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Community Readiness and Support for Success in Relocating to the New Capital City

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ABSTRACT: The capital city functions as a hub for government and commerce. Moving Indonesia's capital is expected to minimize the economic gap between Java and other regions while addressing Jakarta's increasing unfitness due to overcrowding, environmental decline, and low living standards. Nonetheless, society's readiness is still an essential concern. This research employed an explanatory method with a retrospective design to investigate how individuals' behaviors, which are influenced by their readiness and support for IKN as an eco-friendly capital, shaped their expectations of IKN as a sustainable city. Our findings underscore the urgency of the situation. The current environmental behaviors of the Indonesian people may not be sufficient for realizing a green city. Immediate action is needed to address this. To succeed, the IKN needs better infrastructure, enhanced public transportation, improved walking pathways, and lifestyle changes that encourage sustainability, like using renewable energy and reducing CO2 emissions.

Keywords: Community Readiness, Social Habits, Society Readiness.

ABSTRAK: *Ibukota berfungsi sebagai pusat pemerintahan dan perdagangan. Tujuan pemindahan ibu kota Indonesia adalah untuk meminimalkan kesenjangan ekonomi antara Jawa dan daerah lainnya, sekaligus mengatasi semakin tidak layaknya Jakarta akibat kepadatan penduduk, penurunan lingkungan, dan penurunan standar hidup. Namun demikian, kesiapan masyarakat tetap menjadi perhatian penting. Penelitian ini mengadopsi metode penelitian eksplanatori dengan desain retrospektif untuk menyelidiki bagaimana perilaku individu, yang dipengaruhi oleh kesiapan dan dukungan mereka terhadap IKN sebagai ibu kota ramah lingkungan, membentuk harapan mereka terhadap IKN sebagai kota berkelanjutan. Hasil penelitian mengungkapkan bahwa orang Indonesia menunjukkan perilaku lingkungan yang tidak memadai, sehingga mewujudkan kota hijau menjadi lebih sulit. Untuk berkembang, IKN membutuhkan infrastruktur yang lebih baik, transportasi umum yang lebih baik, dan jalur pejalan kaki yang lebih baik, selain perubahan gaya hidup yang mendorong keberlanjutan, seperti penggunaan energi terbarukan dan pengurangan emisi CO2.*

Kata Kunci: *Kesiapan Masyarakat, Kebiasaan Sosial, Kesiapan Masyarakat*

INTRODUCTION

The capital city is a government center used by the government to organize and carry out government functions (Rifaid et al., 2023), as well as the center of economic activity, where it is used as the center of economic activity and activity in the country. So that the presence and function of the capital city become clear that its existence is needed to organize and centralize all activities in the country (Song, Pan, et al., 2024; Xue et al., 2023). Moving the capital city of a country is a natural thing to do, this is necessary to consider the national balance (Knutsen et al., 2024; M. Lu et al., 2024; Yusuf et al., 2023a). Some examples of moving the capital cities in the world include those carried out in Brazil, the reason for moving Brazil's capital city from Rio de Janeiro to Brasilia is to reduce the complicated public problems that occur in Rio de Janeiro, as well as to place the capital in the center of the country, not more to the southeast. In Myanmar's situation, the government's stated reason for shifting the capital during Than Shwe's leadership was to tackle the issues of congestion and overcrowding in Yangon. Nevertheless, a crucial reason for this relocation was the military junta's aim to enhance its political authority by separating the government from opposing groups, which often held protests and demonstrations in Yangon (Kurniewicz et al., 2024; Mabin & Harrison, 2023).

