Social Context Mobile on Public Transportation Information in Cashless Environment: The Case of Jakarta, Indonesia

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Abstract: This study aims to explore how people of Jakarta-Indonesia demand for public transportation with a cashless society. Based on qualitative methodology, 151 respondent data collected were analysed descriptively. Findings from the study provide empirical support that facility, information, various kinds of public transportation, urban and spatial planning, price, Safety Procedure are the key antecedents to the role of Government and people's trust to implement the cashless system on public transportation. This paper presents recent research on public awareness of public transportation associated with socio-economic vulnerability and capacity. At the same time, there are substantial evidence and causal links between policy implementation of the equitable development of public transport and growth in the deployment process, the adoption of the sophisticated policy by implementing public transportation in priority, urban problems and lack of financial literacy especially on cashless payment in technology with digital platforms. In this respect, the study fills the research voids by raises some essential results concerning how people of Jakarta-Indonesia demand for public transportation in proper information, including information computer and technology (ICT). The article provides a digital framework to support government policy about the development of public transportation in Indonesia.

1 INTRODUCTION

Megacity has been growing faster recently, and the contemporary world has been dramatically built and transferring to a new gigantic system of urban development (Yeung, 2009). In this new world of today, socio-economic issues and urban planning have been redefined experts and practitioners in terms of global understandings and explanations. Perspective and analysis are developed into a typical example of the classic modern major country, and this implies the massive involvement of Indonesia in international trade, investment, and production. Indonesia's political and economic structure has been affected by the global economy.

People of Jakarta facing urban social disparities with the economy, Indonesia's urban system produces more crucial processes that grow to a large urban economic pattern. The argument here is that Indonesia's population is mostly made up by rural-urban migrants, who live in the vast low-income neighbourhood (Abeyasekere, 1989). The modern city of Jakarta was initiated by former Indonesian founding fathers who have a strong vision to build Jakarta in the most magnificent city (Cybriwsky and Ford, 2001). The urban economic development with Social Context Mobile scope is mostly absorbed into the informal sectors of the economy and the marginal part of the formal industry. They are geographically mobile within the city following their initial rural to urban areas with commuting. Urban economic development in Indonesia can be seen as a commercial process functioning as a significant force behind the social changes taking place in Indonesia, including the payment system to their services.

In this context, we identify that Indonesia's commuters are the major actors and reactors in the city's transformation. The urban problems are made up as an attempt to solve the issues related to public transportation to facilitate the commuters. The sample survey was carried out in Jakarta Indonesia, comprising 151 respondents. The paper is divided into four main parts: the first defining Jakarta spatially demographic, geographical, and economic structure related to Social Context Mobile scope, The second describing the impact and implications of public transportation. The third, Integrating public transportation in Jakarta and the fourth representing

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the role of Government to realise the dream of Jakarta as a megacity.

2 METHOD

Research questions were formulated exploratorily to allow future research. It aims to provide insight into questions. In general, this paper is primarily descriptive involving an analysis of data obtained from 151 individual interviewees in Jabodetabek (The Greater Jakarta) Indonesia. The participants.the respondents all spoke the Indonesian language, aged from 20 to 40, and all commuted.

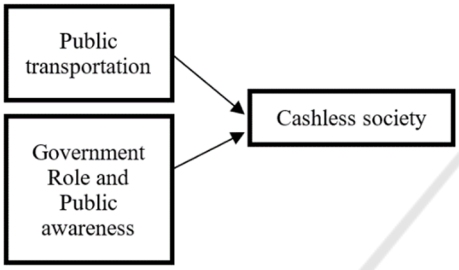

Figure 1: Framework analysis

Study participants were asked a variety of questions related to commuting purposes, such as what kind of transportation they preferred, and their expectation of good public transportation (Figure 1). The interviews consisted of structured questions as well as ad hoc follow up questions. Research questions to encourage the interviewees to express themselves (Neuman, 1997) freely, interviews were conducted in the Indonesian language.

3 DISCUSSION AND FINDINGS

3.1 Social Context Mobile Scope

Social context mobile is the principle of organisation of a region around several political, social or financial centres. A county is said to be polycentric if its population is distributed almost evenly among several centres in different parts of the county. The theory of polycentrism was coined by Palmiro Togliatti (Agarossi and Zaslavsky, 2011).

