



Is Urban Cyclist a Myth in Indonesia?



ITDP Institute for Transportation
& Development Policy

Who We Are



07
NEGARA

32
TAHUN

'99
DI INDONESIA

**BUS RAPID TRANSIT . NON-MOTORIZED TRANSPORT . TRANSIT-ORIENTED DEVELOPMENT
TRANSPORT DEMAND MANAGEMENT . SUSTAINABLE URBAN DESIGN**

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The Institute for Transportation and Development Policy works around the world to design and implement high quality transport systems and policy solutions that make cities more livable, equitable, and sustainable.

ITDP is a global nonprofit at the forefront of innovation, providing technical expertise to accelerate the growth of sustainable transport and urban development around the world. Through our transport projects, policy advocacy, and research publications, we work to reduce carbon emissions, enhance social inclusion, and improve the quality of life for people in cities.

ITDP Indonesia has decided “***Integrated Transport System Towards World Class Sustainable City***” as its focus and program identity. All programs are supported by Public Relation and Communication, Advocacy and Capacity Building programs.

What We Do



Most frequent answers for:

“what prevent you from cycling”

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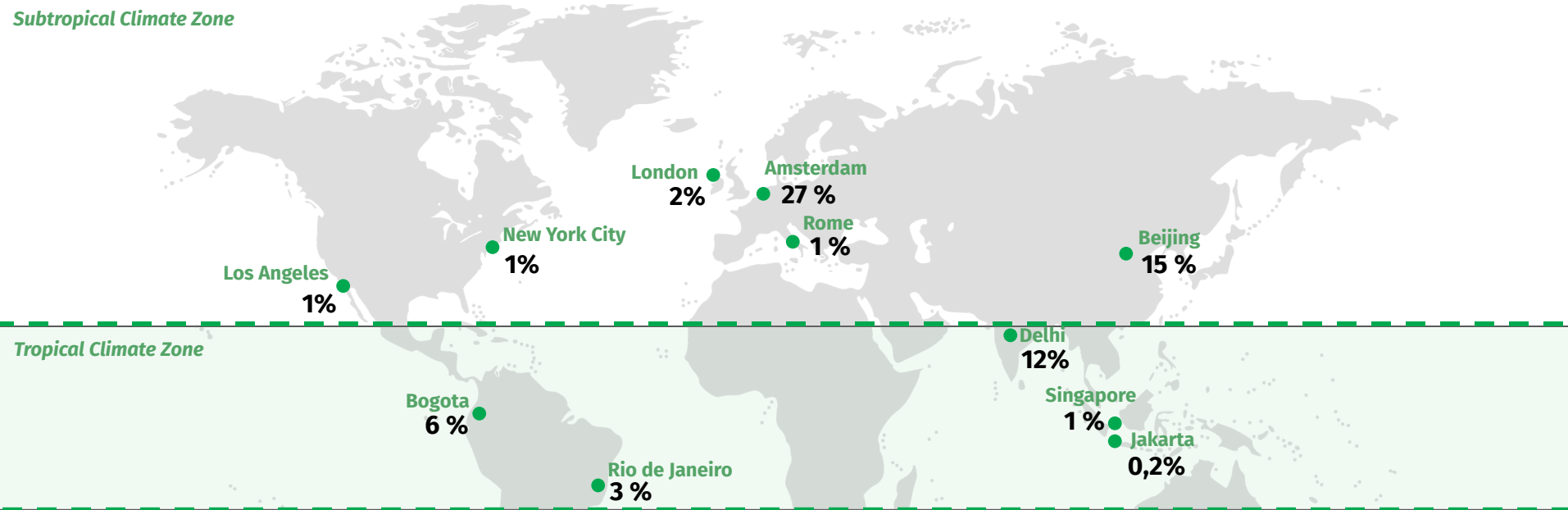


**“The weather
is too hot”**

“Humid”

Bicycle usage around the world

Subtropical Climate Zone



If climate really matters:

- **Why some tropical climate cities have more people ride on bike than their counterparts in the subtropical climate zone?**
- **Why do some cities in relatively similar climate have huge gap in bicycle modal share?**

Source: Greater Jakarta Commuter Statistics (2019)
Netherlands Institute for Transport Policy Analysis (2018)
US Census reporter (2016)
Passenger Transport Modal Share, JOURNEYS (2011)