For this reason, the Indonesian government through the Draft Law on the National Capital City (RUU IKN) has been prepared by the Special Committee of the IKN Bill and has been approved by the Indonesian House of Representatives (DPR) during the DPR Plenary Meeting held on January 18, 2022, where the draft law was then passed on February 15, 2022, so that it later became Law Number 3 of 2022 concerning the National Capital City (Law 3/2022) instructing to move the capital city from the Special Capital Region of Jakarta to the National Capital of the *Nusantara*, precisely in East Kalimantan. This plan has actually been proposed and initiated since the era of the reign of President Soekarno, Indonesia's first president, but it can be realized and is in the development stage in the era of President Joko Widodo, Indonesia's seventh president. The relocation of Indonesia's capital city is motivated by efforts to reduce economic disparities between Java and other regions and to respond to Jakarta's increasingly inappropriate role as the country's capital. This is due to rapid and uncontrolled population growth, which is exacerbated by environmental degradation, and a decline in quality of life. Therefore, moving the capital city outside Java is expected to accelerate the reduction of economic disparities and increase economic growth in regions outside Java, especially in Eastern Indonesia (Aqsha, 2024; Faizah & Kusumawardani, 2024; Gita et al., 2024; Huda & Yel, 2024).

Planning and spatial planning in the Nusantara Capital City itself is planned to have a modern design and an environmentally friendly design. This was revealed by Myrna Safitri, Deputy for Environment and Natural Resources of the Nusantara Capital Authority, who stated that the development of IKN will fully adopt environmentally friendly clean energy. According to her, this new and renewable energy will be used optimally in the IKN operations, including in the public transportation sector (Laksono & Latief, 2024; Permatasari et al., 2023; Syaban & Appiah-Opoku, 2023). The renewable energy context is aimed at utilizing renewable energy resources and encouraging their potential to 100%, some of the renewable energy in question is such as solar and wind power, which will later be built and can be utilized in IKN. In addition, the concept of 'ten minute city' will be implemented, where people can access all facilities within ten minutes, by prioritizing active mobility, and increasing the use of public transportation to 80% (Akrami et al., 2024; Guzman et al., 2024; Limerick et al., 2023; Syaban & Appiah-Opoku, 2023). In addition, it is expected that electric vehicles will be fully operational in IKN.

So based on the statements from the two paragraphs above, it can be seen that the relocation of the capital city was carried out for equalization and overcoming Indonesia's economic disparities between eastern Indonesia and western Indonesia, so that a capital city was made in the middle of the two regions (Kawasaki & Shimomura, 2024). The design and concept of the new capital city in Indonesia also encourage people to make better use of public facilities and public transportation. The realization of the green city idea, especially regarding the application of renewable energy, stands out as a significant focus in the Indonesian government's strategy for the upcoming capital in East Kalimantan. The administration is diligently striving to integrate sustainable energy options to facilitate the city's growth and ecological objectives. (Ahakwa, 2024; Liu et al., 2024; Song, Pang, et al., 2024). However, if you look at the data obtained from research conducted by which reveals that Indonesians

only walk 3,515 steps out of an average of 5,000 steps by people in the world (Althoff et al., 2017). This shows that Indonesians are lazy and reluctant to walk. Some of the contributing factors are the difficult terrain and the unavailability of access to public transportation. As explained through Gaikindo data, in 2019, in Indonesia the number of motor vehicles operating on the road is categorized as very large with details of 15 million cars and 112 million motorbikes (Husnina et al., 2023). Other sources reveal that the transportation sector contributes around 70-80% of outdoor air pollution, especially in major cities such as Jakarta. This has led to a number of problems such as air pollution levels that continue to grow every year (Febriani et al., 2023; Gultom et al., 2024; Naryono, 2023). So with the new capital being offered, will it encourage people to move to the new capital and create environmental problems and thwart the concept and design of a green capital in Indonesia?

Information from the third paragraph shows that people in Indonesia find it challenging to keep their surroundings clean and eco-friendly or to embrace the idea of green cities in the new capital (Astriani et al., 2023; Muthalib et al., 2023; Sungkawati, 2024). Therefore, his study examines their readiness for the capital relocation and their willingness to support the green capital plan in East Kalimantan. It also explores the link between habits like walking and using public transport with the green capital status of the new city. In addition, this research will try to answer the relationship between habits such as walking and traveling by public transportation of Indonesian people in correlation with the status that will be carried by the new Indonesian capital, namely 'green capital'.

METHODS

This study employs quantitative research methods, utilizing questionnaires as research instruments. The purpose of using quantitative research methods is to reveal the relationship between two to three variables in this study (Alshurideh et al., 2023; Harefa et al., 2023). Furthermore, this research expects to able and succeed in revealing two research objects directly. This research is also included in explanatory research with an *ex post facto* design, with the aim of trying to explain the causal relationship between the influence of people's habits mediated by people's readiness and support for IKN as Indonesia's green capital and the expectations of IKN projected as a green city in Indonesia.

