CHAPTER II
RESEARCH LOCATION DESCRIPTION

### A. Geographical Aspects and of Depok City

Geographically the city of Depok located at coordinates: 6 ° 19 '00' '- 6 ° 28' 00 '' south latitude and 106 ° 43 '00' '- 106 ° 55' 30 '' East Longitude. Depok city has an area of 200.29 km2 or 0.58% of the area of West Java province. The adjacent cities are as follows:

A. North   : Ciputat District of South Tangerang City, Banten Province.

B. East   : Pondok Gede District of Bekasi City and Gunung Putri District of Bogor Regency

C. South   : Cibnong District of Bogor Regency

D. West   : Parung and Gunung Sindur District of Bogor Regency

Administratively, based on Bylaw No. 8 of 2008 on the Establishment of Regional District in the city of Depok, Depok City Government, which consisted of six sub-district, divided into 11 districts that district. Cimanggis, district. Sukmajaya, district. Tapos, district. Sawangan, district. Pancoran Mas, district. Limo, district. Beji, district. Cinere, district. Bojongsari, district. Cipayung and district. Cilodong as can be seen in Figure Below.

Figure 2.1 Depok City Administrative Map since 2008 (after regional expansion)
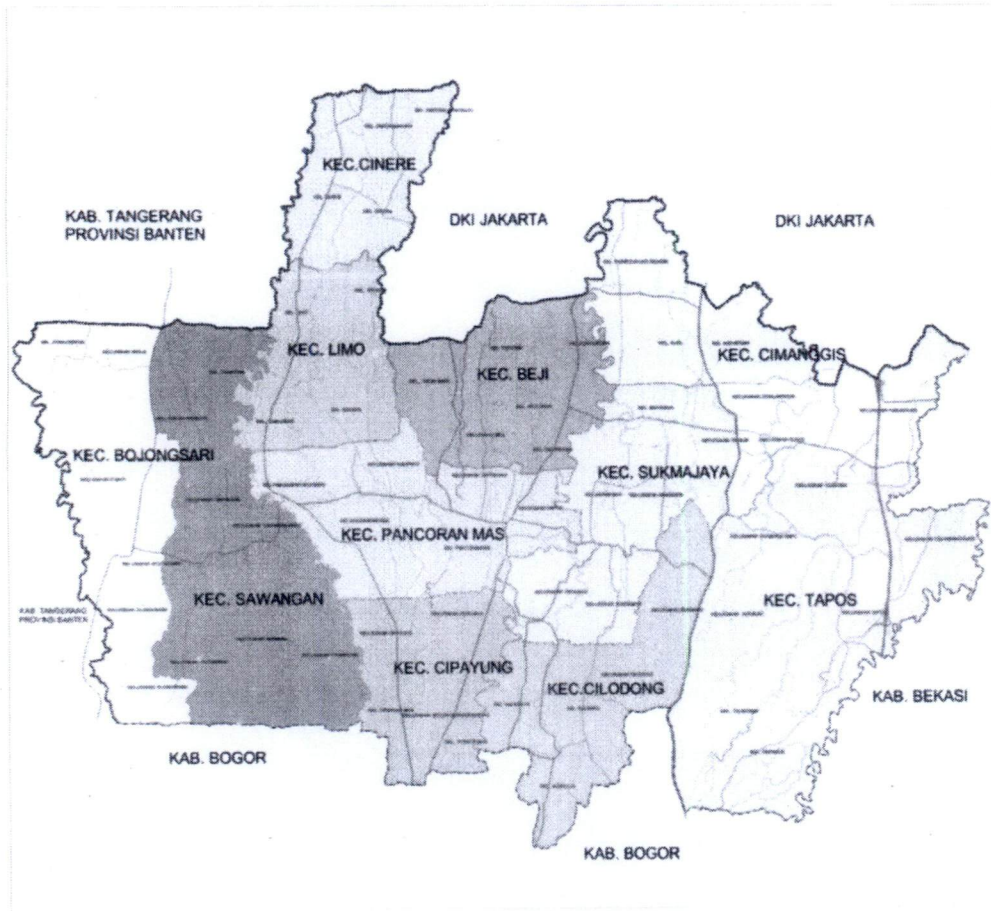
Source: RPJMD Kota Depok

