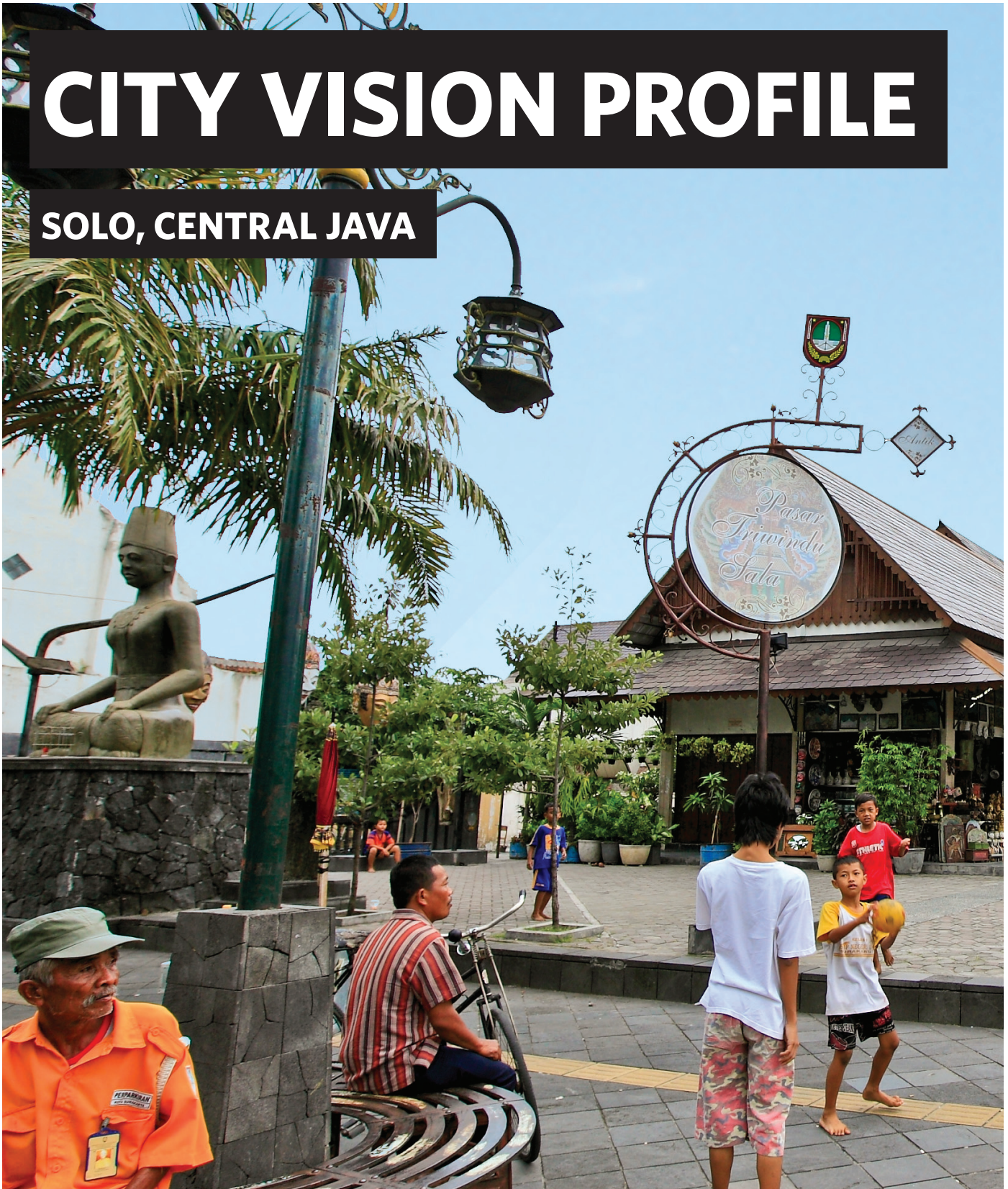


CITY VISION PROFILE

SOLO, CENTRAL JAVA



Cities Alliance
Cities Without Slums

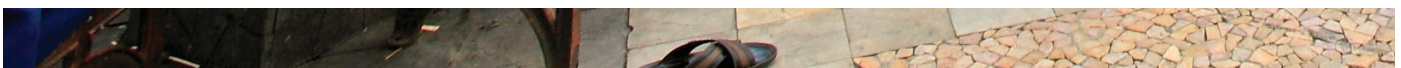
UN HABITAT
FOR A BETTER URBAN FUTURE



PEMKOT
SURAKARTA



DEPARTEMEN
PEKERJAAN UMUM



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CITY VISION PROFILE

SOLO, CENTRAL JAVA

December 2011

Prepared under "Cities Development Strategies: Making Urban Investment Work" (CDS) with technical and financial assistance of UN-HABITAT Regional Office for Asia and the Pacific, and financial assistance provided by Cities Alliance Trust Fund.

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CDS LINKS LOCAL GOVERNMENT TO THE NATIONAL LEVEL TO IMPLEMENT URBAN DEVELOPMENT PLANS.

“Making Urban Investment Planning Work” is an initiative supported by the Cities Alliance. This initiative is implemented by UN HABITAT Indonesia in partnership with the Directorate General of Human Settlements (DGHS) of the Ministry of Public Works. It builds on the City Development Strategies (CDS) approach, a tool that helps local city governments develop comprehensive strategies for urban development, in order to link public funding with local amenity investments. By learning from successful local governments, “Making Urban Investment Planning Work” aims to better link local governments with national government funding resources for the implementation of strategically prioritized projects.

Between 2011 and 2012, this CDS program is working in three Indonesian cities: Banjarmasin, Pekalongan and Solo. These three cities were chosen to pilot the initiative since they have been widely recognized as having good governance, strong local leadership, inclusive policies that target the poor, and dynamic ideas to foster growth. As “champion” cities they can serve as good examples for Indonesia’s nearly 500 cities, demonstrating how strong leadership and vision are essential to fostering comprehensive, inclusive, and credible strategies. These are the key elements required by central government in order to support the implementation of the national urban investment programme: the “Mid-Term Investment Programme” (Rencana Program Investasi Jangka Menengah) (RPIJM).

“Making Urban Investment Planning Work” focuses on medium-term investments. Medium-term investments are doable, but also “change-making” projects that can have an impact on the city as a whole and serve as building blocks that lead to the realization of the city’s larger development vision. These projects are not too small that they have little impact beyond the

neighborhood level, nor too big that they may take many years to implement. By linking these kinds of projects to financing allows cities to comprehensively implement their strategies, and in doing so fully realize their goals.

WHAT IS THE CITY VISION PROFILE?

For each of the three cities, a City Vision Profile has been developed. It is a comprehensive summary of the city’s development vision and serves as an advocacy tool helping the efforts of local governments to promote their investment priorities. The City Vision Profile makes investment priorities easier to understand by decision makers at the local, provincial, and national levels by framing the development needs and priorities within the context of the city’s future plans. It uses a succinct and easy-to-read format that employs maps, diagrams, and photos along with highly communicative text, so that the city vision can be made accessible to even non-technical readers. It can be a one-stop reference for feasibility assessments and funding negotiations for specific projects, whether already prioritized in the Profile or proposed at a later stage.

The City Vision Profile serves to achieve the following:

- COMMUNICATES CLEARLY THE CITY’S DEVELOPMENT STRATEGIES
- FOCUSES ON PEOPLE-ORIENTED ECONOMIC DEVELOPMENT AND GROWTH
- LISTS ‘PRIORITY’ PROJECTS THAT HAVE BEEN SELECTED BY THE CITY WHICH ARE READY FOR INVESTMENT
- DESCRIBES WHY THESE PROJECTS ARE NECESSARY TO MAKE THE CITY VISION A REALITY, HOW PROJECTS ARE IMPORTANT TO THE STRATEGIES, AND WHERE THEY ARE LOCATED
- SHOWS THAT CITIZENS’ VOICES HAVE BEEN HEARD AND INCORPORATED INTO PLANNING DECISIONS



THE CITY OF SOLO IS IMPLEMENTING AN INNOVATIVE DEVELOPMENT VISION KNOWN AS "ECO-CULTURAL CITY."

The City Vision supports the environment, culture, and local economy and livelihoods. Through the implementation of "Eco-Cultural City," Solo is becoming a place with healthy citizens, strong local culture, busy markets, beautiful public open spaces, and sturdy infrastructure.

1.0

ECO-CULTURAL CITY

THE CITY OF SOLO IS IMPLEMENTING AN INNOVATIVE DEVELOPMENT VISION KNOWN AS "ECO-CULTURAL CITY."

"Eco-Cultural City" is a guide for Solo to become a place with strong cultural heritage, self-sufficient local economies, high quality public realm enhanced by a clean environment, and adequate infrastructure.

The City Vision and its related strategies – which are described in this City Vision profile – astutely position Solo's assets as drivers for growth. The City Vision is being implemented at a critical time when Solo's competitive place in Central Java and Indonesia is rapidly changing.

Already, the local government has demonstrated through implemented projects that it can advance the current "Eco-Cultural City" vision.

In creating this City Vision, the Mayor and city officials have recognized key new factors that influence Solo's development environment:

- THE NEW NATIONAL TOLL ROAD MAKES SOLO AN IMPORTANT REGIONAL TRANSPORTATION CENTER IN JAVA, LINKING SEMARANG, JOGJA, SOLO, AND SURABAYA.
- SOLO'S ROLE AS A CULTURAL CAPITAL HAS BEEN ENHANCED BY INTERNATIONAL RECOGNITION OF BATIK HERITAGE BY UNESCO AND IDENTIFICATION OF SOLO AS A NATIONAL EVENTS CENTER (PKN).
- THE CITY'S LAND AREA IS REACHING ITS DEVELOPMENT CAPACITY, WHICH MEANS THERE IS NOW A LIMITED WINDOW OF OPPORTUNITY TO PROVIDE NEW PUBLIC REALM AND PARKS.

"ECO-CULTURAL CITY" VISION

Solo's city development strategy focuses on four components: ecology, heritage, economy, and structures for growth.



- WITH INCREASED DENSITY, LARGE-SCALE PRODUCTION IS NO LONGER VIABLE WITHIN THE CITY, SO FACILITIES ARE NEEDED TO SUPPORT MICRO-, SMALL- AND MEDIUM-SCALE ENTERPRISES – AS WELL AS TRADE AND TOURISM.

Already, Solo has demonstrated capacity to implement the City Vision by making the most of its many existing resources and assets.

Through inclusion of community members in formulating development priorities – as well as supporting resident health and education – Solo is investing in its most long-term asset. The city is also taking steps to upgrade its physical assets, including heritage sites, public markets, and rivers.

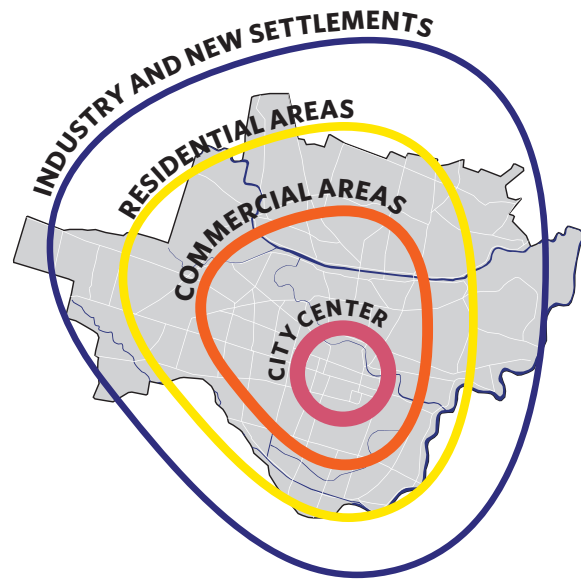
Moreover, recently achieved projects – including BRT, park restorations, and the new Solo Techno Park job training center – support the success of future development initiatives described as “pipeline projects” in this profile.

“Eco-Cultural City” has a clear focus on long-term objectives and is supported by community participation in planning.

“Eco-Cultural City” therefore has a clear focus on long-term objectives. Now it’s time to continue the Mayor’s approach toward strategic development in the city, which includes community participation in planning and open communication of the City Vision to support project implementation.

CITY DEVELOPMENT

The land area of Solo is virtually built out, which means that space is limited to the north for new housing and large-scale industry is being directed to surrounding municipalities.



SOLO FACTS



LAND

Total Land Area	4,600 ha
# of Districts	5
# of Neighborhoods	51
% Residential	57%
Population Density	116 people / ha
% Open Space	12%
Open Space per 1,000 persons	0.96 ha

ECONOMY

Economic Sectors (% of GDP in 2009)

Agricultural & Mining	1%
Manufacturing	22%
Utilities	2%
Construction	15%
Trade, Hotel, Restaurant	25%
Transportation	12%
Finance & Business Services	11%
Other Services	12%

IMPACT OF NEW TOLL ROAD

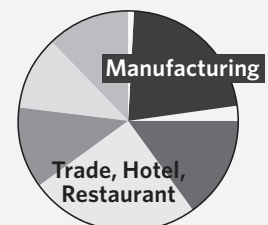
The new toll road – shown in orange – will make Solo an important center in Central Java and strongly connect the city to Jakarta.