Based on the results of our study, it can be shown that many lower-class Indonesians have carried out several moves within the city. Seventy-four per cent of the respondents have changed jobs more than once. In contrast, respondents who have carried out an urban economic development only once are comparatively few; this category is represented by twenty-six per cent of the total respondents (Table 1).

Table 1: The population of Jakarta in 2018.

Name of regency	Male	Female	Total
Seribu Island	10,711	10,371	21,082
South Jakarta	1,043,675	1,018,557	2,062,232
East Jakarta	1,372,300	1,321,596	2,693,896
Central Jakarta	453,591	445,924	899,515
West Jakarta	1,164,446	1,117,499	2,281,945
North Jakarta	824,480	821,179	1,645,659
DKI Jakarta Province	4,869,203	4,735,126	9,604,329

Source: DKI Jakarta Province Central Bureau of Statistic on national survey 2018

Based on this data, we conclude that the majority of respondents were geographically mobile, with a total of 9,604,329 people based on 2018 national survey data. This is understandable concerning Jakarta urban reality, which is characterised by the presence of dramatic numbers of new commuters in the urban labour force. Peoples moved into the city as labour migrants attracted by the economic growth of Jakarta and comparing a large number of passengers in Jakarta in 2011 was approximately 5.6 million people every day (Central Board of Statistics DKI Jakarta province, 2012).

DKI Jakarta province central bureau states on national survey 2018, that a city with the commuting process will experience significant population growth from Jakarta buffer areas, namely Bogor, Depok, Tangerang, and Bekasi (Bodetabek). Based on population statistics, the addition of Bodetabek buffer zone residents was about 1.5 million people or increased more than five times (350 percent) the addition of Jakarta residents since 2017-2018 (Table 2).

This concept has been used to identify the migrant urban labour force, which is integrated into the urban economy through their carrying out of informal economic activities. The commuters of Jakarta are highly mobile, about places of work and residence, and also concerning their different kinds of occupations in the large scale of the population. The increase of the industrial sectors, which is one of the driving factors in economic growth, is a pull factor for migrants hoping for a better job opportunity.

Table 2: Greater Jakarta population.

Administrative division (With province)	Area (km²)	Population	Population density (/km²)
DKI Jakarta	664	10,187,498	15,343
Bogor Municipality (West Java)	109	952,406	8,737
Bekasi Municipality (West Java)	210	2,378,211	9,905
Tangerang Municipality (Banten)	164	1,797,715	9,342
South Tangerang Municipality (Banten)	151	1,303,569	8,646
Bogor Regency (West Java)	2,664	4,779,578	1,791
Tangerang Regency (Banten)	960	2,838,621	2,958
Bekasi Regency (West Java)	1,270	2,629,551	2,071
Depok Municipality (West Java)	200	1,751,696	7,053
Jabodetabek Region	6,392	28,618,845	4,477

Source: DKI Jakarta Province Central Bureau of Statistic on national survey 2018

3.1.1 Direction of Urban Economic Development

DKI (Daerah Khusus Ibukota) Jakarta, or Jakarta city, is the capital city of Indonesia. Jakarta consists of five municipalities and one regency. This place lies in the lowland on the north coast of the western part of Java Island. The city occupies an area of 640 km2 or 0.03 percent of the national land area. Jakarta has a flat terrain, and the land gradually rises from 5 to 50 m above mean sea level.

Social Context Mobile scope and direction of urban economic development is seen in three indicators. The first is the geographical distance between the people's origins and the place where they are working. The second is the relative geographical distance from the Monas square to the old and new residential localities. This is based on the argument that almost every commuter knows the square. For many people, the square is considered as the centre point of the city because the national unity monument (150 meters high) is located there. Around the monument are located the presidential palace, central railway station, offices of ministries, the central Indonesia mosque, and shopping centres. The third is the comparative social and physical conditions of the new and old communities based on subjective measurements as well as evaluations by individual actors. This finding leads us to the conclusion that, for many people, short distance residential movement can be considered as a commuter (the local term for temporary migration to the urban area). Although they move an insignificant degree in the distance, socially, they enter a new local environment. In many cases, adjacent communities separated by busy streets, a large-river or railway-tracks can be considered as different localities.

3.1.2 Cashless Society in Public Transportation in Jakarta

The situation of public transportation in Jakarta is related to significant economic and cultural differences generated by their daily life in particular urban spatial niches or localities. Similarly, working and living conditions are different in so far as they relate to the established patterns of daily life in certain areas. For instance, they use transportation and face conditions in the high congestion of traffic jam. The people have specific socio-economic ties with their working places, family, friends. The traffic congestion in Jakarta is associated with a high growth rate of vehicle ownership, nine to eleven percent per year.