B. Demography

With an area of 200.29 km², based on the population census in 2010, the city of Depok populated by 1,736,565 inhabitants, the population sex ratio of male to female of 102. This was an increase of 316 085 inhabitants from 2006 which only reached 1,420. 480 people. According to the calculations BPS similarly, the rate of population growth (LPP) Depok City in the last 10 years in second place after the Bekasi district with an average value of 4.27%, with the highest growth

rate in the district Limo amounted to **8.48%** and the lowest in the district Sukmajaya amounted to 3.27%.

Thus high population growth is influenced by high migration flow that goes to the city of Depok, given the Depok rated as strategic area views of the entire city functions, especially services, trading and settlement. Yet striking changes can also be caused by different data sources. Data 2005-2009 Depok use the data in Figures is the result of population projections based on the Population Census of 2000. While the 2010 data using the 2010 Population Census data, which records the number of factual population that is in a location without the administrative status of residence.

In terms of population density, the average density of Depok City in 2010 reached 9 thousand inhabitants / km2 with populous districts are District of Sukmajaya (12.9 thousand inhabitants / km2) followed by the District Pancoran Mas and Beji (11.5 thousand inhabitants / km2). While the lowest density is in District Sawangan (4.7 thousand inhabitants / km2) and Bojongsari (5.1 thousand inhabitants / km2). This can be seen in Table below.

Table 2.1 Depok City Population

No	District	Number of Villages	Large (Km2)	No. of RT	No. of RW	Average Density
1	Pancoran Mas	6	18.17	608	104	11,569
2	Cimanggis	6	21.3	637	91	11,372
3	Sawangan	7	26.13	356	75	4,721
4	Limo	4	12.12	214	45	7,229
5	Sukmajaya	6	17.99	876	122	12,946
6	Beji	6	14.3	371	72	11,516
7	Cipayung	5	11.66	321	52	10,953
8	Cilodong	5	16.14	318	60	7,665
9	Cinere	4	10.68	203	41	10,096
10	Tapos	7	32.24	597	126	6,718
11	Bojong Sari	7	19.56	301	77	5,101
	Depok	**63**	**200.29**	**4802**	**865**	**9,080**

Source: RPJMD 2011 – 2016

Depok City residents profile can be seen from the composition of its population, which is based on gender, age, field of business and education. By sex, the number of male population in the last 5 years more than women. The ratio of males to women in 2010 was 102. Average of age, the percentage of the labor force (aged between 15-64 years) is still quite high, about 73% in 2009.

## C. Facility and Regional Infrastructure

Analysis of the performance of facilities and infrastructure area was done on the condition of infrastructure and means of transport, congestion point, the point of flooding, waste services and the development of land use. In terms of transportation, traffic Passenger Train is a means of transportation between the cities most popular because of its relatively low cost, a large passenger capacity as well as faster reached the destination.

In Depok there are 5 Railway Station the Railway Station Pondok China, UI, Depok Baru, Depok Lama, and Citayam while the routes served today is Depok – Angke, Depok – Bekasi, Depok – Bojong Gede, Depok – Jakarta Kota, Depok – Manggarai and Depok – Tanah Abang.

In terms of road transport, road length in Depok in 2009 was 503.24 km, if specified according to the status of government authorized the state road length 14.31 km, 19.16 km provincial roads and city roads along 467.77 km , In general, good road conditions is along 388.98 km (83.21%) and damaged 83.59 km (17.69%). Meanwhile, to serve passengers in the city, Depok City Government imposed a public transportation route path. Based on 2009 data, the number of public transport that use the roads in Depok many as 2,894 vehicles.