ECONOMIC SECTORS

Manufacturing and trade are the largest sectors in Solo’s economy, and small enterprises are important in both of these sectors

(SOURCES: RPJMD, BAPPEDA GIS, Solo in Figures, www.solokotakita.org)



TOWARD THE CITY VISION

A City Vision is the way a city strategically plans for its future. A City Vision is created through collaboration between different groups to identify future physical changes that will improve the built environment and the quality of life.

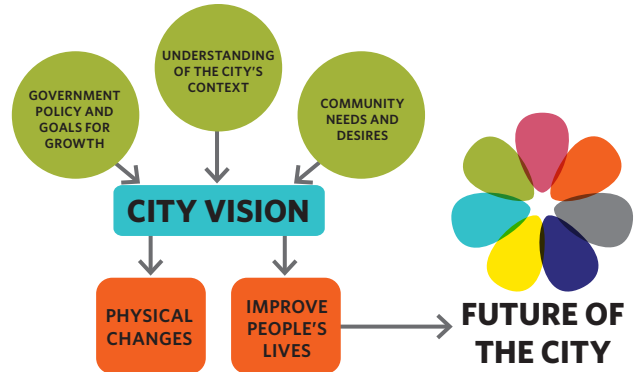
Solo's City Vision defines goals for the future to improve the lives of its citizens. The City Vision makes changes to Solo through physical improvements and guides how government makes decisions about investments. It seeks to help people to meet their needs by:

- IMPROVING ACCESS TO WORK
- IMPROVING THE LIVES OF THEIR FAMILY
- IMPROVING PEOPLE'S HEALTH

In Solo, the City Vision is known as "Eco-Cultural City." Already, the city has demonstrated through implemented projects that it can advance the current vision, which is unique to Solo. Visions differ from city to city in Indonesia, depending on community needs and the regional context. Cities Development Strategies (CDS) has identified typical components that can be used to summarize a City Vision. Each city's vision will

FROM STRATEGIC CONTEXT TO VISION

The vision is created with inputs from different groups and based on different types of information, including: policy and decision making by the government to meet city-wide goals; a study of the city's existing context - what is currently going on in the city and how it fits into the region and nation; and community input about local needs.

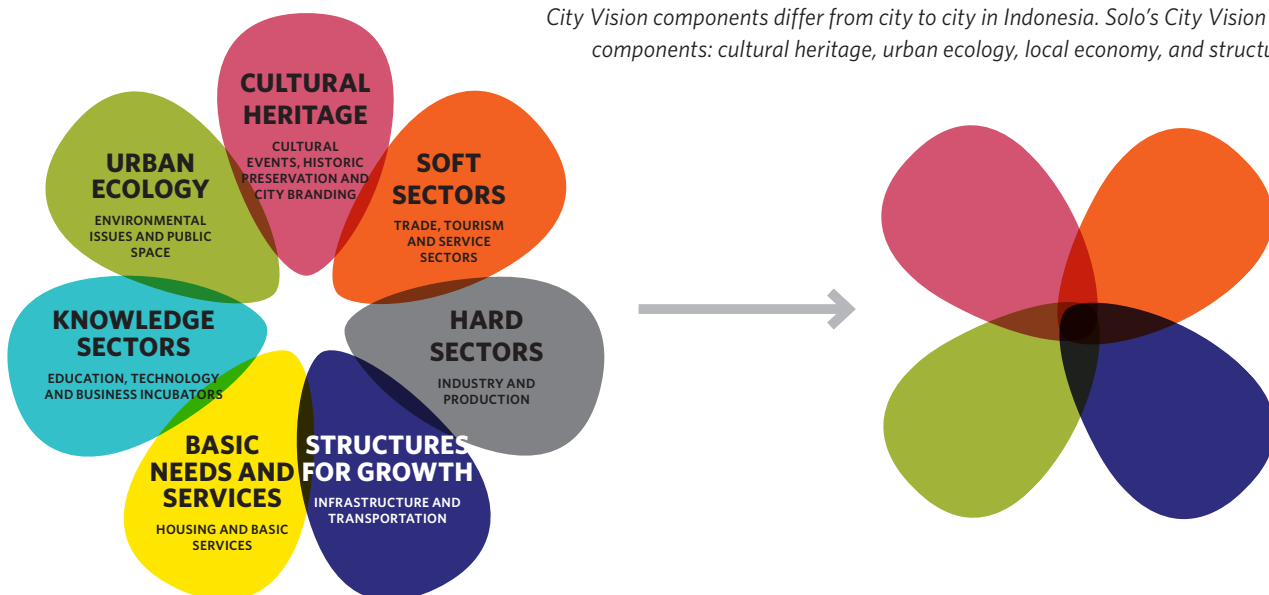


differ and consist of distinct combinations of these categories or new ones entirely.

When projects are implemented, they should support interrelated components of the City Vision. Individual projects may achieve multiple goals across categories and benefit different communities simultaneously - when it does so, it can be said to have found a "sweet spot."

CITY VISION COMPONENTS

City Vision components differ from city to city in Indonesia. Solo's City Vision focuses on four components: cultural heritage, urban ecology, local economy, and structures for growth.



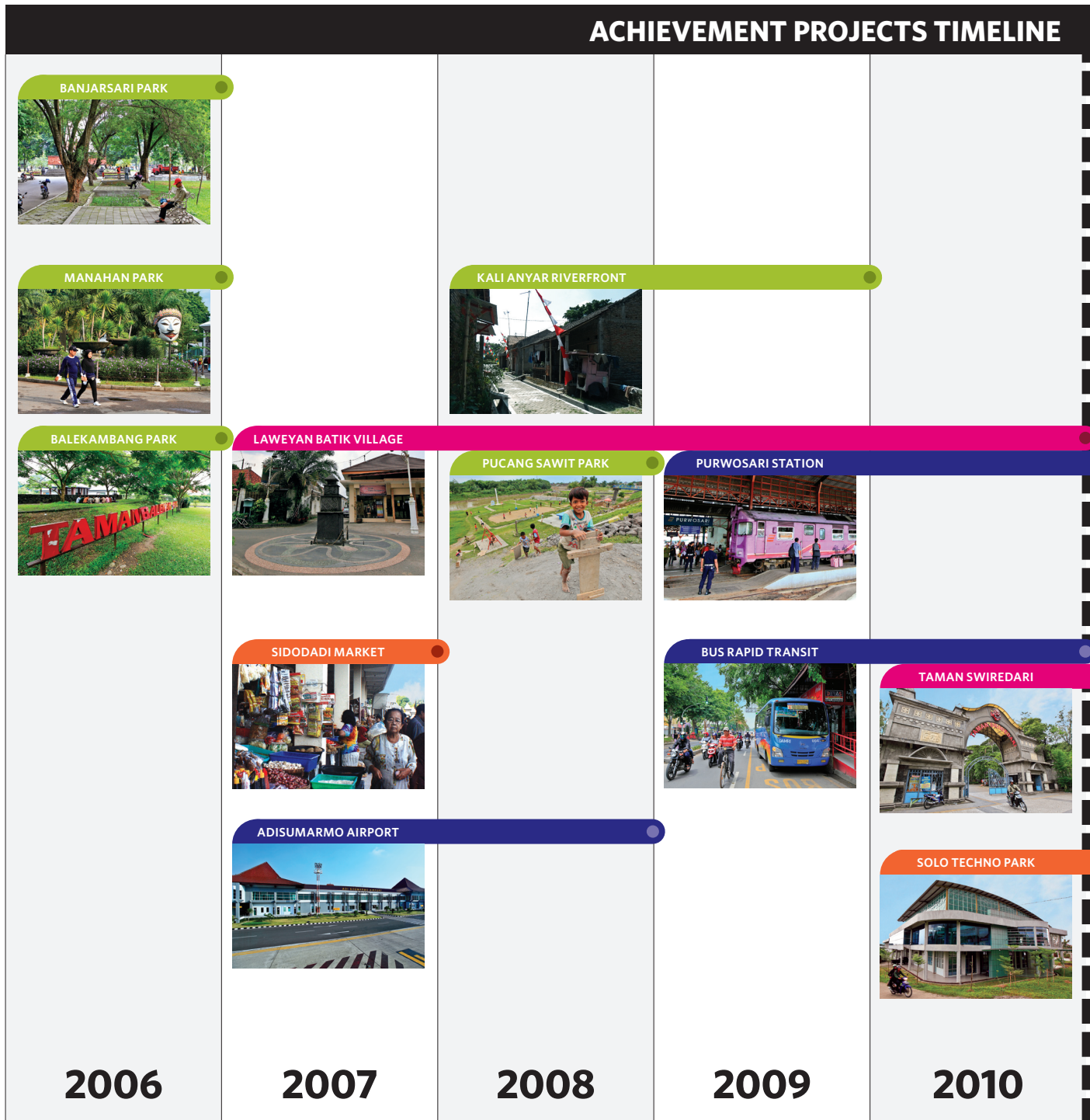
CITY VISION COMPONENTS

The four components of “Eco-Cultural City” support long-term development in Solo by building on its existing assets and strategic opportunities:

1. URBAN ECOLOGY: ENVIRONMENTAL ISSUES AND THE PUBLIC REALM

VISION: Solo will be a city with clean rivers, green parks, and open space.

STRATEGIES: The city plans to improve environmental conditions in Solo by creating new parks, constructing water management systems, and improving riverfront conditions.



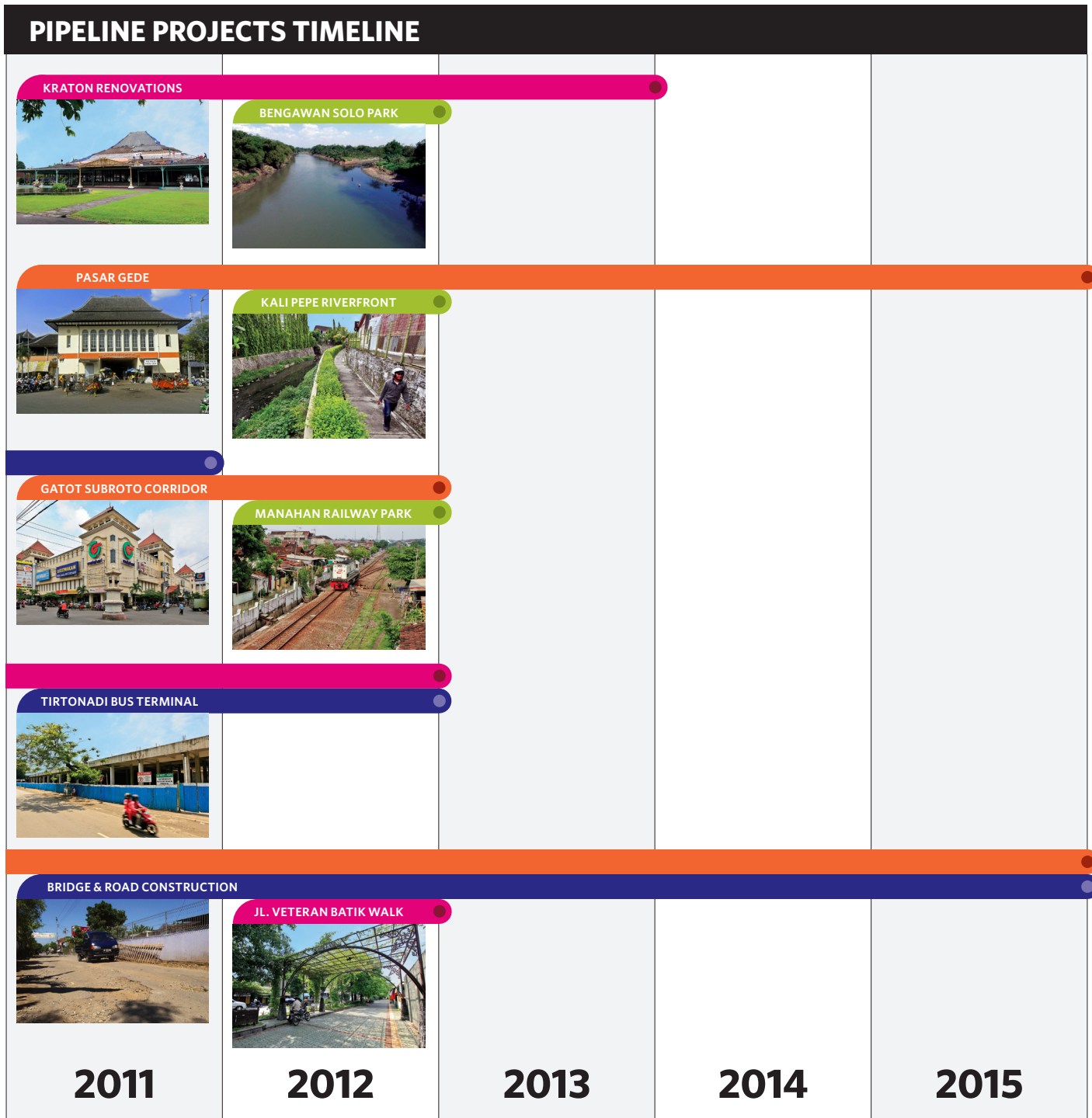
These improvements will boost public health and increase the amount of quality public realm.