This situation is not supported by the growth of road development which shows only less than one percent per year. The construction of new roads will never meet the high growth rate of vehicle ownership. A new highway or a widened road only alleviates traffic congestion for a short period. After a few years, any new road will be filled with traffic that would not have existed if the highway had not been built. Similarly, any widened road fills with more traffic in just a few months. Such a phenomenon is called a cashless system on social. Mobile context impedes economic growth. Because of this prevents economic growth, neither building new roads nor widening roads are viable long term solutions to traffic congestion and the new pattern of the urban economy.

Jakarta residents have to implement as many ways as possible to alleviate traffic congestion, including mass rapid transportation strategy and building a cashless economic system. Mass rapid transportation as the commuting public vehicle system is another way to reduce a polycentric analytical framework removes Government as a locus of ultimate knowledge and final authority (Wagner, 2005) by using technologies (Table 3).

Table 3: Day trip to Jakarta based on origin using Cashless Card.

Region	2017	2018
Tangerang	847,750	1,578,663
Bekasi	545,310	1,193,099
Bogor and Depok	620,702	1,191,295
DKI Jakarta	5,302,194	8,384,949
Total	7,215,956	12,348,000

Source: Traffic management control, Jakarta metro police department, 2018

Development of an area, accompanied by the ongoing social and economic level of the city, directly will lead to remarkably high mobility for meeting the increasing complexity of their needs. The availability of existing transportation will primarily determine the development of an area because transport plays a role in support of mobility activities of the communities in the area. The condition requires the availability of better facilities, particularly about the transport payment system, to support the growth in demand.

The realisation of the payment system is to support increased traffic movements as a result of the growth of an area. This move should be coupled with careful planning, which significant considerations of the geographical conditions and local topography, traffic conditions, the availability of cost, and resource potential of existing areas, urban economic information on social and mobile context. These factors will be built to maximise technology and developed transportation system properly.

3.2 Cashless Society and Growth

State of the world's cities 2012-2013 mention that the capital of Indonesia, Jakarta is one of the cities with the second category of robust prosperity factors. With approximately 10 million inhabitants (UN-Habitat report, 2012). Furthermore, over 28 million people, or ten percent of the population of Indonesia, currently live in the wider metropolitan region of the greater Jakarta, frequently referred to as Jabodetabek, which is composed of 6 independent municipalities; Jakarta, Bogor, Tangerang, Bekasi, Depok and South Tangerang (Turner, 2012). This data means that as the patron city; Jakarta will contend a lot of potential and management challenges. Social Context Mobile scope has developed in a long transformation process, which was marked by the integration of some satellite cities. Nowadays, as the result of that historical process and the massive expansion of the growth economy, up to this point, this research analyses the regional division of labour in the commuter context. Urban planning treats Jakarta's urban system as being divided into three areas according to a spatial division of information on social, mobile context core areas, the semi-periphery, and the periphery.

In this connection, the primary urban centre (central square) is seen as the core, the secondary urban centres are considered as semi-periphery regions, and the tertiary urban centre, as well as the rural areas, is seen as peripheral regions. The central city of Jakarta became the centres of development and place of capital circulation. The core of Jakarta, as the centre of urban economic growth, is made up of very modern structures. These areas are surrounded by a vast expanse of low and middle-class neighbourhoods (Table 4).

Table 4: Authors' data related to the Cashless type used by the commuter.

Type of transportation	Frequency	Percentage
Tap Card	82	46%
e-Wallet	60	37%
Both on occasion	9	17%
Total	151	100

The discussion of the geographical distance and the types of transportation can influence people using Tap card or cashless system. Using public transportation as the orientation point suggests the question of what is the general direction of urban economic development. Some respondents said in table 4. It is more convenient if they are using Tap Card (46 percent) rather than using an e-wallet to go to their workplace (37 percent). These data demonstrate the fact that in most cases of urban economic development using public transportation, transportation variety is the directional pattern characterised by commuters cashless already (Figure 2). Jakarta development represents both a socially traditional and physically deteriorated feature of the city's urban sprawl, and historically it does not seem to be disappearing as part of the modernisation process. These areas have become slums behind the skyscrapers of Jakarta, which are one of the most apparent symbols of Indonesia's involvement in the scaffolding of the world economy.

