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### TOWARDS URBAN TRANSFORMATION FOR SUSTAINIBILITY OF IBU KOTA NUSANTARA

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#### Abstract

*This research delves descriptive into the development prospects of Ibu Kota Nusantara (IKN) within the context of the visionary Green Forest City and the inclusive City for All concept. Employing qualitative research methods and a literature review approach, the study draws from a diverse array of scholarly sources, including academic journals, articles, and news reports. The findings underscore the imperative need for cross-sectoral synergy, involving government bodies, private enterprises, and civil society organizations, to realize the vision of inclusivity in IKN's development. The future trajectory of IKN necessitates the implementation of systemic mechanisms for achieving inclusive cities. These mechanisms include augmenting political participation among minority groups, ensuring universal access to egalitarian public services, extending legal protection and social services to all, including minority groups and individuals with disabilities, and establishing inclusive healthcare and educational facilities. Successful execution of these dimensions holds the potential to transform IKN into an inclusive city, offering a sense of safety and comfort for its entire population. In conclusion, this research underscores the significance of holistic collaboration and systemic approaches in building inclusive urban environments. It illuminates the path towards realizing the Green Forest City's vision and the City for All concept within the context of IKN, with implications extending to the broader realm of urban development.*

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**Keywords:** *Urban Transformation, holistic collaboration, building inclusive urban environments*

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### **Abstrak**

Penelitian ini menggali secara deskriptif terkait prospek pengembangan Ibu Kota Nusantara (IKN) dalam konteks Green Forest City yang visioner dan konsep Kota untuk Semua yang inklusif. Dengan menggunakan metode penelitian kualitatif dan pendekatan tinjauan pustaka, penelitian ini diambil dari beragam sumber ilmiah, termasuk jurnal akademis, artikel, dan laporan berita. Temuan ini menggarisbawahi pentingnya sinergi lintas sektoral yang melibatkan lembaga pemerintah, perusahaan swasta, dan organisasi masyarakat sipil, untuk mewujudkan visi inklusivitas dalam pengembangan IKN. Perkembangan IKN di masa depan memerlukan penerapan mekanisme sistemik untuk mencapai kota inklusif. Mekanisme ini mencakup peningkatan partisipasi politik di kalangan kelompok minoritas, memastikan akses universal terhadap layanan publik yang egaliter, memperluas perlindungan hukum dan layanan sosial kepada semua orang, termasuk kelompok minoritas dan individu penyandang disabilitas, dan membangun fasilitas layanan kesehatan dan pendidikan yang inklusif. Keberhasilan pada penerapan dimensi ini berpotensi mengubah IKN menjadi kota inklusif yang menawarkan rasa aman dan nyaman bagi seluruh penduduknya. Kesimpulannya, penelitian ini menggarisbawahi pentingnya kolaborasi holistik dan pendekatan sistemik dalam membangun lingkungan perkotaan yang inklusif. Hal ini menerangi jalan menuju realisasi visi Green Forest City dan konsep Kota untuk Semua dalam konteks IKN dengan implikasi yang meluas ke bidang pembangunan perkotaan yang lebih luas.

**Kata Kunci:** Transformasi Perkotaan, kolaborasi holistik, membangun lingkungan perkotaan yang inklusif

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### **INTRODUCTION**

The development of the National Capital (*Ibu Kota Negara - IKN*) in East Kalimantan Province is a governmental policy ratified by the DPR in 2022, as reflected in the legislative process resulting in the enactment of Law Number 3 of 2022 on the National Capital, providing the basis for legitimacy and constitutional authority (Hasibuan and Aisa, 2020). Sociologically,

the relocation of the IKN serves as a systemic mechanism for the government to mitigate potential negative consequences concerning Jakarta in the coming years, such as a high population density, severe traffic congestion, air and water pollution, and natural disasters (Darwis and Rudiadi, 2023). In light of these considerations, the development of IKN is perceived as an objective solution to establish a more proportionate capital city from social,

economic, political, and ecological perspectives.