POLICY GOAL: The mayor is focusing on increasing the amount of public space in the city to achieve the national goal of 30% of the city's area.

2. CULTURAL HERITAGE: CULTURAL EVENTS AND CITY IDENTITY

VISION: Solo will be a city with many cultural events, preserved heritage, and neighborhoods with strong identities related to local production.

STRATEGIES: The city is advancing its symbolic importance by preserving Solo's heritage assets, such as the Kratons and batik villages. In addition, the "One Village: One Product" program supports local crafts-making. These strategies are increasing tourism and communicating a strong city "brand."



POLICY GOAL: Dinas Tata Ruang Kota (DTRK) is working toward fulfilling regulations of Indonesia Law 11 (2010) to preserve cultural buildings and heritage assets.

3. CITY ECONOMY: LOCAL BUSINESSES & SECTORS

VISION: Solo will be a city where goods are traded, people visit, and service businesses prosper.

STRATEGIES: Solo's economy is growing in general. The city is supporting local entrepreneurs to make sure this growth benefits both local businesses and informal workers.

POLICY GOAL: The mayor has created an initiative known as UMKMK to support self-sufficiency of micro-, small-, and medium-scale enterprises and cooperatives.

4. STRUCTURES FOR GROWTH: INFRASTRUCTURE & TRANSPORTATION

VISION: Solo will be a city that plans for new growth with sustainable infrastructure and transportation systems to connect to other cities and increase mobility for residents.

STRATEGIES: The city and national government are investing in infrastructure and transportation, including toll roads, airport, bus station, and railroad improvements. Infrastructure enhancements include road maintenance and improvements to utility, drainage, and clean water systems.

POLICY GOAL: Dinas Pekerjaan Umum (PU) is focusing on creating services and infrastructure - roads, bridges, drainage, and transportation and health facilities - in the area north of Kali Anyar where the most available land for development exists.

WHY "ECO-CULTURAL CITY"?

A common framework throughout this City Vision profile to evaluate project effectiveness uses three basic criteria: appropriateness, desirability, and feasibility. This model is employed throughout this City Vision profile to describe in greater depth "pipeline projects." Yet the model also applies to the City Vision as a whole.

- "Eco-Cultural City" is **APPROPRIATE** BECAUSE THE CITY VISION BUILDS ON ADVANTAGES OF EXISTING PUBLIC ASSETS AND NEW TRANSPORTATION CONNECTIONS, USING RESOURCES AVAILABLE IN SOLO.

STRATEGIC EVALUATION FRAMEWORK



- "Eco-Cultural City" is **DESIRABLE** BECAUSE IT IS PEOPLE AND NEEDS FOCUSED - IT ADDRESSES GAPS IN INFRASTRUCTURE AND SERVICES NEEDED FOR ANTICIPATED GROWTH.
- "Eco-Cultural City" is **FEASIBLE** BECAUSE SOLO HAS ALREADY DEMONSTRATED CAPACITY TO IMPLEMENT SIMILARLY SCALED PROJECTS, WHICH ARE OFTEN LOW-COST, HIGH-IMPACT AND HAVE THE SUPPORT OF EXISTING CONSTITUENTS AND ADVOCACY ORGANIZATIONS.

MOVING AHEAD

The following profile describes in more detail the strategies and pipeline projects for each of the four City Vision components. These projects do not stand alone, but rather relate to and reinforce each other by achieving a "sweet spot" among goals and priorities. The profile includes:

- RECENT PROJECT ACHIEVEMENTS
- PIPELINE PROJECTS
- INITIATIVES TO REDUCE POVERTY AND VULNERABILITY
- PRINCIPLES FOR PROJECT IMPLEMENTATION AND COMMUNITY PARTICIPATION

As local and national governments work together in Solo, this City Vision Profile can be considered primarily as a reference tool for evaluating whether and how new projects will comprehensively and inclusively address development issues and needs.

2.1

URBAN ECOLOGY

SOLO WILL BE A CITY WITH CLEAN RIVERS, GREEN PARKS, AND OPEN SPACE.

Environmental concerns for the city are directly related to the quality of the city’s infrastructure. Key environmental issues are water quality, flooding, and drainage and waste disposal. Each of these issues is dependent upon infrastructure systems that are aging, inadequate, or under redevelopment. In addition to these environmental issues, the Mayor has recently begun to advocate for an increase in parks in the city to achieve the national target of 30% land area as green

open space. Currently the city has 12% green open space. The benefits from improvements to this amenity are two-fold. The city hopes to create an improved public realm to support Solo’s cultural character and experience of the city for citizen’s quality of life. Corridor improvements and riverfront revitalization are two key projects for Solo, which provide flexible and public gathering space for residents and visitors.

ACHIEVEMENT: BALEKAMBANG PARK



Description: Landscaping project to restore the Sultan’s park for the public. The park has been equipped with a stage for cultural performances, outdoor park furniture, and the natural habitat has been restored.

Date: 2006
Budget: 991,004,000 Rp.
Implementing Agency: DTRK

URBAN ECOLOGY STRATEGY SUMMARY

Problem	Action	Outcome
Lack of quality public open space	<ul style="list-style-type: none"> Increase amount of RTH: river fronts, public parks, landscaped corridors 	<ul style="list-style-type: none"> Increased access to and active use of public space Improved public health and local stewardship of open space
Polluted waterways and clogged drainage systems	<ul style="list-style-type: none"> Decrease waste buildup and contamination outflows into rivers IPAL in Laweyan 	<ul style="list-style-type: none"> Increased health of rivers Increased value of riverfront areas for development
Flooding	<ul style="list-style-type: none"> Decrease waste build up along rivers and maintain drainage systems 	<ul style="list-style-type: none"> Decrease vulnerability along rivers for residents and businesses
Limited awareness of causes of environmental issues	<ul style="list-style-type: none"> Increase access to green open space Develop campaigns focused on environmental issues and awareness 	<ul style="list-style-type: none"> Increased locally-driven stewardship of environment

ACHIEVEMENTS: BANJARSARI PARK AND MANAHAN PARK



RIVERFRONT REVITALIZATION SEKARTAJI - TIRTOWADI

Date: 2008 - 2009

Budget: 4,495,181,648 Rp.

Implementing Agency: BLH

Description: Revitalization of river by relocation of riverfront slum housing and vendors at Kali Anyar. Creation of riverfront park at Pucang Sawit.



BANJARSARI PARK

Date: 2006

Budget: 1,326,126,000 Rp.

Implementing Agency: DPP

Description: Restoration of a neighborhood park after being overtaken by street vendors, with landscaping and the construction of a landmark monument.



MANAHAN PARK

Date: 2006

Budget: 991,004,000 Rp.

Implementing Agency: DKP / DP

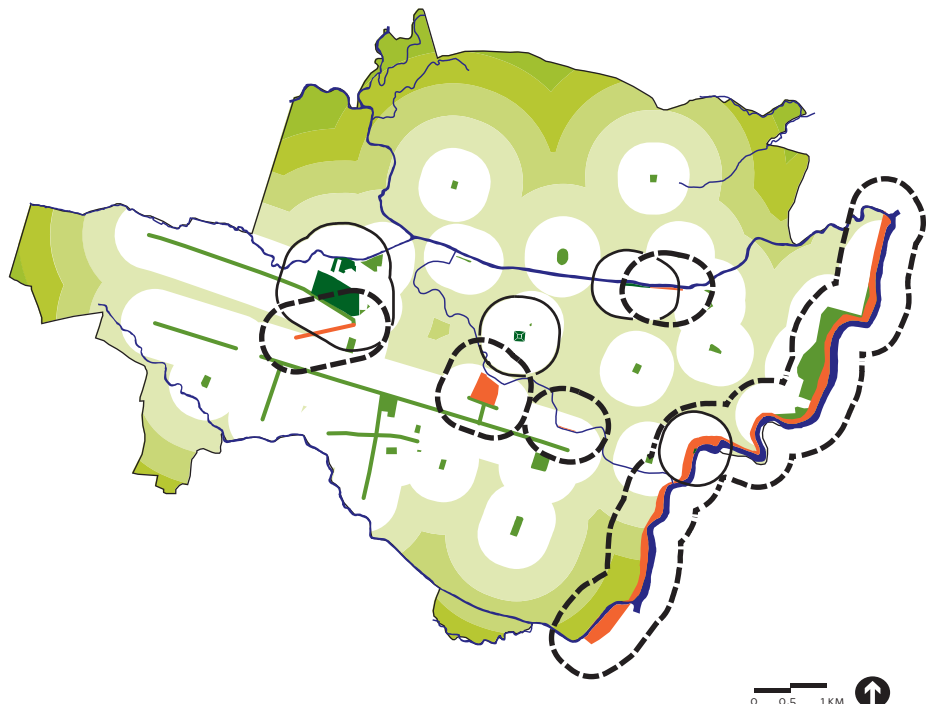
Description: Construction of a park surrounding the city's sports stadium, by the relocation of street vendors, the installation of street furniture, and creation of public spaces.

OPEN SPACE ACCESS: ACHIEVEMENTS AND FUTURE OPPORTUNITIES

Over 20,000 residents live within a 5 minute walk of the four parks Solo has recently constructed or renovated. These parks include Balekambang Park, Manahan Stadium, and riverfront parks on Kali Anyar and Bengawan Solo. Over 60,000 residents live within a 5 minute walk of four planned new parks.

KEY

- PLANNED PARK DEVELOPMENT
- 5 MINUTE WALK TO PLANNED PARKS
- RECENT PARK DEVELOPMENT
- 5 MINUTE WALK TO NEW PARKS
- EXISTING PARK OR PUBLIC SPACE
- 25 MIN WALK TO ANY PARK
- 20 MIN WALK TO ANY PARK
- 15 MIN WALK TO ANY PARK
- 10 MIN WALK TO ANY PARK



(SOURCE: BAPPEDA GIS)

ROSANA DEWI

DIRECTOR, GITA PERTIWI (GP)

What is Ibu working on? Organizing recycling and healthy food programs.

"Our contribution to the city is just encouraging people to not consume as much as they do and be aware of environmental change."

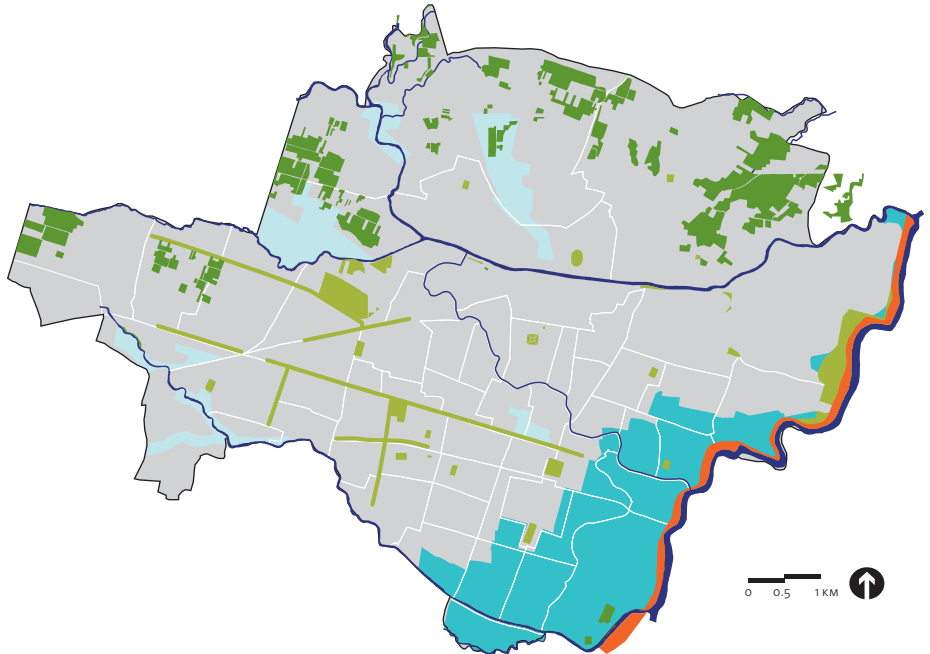


AREAS VULNERABLE TO FLOODING

The southeast area of Solo has significant flooding each year from the Bengawan River. Standing water is also an issue in new areas of development in the north and west where agricultural land is being filled in for housing.