Graph 2.1 Depok Road Condition
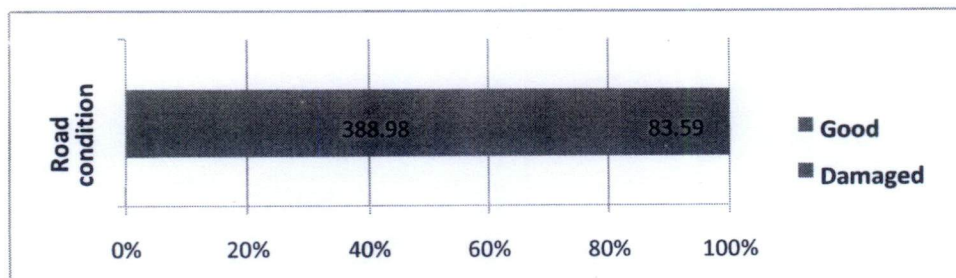
Source: RPJMD 2011 – 2016

The development of settlements in Depok brings in a considerable impact on the shift of the function of agricultural land to the settlement, as the need for

restrictions in granting permission for residential development, especially on land that serves as irrigated fields, while also housing development in Depok should already lead to vertical housing development. Especially, for areas that are already densely populated. The intensity of land use is very high there in District Cinere, land use intensity was found in the District Pancoran Mas, District Beji, District Cimanggis, District Sukamaju and intensity of land use medium/medium includes District Sawangan, Limo, Tapos, Cilodong, Bojongasri and District Cipayung. In general, the performance of infrastructure Depok City in the last 5 years can be seen in the following table.

Table 2.2 Macro Indicators Achievement of Depok in Infrastructure

N o	Indicator	2007		2008		2009		2010	
		Plan	Realizati on	Plan	Realizati on	Plan	Realizati on	Plan	Realizatio n
1	Congesti on Point	2	2	2	3	2	3	2	3
2	Flood Point	1	1	1	1	1	12	1	3
3	Raw Water Service	1.00 0	3.000	1.40 0	1.917	1.00 0	668	2.00 0	372
4	Waste Recyclin g Service	10	5	20	18	10	3 And 1 Support	15	16 (Land Acquisitio n)
5	Slum Point	3	3	3	6	3	3	3	3

Source: RPJMD 2011-2016

D. Human Capital

HDI Achievement Depok City over the years showed a significant increase with an average performance increase of 0.29 points. In 2007 HDI reached at 78.1, in 2008 HDI reached at 78.22, in 2009 HDI reached at 78.68 and in 2010 reached 78.9. HDI value is the highest of Depok in West Java. Even nationally, HDI Depok City ranks third after South Jakarta and Jogjakarta. Three indicators, namely education index, health index and the purchasing power index, measure the HDI. The high value of the HDI Depok City showed that the level of welfare of Depok relatively well.

Graph 2.2 Depok City and West Java Province Human Development Index
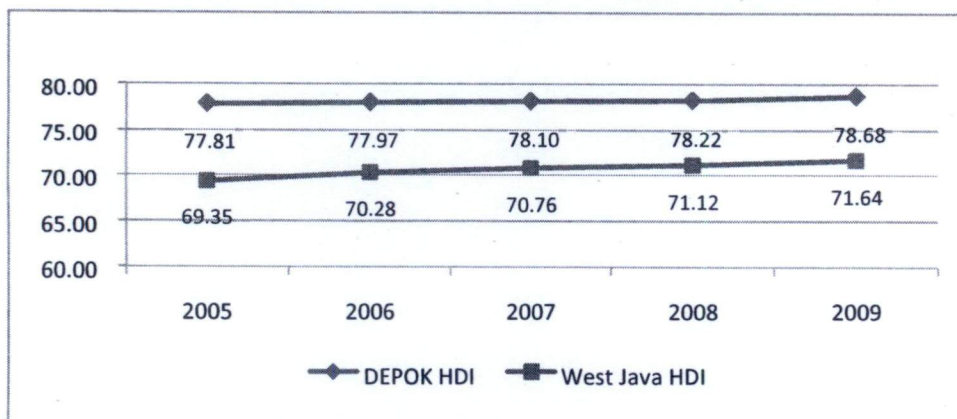
Source: Inkesra Depok 2010