This study utilizes the most recent data from the Indonesian population, specifically 279,257,630, with an error tolerance of 10% or 0.1. The selection of an error value of 0.1 is attributed to the size of the population. This ensures that the anticipated error and tolerance value set are also sufficiently large. Thus, in this research, are use random sampling method. The Taro Yamane formula determined the number of samples in this study to be 100. The calculations were conducted at points (1) to (5). (Prasetya & Nawangsari, 2019; Yudiawan et al., 2021).

$$n = \frac{N}{1+N(e)^2} \dots (1)$$

$$n = \frac{279,257,630}{1 + 279,257,630\ (0.1)^2} \dots (2)$$

$$n = \frac{279,257,630}{1+2,792,576.3} \dots (3)$$

$$n = \frac{279,257,630}{2,792,577.3} \dots (4)$$

$$n = 99.9999641908 \dots (5)$$

In visualizing this research, it can be illustrated through Figure 1 about the research flow as follows:

Figure 1. Flowchart

Based on the research flow in the first stage is the introduction to the problem. The problem in this research itself is that there is a gap between the expectations of the Indonesian government which wants to make IKN Nusantara a capital with the title of green capital in the future and the cultural patterns and habits of the Indonesian people who tend to contradict these expectations. So in this case an analysis of the problem is carried out and is included in the second stage of this research. As a follow-up plan for investigating and solving problems in this research, quantitative research is carried out to find out the solution to these problems, which will be carried out in the third to fourth stages of this research. So that the conceptual model in this study is presented in figure 2 of the conceptual model as follows.

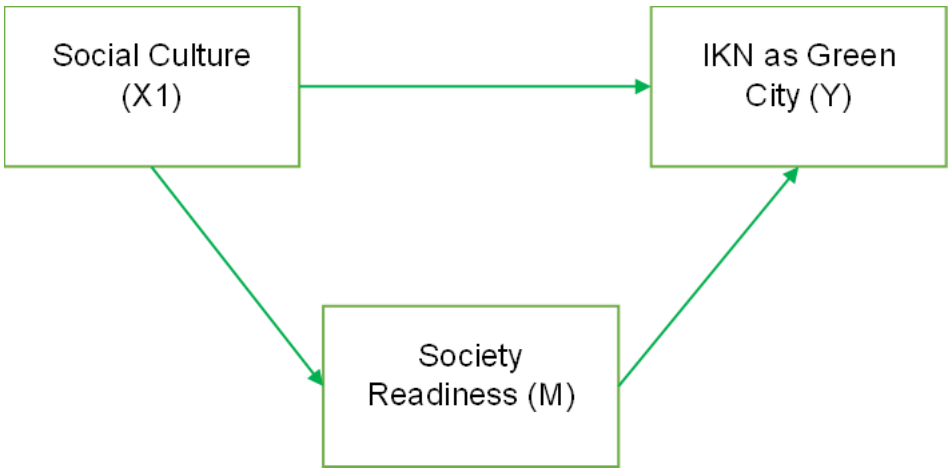

Figure 2. Conceptual Model of Research

While the measurement variables in this study will be presented in table 1 related to measurement variables.

Table 1. Measurements of the Variable

Variable	Operational Definition	Indicator	Measurement Scale
Social Culture (X1)	In this study, social culture also refers to the habits of the community are their habits in maintaining health as well as the level of human resources and social capabilities of the community according to research from	1. Physical activities 2. Social capital 3. Inclusivity built environment 4. Quality of the built environment	Likert scale 1-5 • 1 = Strongly Disagree • 2 = Disagree • 3 = Undecided • 4 = Agree • 5 = Strongly Agree