KEY

- FLOOD AREA
- AREAS WITH FREQUENT STANDING WATER
- EXISTING PARKS AND PEDESTRIAN WALKS
- AGRICULTURAL AREAS
- NEIGHBORHOOD BOUNDARIES



(SOURCE: BAPPEDA GIS)

PIPELINE PROJECTS TIMELINE



BENGAWAN SOLO RIVER PARK

Date: 2012
Budget: 6.5 billion Rp.
Implementing Agency: BLH

Description: Creation of a linear river park that extends along the Bengawan River corridor and a river road on the dike.

2012



KALI PEPE RIVERFRONT CORRIDOR

Date: 2012
Budget: 15 billion Rp.
Implementing Agency: DTRK

Description: Creation of riverfront public space that connects to Pasar Gede Revitalization area.

2012



MANAHAN RAILWAY PARK

Date: 2012
Budget: 2 billion Rp.
Implementing Agency: DTRK

Description: Landscape improvements to the green spaces along the railway lines between Purwosari and Simpang.

2012

2.2

CULTURAL HERITAGE

SOLO WILL BE A CITY OF MANY CULTURAL EVENTS, PRESERVED HERITAGE, AND NEIGHBORHOODS WITH STRONG IDENTITIES RELATED TO LOCAL PRODUCTION.

Cultural heritage is a “living” part of community life and local economic activity in Solo. The city government’s actions to preserve cultural heritage not only increase the role of Solo as a tourism destination, but also support neighborhood development. Following the recognition of Indonesian batik as “intangible cultural heritage” by UNESCO in 2009, Solo has steadily attracted increasing numbers of visitors – drawing 530,000 domestic tourists and 18,000 more from abroad in that year alone.

Solo’s physical cultural assets – such as the two palaces – are concentrated in the central city, which means that

strategic investments in heritage sites support district-wide regeneration. The city is currently sponsoring cultural programs at heritage sites, including the Batik Carnival and the international performing arts festival (SIPA). However, the heritage buildings themselves are in urgent need of restoration.

At the same time, the “One Village: One Product” initiative provides support for neighborhood heritage preservation. Small-scale production facilities for shuttlecocks, keris, and musical instruments, for example, are potential destinations to bring visitors from the restored central city into Solo’s neighborhoods.

ACHIEVEMENT: LAWEYAN BATIK VILLAGE



Description: The city invested in the public realm of Laweyan with lighting, seating, signage, and streetscape and improved the built environment for residents, batik producers, and tourists. In 2010, the city followed-up on these investments with pedestrian improvements to create a “batik walk” on Jalan Perintis Kemerdekaan.

Date: 2007 – 2010

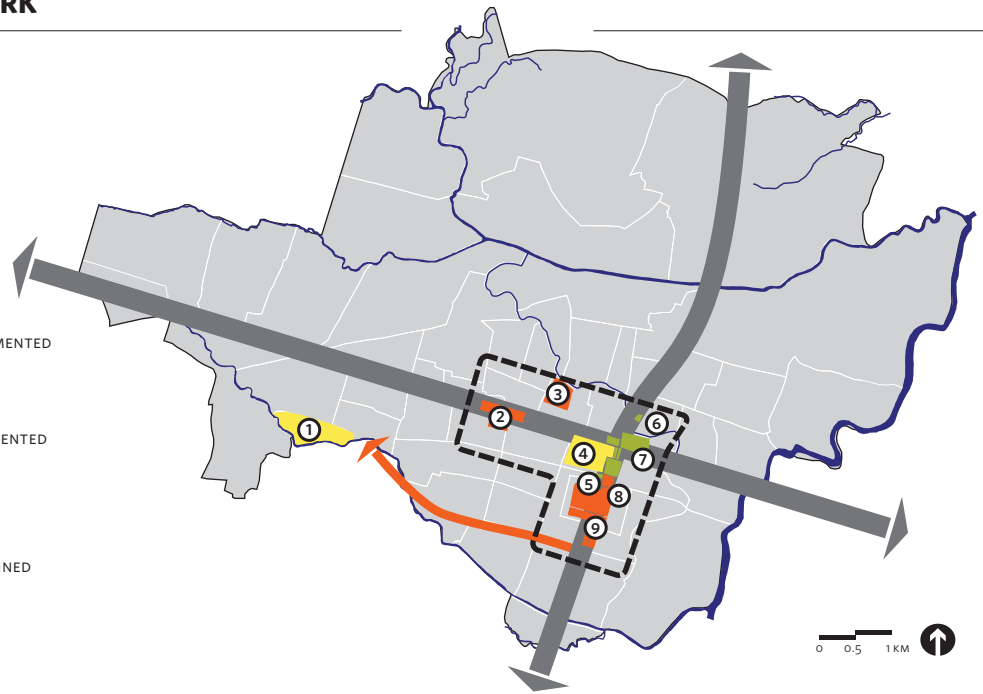
Budget: 4,061,288,000 Rp.

Implementing Agency: DTRK / PU

CULTURAL HERITAGE NETWORK

KEY

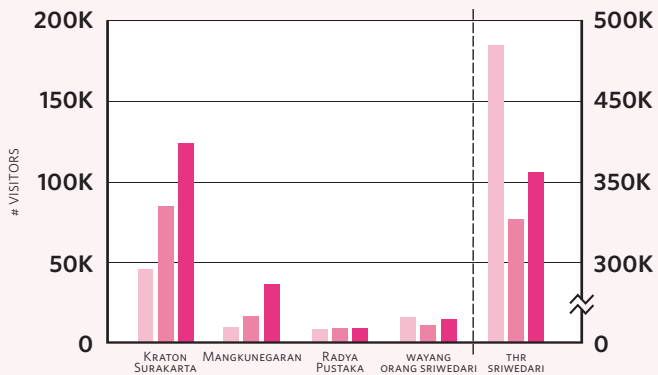
- PLANNED RESTORATION SITES / "BATIK WALK"
 - CENTRAL CITY HERITAGE AREA
 - ▬ HISTORIC CITY AXIS
 - EXISTING BATIK VILLAGES
 - EXISTING CENTRAL CITY HERITAGE SITES
 - NEIGHBORHOOD BOUNDARIES
- 1 LAWEYAN BATIK KAMPUNG - UPGRADING IMPLEMENTED
 - 2 TAMAN SRIWEDARI - **RENOVATION NEEDED**
 - 3 MUNGKUNEGARAN - **RENOVATION NEEDED**
 - 4 KAUMAN BATIK KAMPUNG - UPGRADING IMPLEMENTED
 - 5 PASAR KLIWON - UPGRADING PLANNED
 - 6 PASAR GEDE - **RENOVATION NEEDED**
 - 7 VASTENBERG FORT - ABANDONED
 - 8 MASJID AGUNG KARATONA - PRIVATELY MAINTAINED
 - 9 KRATON KASUNANAN - **RENOVATION NEEDED**



(SOURCE: BAPPEDA GIS)

INCREASING TOURISM

DOMESTIC TOURISTS



INTERNATIONAL TOURISTS



The number of tourists visiting Solo's two Kratons doubled between 2007 and 2009. All of these heritage sites require upgrading.

(SOURCE: "Solo dalam Angka 2009" / Dinas Kebudayaan dan Pariwisata Kota Surakarta)

CULTURAL HERITAGE STRATEGY SUMMARY

Problem	Action	Outcome
Deteriorating heritage sites	<ul style="list-style-type: none"> • Kraton renovations • Redevelopment of Sriwedari park 	<ul style="list-style-type: none"> • Increased tourism to heritage sites • Improved public realm
Few support structures for batik-producing neighborhoods	<ul style="list-style-type: none"> • Batik Village initiatives / "Batik Walk" • Laweyan IPAL water filtration system 	<ul style="list-style-type: none"> • Increased tourism in batik neighborhoods • Increased awareness of batik industry-related environmental issues
Limited promotion of tourism for small-scale handicraft industries	<ul style="list-style-type: none"> • One Village: One Product Program 	<ul style="list-style-type: none"> • Expanded local heritage network • Strengthened neighborhood identity • Increased employment opportunities for residents

SOEDARMO, SU

LECTURER, UNIVERSITAS SEBALAS MARET

What is Pak working on? Promoting Javanese culture and society.

"Eco-cultural is only a slogan without respect to heritage and culture."

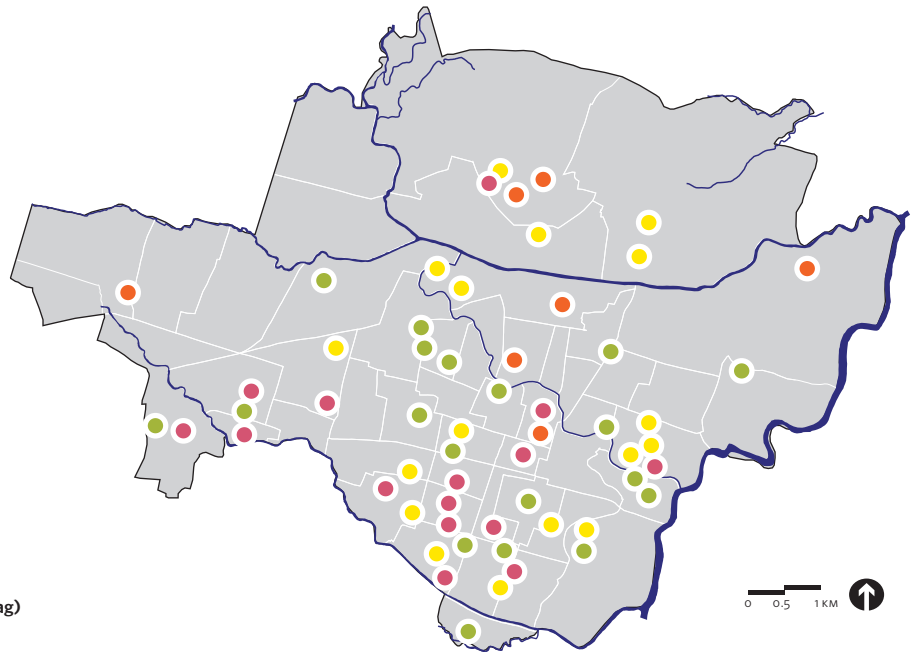


SMALL IS BEAUTIFUL: NEIGHBORHOOD HANDICRAFTS

Small-scale handicraft production occurs in almost every neighborhood in Solo. By supporting these industries through the "One Village: One Product" program, the government of Solo is creating livelihood opportunities for the urban poor as well as new heritage destinations for visitors to the city.

KEY

- HOUSE ITEMS: KACA HIAS, MEUBEL
- SPECIALITY ITEMS: SHUTTLECOCK, KERIS, SANGKAR BURUNG
- CLOTHING: BLANGKON, BATIK, SANDAL HIAS, HANDICRAFT
- CULTURE: INSTRUMEN MUSIK, GAMELON, WAYANG, SANGGAR TARI DAN MUSIK
- NEIGHBORHOOD BOUNDARIES



(SOURCE: Dinas Perindustrian dan Perdagangan Disperindag)

PIPELINE PROJECTS TIMELINE

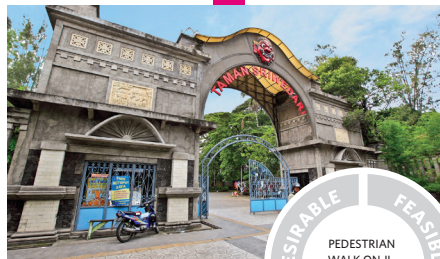


KRATON RENOVATIONS

Date: 2011 - 2013
Budget: 13.5 billion Rp.
Implementing Agency: DTRK

Description: Restoration of Mangkunegaran Palace, improvements to entrance, and new landscape in surrounding area.

2011 - 2013



TAMAN SWIREDARI CORRIDOR RENOVATIONS

Date: 2009 - 2012
Budget: 7.8 billion Rp.
Implementing Agency: DTRK

Description: Upgrading and corridor improvements to Sriwedari cultural park and surrounding area.

2012



JALAN VETERAN "BATIK WALK"

Date: 2012
Budget: 2.5 billion Rp.
Implementing Agency: PU

Description: Streetscape and pedestrian improvements on Jalan Veteran to connect Solo's central heritage area with the batik-producing neighborhood Laweyan.

2012



2.3

LOCAL ECONOMY

SOLO WILL BE A CITY WHERE GOODS ARE TRADED, PEOPLE COME TO VISIT, AND SERVICE BUSINESSES PROSPER.

The city of Solo's strongest asset is its industrious and enterprising people. Thousands of small-scale producers not only create their livelihoods through the local economy, they also continue long-standing traditions of artisanal crafts for which the city has become famous. Among them batik has become renowned throughout the world, attracting tourism and merchants from afar. The economy is grounded by trade – goods are supplied for surrounding municipalities in Solo. Medium- and large-scale businesses are growing with notable increases in the hotel sector. Solo serves as an employment center in Central Java and offers a broad range of services to the surrounding region.