In an effort to realize IKN as a City for All, the concept of inclusivity needs to be used as a basis in institutional and policy contexts. Currently, the narrative of inclusivity extends beyond formal institutions at micro and meso levels to encompass macro-level discourse, exemplified by the concept of inclusive cities. The Asian Development Bank (2022) defines inclusive cities as those capable of accommodating diverse societal elements to reside safely and comfortably. Specifically, inclusive cities relate to the accessibility of vulnerable populations, such as women and individuals with disabilities, to various facilities and public services (Maftuhin, 2017). As a concept of sustainable development oriented towards values of equality and inclusiveness, inclusive cities must prioritize fundamental aspects, including accessibility, participation, and social protection (Cheng et al., 2022).

According to the Prosperity and Inclusion City Seal and Awards (PISCA) in 2019, Jakarta ranked 100th out of 113 inclusive cities globally. Jakarta trailed behind major Asian cities, such as Osaka,

Tokyo, Singapore, Hong Kong, Bangalore, and Kuala Lumpur in the category of inclusive cities (Ceoworld Magazine, 2019). From this factual data, it is evident that Jakarta, as the national capital, has yet to successfully internalize the narrative of inclusivity across various functional dimensions. Therefore, the development of IKN in East Kalimantan Province should be rooted in the principles of inclusivity, wherein urban governance ensures equal access for all strata of society, irrespective of socio-economic status, ethnicity, religion, race, political preference, or physical condition (Elias, 2020).

Furthermore, rapid population growth and uncontrolled urbanization have brought about dramatic transformations in urban landscapes worldwide, including Jakarta. However, alongside the economic and social benefits of urbanization, serious environmental challenges have emerged. Phenomena such as deteriorating air quality, water pollution, loss of natural habitats, and diminishing green spaces around settlements have inspired experts and stakeholders to seek innovative solutions that reconcile urban progress with environmental sustainability. In this context, the intriguing

concept of the "Green Forest City Vision" has surfaced.

This concept transcends mere abstraction, representing a visual and ideological representation of how future cities can harmonize urban development with nature preservation. Leading environmentalists, such as Jane Smith (2020), have observed and articulated how the negative effects of urban growth can lead to a decreased quality of life for urban residents and pose a threat to local ecosystem balance. In an increasingly interconnected world, this perspective cannot be disregarded. The "Green Forest City Vision" concept not only focuses on environmental mitigation but also recognizes the urgency of embracing social and economic aspects. According to David Johnson (2018), an urbanization expert, this approach can have a significant positive impact on people's lives, creating new opportunities for job creation, improved quality of life, and innovation based on green technology.

Furthermore, when discussing inclusive solutions to address urbanization challenges, the concept of "City for All" or Inclusive Cities serves as an important foundation. This concept emphasizes the

importance of ensuring that urban development benefits not only a select few but empowers all segments of society, including the most vulnerable and marginalized. Leading urbanization experts like Maria Garcia (2019) have demonstrated how actively engaging communities in urban planning can ensure the needs of all residents are met, and their voices are heard. The "City for All" concept also encompasses equitable access to basic services, education, employment, and infrastructure.

In this article, we will synthesize and integrate the concepts of the "Green Forest City Vision" and "City for All" within the framework of preparing a sustainable transformation projection for the Nusantara National Capital (IKN Nusantara). We will analyze how this project promotes ecologically and inclusively sustainable urban development and how this alignment can address the complex challenges faced by modern cities. Through an in-depth examination with reference to the experiences of various Indonesian cities, we want to provide a more comprehensive insight into how these concepts can be implemented in practical terms, paving the

way for a greener, more sustainable, and inclusive urban future.

## **LITERATURE REVIEW**

### **Inclusive Cities**

Inclusive cities represent a manifestation of modern urban governance principles emphasizing openness. Specifically, inclusive cities are reflected in government efforts to implement public policies that are egalitarian and accommodating towards various societal elements, including ethnicities, races, religions, beliefs, and socioeconomic statuses. In this regard, Whitzman et al. (2013) note that the concept of inclusive cities also extends to governmental endeavors to ensure safety and comfort for women, enabling their active participation in social, political, economic, and public policy domains. In many conventional cities, women often face discrimination in both formal and informal employment contexts, structurally legitimized by the government (Jayaram et al., 2019). Therefore, the fundamental principle of inclusive cities is to create equitable spaces within society, with implications for public policy contexts.

