

# POLICY ANALYSIS OF BLOK M AREA PLANNING: IMPLICATIONS FOR SPATIAL CONFIGURATION AND AREA EFFECTIVENESS

Arina Marta Setya Putri <sup>1</sup>, Rizal Imana<sup>2</sup>

<sup>1, 2</sup> Department Urban and Regional Planning, Faculty of Landscape Architecture and Environmental Technology, Universitas Trisakti, Jakarta, Indonesia, 11440

**Corresponding Author:** [arinamarta@trisakti.ac.id](mailto:arinamarta@trisakti.ac.id)

Received : 19-July-2025

Revised : 10-September2025

Accepted : 13-January-2026

DOI: <https://doi.org/10.25105/yccqrm52>

## ABSTRACT

Blok M is one of Jakarta's important urban centers, serving not only as a commercial and service area but also as a major public transport interchange. Its development has been reinforced by Governor Regulation Number 55 of 2020 on the Urban Design Guidelines for the Blok M–Sisingamangaraja Transit-Oriented Development area. Official publications from PT MRT Jakarta indicate that the TOD area covers approximately 113.7 hectares, with priority development concentrated within a 700-meter radius of Blok M BCA Station and ASEAN Station. This study examines how area-planning policy in Blok M shapes spatial configuration and how that configuration affects area effectiveness. The study uses a descriptive qualitative approach based on policy analysis of regulations, institutional documents, and official publications issued by government agencies and area operators. The findings show that planning policy in Blok M has guided the integration of transit nodes, pedestrian connections, mixed-use development, and public space improvement. These policy directions have contributed to better accessibility, stronger functional links between urban activities, smoother internal movement, and greater support for social and economic activity. In this case, planning policy works not only as a regulatory tool but also as a framework that structures how spaces in the district are connected and used.

**Keywords:** area effectiveness, Blok M, policy analysis, spatial configuration, transit-oriented development.

## INTRODUCTION

Blok M stands as one of Jakarta's pivotal urban centers, functioning as a commercial hub and a major public transport interchange. Its strategic development is formally mandated by Governor Regulation Number 55 of 2020 concerning the Urban Design Guidelines for the Blok M–Sisingamangaraja Transit-Oriented Development (TOD) area (Governor of Jakarta, 2020). According to official data from PT MRT Jakarta (2020), this TOD zone encompasses approximately 113.7 hectares, with priority development strategically concentrated within a 700-meter radius of the Blok M BCA and ASEAN Stations.

This study examines how area-planning policy in Blok M shapes spatial configuration and how that configuration affects area effectiveness. The study uses a descriptive qualitative approach based on policy analysis of regulations, institutional documents, and official publications issued by government agencies and area operators.

The findings indicate that the planning policies implemented in Blok M have successfully guided the integration of transit nodes, pedestrian connections, mixed-use developments, and the enhancement of public spaces (Governor of Jakarta, 2020). These policy directions have contributed to better accessibility, stronger functional links between urban activities, smoother internal movement, and greater support for social and economic activity.

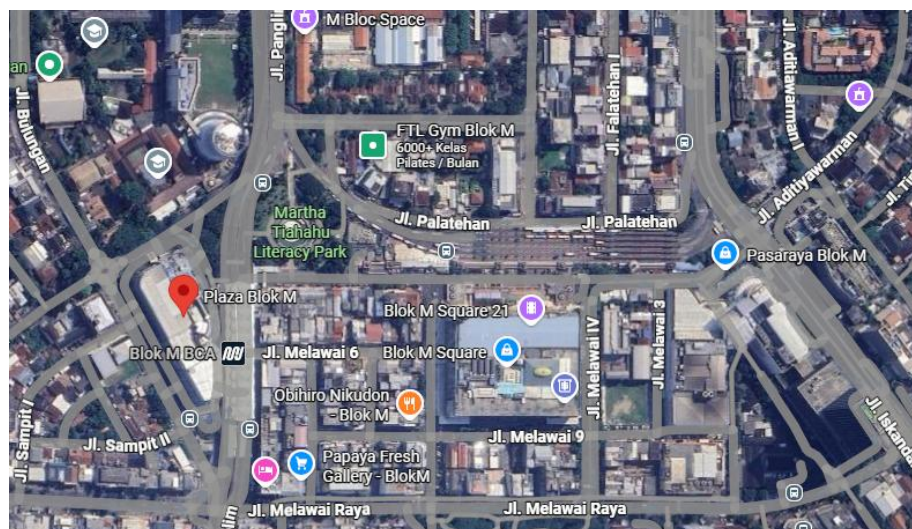
In this case, planning policy works not only as a regulatory tool but also as a framework that structures how spaces in the district are connected and used.