Solo has employed various strategies to support small and medium businesses. The city's incremental approach to upgrading its markets and building new ones have given dignified conditions to vendors. As a result, both the city's and the vendors' revenues have increased, demonstrating a strategy that is mutually beneficial. A current project, the Pasar Gede Area Revitalization Plan, seeks to enhance the surroundings of one of the city's iconic buildings and the heart of its market system. As the main distribution hub in the city, upgrades to Pasar Gede will improve the operation of markets across the city.

F.E. SUJANTI

COORDINATOR, JARINGAN PEREMPUAN USAHA KECIL (JARPUK)

What is Ibu working on? Creating a network of women business owners.

"When the city is greener, more people will visit Solo – this benefits our members. We are ready to support the City Vision."



ACHIEVEMENT: CONSTRUCTION OF SIDODADI MARKET



Description: Construction of a new neighborhood market at the western gate to the city.

Date: 2007

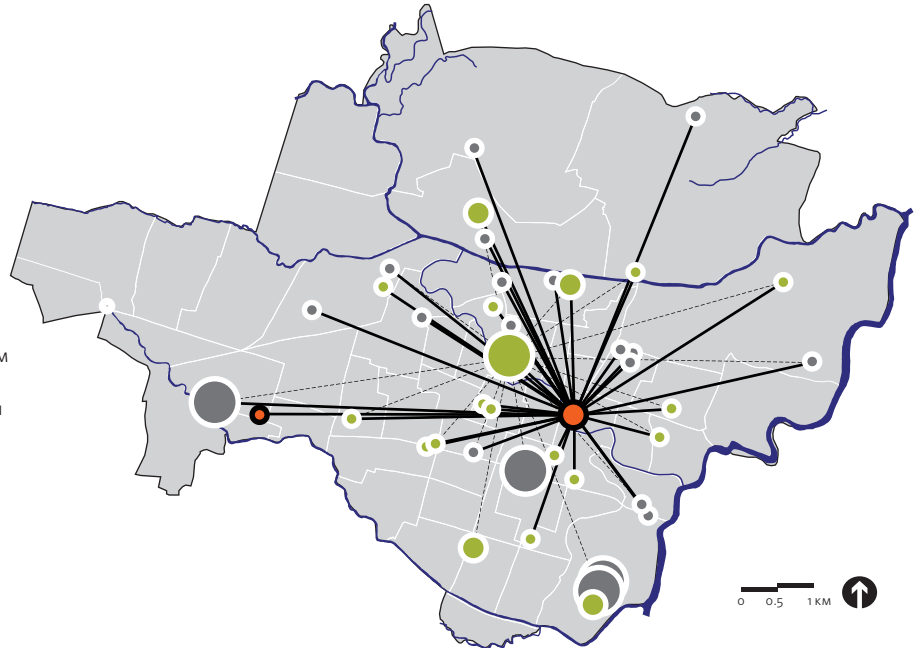
Budget: 1,971,575,000 Rp.

Implementing Agency: DPP

UPGRADING AN IMPORTANT CENTER IN THE LOCAL MARKET SYSTEM

Pasar Gede is one of Solo's oldest markets and an important distribution center within the local market system. Vendors at Pasar Gede supply fruits to vendors in all of Solo's other markets, including Pasar Legi, the largest vegetable distributor. The city has been upgrading markets in Solo as a local development strategy.

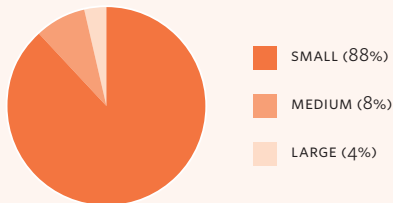
KEY



(SOURCE: Dinas Pasar)

SMALL-SCALE BUSINESSES

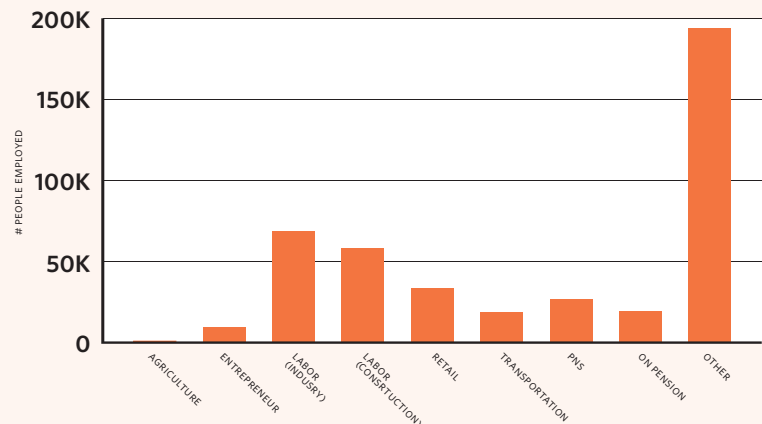
ENTERPRISE / COOPERATIVE SIZE



(SOURCE: RPJMD Plan 2010 - 2015)

Micro-, small-, and medium-scale enterprises and cooperatives (UMKMK) have increased in the last four years. Twice as many people are involved in small-scale industries as large businesses.

EMPLOYMENT SECTORS (IN 2009)



(SOURCE: "Surakarta dalam Angka" / Monografi Kelurahan)

CITY ECONOMY STRATEGY SUMMARY

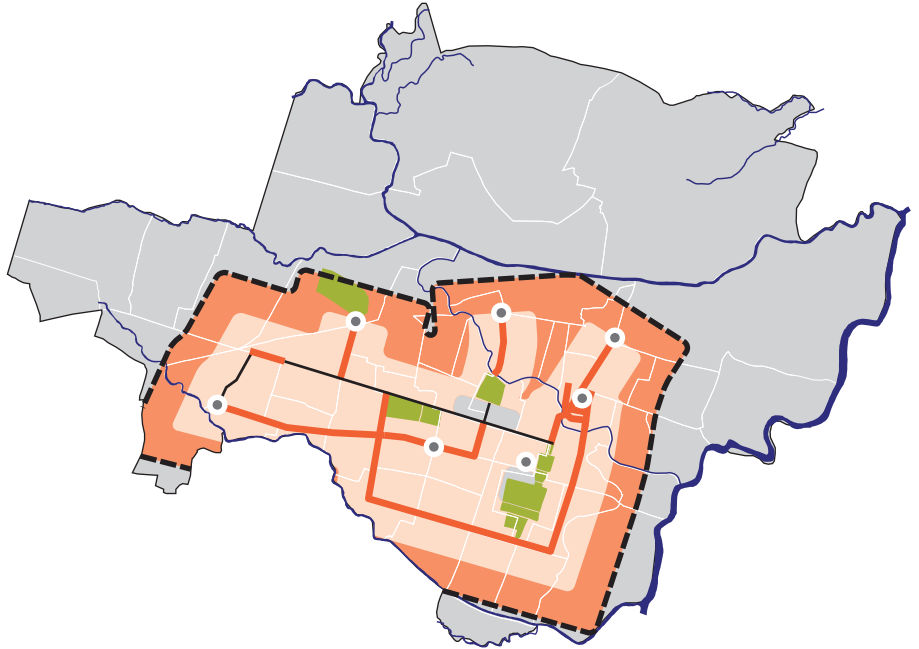
Problem	Action	Outcome
Modernization of retail sectors threatens traditional traders	<ul style="list-style-type: none"> Renovation and construction of 41 traditional markets 	<ul style="list-style-type: none"> Access to market for traders Preservation of heritage markets
Appropriation of public space by vendors, causing congestion	<ul style="list-style-type: none"> Initiation of process to relocate informal vendors to formal markets 	<ul style="list-style-type: none"> Improved public space Better business environment
Lack of commercial opportunities for local craft producers and vendors	<ul style="list-style-type: none"> Definition of vending spaces and initiation of a permitting process on commercial corridors 	<ul style="list-style-type: none"> Increased commercial activity
Lack of skills for high-tech economy and unemployment	<ul style="list-style-type: none"> Solo Technology Park Skills trainings 	<ul style="list-style-type: none"> Increased skills and capacity to compete in modern economy

COMPLETING A NETWORK OF ECONOMIC CENTERS

Both implemented and planned corridor initiatives are connecting Solo's many markets and commercial districts. Making these streets pedestrian friendly and improving the quality of the environment accomplishes two objectives: to facilitate movement among commercial centers and increase revenues for local businesses.

KEY

- PLANNED CORRIDOR IMPROVEMENT
- COMPLETED CORRIDOR IMPROVEMENT
- CORRIDOR NETWORK ACCESS AREA
- ECONOMIC / RECREATION CENTER
- EXISTING PARK OR PUBLIC SPACES
- 10 MINUTE WALK TO ACCESS CORRIDOR NETWORK
- 5 MINUTE WALK TO ACCESS CORRIDOR NETWORK
- NEIGHBORHOOD BOUNDARIES



(SOURCE: BAPPEDA GIS)

PIPELINE PROJECTS TIMELINE

<p>EXISTING</p>	<p>PROPOSED</p>	<p>PROPOSED</p>
<p>SOLO TECHNOLOGY PARK</p> <p>Date: 2010 - 2015 Budget: 215 billion Rp. Implementing Agencies: DIKPORA / PU</p> <p>Description: Creation of an information-technology training center and development area located near the university.</p>	<p>PASAR GEDE REVITALIZATION</p> <p>Date: 2011 - 2015 Budget: 17.4 billion Rp. Implementing Agency: DTRK</p> <p>Description: Revitalization of the area surrounding the city's central market, to improve access, circulation, and the aesthetic of the area.</p>	<p>GATOT SUBROTO COMMERCIAL CORRIDOR</p> <p>Date: 2011 - 2012 Budget: 24.3 billion Rp. Implementing Agency: PU</p> <p>Description: Street level improvements along the commercial corridor including increased pedestrian access and shade.</p>
<p>2010 - 2015</p>	<p>2011 - 2015</p>	<p>2011 - 2012</p>

2.2

STRUCTURES FOR GROWTH

SOLO WILL BE A CITY THAT PLANS FOR NEW GROWTH WITH SUSTAINABLE INFRASTRUCTURE AND TRANSPORTATION SYSTEMS TO CONNECT TO OTHER CITIES.

Solo and its hinterlands are rapidly growing and urbanizing. The city's population of 534,498 (2010, RTRW) is projected to increase by 25% by 2030 to 713,400. Because of Solo's regional importance in the Central Java Province and as a National Events Center (PKN), municipal and national government are planning for infrastructure and transportation improvements.

With the rise of the tourism and trade sectors, regional connections are increasingly integral to the city's economy. Solo has invested in intermodal and international connections: a new airport terminal and train stations have been built and the city is preparing to renovate its bus terminal and road network.

Improvements to transportation and infrastructure are important for ensuring sustainable development patterns in north Solo and on the periphery – where most new residential development is occurring. The city is extending infrastructure to serve new housing development in the north, though available land here is limited. At the same time, local government has a policy of encouraging new small industry, but is no longer issuing new permits for large and polluting facilities. This means both housing and industrial development is now occurring in neighboring

ACHIEVEMENT: PURWOSARI STATION



Date: 2009 - 2011

Budget: 1,500,000,000 Rp.

Implementing Agency: DLLAJ

Description: Restoration of the Purwosari railway station including the construction of a new track, parking area for motorcycles, public open space, and a roof for the departure area.

municipalities. As a result, regional planning structures will be needed in the future.

Solo has the ingredients to be a sustainable city: compact urban fabric, a good transportation network, and formal and informal services. At this critical point, Solo needs investment in structures for growth to steer the city towards a sustainable future.

STRUCTURES FOR GROWTH STRATEGY SUMMARY

Problem	Action	Outcome
Lack of regional connections	<ul style="list-style-type: none"> Investment in airport, regional road network, toll road, and railway connections 	<ul style="list-style-type: none"> Increased accessibility for regional and national tourism and trade
Dependency on road transport; lack of public regional transit	<ul style="list-style-type: none"> Investment in railway networks 	<ul style="list-style-type: none"> Increased sustainability of regional transportation
Uneven access to public transit across the city	<ul style="list-style-type: none"> Investment in extending BRT and bus routes; support of informal transport 	<ul style="list-style-type: none"> Sustainable future growth and increased resident mobility
Uneven quality of roads across the city	<ul style="list-style-type: none"> Investment in road network for neighborhoods to the north of the city 	<ul style="list-style-type: none"> Increased access for new residents, periphery businesses and densifying neighborhoods

ACHIEVEMENTS: BRT SYSTEM AND AIRPORT TERMINAL



BUS RAPID TRANSIT SYSTEM

Date: 2009 - 2011

Budget: 160,000,000 Rp.

Implementing Agency: DLLAJ

Description: Implementation of a new bus transit system with side loading buses and two routes across the city. Recently, a new route opened to connect the city with the airport.



AIRPORT TERMINAL

Date: 2007 - 2009

Budget: 3,792,900,000 Rp.

Implementing Agency: DP, DISNAKERTRANS

Description: Expansion of the airport, including the construction of three new terminals to receive international and domestic flights.

IR. AGUS DJOKO WITIARSO, MSI.

DIRECTOR, DINAS PEKERJAAN UMUM (PU)

What is Pak working on? Managing the city's roads, bridges, drainage system, and housing.