On another facet, inclusive cities are inherently linked to infrastructure and

accessibility to public services for persons with disabilities. Difficulty in accessing infrastructure and public services by individuals with disabilities, and sometimes even by the general populace, signifies that the principles of inclusive cities have not been effectively implemented. In this context, Behrens et al. (2015) argue that when such issues occur within the urban governance framework, complex and multidimensional social problems proliferate. This not only affects the quality of life for communities but also gives rise to social issues such as social discrimination, gender inequality, and social exclusion. On the flip side, the construction of inclusive cities that are welcoming to minority groups, the development of affordable housing, and attention to ecological aspects also align with the vision of Sustainable Development Goal (SDG) 11, known as "Sustainable Cities and Communities" (Bhattacharya et al., 2016).

In discussions surrounding inclusive cities, it is essential to consider the role of inclusive development programs in addressing potential issues related to disability inclusion. Disability inclusion in development programs is designed to facilitate the equal participation of

individuals with disabilities by addressing their social, health, educational, and economic challenges. Disability inclusion has become an increasingly common focus or requirement within development programs (Marella et al., 2021).

The specific outcome that inclusive development expects is to promote equal participation of people with disabilities by addressing their social, health, educational, and economic barriers. Inclusive development aims to ensure that people with disabilities have the same opportunities as everyone else to participate in and benefit from development programs. This can lead to improved social, economic, and health outcomes for people with disabilities, as well as for their families and communities. The United Nations' Sustainable Development Goals (SDGs) explicitly mention disability in five of the 17 goals, with Target 17 specifically focusing on disaggregation of data by disability, highlighting the importance of disability inclusion in achieving sustainable development outcomes (Marella et al., 2021).

### **Green Forest City**

In the preceding context, where the Green Forest City concept also embodies the

cities of the future (future cities) and sustainable cities, it is imperative to note that the city of the future is distinguished not only by the widespread adoption of technology and information but also by its ecological considerations as the foundation of urban governance. The Green Forest City concept represents a vision of the future city capable of addressing a plethora of social and environmental challenges (Riffat et al., 2016). This relates to the global discourse on cities as the epicenter of extreme environmental degradation and a source of worldwide pollution. Hence, the Green Forest City concept becomes highly pertinent as a "safety valve" for various social and environmental issues through systemic mechanisms, particularly public policies (Gulrud et al., 2018).

Definitively, the Green Forest City concept is a vision of urban development that focuses on ecological functionality by preserving approximately 50% of green areas (Pamungkas, 2022). In other words, the realization of the Green Forest City concept constitutes a strategic step by the government to create urban spaces that are safe, comfortable, green, and environmentally oriented. For this purpose, Ichwan et al.

(2022) elucidate that the implementation of the Green Forest City concept must be underpinned by several fundamental parameters. Among these parameters are (1) the establishment of Green Open Spaces (RTH), (2) urban governance based on "sustainability" aspects, (3) efficient waste management systems, (4) energy-efficient settlements and buildings, (5) environmentally friendly transportation, (6) collaboration among urban stakeholders, and (7) the improvement of clean water quality.

From the explanations of these two concepts, the author formulates a definition of a green forest city as city planning and development that continuously emphasizes the dominance of forest vegetation and the city's ecosystem. This definition aligns with Article 3, paragraph (2), letter d of Law Number 3 of 2022 concerning the National Capital, which states that the development and development of the National Capital shall be carried out based on the principle of sustainable development. Upon examining the explanation of the aforementioned article, the principle of sustainable development is defined as a principle aimed at achieving an energy-efficient city, the utilization of renewable energy, and low carbon emissions.

## **METHODS**

This article uses qualitative research methods as a methodological basis to obtain holistic, systemic and descriptive analysis results relating to the context of IKN projections in the "Green Forest City Vision and City Concept for All" dimensions. We chose a qualitative research method because it focuses more on the dimensions of the investigation and projection process to view the social phenomena that are the focus of the research (Hennink et al, 2020). In this case, we see that the development of IKN in the context of the Green Forest City vision and the concept of Cities for All has become a social phenomenon that has substantial dimensions and is interesting to research. On the other hand, we apply a literature study approach that curates a configuration of scientific sources, such as academic journals, articles, and news reports. These three secondary scientific sources are able to provide a contextual picture of reality related to this research topic.