The economic growth of Jakarta is presented in Figure 1. In 2013 the growth was 6.23 percent lower than that in 2015 when the Government raised fuel price and electricity in 2015. The impact remained in

2018, with the economic growth only 5.02 percent. It was the lowest in the last five years. Middle-class workers made up a significant segment of the urban commuter labour force to handle the crisis. They integrated themselves into larger communities and maintained socio-economic relations.

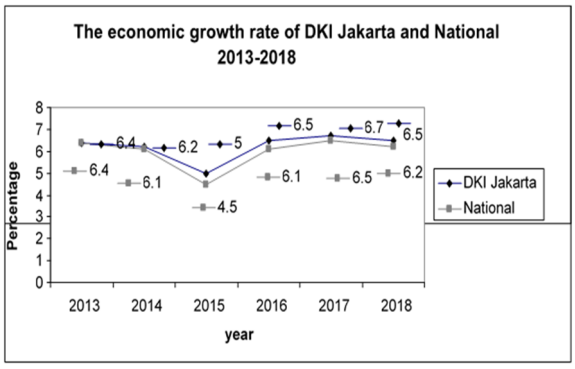

Figure 2: The economic growth rate of Jakarta and Indonesia.
Source: DKI Jakarta Province Central Bureau of Statistic in (BPS) year 2018, compared with the national commercial growth rate from 2013 until 2018

Investment and economic development in more significant Jakarta areas characterised with local economic potential have not been well developed. Lack of support for the investment climate in favour of satellite cities was caused by the low capacity of municipal government officials in the development and management of the urban economy (Kesa, 2017). Data on GDP (gross domestic product) at current prices in 2013-2018 shows that most of the GDP (Gross domestic, regional product) growth was still present in cities of metropolitan.

Jakarta's GDRP contributed 6.53 percent to Indonesia's GDP in 2013. It was a decrease of 0.03 percent from 2014 and 0.20 percent from 2015. Indonesia's economic growth of the financial and business sector in 2016 was 261,8 trillion rupiahs, and this situation became one of the most significant contributors as 6.53 percent of the total Indonesian GDP. Transportation and communication ranked first from overall, reaching 11,79 percent. Services came as the second sector with 7,58 percent; trade, hotel and restaurant next with 7,21 percent; and construction 6.85 percent.

Most agronomic characteristics, such as agriculture and agro-industry of Jakarta, only contributed 0.83 percent to Indonesia's growth in 2018. The figures indicate that the city influenced and dominated urban development sectors in Indonesia's economic development. Manufacturing and construction of Jakarta developing a new way of technology, support by new infrastructures such new highway connecting northern to the southern part of Java. These situations show that Jakarta began changing from an industrial city to megacity focused on services business. Manufacturing plants in Jakarta transformed and relocated, to buffer zones areas such as Bogor, Depok, Tangerang, Bekasi, Karawang and north coast of Java.

The rapid growth was due to the increased revenue of the country as a result of the successful implementation of development programs in various fields, particularly the manufacturing sector in the form of large-scale manufacturing and export-oriented, the tourism industry and export crops. Growth in the services sector, trade and non-manufacturing industries has also increased dramatically following the growth of the industrial base. Migration to large cities and production centres meet the demand for labour supply was unavoidable.

This urban economic development provided a logical consequence of the increasing demand for the development of the physical cashless system on mobile social context, facilities which in turn led to increased demand for a new model of an integrated public transportation system. We argue, developing integrated public transportation connecting to the payment system is significant as part of the ideology, the development will inevitably be carried out, in addition, to spur further growth in the country's economy and increase the employment. It has also put pressure significantly on transportation cashless system on social, mobile context and facilities, which in most cases, have not yet been appropriately designed. Urban and spatial planning will serve and accommodate the burdens of the additional traffic generated by the presence of previous implication concept. Although these issues are growing in the most urban centre, the problem also influenced the national payment gateway.

3.3 Cashless Payment Purposes

The fact shows that the people in Jakarta have literally used cashless payment. Table 5 indicates around 20,6 million trips per day; the highest frequency is for the trips to workplaces. It is also understandable in relation to our previous analysis of geographical distances of Social Context Mobile scope because nowadays the majority of commuters continued to use public transportation system to build a centre of business around the core and the essential central places of greater Jakarta (Table 5).