## RESEARCH METHODS

The study was conducted in the Blok M area, Kebayoran Baru District, South Jakarta, Special Capital Region of Jakarta, Indonesia. Blok M was selected because it is a dense urban area with a high level of pedestrian movement and a strong concentration of commercial, service, and transport activities.

The area is characterized by a close relationship between transit facilities, business activities, public spaces, and pedestrian circulation. This condition makes Blok M a relevant case for examining how spatial configuration influences pedestrian connectivity and area effectiveness.

The analysis focuses on pedestrian routes and urban spaces around the main activity nodes in Blok M, especially corridors that connect transit points, commercial areas, and public facilities.



*Figure 1 The Map of the research location*  
*Source: Google Earth, 2026*

## Data Collection

This study mainly uses secondary data, supported by limited field observation for verification. The secondary data were used as the main basis for policy analysis. The materials reviewed include: (1) policy and regulatory documents, such as Governor Regulation Number 55 (2020), related regulations on the assignment of PT MRT Jakarta (2020) as the TOD area manager, and the Detailed Spatial Plan (Pemerintah Provinsi DKI Jakarta, 2022) relevant to Blok M; (2) institutional reports and official publications issued by PT MRT Jakarta and government agencies; and (3) planning and implementation documents related to sidewalk improvement, terminal revitalization, pedestrian connectivity, mixed-use development, and public space improvement.

These documents were used to identify policy objectives, spatial planning principles, implementation strategies, and their implications for spatial configuration.

## Data Analysis Method

The research applies a descriptive qualitative approach using policy analysis as the main method. The analysis is based on regulations, institutional documents, official publications, and public reports related to the planning and development of the Blok M area.

The main documents reviewed include Governor Regulation Number 55 of 2020 on the Urban Design Guidelines for the Blok M–Sisingamangaraja TOD area, Governor Regulation Number 65 of 2021 on the updated mandate of PT MRT Jakarta as the TOD area manager, and Governor Regulation Number 31 of 2022 on Jakarta's Detailed Spatial Plan. These sources were

complemented by official MRT Jakarta publications and reports from the Jakarta Highways Agency.

The analysis was carried out in three steps. First, the study identified the main policy direction and the institutions responsible for managing the area. Second, it examined how the policy framework influences spatial configuration through transit nodes, movement corridors, pedestrian systems, public spaces, and mixed-use development. Third, it interpreted how this spatial configuration affects area effectiveness, especially in terms of accessibility, functional connectivity, internal mobility, and support for social and economic activity.

## RESULTS AND DISCUSSION

### Policy Direction for Blok M Area Planning

Planning policy in Blok M is clearly oriented toward the creation of an integrated transit-oriented district. Governor Regulation Number 55 (2020) provides a specific design framework for the Blok M–Sisingamangaraja area, while the institutional role given to PT MRT Jakarta through Governor Regulation Number 15 (2020) and Governor Regulation Number 65 (2021) confirms that TOD development along the MRT corridor is treated as a strategic urban priority.

At the level of spatial planning, Jakarta's detailed spatial plan defines TOD as an urban area that is closely integrated with mass public transport, encourages pedestrian movement, and offers a high degree of accessibility (Pemerintah Provinsi DKI Jakarta, 2022). In Blok M, this means that accessibility should be understood not simply as proximity to a station, but as the ease of moving between transport nodes, commercial functions, public facilities, and open spaces. As a result, policy in Blok M goes beyond station development alone and supports the formation of a connected urban district.

### Policy Direction for Blok M Area Planning

The policy framework shapes spatial configuration in Blok M through three main elements: transit nodes, connecting corridors, and mixed-use development. Official MRT Jakarta publications identify Blok M BCA Station and ASEAN Station as the main anchors of development, with priority intervention within a 700-meter radius (PT MRT Jakarta, 2020). This places transit access at the center of spatial organization, aligning with the Node-Place Model, which suggests that the effectiveness of a station area depends on the balance between its function as a transport node and its intensity as an urban place (Bertolini, 1999).

Policy also works through the strengthening of connecting corridors. In TOD areas, stations cannot function effectively if they are not supported by safe and continuous pedestrian

routes (Vale, 2015). In this context, the Palatehan sidewalk project, which extends for approximately 1.3 kilometers, can be seen as a concrete policy outcome. More than a simple sidewalk upgrade, it supports integration between MRT Jakarta, TransJakarta, and the Blok M Terminal. This intervention reflects the concept of "Link and Place," where streets are managed not only as conduits for movement (links) but also as social destinations (places) that enhance urban vitality (Jones et al., 2007).