	(Masoom, 2024; Mepparambath et al., 2024)		
Community Readiness (M)	Community readiness, in this case, is a composite index of various indicators whose use is intended to measure various key dimensions of the achievement of basic capabilities by the population. (Fath & Putri, 2023; Salmasauzan Ramadhantie et al., 2021)	1. Availability of green land 2. Air quality 3. Population density	Likert scale 1-5 • 1 = Strongly Disagree • 2 = Disagree • 3 = Undecided • 4 = Agree • 5 = Strongly Agree
IKN as Green City (Y)	The green city in this research refers to people's expectations in realising the green city as well as the government's ability to increase people's desire for mobility to the new capital city of Indonesia according to research conducted by (Wang & Xu, 2024; Yusuf et al., 2023b)	1. Society expectation 2. Facilities that built 3. Green facilities expectation 4. Community support 5. Public figures influence	Likert scale 1-5 • 1 = Strongly Disagree • 2 = Disagree • 3 = Undecided • 4 = Agree • 5 = Strongly Agree

Source: Data Process, 2024

The hypothesis in this study is based on research by Masoom (2024), Wang & Xu (2024), and Yusuf et al (2023) related to social capital which has been shown to have a significant influence on the fulfilment of the quality of natural resources in the surrounding environment such as the availability of facilities and infrastructure built in the community's living environment. So this encourages researchers to further investigate whether the expectation of fulfilling the needs of these facilities and infrastructure will have a significant impact on the habits of the current Indonesian people regarding the relocation of the new capital and the concept of smart and green cities promoted by the government.

So that researchers use methods and connect between people's habits and expectations of IKN as a green city and mediated by community readiness. As variable measurements as presented in table 2.1. Thus, it can be known and used equation (1) as follows to determine the data analysis and measurement of each variable.

$$Y = a_1 + c^1X + bM \ldots (1)$$

Furthermore, to find out the most significant variables, the help of WarpPLS software is used to find out.

RESULTS AND DISCUSSIONS

This study uses the object of questionnaire research with the number of questions as many as 15 questions that will measure variable X1, then 8 questions to measure variable M, and 5 questions to measure variable Y. so that the total questions in the questionnaire in this study are as many as 28 questions. The subjects of this study consist of individuals who reside in Indonesia or are employed

there, and their ages range from 17 to over 60 years old. Additionally, they must have completed at least junior high school. The subjects in this study specifically target Indonesians who are interested in moving to live in IKN or the new capital. The number of respondents in this study is as many as 100 respondents, based on calculations intended in the research method, about population and sampling using the Slovin calculation method.

The validity and reliability test using WarpPLS are as table 2 about validity and reliability result as follows:

Table 2. Convergent Validity Test Result

No	Indicator	Factor Loading	Description	P Value	Description
1	X1.PA1	0.094	Not Fulfilled	<0.001	Fulfilled
2	X1.PA2	0.320	Fulfilled	<0.001	Fulfilled
3	X1.PA3	0.224	Not Fulfilled	<0.001	Fulfilled
4	X1.PA4	0.214	Not Fulfilled	<0.001	Fulfilled
5	X1.PA5	0.498	Fulfilled	<0.001	Fulfilled
6	X1.SC1	0.620	Fulfilled	<0.001	Fulfilled
7	X1.SC2	0.685	Fulfilled	<0.001	Fulfilled
8	X1.SC3	0.648	Fulfilled	<0.001	Fulfilled
9	X1.SC4	0.534	Fulfilled	0.005	Fulfilled
10	X1.SC5	0.566	Fulfilled	<0.001	Fulfilled
11	X1.FM1	0.575	Fulfilled	0.197	Not Fulfilled
12	X1.FM2	0.469	Fulfilled	<0.001	Fulfilled
13	X1.FM3	0.612	Fulfilled	<0.001	Fulfilled
14	X1.FM4	0.244	Not Fulfilled	<0.001	Fulfilled
15	X1.FM5	0.543	Fulfilled	<0.001	Fulfilled
16	M.R1	-0.083	Not Fulfilled	<0.001	Fulfilled
17	M.R2	0.344	Fulfilled	<0.001	Fulfilled
18	M.AQ1	0.724	Fulfilled	<0.001	Fulfilled
19	M.AQ2	0.642	Fulfilled	<0.001	Fulfilled
20	M.GL1	0.425	Fulfilled	<0.001	Fulfilled
21	M.GL2	0.422	Fulfilled	<0.001	Fulfilled
22	M.PD1	0.534	Fulfilled	<0.001	Fulfilled
23	M.PD2	0.540	Fulfilled	<0.001	Fulfilled
24	Y.SE1	0.428	Fulfilled	<0.001	Fulfilled
25	Y.Fac1	0.579	Fulfilled	<0.001	Fulfilled
26	Y.CS1	0.653	Fulfilled	<0.001	Fulfilled
27	Y.INF1	0.739	Fulfilled	<0.001	Fulfilled
28	Y.RES1	0.804	Fulfilled	<0.001	Fulfilled