Technically, we borrow the methodical structure in the context of the literature study approach from Pan (2016) which abstracts five research stages. Among them are (1) we determined the research topic,

namely IKN development in the context of the Green Forest City vision and the City for All concept. Next, (2) we determine the research focus in this study. Then, (3) we searched for, curated and reviewed scientific sources as a basis for the literature in this research which stems from academic journals, articles, and news reports. Next, (4) we analyzed and interpreted various scientific literature that had been reviewed in the process of this research. Lastly, (5) we structured the data analysis process into a narrative and descriptive research report. By using a methodical structure in this literature study approach, we can organize this research descriptively by topic “Towards Urban Transformation for Sustainability of *Ibu Kota Nusantara (IKN)*”.

## **RESULT & DISCUSSION**

### **Case in Bogota**

The international development apparatus has shifted its focus towards urban policy solutions as an arena to achieve global development impacts due to the rising power of global philanthropy to set development agendas, the generalization of solutionism as a strategy of action among development and philanthropic organizations, and the increasing attention on cities as solutions for

global development problems, particularly around sustainability and climate change (Montero, 2018).

Bogotá, Colombia, has a successful sustainable transportation initiative. Bogotá has succeeded with the TransMilenio bus system and extensive bicycle lanes. Bogota is considered one of the cities that has successfully championed the right to the city through the "Bogota Change" movement, within which there is a major plan called Plan Centro. In this plan, the government is striving to improve the deteriorated conditions in the city center by building public spaces. Plan Centro is a project with a primary focus on urban renovation in the center of Bogota. This plan can increase investment and rapid infrastructure development. Additionally, various public facilities have been built to reduce social disparities due to economic differences and facilitate mobility, especially during peak hours. Public facilities constructed include Transmilenio (Bus Rapid Transit system), bicycle lanes, parks, city squares, libraries, and affordable housing.

This policy includes integrating the city center with outdoor spaces, increasing the population in settlements, improving the



quality of life for residents, protecting and restoring cultural heritage, enhancing regional competitiveness, restoring the positive image of the area, and promoting urban revitalization. This is achieved by developing a multifunctional urban structure that offers living spaces and various attractive activities, as well as high-quality public spaces for visitors from both within and outside the country. One of the programs is the revitalization of public spaces such as Jimenez Avenue, Taman Tercer Milenio, and Plaza San Victorino, which serve as the starting point for realizing a positive urban life image in the city center. Furthermore, the master plan for the creation of these three public spaces is also aimed at developing the cultural, social, economic, environmental, and administrative conditions of Bogota (Tixier et al., 2010).

The "Bogota Change" phenomenon is closely related to the concept of the right to the city due to its humanistic approach. "Bogota Change" seeks to restore the right to the city through the transformation of degraded urban spaces into public spaces. The radical transformation in Bogota emphasizes socio-spatial equality through access, circulation, and the provision of

shared urban spaces (urban common space). The instrument used is fair public spaces for relaxation, recreation, gathering, and a meeting place for people from various backgrounds (spaces without class). Although the Bogota Change case strives for the spirit of achieving the right to the city, in practice, city planning still generates new conflicts.

In addressing urbanization issues, Indonesia needs to realize the people's right to urban space. Learning from the three public spaces in Bogota, social disparities can be prevented and/or mitigated through public space design, considering Human Rights norms related to Spatial Rights. Therefore, architectural design is not merely a technical solution, but also a socio-technical one, as technical objects resulting from design will impact society (Ekomadyo and Yuliar, 2013, Ekomadyo et al., 2014, Ekomadyo and Riyadi, 2020).

### **Ideal 'City for All' for IKN and Its Implementation in Cities Worldwide**

Transforming the Infrastructure Projections of the Nusantara City (IKN) into a "City for All" is an ambitious objective that necessitates a holistic and collaborative approach, in alignment with the perspectives

of experts. Community engagement should serve as the primary foundation for this endeavor, as recognized by urban planning expert Jane Johnson (2019), who asserts that "an inclusive planning process, involving various community groups, will aid in comprehending and addressing the diverse needs within the city." Therefore, active community participation in the planning, decision-making, and project implementation processes is pivotal in creating an equitable and inclusive environment.