Cycling in the Subtropical Cities

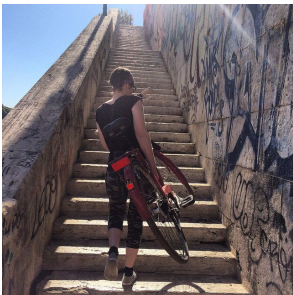


▶ **No Sufficient Bike Lane**
(133 km in total)

◀ **Bike Lanes are properly designed**
(767 km in total, 67% dedicated track)



◀ **Cycle Track is almost inaccessible**



Cycling in Rome

VS

Cycling in Amsterdam

1%
Bicycle Modal Share

27%
Bicycle Modal Share



▶ **Easy access**



▶ **Parking area for bicycle is not properly provided**

◀ **Bicycle parking areas are abundant**
(200,000 - 225,000 racks, 25 parking garages)



Source: Amsterdam, UNECE report (2018)

Cycling in Tropical Climate City

What can we learn from cyclists in Singapore?

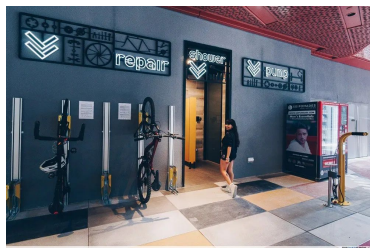
Singapore Lesson Learned *



Wet weather can be more dangerous for cyclist



Weather-protected and segregated cycle track are required to increase comfort and safety



More shower and locker room is required at the destination points



Wide and shaded cycle track is needed, but track connectivity is required as well

“Climate can be one of the factors, but it’s not the one to determine people’s willingness to cycle.. **proper infrastructure planning and supporting policy is more important**”

* Qian Yun Lee & Dorina Pojani (2019) Making cycling irresistible in tropical climates? Views from Singapore, Policy Design and Practice, 2:4, 359-369, DOI: [10.1080/25741292.2019.1665857](https://doi.org/10.1080/25741292.2019.1665857)

How About Indonesia?

Is Urban Cyclist a Myth in Indonesia?

Bicycles had dominated the big cities in Indonesia. It even symbolizes the prestige of elite groups.

Mentioned, the streets of the large cities of the Dutch East Indies such as Batavia, Semarang, Yogyakarta, Surabaya and Medan were crowded by cyclists. Until finally the value of the bicycle declined when motor vehicles entered the Dutch East Indies in the 1920s.

(source: Historia)



geheugenvannederland.nl via Historia.id

Is Urban Cyclist a Myth in Indonesia?



During COVID19 pandemic, there was a significant increase in the number of cyclists on the main roads in Jakarta. It increases to 10 times or 1000%!