Table 5: Cashless Card Usability.

Destination	Frequency
Business	1,672,600
Private	3,657,138
Workplace	6,633,581
Shopping	2,381,637
School	6,271,556
Total	20,616,512

Source: DKI Jakarta Province Central Bureau of Statistic, 2018

They tended to move to new areas close to the facility of the megacity. This situation is closely connected to their needs as commuters to get involved in urban economic activities. Thus, the patterns of their moves relative to a certain point in the central area of the city revealed a universal tendency. They had daily activities from one place to another in the centre related to their job.

A commuter who dwelled in the various satellite cities of Jakarta tended to use public transportation in a circular pattern about the facilities and conveniences. This condition supports the argument that seeing Jakarta as the central part of the humane megacity is strikingly significant. This area is the core of the urban reality of Indonesia, whereas the other areas support the systems with peripheral zone functions.

Table 6. The satisfaction level using Cashless Services.

Satisfaction level	Frequency	Percentage
Satisfied	82	51%
Not satisfied	8	14%
Moderate	61	35%
Total	151	100

Source: Authors of data collection

The other aspect of the direction of urban economic development in Indonesia can be drawn from subjective comparisons of the economic and physical conditions of public transportation. The majority of respondents (51 percent) stated that they were satisfied with the physical environmental conditions (e.g. Quality, safety, affordability). It was also found that 35 percent of the respondents were in between satisfied and not satisfied, which means moderation. Whereas, the percentage who said they were not satisfied using public transportation was 14% respectively.

The data presented (Table 6) can be compared with the respondents' subjective evaluation of preference in choosing public transportation. According to the data collected (Table 8), it can be clearly observed that only a small number of respondents (seven percent) said that they would be using minibus as one alternative vehicle to go to the workplace

The data show that 44 percent of the respondents would choose a bus as vehicle choice. However, the majority of respondents (49 percent) preferred to use trains as their transportation. The preferences of using public transportation means will ensure social, economic sustainability (Turner,2012).

Table 7: Public transportation preference.

Public Transportation Type	Frequency	Percentage
Train	101	70%
Bus	39	25%
Mini bus (Angkot)	11	5%
Total	151	100

Source: Author's data collection

Based on these data (Table 7), we conclude that respondents were generally willing to use good public transportation. This findings reflects the subjective evaluation of respondents of actual conditions in their collective experience. This paper observed the benevolent results of the urban transformation process influenced by Social Context Mobile scope, which is characterised by the emergence of many economic opportunities leading to socio-economic mobility for creating business centres.

Discussing the various public transportation, we can refer to the urban economic development of workers around the greater Jakarta. In recent years, the Government as the primary stakeholders take on the role try to regulate in order to reduce congestion with macro transportation pattern, which is more integrated and efficient

3.4 Integrated Public Transportation and Cashless Services

Three macro transportation patterns, including cashless system development, create more mass rapid transportation systems equipped with regulation. To enhance the implementation of various policies, the Government should pay attention to the needs of the users of public transportation and applied new emerging cashless technology on payment.

Table 8: Respondents' expectation of public transportation to the Social Context Mobile scope.

Expectation	Frequency
Various Public Services	25
Security	15
Simplicity	35
Lower Price	28
Trend	46
Total	151

According to the data presented in Table 8, we found that the majority of the respondents have been commuting mainly in connection to seeking better public transportation with excellent facilities (27,4 percent respectively). The respondents in this category considered better public transportations in terms of their physical and environmental conditions and business location. They expected to be in a convenient station while they were waiting to commute. Many respondents who used public transport, also expected free from flooding facility. (22,4 percent).

The percentage of respondents who had based their transportation needs for public transportation in their life cycle and daily workplace comparatively needed various kinds of public transportations (19,6 percent respectively). Expected by the users who were most of the workers, there should be an excellent spatial arrangement that can organise the city and transportation services that can support economic growth and is more equitable (13,6 percent respectively). 8,8 percent of the respondents expected low ticket price for public transportation. Finally, 8,2 percent of the respondents regarded security as necessary in public transportation.

As a common feature of the old established megacity in the central part of Jakarta, the physical environments of cashless system s is characterised by severely deteriorated condition, and improvements are required. According to the master plan of the Jakarta province, the following action can be done for improvements (Table 9).