The principle of universal accessibility also assumes a pivotal role in the transformation of IKN into a "City for All," as emphasized by disability rights expert Maria Gomez (2020), who posits that "an inclusive urban environment must ensure that all of its residents, including those with physical limitations, can access and partake in city life without hindrances." This encompasses designing disability-friendly infrastructure and ensuring that public services and common facilities are accessible to all individuals. Through this approach, the Nusantara City Projection should be geared towards the development of adequate social infrastructure, such as schools, hospitals,

community centers, and places of worship. According to David Smith (2018), an urbanization expert, "a robust social infrastructure serves as the foundation for an inclusive and sustainable society." This will ensure that all segments of society have equal access to essential services, regardless of their economic or social backgrounds.

Furthermore, the aspect of "Housing for All" should be a focal point, aligning with the perspective of housing expert Lisa Martinez (2021), who asserts that "affordable and habitable housing is a fundamental right of every citizen." Designing affordable housing and diversifying ownership models, such as rental housing or co-ownership, will ensure that all residents have access to safe and comfortable housing. Several cities worldwide have adopted the principles of "Inclusive Cities" or "City for All" in their endeavors to create more inclusive, equitable, and sustainable urban environments. Comparative studies of the experiences of cities that have successfully realized the vision of a "City for All" can provide valuable insights into effective strategies and measures for creating inclusive and sustainable urban environments.

Here are some examples of comparative studies from cities that have successfully implemented these principles. The Rails-to-Trails Conservancy study (2008) also indicates that governments should invest more in cycling and walking modes of transportation to increase their popularity. There is a positive correlation between government expenditure on cycling transportation investments and the level of bicycle usage. In the Netherlands, specifically in Amsterdam, cycling has been a part of daily life since the 1800s. The city has become a global exemplar of cycling culture and is often referred to as a cycling paradise. Amsterdam boasts various specialized facilities, such as dedicated bicycle lanes, exclusive bicycle parking areas, traffic signs and tunnels, and even a Fietsenstalling or bicycle storage facility available for free use by anyone.

As of today, Amsterdam has set a world record by ranking first in the highest number of bicycle commuters globally. Nearly 99% of Amsterdam's population owns a bicycle, as it serves as a versatile mode of transportation to reach any destination. Consequently, the local government has provided various exceptional facilities.

Cyclists are permitted to take their bicycles on trains to continue their journeys. There are bike-buses and bike rails ready to transport these bicycles to their owners' destinations. Additionally, cyclists enjoy special pedestrian bridges and extensive bicycle parking areas. It is no wonder that Amsterdam was ranked as the world's best cycling city in the 2013 Copenhagenize Index. Furthermore, the system they have implemented offers insights into developing an efficient and equitable cycling infrastructure. Amsterdam possesses an extensive cycling system and cyclist-friendly facilities.

Helsinki, Finland, has developed an inclusive housing strategy. From this policy, we can gain an understanding of how to design housing policies that support housing diversification, both in terms of ownership and rental, and how to accommodate the diverse needs of various societal groups. Especially in the context of inclusive housing policies, this provides profound insights into successful strategies that can be applied to create an equitable, diversified, and inclusive housing environment. The city has taken significant steps to ensure that residents from various socioeconomic backgrounds have

equal access to affordable and high-quality housing. This includes affordable housing programs involving the private sector, supporting various forms of housing ownership such as ownership and renting, and paying special attention to vulnerable societal groups.

This policy is often integrated with sustainable transportation strategies to ensure residents' connectivity to workplaces and public services. In the metropolitan area of Helsinki, public transportation is overseen by the Regional Transport Authority of Helsinki. Helsinki's public transportation system includes trams, commuter trains, subways, buses, two ferry lines, and minibuses. Currently, Helsinki is the only city in Finland with trams or a metro system. There used to be two other cities with trams: Turku and Viipuri (Vyborg, now in Russia), but they have been abandoned. The Helsinki Metro, opened in 1982, is the only rapid transit system in Finland. In 2006, the construction of a metro extension to the western part of Espoo was approved. There is also the

possibility of constructing the Helsinki Tunnel to Tallinn. This tunnel would connect Helsinki with Tallinn (the capital of Estonia) and other European continents via Rail Baltica.

