Sustainable and Socially-Inclusive Public Transport
Means of Public Transport
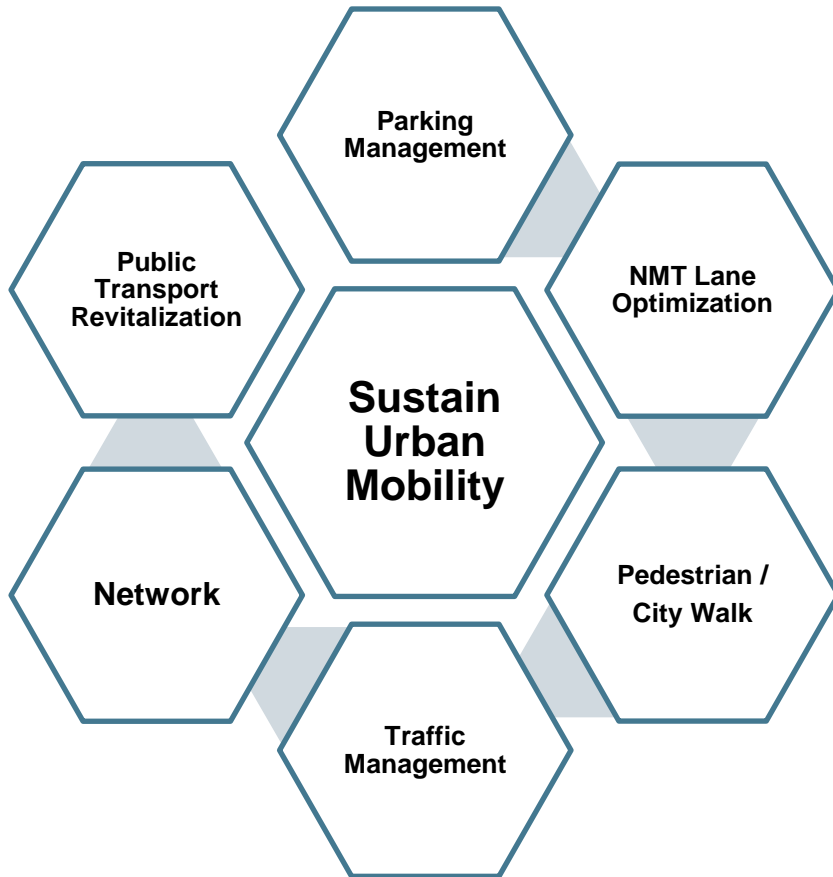

- City area: 44,4 Km square
- Population: at night 545.653 and at noon 1,5 - 2 million
- Population density: 11.370 people/km ^{2}
- Consists of 5 districts and 51 sub districts
- Surounded by 6 Regencies as Central of Business , Education, and Culture

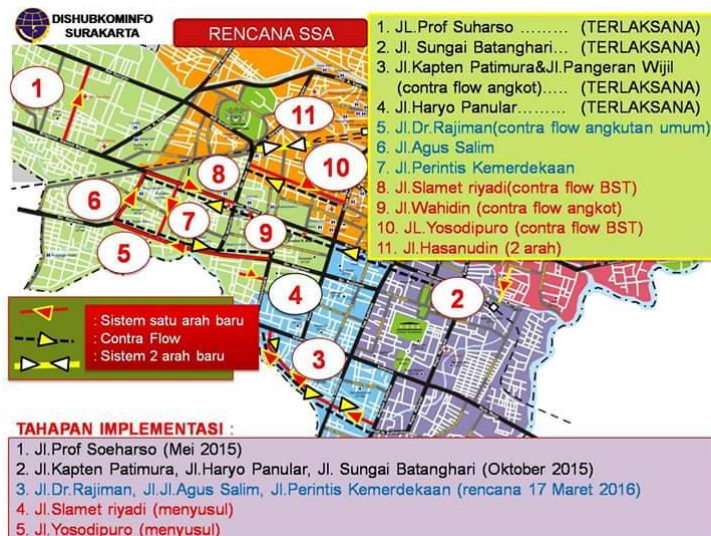# Climate change issues that must be addressed in term of transport sector by the city of Surakarta (Solo)

A Policy that prioritize public transport by dedicated Lanes

Frame Condition:
- UU No. 22 Tahun 2009 (Consitution)
- Perda No. 1 Tahun 2013 (Local Regulation)

Effort to implement sustainable transportation system between the budget constraints

Stakeholders	Institution/Organization
Government	Transportation Agency, Police, Spatial Planning Agency
Operators	Batik Solo Trans Operators (3 companies) – As the consolidation process
Community	Academcians, GIZ

Best Practice: Contraflow in a City Network

1. **Master Plan**

2. **Policy**

3. **Financing**

4. **Network Revitalization**

5. **Study of traffic management, road safety and socioeconomic**

6. **Public Transport Campaign**

Impact of the best practices

1. Reducing the gas emission

2. Encourage people to use NMT and public transport

3. Reducing traffic congestion

4. Improving accesibility for NMT

5. Reducing on street parking

6. Increase the speed and reduce travel time of Public Transport

Sustainaibility of The Practice

1. Law Enforcement

2. Automatic Fare Collection System

3. Appropiate Subsidy System

4. More policies to control the use of private vehicle

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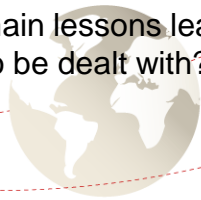
Lesson Learnt

1. **Strong Leadership**

2. **Appropiate Policies**

3. **Stakeholders Commitment**

4. **Community Involvement**

Pre-Condition

1. Master Plan

2. Commitment of City Government and Parliamant