**Problem Statement**

- High density of informal settlements in the outer areas (Saumlaki, Aji Sagulung Sei Beduk, North Island to Bintan). These areas are characterized by poor infrastructure and living conditions, including overcrowding, inadequate sanitation, and lack of access to public services.
- Areas suspected of water pollution are located within the city boundaries, posing a potential risk to public health and the environment.
- The city faces challenges related to poor mobility, restricted by the quality of its public transport system, and the poor condition of its main roads (existing and planned).
- The administration is under pressure to improve the quality of life for its residents, especially in terms of housing and mobility, while also addressing environmental concerns.

**Strategy**

- **Main Research Question**: What are the main factors contributing to the poor housing and mobility conditions in Batam, and what strategies can be implemented to improve these conditions?

**Vision**

- Development of a regional transport system based on a bus rapid transit (BRT) network. This network will connect the main centers of the city, improving access to public services and reducing mobility issues.
- Development of a cluster of industrial and commercial activities, integrating with the existing public transportation system. This will create new economic opportunities and improve living conditions.
- Improvement of the natural environment, reducing pollution and increasing green spaces.

**Objective**

- **Objectives**: Creating a governance system that divides the administration between the central government and the local government.
- **Objectives**: Developing a bus rapid transit system, focusing on improving the public transport infrastructure and reducing mobility issues.
- **Objectives**: Developing an industrial cluster, integrating with the existing public transportation system, and improving the natural environment.

**Main Toolkit**

- **Toolkit**: Transit-oriented development (TOD) strategy. This strategy focuses on the planning and development of public transport infrastructure, ensuring that public transport systems are integrated with urban development to support economic growth, improve mobility, and promote sustainable development.

**Main Considerations**

- **Considerations**: The planning of the bus rapid transit network must be integrated with the development of industrial and commercial clusters, ensuring that the public transport system is efficient and accessible to all residents.
- **Considerations**: The improvement of the natural environment must be integrated with the development of industrial and commercial clusters, ensuring that the city balances economic growth with environmental sustainability.

**Supporting Tools**

- **Supporting Tools**: The use of a bus rapid transit network, integrated with industrial and commercial clusters, can help improve mobility and economic opportunities in the city.
- **Supporting Tools**: The development of a cluster of industrial and commercial activities, integrated with the public transport system, can help improve the living conditions of the city's residents.

**Summary**

- **Summary**: The planning of a bus rapid transit network, integrated with industrial and commercial clusters, can help improve mobility and economic opportunities in the city. The development of a cluster of industrial and commercial activities, integrated with the public transport system, can help improve the living conditions of the city's residents.

**Key Points**

- The planning of the public transport system must be integrated with the development of industrial and commercial clusters.
- The development of a cluster of industrial and commercial activities, integrated with the public transport system, can help improve the living conditions of the city's residents.
- The improvement of the natural environment must be integrated with the development of industrial and commercial clusters, ensuring that the city balances economic growth with environmental sustainability.

**Conclusion**

- The planning of a bus rapid transit network, integrated with industrial and commercial clusters, can help improve mobility and economic opportunities in the city. The development of a cluster of industrial and commercial activities, integrated with the public transport system, can help improve the living conditions of the city's residents.

**References**

- Kam et al., 2009
- BIFZA, 2011
- PEMKO, 2010

**Authors**

- Cristian E. Nita
To Drydocks World Shipyard WILL BE BUILT.

THE FEEDER STATIONS ARE BUILT ON THE IMPROVED AREA WHILE CONTINUING AND ENHANCING THE CURRENT BRT LINE 3 - total travel time interval (from end-to-end): 40-65min - no. stations: 25 (8 transfer stations).

City - longest station distance: 2km - no. stations: 19 (7 transfer stations).

Sekupang - Tunas Plaza Ferry TS to Puri Indah Carina Abdurrahman Prambanan Gufron Melati Shipyard Centre TS to KSB Patam PRODUCTION.

THE CLUSTER "THE CORE OF THE NEW BATAM HARBOUR LOCATION AND ISLAND SCALE INTEGRATION TO SINGAPORE STRAIT.

"THE INNOVATION" ONLY SOME FEEDER STATIONS TO KSB.

PRIVATE COMPANIES CAN CHOOSE TO FOLLOW A LOW COST BUSINESS MODEL, BUT IMPESSIVE NEW PLANNING WITH MOST COMPANIES - OFFSHORE OIL & GAS, SHIPBUILDING, COMMERICAL, OFFICE - IS STRONGLY SUSTAINED.

BRT TRANSFER STATION

SUPPORT THE CLUSTER?

NEW HARBOUR

THE IMPROVEMENT OF THE ROADS NETWORK, MEGA INDUSTRIAL PARK, SINGAPORE STRAIT.

BRT NORMAL STATION

MAIN CONNECTORS, DIVERSITY, COMBINED DEVELOPMENT ScriptIC, OF A NEW HUB CENTRE FOR THE CITY.

BRT TRANSFER STATION

THE IMPROVEMENT OF THE ROADS NETWORK, MEGA INDUSTRIAL PARK, SINGAPORE STRAIT.

BRT TRANSFER STATION

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