After a certain period, the Government has become more open to new ideas of integrating public transportation. Jakarta already has pioneered urban transportation system and developed a more comprehensive network of social relations besides the existing transportation through the provision of busway or bus rapid transit (BRT) or a mass transit system (MRT). Construction of the busway is one of the strategies of the macro transportation pattern to improve services and provision of transport services that are safe, integrated, orderly, smooth, comfortable, economical, active, efficient and affordable by the community. The busway is in the facilitation of exclusive bus lanes and cashless system . Until 2010 the hall had been constructed with the number ten corridors, and 545 bus fleet reached and 215 stops (Jakarta central statistic board, 2012).

Table 9: Jakarta macro transportation strategy.

Planning Item
• Mass Rapid Transit (MRT) Network;
• Loop line and feeder network in the city;
• Network rail commuter Jabodetabek;
• Railway network traffic towards the airport;
• Railway network supporting the port;
• Improvement of level crossings between railway and Busway corridor;
• Develop the existing railway line into multi-track.
• Cashless payment system
• Broaden Respondent and comparing with quantitative methodology
• Mass Rapid Transit (MRT) Network;

The fact that commuter trains were insufficient for migrant workers or commuters and Jakarta citizen can lead to their demands to start an autonomous preference using more bus-way and commuter line train, water-way, monorail, MRT and Sub-way. Land transport modes that can also be relied upon in Jakarta is the train. It is seen that the number of passengers has generally increased each year. However, in 2011, the number decreased because, at that time, the Indonesian train company (PT.KAI) increased the ticket price and made some improvement: The transportation system has been released on several routes. There is now a Jabodetabek train commuter route serving the areas of Jakarta, Bogor, Depok, Tangerang, and Bekasi.

Two classes serve this pathway are economy class and business class commuter line. The Jabodetabek commuter line passes several significant stations such as Jakarta Kota, Gambir, Gondangdia, Jatinegara, Tanah Abang, Pasar Senen, and Manggarai. In addition, there is also a train Jabodetabek train with a destination outside the city, which departs from Gambir Station or Pasar Senen station. Furthermore, the development of modern rail-based mass transit transport systems and networks can be part of integrated public transportation.

To explain the data that many respondents will use alternative public transportations, we can refer to the dramatic process of urban transformation going on in Jakarta during recent years. The influx of capital from multi policies into the implication of restructuring and development during the transition between Fauzi Bowo's era to Anies Baswedan's has

been accompanied by the remarkable increase in demand from the business sectors, as well as from the state, for urban land.

It was also crucial to use the lands in the central zone of Jakarta appropriately; to construct office complexes, to build cashless system, to plan electronic cashless system, to regulate parking outdoor and vehicle use limitation, to provide park and ride areas, to develop integrated zone commercial for business and housing focusing on transit section. Therefore, the acceleration of cashless system development plays a vital role in improving the competitiveness of the domestic economy, especially with the national economy. The fourth factor is a series of system elements that have an integrated policy in order to increase the competitiveness of the domestic economy based on public transportation and Social Context Mobile scope.

The state wanted to develop and modernise Jakarta. These efforts were intended to make the city the locus of the modernisation process for Indonesia as a whole as well as to design Jakarta to be the main window for Indonesian international trade and economic processes. It is evident that the private sector often functions as the 'counterpart' of the state in building the economic structure. In this case, both the state and private business need urban zones for a business near an integrated transportation system to realise their programs of urban development for business.

Both the state and private sectors must first carry out initial scheme and land appropriations and acquisitions in the proposed development project locations. This process is commonly associated with the eviction of the commuters. The concept of making new Jakarta in Joko Widodo and Basuki Tjahya Purnama-era is not new, developing by new Governor Anies Baswedan. Nevertheless, the most interesting to be analysed, is that more people of Jakarta believe in their ability to cover every problem in Greater Jakarta.

The cashless system is the wheel of economic growth. Sector activities and transportation system are the backbones of the distribution patterns of both goods and passengers. Other infrastructures such as electricity, national payment gateway and urban spatial planning related to the modernisation efforts of the nation and its provision are one of the most critical aspects to improve the productivity of the production sector. Availability of housing and settlement, water and sanitation, and the management of sustainable technology resources determine the level of social welfare (Table 10).

Table 10: Citizen of Jakarta opinion to Government's ability.