"We want people to feel that the roads are a comfortable public space in the city."

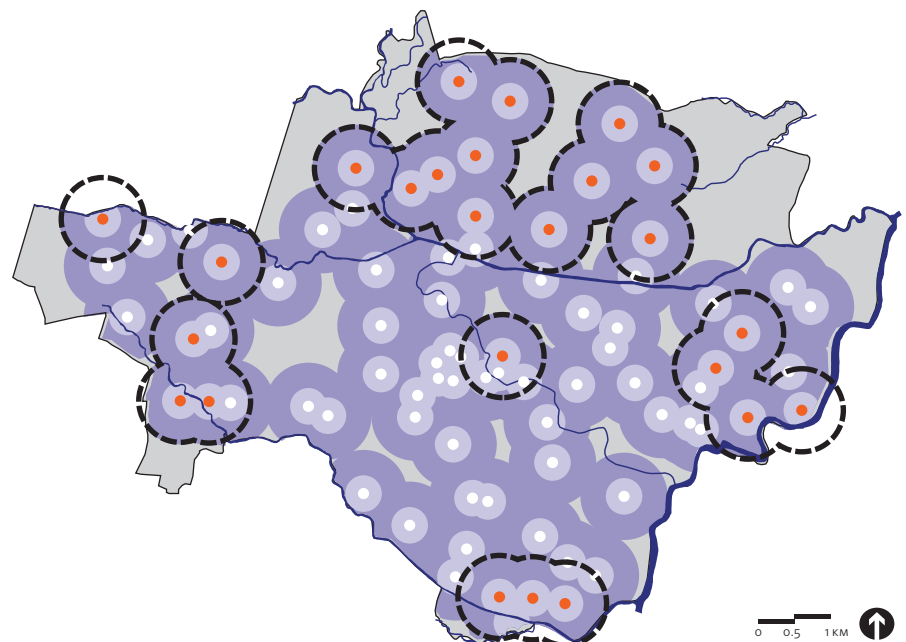


BUILDING CAPACITY TO PROVIDE SERVICES IN AREAS OF GROWTH

The city is increasing its capacity to provide services and infrastructure in the areas of Solo where residential development is expanding. One example is the recent increase in the number of TPL waste collection sites - these provide support for new development and reduce illegal dumping.

KEY

- NEW TPL (WASTE COLLECTION) SITES
- EXPANDED WASTE COLLECTION SERVICE AREAS
- EXISTING TPL SITES
- 10 MINUTE WALK TO ACCESS TPL
- 5 MINUTE WALK TO ACCESS TPL



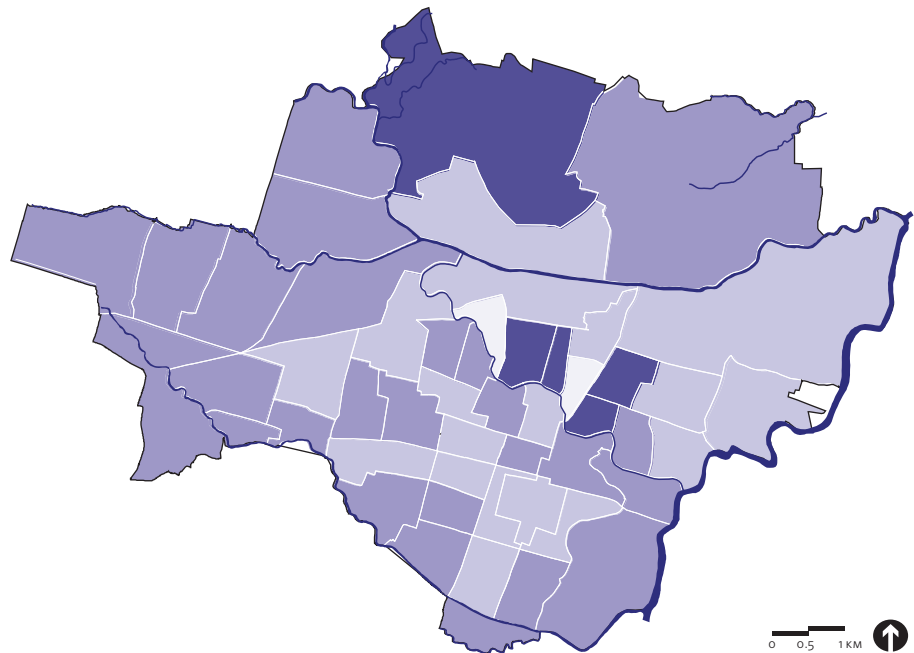
(SOURCE: BAPPEDA GIS)

NEIGHBORHOOD POPULATION CHANGE (2007 - 2009)

Since the central city is a dense area that is built out, most new population growth in Solo is occurring in the peripheral areas – especially in the north. However, population has also increased near Solo’s large central markets.

KEY

- > -5% CHANGE
- 0% TO -5% CHANGE
- 0% TO 5% CHANGE
- > 5% CHANGE
- NEIGHBORHOOD BOUNDARIES



(SOURCE: TK)



PIPELINE PROJECTS TIMELINE



TIRTANADI BUS TERMINAL EXTENSION

Date: 2011 - 2012
Budget: 60 billion Rp.
Implementing Agency: DISHUB

Description: Increase capacity of existing bus terminal by constructing a new terminal.

2011 - 2012



BRIDGE CONSTRUCTION

Date: 2011 - 2015
Budget: 35 billion Rp.
Implementing Agency: PU

Description: Construction of bridges in the north to connect remote areas with the city center and surrounding provinces. The bridges are: Jmb. Lemah Abang, Jmb. Komplang, Gilingan underpass, and the Purwosari underpass.

2011 - 2015



ROAD CONSTRUCTION

Date: 2011 - 2015
Budget: 75 billion Rp.
Implementing Agency: PU

Description: Construction of roads in the north of the city to help increase connectivity and improve circulation. The roads include: Jl. Naipang, Jl. Samudera Pasai, Jl. Kerinci and Jl. Sumbing.

2011 - 2015



3.0

POVERTY AND

VULNERABILITY REDUCTION

POVERTY REDUCTION AND MITIGATING VULNERABILITY TO DISASTER AND CLIMATE CHANGE ARE CRITICAL FOR REALIZING THE CITY VISION.

Poverty reduction is a central component of the City Vision. Pro-poor policies in Solo are reducing vulnerability to floods, creating livelihood opportunities, improving infrastructure in poor areas, and engaging the poor in dialogue. These initiatives are closely coordinated with City Vision components:

- **URBAN ECOLOGY** – TO REDUCE VULNERABILITY OF FAMILIES LIVING ALONG THE RIVERS AND RAILWAY TRACKS, THE CITY HAS RELOCATED HOUSEHOLDS AND PROVIDED THEM WITH FUNDS TO PURCHASE LAND AND BUILD HOMES IN SAFER AREAS.
- **URBAN ECONOMY** – PRO-POOR INVESTMENTS IN STREET VENDING AND UPGRADES TO LOCAL MARKETS ARE SUPPORTING THE INFORMAL ECONOMY AND PROVIDING VENDORS WITH IMPROVED CONDITIONS AND ASSISTANCE TO INCREASE INCOME.
- **STRUCTURES FOR GROWTH** – RELOCATION OF FAMILIES FROM FLOOD-PRONE AREAS, THE REINFORCEMENT OF RETAINING WALLS, AND CREATION OF PARKS HELPS TO PROTECTS THE ASSETS OF THE POOR. TO ADDRESS FOOD SECURITY ISSUES, THE CITY GOVERNMENT COLLABORATES WITH THE NATIONAL

GOVERNMENT TO BRING THE POOREST FAMILIES A BASIC FOOD SUBSIDY – KNOWN AS RASKIN.

A major component of the city's pro-poor strategy has been the commitment of government officials to engage with poor communities. Poverty reduction is the mission of both the Mayor and the Vice Mayor. For example, the Mayor held nearly 50 meetings with informal vendors in a process to consult and reach consensus with them about plans to move street vendors to a market facility. The Vice Mayor currently leads the Local Committee on Poverty Alleviation (TKPKD), a poverty reduction task force that aligns the efforts of government departments with private sector and NGO activities.

The city of Solo is committed to a vision of development in which poverty reduction is supported by enabling the informal sector to contribute to economic growth and constructive engagement with the poor is the foundation of sustainable social development.

VULNERABILITY REDUCTION STRATEGIES



PUBLIC HEALTH INSURANCE IDENTITY CARD



RIVERBANK RELOCATION HOUSING



PAK WALIKOTA JOKO WIDODO

MAYOR OF SURAKARTA

What is Pak working on? Working with informal vendors to improve facilities and public space.

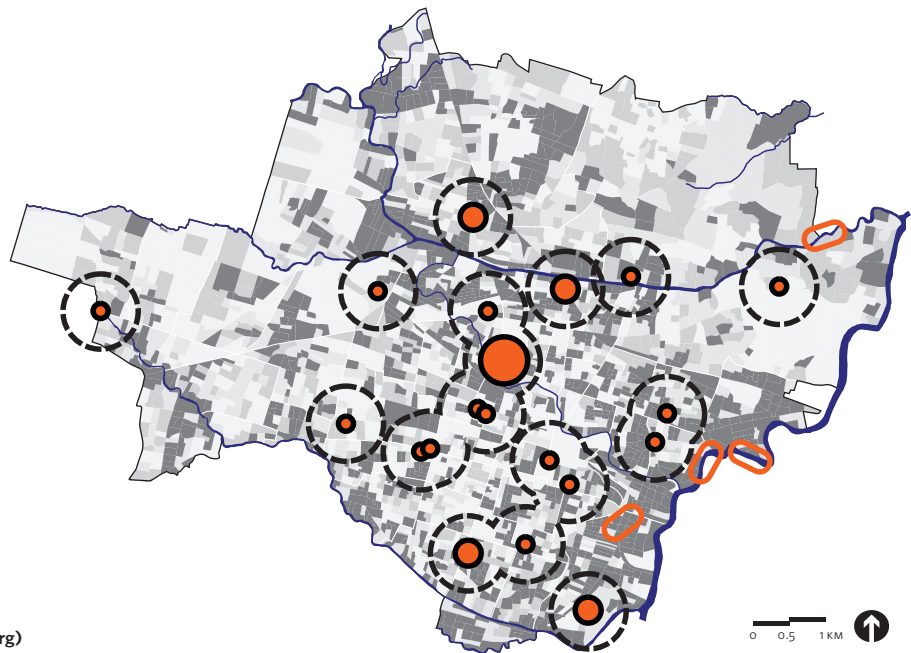
"We approached the informal vendors for seven months, inviting them for lunch and dinner many times. It worked – and we didn't even need to use a bulldozer."

PRO-POOR INVESTMENTS AND VULNERABILITY REDUCTION

Pro-poor investments in infrastructure have targeted poor and vulnerable areas of the city. The relocation of at-risk poor communities along frequently flooded riverbanks and the upgrading of neighborhood markets demonstrates a focus on improving opportunities for the poor.

KEY

- 0% TO 5% HH IN POVERTY
- 5% TO 16% HH IN POVERTY
- > 16% HH IN POVERTY
- UPGRADED MARKETS
- 5 MINUTE WALKING DISTANCE TO MARKETS
- AREAS OF HOUSING RELOCATIONS
- NEIGHBORHOOD BOUNDARIES



(SOURCE: Dinas Pasar, BAPPEDA GIS, www.solokotakita.org)

CURRENT POVERTY REDUCTION POLICIES

Problem	Action	Outcome
Flooding of informal settlements of poor along riverbanks	<ul style="list-style-type: none"> ▪ Riverbank resettlement policy began in 2006, and gave compensation to families to buy land 	<ul style="list-style-type: none"> ▪ Vulnerability reduction for poor families
Poor people unable to access health services	<ul style="list-style-type: none"> ▪ The Health Insurance Card (PKMS) was given to all registered poor people, providing subsidized access to medical services. This program started in 2008 	<ul style="list-style-type: none"> ▪ Poor people are able to access medical services
Limited access to education for the poor	<ul style="list-style-type: none"> ▪ An Education Subsidy (BKM) was given to every poor student to support their tuition, and help ensure that they can complete high school. The policy was started in 2010 	<ul style="list-style-type: none"> ▪ The tuition costs of poor students are subsidized; and students are able to finish high school
Sub-standard housing conditions in slum areas, with few public services	<ul style="list-style-type: none"> ▪ The local government collaborates with national government to build Rusunawah – public housing 	<ul style="list-style-type: none"> ▪ There have been three public housing developments built in Solo (Jebres, Semanggi, and Begalon)

4.0

PRINCIPLES

A CHECKLIST OF IMPORTANT ACTIVITIES TO ASSURE SUCCESS OF CDS-SUPPORTED PROJECTS

The City Vision will be implemented over many years and likely will be modified and revised as conditions in Indonesian cities change. The following principles and checklist are intended as a general guide in this process as projects move from the “pipeline” and into implementation.