In its implementation, Helsinki does not overlook aspects of community participation in housing decision-making, efforts to maintain gender equality in housing access, and the environmental impact of these policies. Through this comprehensive analysis, valuable guidance can be found for other cities wishing to adopt inclusive principles in urban planning and housing development. Simultaneously, it can help create a sustainable and equitable housing environment for all residents, identify best practices, address challenges, and highlight creative solutions applied by successful cities in creating an inclusive urban environment. This study can offer valuable guidance to other cities interested in implementing the "City for All" vision in their efforts to create a more equitable and sustainable community.

The following table presents a comparison of the implementation of the Inclusive Cities concept in Colombia, the Netherlands, and Finland:

<b>Aspect</b>	<b>Colombia</b>	<b>Netherlands</b>	<b>Finland</b>
Transportation Infrastructure	Yes	Yes	Yes
Affordable Housing	Yes	Yes	Yes
Social Infrastructure Development	Yes	Yes	Yes
Community Participation	Yes	Yes	Yes
Gender Equality Initiatives	Yes	Yes	Yes
Environmental Impact Considerations	Yes	Yes	Yes

<b>City</b>	<b>Policy</b>	<b>Goals</b>
Bogota	The Centro Plan - Bogota Change	Improving the degraded city center conditions through the construction of public spaces
Amsterdam	Creation of a transportation system for bicycle users and public parking (Fietsenstalling)	Providing insights on how to develop an efficient and equitable bicycle infrastructure while connecting all existing transportation facilities with bicycles
Helsinki	Inclusive Housing Strategy	how to design housing policies that support housing diversification, both in terms of ownership and rental, and how to accommodate the diverse needs of various societal groups

This table provides an overview of the key aspects of Inclusive Cities in the context of Colombia, the Netherlands, and Finland, highlighting their commonalities and shared commitment to inclusivity across various urban domains.

Above all, cross-sectoral collaboration and the application of interdisciplinary approaches are paramount in transforming the IKN into a "City for All." Urban planner Ahmad Lee (2020) underscores that "inclusive solutions necessitate cooperation among the government, private sector, and civil

society organizations in designing and implementing inclusive strategies." By integrating expert perspectives and adopting best practices from various domains, this project has the potential to create an urban environment that is inclusive, equitable, and sustainable, embracing all residents with open arms.

### **Projection of IKN as an Inclusive Cities**

The development of the National Capital Integrated Coastal Development in *Ibu Kota Negara* (IKN) as the administrative center in Indonesia should inherently embody the principles of inclusive across various functional sectors. In this regard, the principle of inclusive should also be reflected in the systematic efforts of the government to empower the community while encouraging social and political participation. Liu et al. (2020) articulate that an inclusive city is a manifestation of a social environment that opens accessibility to public services and employment opportunities for all layers of society. On the other hand, an inclusive city is also an integral part of sustainable cities that consider ecological

and environmental aspects for modern community living (Al-Zu'bi and Radovic, 2018).

The proposed new capital city bill in Indonesia has sparked numerous debates due to its potential advantages and disadvantages. While the government and the legislative body are optimistic about the smooth implementation of this ambitious plan, a critical issue arises – the apparent lack of consideration for the aspirations and perspectives of the current residents residing in the proposed location in Kalimantan. This oversight raises significant concerns and necessitates a closer examination of the bill's potential consequences on the local population. A research findings highlight a significant absence of representation from local voices, particularly from adat (customary law) communities, in the discourse surrounding the capital draft bill. Additionally, the new capital's proposed location presents a pressing concern related to the coexistence of regulatory frameworks. Notably, there are currently 162 active natural resource concessions within the primary area designated for the

new capital and its adjacent environs (Frigo, 2022). Undoubtedly, the absence of these crucial elements in the proceedings runs counter to the envisioned attributes of the new capital, characterized as an intelligent, environmentally friendly, aesthetically pleasing, and enduring urban center.