Government's ability	Yes (%)	No (%)	Undecided (%)	Total
The government will provide good transportation system	80 (63%)	50 (22%)	21 (15%)	151
The government will muddle through Modernization infrastructure	70 (47,3%)	72 (49,2%)	9 (3,5%)	151
The government will create Mobile Information	90 (66,2%)	40 (25,2%)	21 (8,6%)	151
The government will overcome Campaign for Cashless	130 (94,6%)	12 (3,2%)	9 (2,2%)	151

Although the process may invite public resistance, consistency from the stakeholders can support its implementation. For instance, lower-income groups of Indonesians in greater Jakarta are forced to pay part of the cost of the development with their loss of local networks of social relations, economic life and daily routines. In other words, the building of an integrated transportation system would disrupt more great Jakarta social life and survival patterns associated with public transportation management.

An integrated public transportation system creates a new concept of economic development distribution. In this context, it is seen as a localised manifestation of the dramatic urbanisation process in Jakarta. However, regulation from the Government to commuter or Jakarta citizen also reflects local political processes based on Indonesia's urban communities. Although we see a certain degree of relevance of the definition of urbanisation as the urban economic pattern of spatial forms, we must also consider the specific models of local spatial structures. Economic processes through transportation in Jakarta, like the modern urban development in response to commuter and citizen Jakarta behaviour, seem to be based mainly on the poor classes' economic conditions and on the individualistic survival situation, in which

Government should give them transportation subvention. In this sense, we see that every public transportation users resist and carry out collective actions which are mainly based on hopes of gaining more compensation with services, rather than organising to achieve institutional changes and goals which would guarantee and provide them with long term socio-economic access and gathered benefit as communities. Theories of planning are said occasionally to be irrelevant to planning the implementation. Furthermore, the diversity of practices in planning and different types of stakeholders in different contexts complicates the relevance of theories of planning as standard practice.

According to the data collection, almost all respondents regard the people of Jakarta need leaders profile (96,8 percent) who can provide space for businesses in all segments of society, and bring the city to compete in the global economy to exploit the potential of the local social economy, culture and creativity. Making plans is quite simple for anybody, but implementing and maintaining consistency to make changes for the better in Jakarta is those that not everyone can do. They require a lot of smart and humane cooperations from all stakeholders.

With new Government leading the efforts to implement and execute the plans and support solution for new Jakarta, all the people of Jakarta and all parties can support a variety of solutions, to realise the dream of the Jakarta megacity. In relation to security problems in the development of the public transportation system, 94,4 percent respondents believed the Government could handle this matter. 66,2 percent of the respondents thought that the Government could provide jobs and cover social problems. Improving the quality of the physical environment, social, cultural and realignment of services public facilities, was also believed to be able to be done by Government (63 percent). However, only 47,3 percent of the respondents thought that the Government could anticipate the flooding problems.

4 CONCLUSIONS

This paper research findings challenge the adequacy of the prevailing view that ignores a significant contribution of the integrated public transport to urban economic structural transformation in terms of Social Context Mobile scope. In this context, we would argue that people in Jakarta and greater Jakarta share similar value and contributions in turning the city into a megacity as a result of their high level of mobility within the city bottlenecks. First rapid urbanisation in Jakarta must be slowed down to reduce the problems within Social Context Mobile scope. One possible way to reduce urbanisation in Jakarta is to redistribute the central functions in Jakarta to other areas and to strengthen other urban agglomerations around greater Jakarta or even in Indonesia to pull urban growth away from the capital. Congestion problem in the capital is a significant issue that must be resolved by the Jakarta provincial government together with the central Government of Indonesia. Two of the essential agendas as an effort to overcome the congestion is to suppress and control the number of private vehicles and to create integrated public transportation. The second, integrated public transportation for commuters must be built.

The adequate urban economic development will be created and run well when there is revamping of urban and spatial planning related to public transportation options. Integrated solution based on user expectation, such as various public transportations, with good and free disaster facilities, should be a consideration in building public transport embedded with national payment gateway and cashless support system. As a consequence, commuters would have to develop new social relations, networks, and integrate themselves into the new behaviours. This process is partly associated with the developmental plan of Jakarta and more significant Jakarta socio-economic strategies.

In the case of Jakarta, Social Context Mobile scope still exists. Government still has a role and final authority, to formed community which has of consciousness. The Government of Jakarta should pay attention to the citizen's expectation of an ideal urban and spatial planning concerning public transportations, to win the citizen's trust. This way, they can work hand in hand to realise their dream, a stable form of integrated public transportation for economic development.

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