It is important to maintain a strong relationship between the City Vision and development projects to achieve long-term changes in the urban environment. As these principles suggest, achieving the City Vision hinges on frequent and clear communication from local government to the public.

- LIKELIHOOD OF REALIZING CITY VISION GREATLY IMPROVED IF COMMUNITY MEMBERS ARE KEPT UP TO DATE AND INFORMED ABOUT PROJECT GOALS AND IMPLEMENTATION ACTIVITIES
- PROJECT IMPLEMENTATION SHOULD BE COORDINATED WITH FREQUENT DIALOGUE BETWEEN THE MAYOR, DEPARTMENT HEADS, AND STAKEHOLDERS.
- DIALOGUE WITH STAKEHOLDERS SHOULD BEGIN AT THE CONCEPTUAL STAGE OF THE PROJECT – WHEN GOALS AND PROJECT PARAMETERS ARE BEING DEFINED – AND STAKEHOLDER INPUT SHOULD BE INCORPORATED INTO PROJECT DESIGN.
- EVALUATE PROJECTS FOR APPROPRIATENESS, DESIRABILITY, AND FEASIBILITY THROUGH EARLY AND REGULAR STAKEHOLDER

IMPLEMENTATION CHECKLIST

- ✓ *The City Vision is communicated to the public. Projects are prioritized based on community input as well as likelihood of supporting multiple City Vision strategy goals.*
- ✓ *Projects are socialized with the community.*
- ✓ *Public workshops with community members are held before project implementation so that interests and concerns can influence the project.*
- ✓ *The City Vision profile is included with project proposal submissions to national government.*

SOCIALIZATION. THIS MODEL OFFERS A STRAIGHTFORWARD SET OF CRITERIA TO TEST WHETHER PROJECTS ARE MEETING THE CORE GOALS OF THE CITY VISION.

- PROJECTS WITH THE GREATEST IMPACT ARE THOSE THAT FIND A “SWEET SPOT” AMONG CITY VISION COMPONENTS.

In order to fulfill the City Vision, local government should identify projects that build on existing resources and recently implemented projects – most importantly “pipeline projects” should advance strategies from multiple City Vision components and create benefits for many different stakeholder groups.



IR. SRI ADHYAKSA, MT

DIRECTOR, BADAN LINGKUNGAN HIDUP (BLH)

What is Pak working on? Coordinating the Mayor’s advisory committee for the City Vision.

“We are mobilizing many stakeholders who are working on making Solo an ‘Eco-cultural City.’ As part of our responsibility to create a green city, we are now proposing regulations for the city forest.”

REFERENCES

"Solo dalam Angka 2009." Dinas Kebudayaan dan Pariwisata Kota Surakarta, 2009.

Bappeda GIS, Kota Surakarta

"Rencana Pembangunan Jangka Menengah Daerah (RPJM Daerah), Kota Surakarta, Tahun 2010 - 2015." Kota Surakarta, 2010.

"Access Maps and Information for Neighborhood Planning." www.solokotakita.org. Solo Kota Kita, 2009.

"Revisi Rencana Tata Ruang Wilayah (RTRW), Kota Surakarta, Tahun 2030." Kota Surakarta, 2009.

List of Interviewees

- FX. Hadi Rudyatmo, Wakil Walikota Surakarta dan Ketua TKPKD
- Ahyani Sidik, Kepala Dinas Tata Ruang Kota Surakarta
- Sri Adhyaksa, Kepala badan Lingkungan Hidup Kota Surakarta
- Agus Djoko Witiyarso, Kepala Dinas Pekerjaan Umum Kota Surakarta
- Soedharmono, Dosen Sejarah UNS
- F.E. Sujanti, Koordinator JARPUK
- Rosana Dewi, Direktur Gita Pertiwi

WORKSHOP DOCUMENTATION

A public workshop is organized for each funding proposal included in the CDS program. During 2011, the CDS planning team and Solo local government organized two projects related to the funding proposals for the Pasar Gede Revitalization project and Jalan Gatot Subroto Commercial Corridor Revitalization. Participants in these workshops included local community leaders, business owners and vendors, people who work in and use these spaces, and advocacy groups.

Representatives from local government presented information about the proposed project components and then participants completed two planning exercises. The first identified potential benefits and issues arising from the projects, the second prioritized top benefits and issues. The workshops concluded with a discussion about who in the community is already working on the issues that came up in the workshop.

This annex summarizes the results from these two workshops.

A.2.1 PASAR GEDE

REVITALIZATION OF PUBLIC MARKET

The City of Solo is upgrading Pasar Gede and the area surrounding this key traditional market. As part of an ongoing effort by the municipal government to socialize urban projects, over 50 members

of the community came together on Thursday, July 21, to discuss the issues and benefits of the market upgrade.



PROJECT DESCRIPTION

Date: 2011 - 2015
Budget: 17.4 billion Rp.
Implementing Agency: DTRK

Pasar Gede, Solo's key central market found in the Sudiroprajan neighborhood, is slated for improvements as part of the city's initiative to upgrade several markets annually. In addition to facade upgrades to the market itself, streetscape improvements will be made to several surrounding corridors. Access, circulation, and the aesthetics of the area will be improved through this project.

PROJECT COMPONENTS

- 1 - PASAR GEDE
- 2 - AREA SIMPUL PASAR GEDE
- 3 - PERMUKIMAN PASAR GEDE
- 4 - CORRIDOR JL. SURYOPRANOTO
- 5 - CORRIDOR JL. URIP SUMOHARJO
- 6 - CORRIDOR JL. PASAR GEDE
- 7 - CORRIDOR JL. RE MARTADINATA
- 8 - CORRIDOR JL. KAPTEN MULYADI



PROJECT STAKEHOLDERS

Defining Characteristics

- Stakeholders and the area around Pasar Gede are very **diverse in heritage**, including representation of both the city's Chinatown and Javanese culture.
- The neighborhood is one of the city's **long-standing communities**.
- The stakeholders of Pasar Gede have **strong networks** and **high levels of organization**.
- The stakeholders of Pasar Gede have a strong **connection to the identity of Solo**.
- People feel there is a **"sense of belonging"** at Pasar Gede.

"PASAR GEDE HAS BEEN MY BREATH SINCE 30 YEARS AGO."



This is **Pak Marno**.
Here he works as a **Becak Driver**.

"IF WE HAD JUST GOTTEN SOME ATTENTION WE BELIEVE THE GOVERNMENT WOULD BE CONCERNED ABOUT US. AS LONG AS WE HAVE A PLACE TO WORK, THE PASAR GEDE DEVELOPMENT IS FINE."



This is **Pak Wahyu**.
Here he works as a **Parking Attendant**.

"THERE ARE MORE THAN 100 PORTERS. EACH OF US HAS A BASKET, SO WE NEED A PLACE TO PUT THEM. IF THERE ISN'T A PLACE, THE MARKET WILL LOOK DISORGANIZED."



This is **Ibu Wagiyam**.
Here she works as a **Buruh Gendong**.

"IF THERE ARE IMPROVEMENTS, THE TRADING AREA INSIDE SHOULD BE IMPROVED TOO SO IT LOOKS GOOD TO ATTRACT VISITORS."

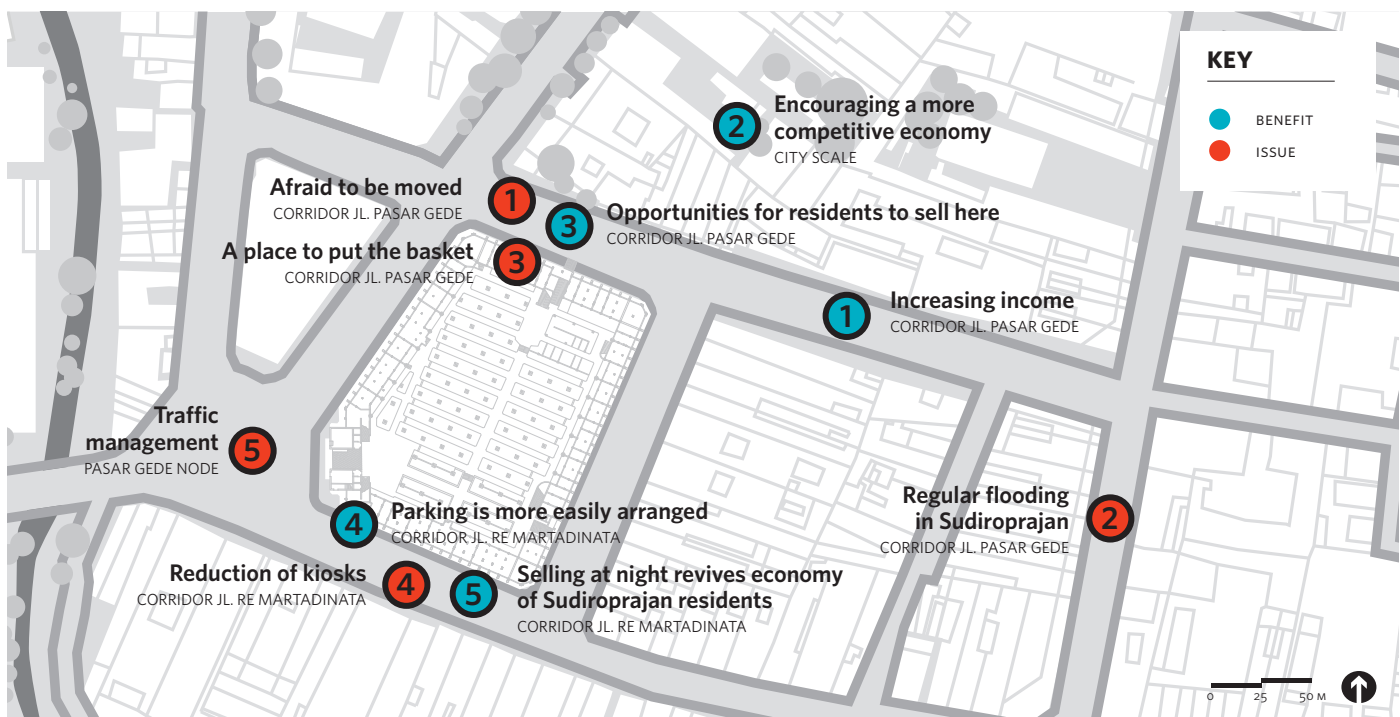


This is **Pak Hendra**.
Here he works as a **Merchant**.

WORKSHOP EXERCISE RESULTS

As part of the ongoing socialization process for development projects, stakeholders were invited to hear about the project from the local government. Stakeholders participated in facilitated group discussions around a table map of the project, generating notes on issues and benefits of the project from the perspective of

everyone who would be impacted by the Pasar Gede Revitalization. Stakeholders were then invited to collectively vote to prioritize the generated issues and benefits. The workshop culminated in a discussion to identify stakeholders who are already working on addressing these issues or making the benefit happen.



SUMMARY

Stakeholders determined that the primary benefits of the Pasar Gede Revitalization project include stimulating economic growth, providing jobs, and increasing income. Additionally, the project will smooth flowing traffic in the area and create harmony in diversity among the various stakeholders impacted by the improvements.

As a community, the stakeholders felt that the design and planning of the Pasar Gede Revitalization should comprehensively integrate and accommodate all stakeholders, Sudiropujan residents should have access to jobs, and a proportional balance should be achieved between retribution and service.