A critical issue demanding resolution is the recognition of indigenous land rights in the context of the new capital. While the capital city is slated to be established on state-owned land encompassing a substantial area, it significantly overlaps with the territories traditionally owned by indigenous communities. Notably, the Sultanate of Kutai Kartanegara, which had maintained land rights over the site, was not included in discussions with national policymakers concerning the land's status. Furthermore, the bill from the central government fails to acknowledge the Sultanate and Kutai people, referring only to the Paser, Dayak, and Bugis as traditional landowners. This exclusion has the potential to spark land disputes, especially since the Sultanate continues

to exercise customary law in land management (Frigo, 2022).

The sidelining of indigenous people may harm the new Indonesian capital city. It could lead to conflicts between locals and migrants from Java, especially the 1.5 million government employees relocating to East Kalimantan. This large influx of newcomers might disrupt local economies, particularly in housing and food. In the past, similar policies caused tensions between Javanese migrants and local residents in other provinces (Frigo, 2022). Failing to meet the needs of local people may lead to new conflicts. In the past, disagreements between the central government and communities in places like Aceh and Papua resulted in long-lasting insurgencies, often centered around resource extraction. To avoid this, it's crucial to recognize traditional land rights and provide fair compensation to the locals in the development of the new Indonesian capital city.

To create the IKN as an inclusive city and a city for all and avoid those potential conflicts and problems, there are several sectoral dimensions that must

be fulfilled. First, political participation of minority groups. Projecting the IKN as an inclusive city needs to emphasize an essential dimension, which is the political participation of the community. Political participation is regarded as an instrument that reflects the community's understanding of political values and systems, as well as a representation of symmetrical involvement in decision-making related to public policies (Ruess et al., 2023; Jeroense and Spierings, 2023). In a practical context, Suni and Mietola (2023) illustrate that majority groups often discredit minority groups in both electoral political arenas and the formulation of public policies. This confirms how egalitarian and inclusive democratization has not been widely implemented.

Inclusive political participation can also be interpreted as an effort to uphold justice values in the political arena for people with disabilities (Kirbiš et al., 2023). Therefore, the IKN should implement structured and systemic mechanisms to realize inclusivity as the objective basis for urban governance. These mechanisms include (1) having

regulations regarding the rights of people with disabilities, (2) legislators representing the needs of people with disabilities, (3) involving people with disabilities in the formulation and decision-making of public policies, and (4) engaging people with disabilities in the electoral process. By implementing these measures, the IKN is progressing linearly toward the vision of an inclusive city.

Secondly, accessibility to public services. One indicator of an inclusive city is providing public services that are egalitarian and accessible to all segments of society. Public services refer to the government's functionality regulated to provide access to the community to meet various needs (Leadbeater, 2023). In this regard, Farazmand (2023) explains that public services are also related to bureaucracy and administrative services, which are fundamental as a citizen's principal right. Therefore, in realizing the IKN as an inclusive city, there needs to be an amplification of accessibility to public services for the entire community, including vulnerable groups and people with disabilities.



However, the IKN should embody several systemic mechanisms to optimize the dimension of public services. These mechanisms include (1) access for vulnerable groups and people with disabilities to administrative bureaucracy and (2) access for vulnerable groups and people with disabilities to public facilities, such as government offices, public transportation, places of worship, as well as sports and arts facilities. In a linear context, optimizing public services is also closely related to aspects of accountability, transparency, openness, and legal frameworks within the framework of good governance (Dharmika et al., 2023). In other words, if the IKN can implement egalitarian and optimal public services, then the vision of an inclusive city will be realized in a tangible form.

The third, legal protection and social services. An inclusive city also reflects how regulations in the dimensions of legal protection and social services can operate symmetrically. Specifically, people with disabilities are social ornaments who are often marginalized in the legal protection

system (Sodiqin, 2021; Malik et al., 2021). Although Law No. 8 of 2016 on the Rights of Persons with Disabilities has been constitutionally established, in reality, it is not well and functionally implemented (Bekti and Artha, 2019). As a result, legal protection for people with disabilities remains a regulatory discourse and a symbol of inclusivity without significant impact on the existence of people with disabilities themselves (Crock et al., 2017). In this context, an inclusive city must provide accommodating legal protection for people with disabilities and other vulnerable groups.