E. Public Services

Public service or public service are all forms of services, either in the form of public goods and public services that are the responsibility of Depok City Government in addressing the needs of the community in accordance with the provisions of law. Analysis of the performance of the services shall be made to the

affairs of the performance indicators for the organization of local government issues. Regional Development Planning Board (Bappeda) Depok City conducted a survey assessment of the Community Satisfaction Index (CSI) for each type of service provided by the City Government (City Government) Depok.

There are at least 21 types of service with 13 elementary and 8 licensing services became the object of a survey of SMEs. In a survey conducted during the three months, it states there are 12 units of service has increased the value of SMEs and 9 service units impaired SMEs. In addition, at least 14 service units increased expectations index value, and 7 units of services decreased index value expectations. Meanwhile, Depok Former Mayor Nur Mahmudi Ismail, back on 2015, revealed people's satisfaction level conditions of service in macro above the 80 percent. Conditions above 80 percent it means that people feel the quality of services provided. In comparison, CSI rise from 2014 to 2015 there is an increase of 80.18 percent to 80.66 percent, and 21 types of services exist.

To that end, the Mayor pledged together with all officials Depok City Government to continually improve and maintain existing ones that already have a high value. They hope the results of this SME could certainly be used as an evaluation to continuously improve the delivery of Depok City Government in 2016.

F. Cyber City Initiation

Depok initiation to be a Cyber city was first established during the previous mayor term of Nur Mahmudi Ismail. The Former Mayor stated mentioned that the

Cyber City Program can be very beneficial in business sector, ICT trades, and Public Services. In the City, there are 70 – 80 thousands of students from three major universities, Universitas Indonesia, Universitas Pembangunan Nasional, and Universitas Gunadarma. These major universities use the internet network to support the educational purposes.

In order to establish a Cyber City effectively, the government has to be able to see the consequences in the future, such as ICT infrastructures and educating the society about using the internet safely.

Cyber City Depok concept seeks to ease the people in communication. Through internet technology, people can get the convenience and more benefits of public services. The first step in implementing the program is to realize e-government. Depok City Hall building is already equipped with many hotspot areas. In addition to the courthouse, the hot spot will also be installed in public spaces. All we do it gradually. Another benefits of Cyber City are the manufacture of E-ID and Admission (PSB) online at each school. In that case, the program could be realized in cooperation of all stakeholders including the public.

G. Organizational Structure

Regional organizations as a container of governance, development and social development should be formed as a solid, sturdy and efficient. The organizational structure of Depok City Government refers to Government Regulation no. 41 of 2007 on local government which followed the Depok City Regional Regulation No. 8 of 2008, as last amended by Regulation no. 17 Year

2013 regarding Fourth Amendment on Regulation no.8 of 2008 on the regional organization.

By Article 21 of Regulation No. 41 of 2007, the size of the regional organization of Depok has a value between 40 (forty) to 70 (seventy) consisting of:

   a. Secretariat area, consisting of a maximum of 3 (three) assistant;

   b. Parliament Secretariat;

   c. Office maximum of 15 (fifteen);

   d. regional technical Institute at most ten (10);

   e. the District; and

   f. Sub-district

Thus, the structure of the Regional Organization of Depok City are as follow;

   a. Secretariat area, consisting of 3 (three) assistant;

   b. Parliament Secretariat;

   c. Civil Service Police Unit Type A;

   d. Department of 15 (fifteen);

   e. Local technical institute as many as nine (9);

   f. Other institutions 2 (two);

   g. 11 (eleven) the District; and'

   h. 63 (sixty-three) Sub-district.