PRIORITIZATION OF PROJECT BENEFITS AND ISSUES

Priority Benefits		Location	Stakeholder	Votes
Environmental Impact	Increased vendor opportunities for residents	Cor. Jl. Pasar Gede	Resident	6
	Residents want to help reduce the waste problem	Cor. Jl. Pasar Gede	Resident	1
Local Identity	Improved area status as a city icon	Cor. Jl. Pasar Gede	LPMK	1
Employment & Income	Increasing income	Cor. Jl. Pasar Gede	Oprokan	17
	More competitive economy	City scale	Resident	10
	Selling in the night revives economy of Sudiropujan's residents	Cor. Jl. RE Martadinata	Sutrisno	4
	More shopping locations	Cor. Jl. Pasar Gede	Oprokan	4
	Improved arrangement of traders in the market area	Cor. Jl. Pasar Gede	Trader	3
Mobility & Circulation	Improved arrangement of parking	Cor. Jl. RE Martadinata	Parkir	6
	Reduced congestion	Cor. Jl. Suryopranoto	PKL	3
	Increased area for parking	Cor. Jl. RE Martadinata	Lurah Pasar Gede	1
	Reduced pedestrian hazards	Cor. Jl. Pasar Gede	Resident	1

Priority Issues		Location	Stakeholder	Votes
Environmental Impact	Regular flooding in Sudiropujan	Cor. Jl. Kaptan Mulyadi	Resident	6
	Overflowing sewers	Cor. Jl. Kaptan Mulyadi	Resident	3
	There is currently no infrastructure for public sanitation	Cor. Jl. RE Martadinata	LPMK	2
	More dirty environment if PKL do not keep the area clean	Cor. Jl. RE Martadinata	Porter	2
	Poor communication between the government and residents	Adjacent to roads	Resident	1
	More trash	Cor. Jl. Pasar Gede	Oprokan	1
Local Identity	Disagree that Pasar Gede symbolizes a particular ethnicity	City scale	Resident	1
Employment & Income	Afraid to be moved	Cor. Jl. Pasar Gede	Oprokan	20
	A place for porters to put their baskets	Cor. Jl. Pasar Gede	Porter	4
	Reduction of kiosks	Cor. Jl. RE Martadinata	Trader	4
	Increased congestion with more vendors in the area	All corridors	Resident	3
	Worried Buruh Gendong will be lost	Cor. Jl. Pasar Gede	Porter	2
	Price of wholesale fruit will increase	Cor. Jl. Pasar Gede	Trader	1
	PKL arrangement	Cor. Jl. RE Martadinata	PKL	1
Mobility & Circulation	Traffic management	Pasar Gede node	Becak	4
	Less extensive parking	Cor. Jl. Pasar Gede	Parkir	3
	Need to keep traffic lanes clear	Cor. Jl. RE Martadinata	Resident	3
	Parking lot jammed by 2- and 4-wheelers	Cor. Jl. Suryopranoto	Resident, Trader	1
	Damaged road	Cor. Jl. Pasar Gede	LPMK	1

A.2.2

JL. GATOT SUBROTO

COMMERCIAL CORRIDOR REVITALIZATION

The City of Solo is revitalizing Jl. Gatot Subroto, one of the main commercial corridors of the central city which connects Pasar Singosaren to Pasar Ngarsopuro and the new city walk near Mangkunegaran Palace. As part of an ongoing effort by the municipal

government to socialize urban projects, over 50 members of the community came together on Wednesday, July 27, to discuss the issues and benefits of the corridor project.



PROJECT DESCRIPTION

Date: 2011 - 2012
Budget: 24.3 billion Rp.
Implementing Agency: PU

Jl. Gatot Subroto, one of Solo's main commercial streets located in the Kemlayan neighborhood, will be improved as part of the city's corridor initiatives. The street will be pedestrianized with widened sidewalks, overhead arcades, seating, and infrastructure for food and handicrafts vendors. In addition, new lighting, paving patterns, and exterior ornaments will reflect Javanese culture and identity.



PROJECT COMPONENTS

1 - GATEWAY AT JL. VETERAN; 2 - REALM IMPROVEMENTS NEAR PASAR SINGOSARAN; 3 - PUBLIC REALM IMPROVEMENTS IN CENTRAL JL. GATOT SUBROTO; 4 - PUBLIC REALM IMPROVEMENTS IN WHOLESALE GOODS AREA; 5 - GATEWAY AT JL. SLAMET RIYADI



STAKEHOLDERS

Defining Characteristics

- The informal sector is **very tied to this place**.
- Jl. Gatot Subroto is a corridor with many **diverse economic activities**.
- People associate the area with both **modern and traditional symbols of Solo**.
- There are **strong community ties** within Kelurahan Kemlayan.
- **Many supporters of local culture** live in the surrounding neighborhoods.

"MY MOTHER AND I ALREADY REGISTERED TWO KINDS OF HANDICRAFT TO THE GOVERNMENT - WE HOPE THE PROJECT WILL LAUNCH SOON."



This is **Ibu Ani**. Here she works as a **Sandal and Bag Maker**.



This is **Pak Suwardi**. Here he works as a **Becak Driver**.

"I'VE BEEN A BECAK DRIVER IN FRONT OF THE SINGOSAREN MARKET FOR 30 YEARS. THE WORST THING IS IF WE CAN'T STAY HERE, THERE IS NO PLACE WHERE WE CAN MOVE."



This is **Pak Purwo**. Here he works as the **Leader of MAREM**.

"DON'T CREATE MODERN ARCHITECTURE, BUT TRADITIONAL ARCHITECTURE."



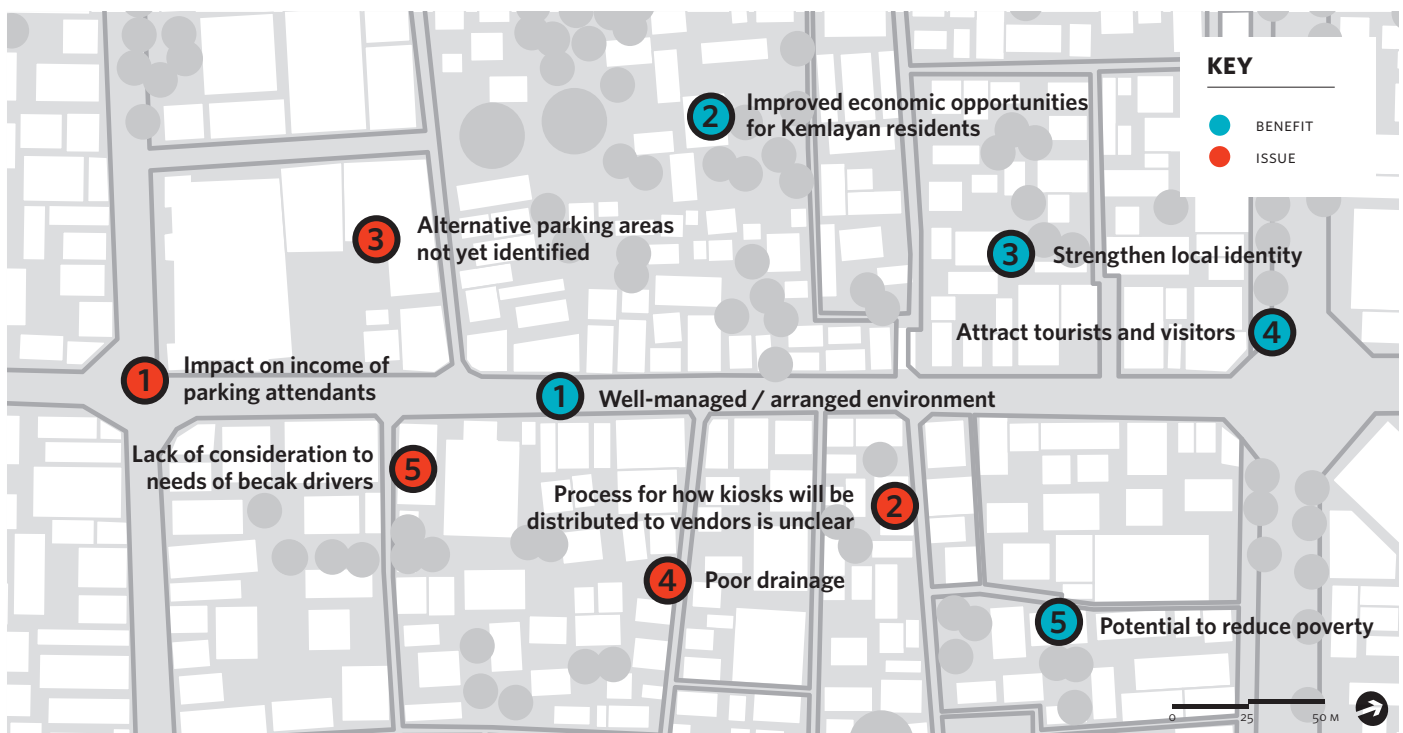
This is **Pak Bambang**. Here he is a **Shopper**.

"IT WILL BE MORE COMFORTABLE TO SHOP AND WALK HERE IF THE SPACE IS ARRANGED BETTER."

WORKSHOP EXERCISE RESULTS

As part of the ongoing socialization process for development projects, stakeholders were invited to hear about the project from the local government. Stakeholders participated in facilitated group discussions around a table map of the project, generating notes on issues and benefits of the project from the perspective of

everyone who would be impacted by the Jl. Gatot Subroto Corridor Revitalization. Stakeholders were then invited to collectively vote to prioritize the generated issues and benefits. The workshop culminated in a discussion to identify stakeholders who are already working on addressing these issues or making the benefit happen.



SUMMARY

Stakeholders determined that the primary benefits of the Jl. Gatot Subroto corridor improvement project include stimulating economic growth, organizing land uses and activities, and strengthening local cultural identity. Key issues raised included the perception that reducing parking could negatively effect business, doubt that all business owners will have access to opportunities created by the project, persistent drainage problems, and lack of consideration for needs of informal public transportation providers.

As a community, the stakeholders felt that the design and planning of the corridor needs to address parking. Even though many residents of the area work as parking attendants or transportation providers, parking is an issue in the corridor that should be addressed through the project. In addition, participants suggested the project should build on existing arts and cultural initiatives and workshops that are currently supported by neighborhood residents.

PRIORITIZATION OF PROJECT BENEFITS AND ISSUES

Priority Benefits		Location	Stakeholder	Votes
Environmental Impact	<ul style="list-style-type: none"> Well-managed / arranged environment 	Cor. Jl. Gatot Subroto	Warga	9
Local Identity	<ul style="list-style-type: none"> Can strengthen local identity 	Cor. Jl. Gatot Subroto	Warga	8
	<ul style="list-style-type: none"> Attract tourists and visitors 	Cor. Jl. Gatot Subroto	Warga / LPMK	7
Employment & Income	<ul style="list-style-type: none"> Improved economic opportunities for Kemlayan residents 	Cor. Jl. Gatot Subroto	Warga	9
	<ul style="list-style-type: none"> A new market for local products 	Cor. Jl. Gatot Subroto	Warga	2
	<ul style="list-style-type: none"> PKL will be well managed and organized 	Cor. Jl. Gatot Subroto	Agus	2
Poverty	<ul style="list-style-type: none"> Potential to reduce poverty 	Cor. Jl. Gatot Subroto	Warga / LPMK	7
Mobility & Circulation	<ul style="list-style-type: none"> Better pedestrian environment 	Cor. Jl. Gatot Subroto	Mataharti Department Store	3
Public Space	<ul style="list-style-type: none"> More open space 	Cor. Jl. Gatot Subroto	Mataharti Department Store	6

Priority Issues		Location	Stakeholder	Votes
Environmental Impact	<ul style="list-style-type: none"> Poor drainage 	Cor. Jl. Gatsu	Warga / LPMK	6
	<ul style="list-style-type: none"> Lack of public sanitation facilities 	Cor. Jl. Gatsu	Pedagang	4
	<ul style="list-style-type: none"> Difficult for disabled people and women to access public sanitation 	Cor. Jl. Gatsu	Warga	2
	<ul style="list-style-type: none"> Data about traders in the area needs to be verified 	Cor. Jl. Gatsu	Pedagang	1
	<ul style="list-style-type: none"> Project financing not clear 	Cor. Jl. Gatsu	Warga	0
Local Identity	<ul style="list-style-type: none"> Kemalayan music culture has not been included 	Cor. Jl. Gatsu	Warga / LPMK	2
	<ul style="list-style-type: none"> Local characteristics of culture not included 	Cor. Jl. Gatsu	Warga	0
Employment & Income	<ul style="list-style-type: none"> The process for how kiosks will be distributed to vendors is unclear 	Cor. Jl. Gatsu	PKL	11
	<ul style="list-style-type: none"> Traffic management after implementation 	Cor. Jl. Gatsu	Warga	2
	<ul style="list-style-type: none"> Parking attendants will lose employment 	Cor. Jl. Gatsu	Joko (Jukir)	1
	<ul style="list-style-type: none"> Public space canopy will block signs 	Cor. Jl. Gatsu	Warga	1
Mobility & Circulation	<ul style="list-style-type: none"> Impact on income of parking attendants 	Cor. Jl. Gatsu	Joko (Jukir)	15
	<ul style="list-style-type: none"> Alternative parking areas not yet identified 	Cor. Jl. Gatsu	Warga	9
	<ul style="list-style-type: none"> Lack of consideration to needs of becak drivers 	Cor. Jl. Gatsu	Warga / LPMK	6
	<ul style="list-style-type: none"> Parking and circulation impacts 	Cor. Jl. Gatsu	Warga / LPMK	4
	<ul style="list-style-type: none"> Congestion on Saturday nights 	Cor. Jl. Gatsu	Warga / LPMK	3
	<ul style="list-style-type: none"> Lack of public WC an issue for the disabled and women 	Cor. Jl. Gatsu	Pedagang	2
	<ul style="list-style-type: none"> Not enough loading and servicing areas 	Cor. Jl. Gatsu	Pedagang	2
	<ul style="list-style-type: none"> Competition for space between angkots and becaks 	Cor. Jl. Gatsu	Sopir Angkot	0
Public Space	<ul style="list-style-type: none"> Lack of flexible uses for new open space 	Cor. Jl. Gatsu	Warga	2

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SOLO CITY VISION PROFILE

Cities Alliance
Cities Without Slums

UN HABITAT
FOR A BETTER URBAN FUTURE



PEMKOT
SURAKARTA



DEPARTEMEN
PEKERJAAN UMUM

DECEMBER 2011