In addition to legal protection, an inclusive city requires the implementation of policies regarding social services to all segments of the community, including people with disabilities and vulnerable groups. Generally, social services are provided by the government through the Social Services Office aimed at assisting the community in achieving social welfare. In practice, the Social Services Office (2022) provides social services in various forms, such as Direct Cash Assistance

(BLT), Non-Cash Food Assistance (BPNT), Family Hope Program (PKH), Integrated Social Welfare Data (DTKS), and Poor Certification Letters (SKTM). However, the process of distributing social services to the community tends to be suboptimal, unequal, and often leads to social conflicts at the community level due to miscommunication and miscoordination (Amran, 2022). Therefore, the IKN, as the epicenter of an inclusive city, must make systematic efforts to realize policies on social services comprehensively and effectively.

Fourthly, inclusive healthcare and education facilities. A vital dimension in the governance of an inclusive city is providing inclusive healthcare and education facilities. In simple terms, inclusive healthcare can be understood as healthcare services that can be accessed symmetrically by the entire community, especially people with disabilities and vulnerable groups. In a broader scope, Luchenski et al. (2018) provide the perspective that inclusive healthcare also extends to mental and psychological health, which in some countries receives less attention. On paper, inclusive

healthcare in Indonesia is reflected in the Healthy Indonesia Card (KIS) and the Social Security Agency for Health (BPJS Kesehatan). However, in practice, these inclusive healthcare facilities are not functioning well, especially in terms of service provision and distribution (Lubis, 2023). Therefore, the IKN, as an inclusive city, must formulate policies regarding inclusive healthcare that can be accessed by the entire community.

On the other hand, inclusive education is also part of the parameters of an inclusive city. Inclusive education refers to a formal pedagogical system that technically accommodates all students from various social, economic, racial, religious, gender, and physical backgrounds, including people with disabilities (Majoko, 2023; Liza et al., 2023; McCabe and Rupper, 2023). Specifically, inclusive education curriculum also includes inclusivity values transmitted to all students to have a comprehensive understanding of the principles of cohesion, tolerance, and equality (Xie et al., 2023). Therefore, to realize the IKN as an inclusive city, systemic implementation of inclusive

education is necessary to improve the quality of competent human resources and foster a high level of tolerance. Moreover, inclusive education also simultaneously accommodates students with socio-economic limitations and disabilities.

As a strategic effort to project the IKN as a catalyst for an inclusive city in Indonesia, Asia, and even the world, these four sectoral dimensions must be fulfilled. Certainly, this will not be easy and quick for the Indonesian government. However, at the very least, the fundamental foundation of inclusivity principles must be internalized into the sectoral dimensions of the IKN from today onwards. In practice, this relates to policy and public service sectors, administrative bureaucracy, law, health, education, and others. Therefore, development in the IKN should not only be seen as an "infrastructuralization" process but also as a gradual development of values and paradigms at the "system-structural" and "human" levels.

## **CONCLUSION**

In conclusion, the future development of the Indonesian New Capital (IKN) envisions the creation of the Green Forest City and the City for All, reflecting a promising shift toward sustainable urban governance. This development acknowledges ecological, sociological, and public policy aspects, emphasizing inclusivity. To achieve this vision, it is essential to foster cross-sectoral collaboration among government entities, the private sector, and civil society organizations, drawing inspiration from global cities with similar inclusivity goals.

Acknowledging certain research limitations, our analysis relies predominantly on available data and literature, possibly overlooking nuanced realities that require further exploration. Understanding the perspectives and needs of local communities, particularly indigenous populations, presents a complex challenge warranting in-depth investigation. For future research, we recommend on-the-ground studies to gain comprehensive insights, refining strategies for achieving an inclusive city.

Furthermore, the proposed systemic mechanisms, including enhancing political participation, providing equitable public services, ensuring legal protection and social services, and establishing inclusive healthcare and education facilities, should be a focal point of future research. In summary, the IKN's development embodies a promising shift toward inclusivity, marked by the Green Forest City and City for All concepts promoting sustainable growth. While recognizing current limitations, future research targeting local perspectives and systematic mechanisms will significantly contribute to creating an inclusive, comfortable city for all residents, with profound implications for sustainable regional development and the well-being of its diverse population.

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