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In situ urbanization-driven industrial activities: the Pringapus enclave on the rural-urban fringe of Semarang Metropolitan Region, Indonesia

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Abstract

This study observed the dynamics of the local communities' spatial patterns and socio-economic conditions in the Pringapus enclave industrial area, a rural-urban fringe of the Semarang Metropolitan Region (SMR). It applied a quantitative approach through descriptive statistical analyses of a questionnaire for 120 respondents and satellite image analyses using the Geographic Information System (GIS). The results showed that the urbanization was in situ, causing spatial and socio-economic impacts. Despite the worrying indications of declining environmental quality that can

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In situ urbanization-driven industrial activities: the Pringapus enclave on the rural-urban fringe of Semarang Metropolitan Region, Indonesia

Imam Buchori [a], Lintang Rahmayana[b], Pangi Pangi[c], Angrenggani Pramitasari[d], Anang Wahyu Sejati[a], Yudi Basuki[a] and Chely Novia Bramiana[c]

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ABSTRACT

This study observed the dynamics of the local communities' spatial patterns and socio-economic conditions in the Pringapus enclave industrial area, a rural-urban fringe of the Semarang Metropolitan Region (SMR). It applied a quantitative approach through descriptive statistical analyses of a questionnaire for 120 respondents and satellite image analyses using the Geographic Information System (GIS). The results showed that the urbanization was *in situ*, causing spatial and socio-economic impacts. Despite the worrying indications of declining environmental quality that can threaten sustainable development, the local people benefitted from the urbanization process. Excellent interaction between the local community and migrants was unique to the study area's enclave location, allowing skills to be transferred, which made the locals more resilient to urbanization. In this regard, this study recommends the local government strengthen new community organizations' role to optimize the mutually beneficial relationship between locals and migrants.

HIGHLIGHTS:

- *In situ* urbanization in enclaved areas causes changes in land use, economic, and social and environmental conditions.
- *In situ* urbanization in the case study has caused unusual yet positive interactions between the migrants and the locals.
- The transfer of knowledge in this enclave area made the locals more resilient to urbanization.
- The beneficial relationships between the locals and the migrants should be optimized by strengthening the role of community organizations.

ARTICLE HISTORY
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KEYWORDS
In situ urbanization; industrial activities; enclave area; migrants; sustainable development; GIS

1. Introduction

Urbanization is a natural evolutionary process (Zhou et al., 2018) involving various physical, economic, social, and cultural traits (Chen, Gao, & Chen, 2017; Wu & Zhang, 2012; Zhang, Jiang, & Zhang, 2019; Zhou et al., 2018). The urbanization of a city usually

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Economic and land use impacts of net zero-emission target in New Zealand

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ABSTRACT

In this study, we examine the economic impacts of net zero-emission target in New Zealand, applying an integrated forest-computable general equilibrium model. The model is set to simulate equilibrium carbon permit price and sectoral output levels given the emission trading market, which is also endogenously determined within the model. When the agricultural sector is subject to a legally binding target, an equilibrium carbon permit price is estimated to be NZ$85/t$CO_2$e (US$60/tCO_2e) and this results in a 1.4% loss of gross domestic product from the baseline level and a 22% reduction of greenhouse gas emissions. Exclusion of the agricultural sector, however, would reduce the permit price to NZ$68/t$CO_2$e (US$48/tCO_2e) and lead to a 1.2% loss of gross domestic product and a 5% emissions reduction. This result suggests that the inclusion of the agriculture sector in the emissions trading scheme requires costs for policy compliance but can be cost-effective. It drives up compliance costs by 17%, but leads to 4.4 times the absolute emissions reduction expected when the agriculture sector is excluded.

ARTICLE HISTORY
Received 25 August 2020
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KEYWORDS
CGE modelling; carbon emission units; land use; carbon dioxide emissions mechanism; zero carbon act; New Zealand

JEL Classification
Q23; Q24; Q54; Q68

Highlights

- New Zealand implements a domestic Emissions Trading Scheme and sets a vision of net-zero emissions in 2050
- We used an integrated forest-computable general equilibrium model to study New Zealand's carbon trading market
- The equilibrium carbon permit price is estimated to be NZ$68-85/t$CO_2$e (US$48-60/tCO_2e) depending on the inclusion of agricultural sectors
- Inclusion of the agricultural sector leads to 4.4 times the absolute emissions reduction and can be cost-effective

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Open access

The influence of urbanicity and built environment on the frequency of distracted driving-related crashes: a multi-state comparison

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City and Regional Planning, The Ohio State University, Columbus, Ohio, USA

ABSTRACT

This study investigates the influence of different levels of urbanization, built environment, and socio-demographic features on the frequency of vehicle crashes associated with distracted driving (DD). Through a multi-state comparison, the statistical linkage between the frequency of crashes related to DD and the influential factors was examined using county-level data for the period 2013-2017 in six states in the U.S. The results show that the frequency (relative risk) of crashes caused by DD tends to be higher in certain built environments, such as areas with high population density, whereas it is relatively lower on freeways and areas of a high level of traffic intensity. In addition, the influence of contributing factors such as urbanicity and age cohorts on the relative risks of crashes appears to vary among different states as well as severity levels. Such a discrepancy may reflect differences in driving behaviours and levels of urbanization across states. These findings provide important policy implications for transportation planners and decision-makers to customize targeted policy considerations to improve transportation safety and public health in response to distracted driving.

Highlights

- The effect of urbanicity on the risk of distraction-affected crashes was examined.
- Six states in the U.S. were considered for comparison.
- The influence of built environment reveals state-specific variability.
- The risks of distracted driving-related crashes differ across age cohorts.
- The study addresses several policy implications to improve transportation safety.

ARTICLE HISTORY

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KEYWORDS

Distracted driving, crash frequency, urbanization, built environment, six-state comparison, transportation safety

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Supplemental data for this article can be accessed https://doi.org/10.1080/12265934.2021.1946418

1. Introduction

Traffic safety has been one of the important concerns to policymakers, practitioners, and academic researchers. Among various types of roadway safety, vehicle crashes associated with distracted driving (DD)[1] have gained more attention in recent years because of the massive increase in the use of cell phones and in-vehicle equipment (CDC, 2020; NHTSA, 2020a). Aside from the conventional causes of distraction such as eating and drinking, socializing, and looking away from the road, cell phone-induced distractions,