Mixed-use development serves as a critical mechanism in shaping the area's effectiveness. MRT Jakarta's plan for approximately 2.4 hectares of mixed-use development—integrating residential, retail, hospitality, and office functions—reflects a strategic effort to co-locate daily activities with high-capacity public transport. This strategy aligns with the evolved "5Ds" Framework (Density, Diversity, Design, Destination Accessibility, and Distance to Transit), which emphasizes that beyond mere land-use variety, the ease of reaching regional destinations and the precise calibration of walking distances are vital for reducing private vehicle dependency and maximizing ridership (Ewing & Cervero, 2010).

The planned skybridge connection to Blok M BCA Station further reinforces this by providing direct, grade-separated access to surrounding urban functions. This creates a "seamless mobility" environment that minimizes the physical and psychological barriers to transit use, a core tenet of modern Integrated Transport Hubs.

Taken together, these interventions demonstrate that policy acts as a catalyst for a more coherent and active urban structure. By concentrating transit access, pedestrian continuity, and diverse land uses, Blok M fulfills the criteria of the "15-Minute City" model. This contemporary urban planning paradigm prioritizes "chrono-urbanism," ensuring that residents can access their essential social, economic, and cultural needs within a short walk or bike ride from their transit-connected home (Moreno et al., 2021). Thus, planning policy in Blok M has shifted from traditional land-use zoning toward a framework that prioritizes human-scale proximity and sustainable urban metabolism.

### **Implications for Area Effectiveness**

The spatial configuration produced by these policies has direct implications for area effectiveness. Accessibility improves when transit nodes serve as the anchor of district organization, linked by pedestrian corridors that facilitate seamless multi-modal transfers. This structure aligns with the Extended Node-Place Model, which suggests that modern TODs must transcend the balance of transport and land use to include "Experience" and "Environmental" qualities to maximize urban potential (Papa & Bertolini, 2015).

Functional connectivity is further strengthened as transport, commerce, and public space achieve a "Synergy of Co-location." In contemporary discourse, this is viewed through the lens of Urban Metabolism, where the proximity of diverse functions reduces energy expenditure and long-distance travel, fostering a more self-sustaining district (Ranzato, 2017).

Internal mobility becomes more efficient as movement relies on Active Mobility—prioritizing walking and integrated transit over fragmented vehicle-based access. This transition is a core tenet of modern Walkability Frameworks, which posit that an effective urban environment must be "useful, safe, comfortable, and interesting," shifting the focus from simple movement to the quality of the pedestrian experience (Southworth, 2023). In Blok M, this spatial structure supports both circulation and everyday use by fostering "High-Resolution Permeability," allowing users to navigate the district's fabric in multiple directions with minimal friction (Karimi, 2018).

Area effectiveness is also reflected in the district's social and economic vitality. By branding Blok M as a "Green Creative Hub," PT MRT Jakarta (2020) positions the area as a destination for creative commerce and public life. This vision aligns with Contemporary Place-making (Place-making 2.0), where urban spaces are treated as "social anchors" that use digital and physical integration to foster economic resilience and social equity (Courage et al., 2021). Ultimately, an effective district serves as a "Social Condenser," a term revitalized in modern architecture to describe spaces that facilitate intense social interaction and cross-cultural exchange among diverse urban populations (Aureli, 2011).

## CONCLUSION

This study demonstrates that planning policy serves as the primary catalyst in shaping the spatial configuration and subsequent effectiveness of the Blok M area. Through the enforcement of Governor Regulation Number 55 of 2020 and the institutional mandate granted to PT MRT Jakarta (2020), policy has transitioned from a passive regulatory tool to an active framework for urban transformation. By integrating mixed-use development plans, sidewalk improvements, and public space revitalization, these policies have steered Blok M toward becoming a more resilient and integrated urban district. The area's effectiveness is not an accidental outcome but a deliberate product of this policy-driven spatial arrangement. The strategic proximity of transit nodes and the continuity of pedestrian corridors align with the Extended Node-Place Model, ensuring that accessibility is matched by high-quality urban

experiences. The relationship between policy and area effectiveness in Blok M is defined by how effectively the regulatory framework organizes and connects the district's core spatial elements