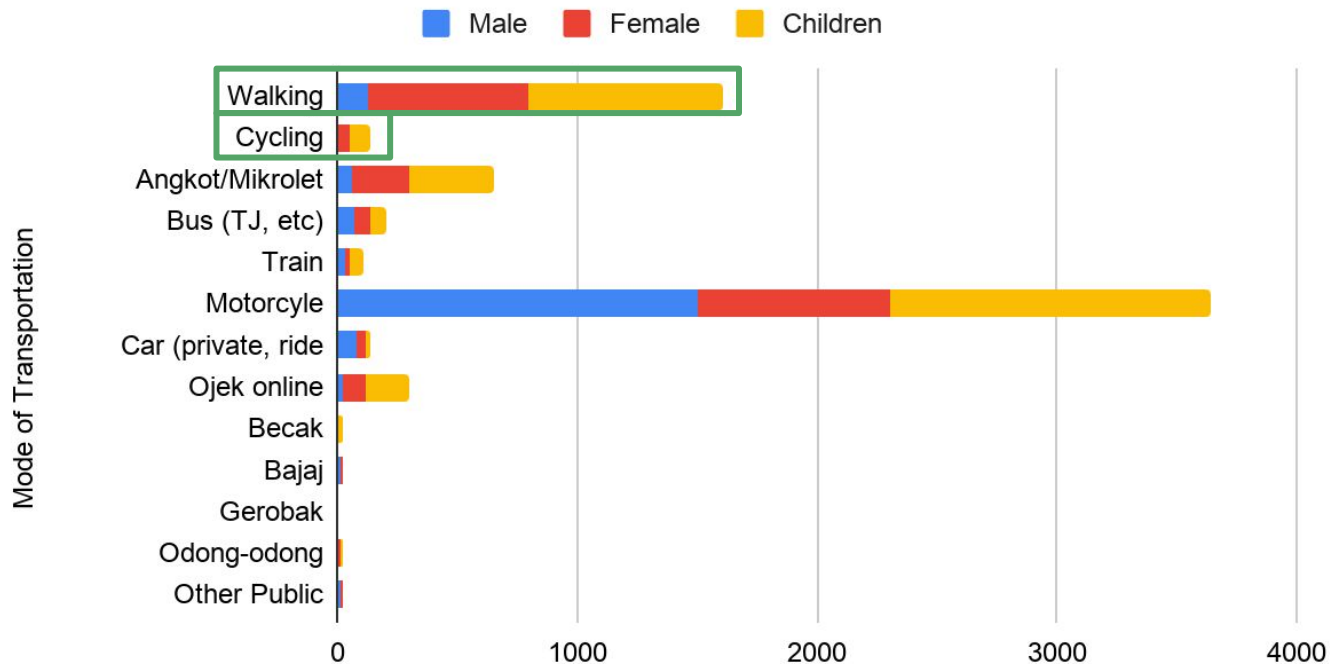
The Faces of Cyclist in Indonesia



Cyclist in Kampung (Urban Village)

- Walking and Cycling activity in Kampung Kota are dominated by female and children groups.
- Cycling has been used by female group to go to the market
- Children group used the bicycle to go to the school and play with friends.
- Motorcycle is still the most used mode of transportation to go to work (especially male group), fulfil daily needs, and accompany children to school

Movement of Kampung Kota Residents in 4 City of Jakarta on the Weekdays (North, Centre, South, East)



Student Cyclist

Forty students (10% of the total students) are cycling to school, 3-5 times a week with mileage 500m - 1,5km. The school provided a special parking lot for students' bikes.

Through "Sekolah Ramah Bersepeda" program, we invited sponsors to give incentives to the students. Bike company gave each student brand new bikes!

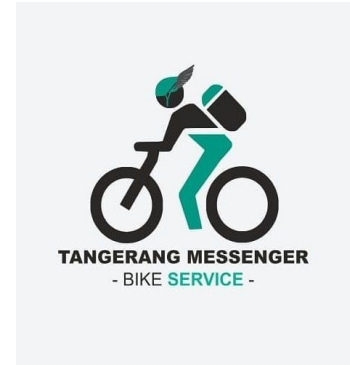
It boosts the number of cyclists to 70 cyclist students. Cyclist students quite common in cities in Indonesia, but they are rarely getting appreciation and incentive from the city.



Bike Messenger



Pic source: Westbike Messenger IG



Shift the Focus

Is Urban Cyclist a Myth in Indonesia?

In a country where the development focused on providing facilities for private motorized vehicles, isn't starting the construction of pedestrian and cyclist facilities based on pedestrians and cyclists number unfair?



Pic source: IG Anies Baswedan

Trial Bicycle Lane

Phase and Peak Hour Period	Average Increase of Cyclist	Average Usage of Bicycle Lane
Phase 1 (07.00 - 08.00)	3.62	79.03%
Phase 1 (17.00 - 18.00)	2.43	68.96%
Phase 2 (07.00 - 08.00)	2.37	60.96%
Phase 2 (17.00 - 18.00)	2.59	68.42%
Phase 3 (07.00 - 08.00)	2.75	78.94%
Phase 3 (17.00 - 18.00)	4.49	77.94%



Summary of the results of the development of the bicycle lane network (trial)

The average increase in the number of cyclists: **3.04** higher

The average level of use of bicycle lanes: **72.38%**

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ARAH
lalu lintas sepeda

RUANG JALUR
dengan lebar memadai,
permukaan yang rata,
dan dilengkapi marka

BUFFER PEMISAH
Antara sepeda
dengan pejalan kaki

PROTEKSI / BUFFER
Antara sepeda dengan
kendaraan bermotor



Is Urban Cyclist a Myth in Indonesia?



Pic source: via <http://massacriticapb.blogspot.com/>



Pic source: IG @rabiabonour

Do you want more cyclists in your city?

Thank You!