## REFERENCE

- Aureli, P. V. (2011). *The possibility of an absolute architecture*. MIT Press.
- Courage, I., Borrup, T., & Jackson, M. J. (Eds.). (2021). *The Routledge handbook of placemaking*. Routledge. <https://doi.org/10.4324/9780429290619>
- Ewing, R., & Cervero, R. (2010). Travel and the built environment: A meta-analysis. *Journal of the American Planning Association*, 76(3), 265–294. <https://doi.org/10.1080/01944361003766766>
- Government of the Special Capital Region of Jakarta. (2020). Governor Regulation Number 55 of 2020 concerning the urban design guidelines for the Blok M and Sisingamangaraja transit-oriented development area. <https://peraturan.bpk.go.id/Home/Details/163323/pergub-prov-dki-jakarta-no-55-tahun-2020>
- Government of the Special Capital Region of Jakarta. (2021). Governor Regulation Number 65 of 2021 concerning the amendment to Governor Regulation Number 15 of 2020 on the assignment of PT MRT Jakarta as manager of the North–South MRT Jakarta Phase I transit-oriented development area. <https://peraturan.bpk.go.id/Details/195175/pergub-prov-dki-jakarta-no-65-tahun-2021>
- Government of the Special Capital Region of Jakarta. (2022). Governor Regulation Number 31 of 2022 concerning the detailed spatial plan of the planning area of the Special Capital Region of Jakarta. <https://jdih.jakarta.go.id/dokumen/detail/4933/peraturan-gubernur-nomor-31-tahun-2022-tentang-rencana-detail-tata-ruang-wilayah-perencanaan-provinsi-daerah-khusus-ibukota-jakarta>
- Institute for Transportation and Development Policy. (2017). TOD standard 3.0. [https://itdp-indonesia.org/wp-content/uploads/2020/03/TOD-Standard-3.0-IndoWEB\\_02.pdf](https://itdp-indonesia.org/wp-content/uploads/2020/03/TOD-Standard-3.0-IndoWEB_02.pdf)
- Institute for Transportation and Development Policy. (n.d.). TOD standard framework. <https://tod.itdp.org/tod-standard.html>
- Jakarta Highways Agency. (2025). Review of sidewalk construction on Jalan Palatehan, Blok M, with the Governor of Jakarta. <https://binamarga.jakarta.go.id/berita/view/peninjauan-pembangunan-trotoar-jl-palatehan-blok-m-bersama-gubernur-dk>
- Karimi, K. (2018). Space syntax: Consolidation and transformation of an urban theory. *Urban Design International*, 23(1), 1–4. <https://doi.org/10.1057/s41289-018-0055-6>

- Moreno, C., Allam, Z., Chabaud, D., Gall, C., & Pratlong, F. (2021). Introducing the “15-minute city”: Sustainability, resilience and place identity in future post-pandemic cities. *Smart Cities*, 4(1), 93–111. <https://doi.org/10.3390/smartcities4010006>
- Papa, E., & Bertolini, L. (2015). Accessibility and transit-oriented development in European metropolitan areas. *Journal of Transport Geography*, 47, 70–77. <https://doi.org/10.1016/j.jtrangeo.2015.07.013>
- PT MRT Jakarta (Perseroda). (2021). Acceleration of transit-oriented development area development. <https://jakartamrt.co.id/id/info-terkini/percepatan-pengembangan-kawasan-berorientasi-transit>
- PT MRT Jakarta (Perseroda). (2022). Transformation of the third place: Governor of Jakarta inaugurates Taman Literasi Martha Christina Tiahahu. <https://jakartamrt.co.id/id/info-terkini/transformasi-ruang-ketiga-gubernur-dki-jakarta-resmikan-taman-literasi-martha>
- PT MRT Jakarta (Perseroda). (2024a). Blok M–Sisingamangaraja: Green creative hub in Jakarta. <https://jakartamrt.co.id/id/info-terkini/blok-m-sisingamangaraja-green-creative-hub-di-jakarta-0>
- PT MRT Jakarta (Perseroda). (2024b). PT MRT Jakarta (Perseroda) holds the 2024 TOD investment forum in Japan. <https://jakartamrt.co.id/id/info-terkini/pt-mrt-jakarta-perseroda-gelar-tod-investment-forum-2024-di-jepang>
- Ranzato, M. (2017). *Urban metabolism: Sustainable design of cities*. Jovis.
- Southworth, M. (2023). *Walkable city: The theory and practice of walkable design*. Routledge. <https://doi.org/10.4324/9781003429388>