Source: Data Process, 2024

Based on the results of the convergent validity test using WarpPLS software, it is known that the results in table 2 related to the Convergent Validity Test Results are as follows:

In table 2, it is known that there are 5 variables that do not meet the loading factor value in convergent validity testing. These variables are derived from 4 variables X1 and 1 variable M. so that these variables will then be eliminated and not taken into account the involvement and influence significantly in this study. While the interpretation of table 3.1 is as follows.

(1) If the loading factor is on the variable X1. PA2 = 0.320 > 0.300, hence satisfying the convergent variable
(2) If the variable charge is significant (e.g. for X1.1 = 0.808; p<0.001), it satisfies the validity of <0.05

Table 3. Discriminant Validity Test Results on X1

No	Indikator	Loading	Cross Loading		Description
		X1	M	Y	
1	X1.PA1	0.094	-0.004	0.231	Not Fulfilled
2	X1.PA2	0.320	0.056	0.320	Not Fulfilled
3	X1.PA3	0.224	0.263	-0.193	Not Fulfilled
4	X1.PA4	0.214	-0.167	-0.134	Fulfilled
5	X1.PA5	0.498	0.261	0.134	Fulfilled
6	X1.SC1	0.620	0.021	0.064	Fulfilled
7	X1.SC2	0.685	-0.143	0.031	Fulfilled
8	X1.SC3	0.648	0.203	0.014	Fulfilled
9	X1.SC4	0.534	-0.046	-0.124	Fulfilled
10	X1.SC5	0.566	-0.284	0.028	Fulfilled
11	X1.FM1	0.575	0.085	-0.326	Fulfilled
12	X1.FM2	0.469	-0.001	-0.073	Fulfilled
13	X1.FM3	0.612	0.005	0.065	Fulfilled
14	X1.FM4	0.244	0.116	0.236	Not Fulfilled
15	X1.FM5	0.543	-0.205	-0.026	Fulfilled

Source: Data Process, 2024

Table 4. Discriminant Validity Test Results on M

No	Indicator	Loading	Cross Loading		Description
		M	X1	Y	
1	M.R1	-0.083	-0.045	0.015	Not Fulfilled
2	M.R2	0.344	0.178	0.366	Not Fulfilled
3	M.AQ1	0.724	-0.021	0.094	Fulfilled
4	M.AQ2	0.642	0.179	0.219	Fulfilled
5	M.GL1	0.425	-0.014	0.291	Fulfilled
6	M.GL2	0.422	-0.122	-0.066	Fulfilled
7	M.PD1	0.534	-0.203	-0.137	Fulfilled
8	M.PD2	0.540	0.001	0.319	Fulfilled

Source: Data Process, 2024

Table 5. Discriminant Validity Test Results on Variable Y

No	Indicator	Loading	Cross Loading		Description
		Y1	X1	M	
1	Y.SE1	0.428	0.053	-0.239	Fulfilled
2	Y.Fac1	0.579	-0.256	0.114	Fulfilled
3	Y.CS1	0.653	0.048	-0.067	Fulfilled
4	Y.INF1	0.739	0.030	0.044	Fulfilled
5	Y.RES1	0.804	0.090	0.058	Fulfilled

Source : Data Process, 2024

Based on table 3.2 to table 3.4 it is known that if the value of X1. PA4 with loading 0.214 and cross loading for M1 = -0.167 and Y = -0.134, then the discriminant validity has been fulfilled because the discriminant factor will be fulfilled if loading is greater than cross loading, while if loading is smaller than cross loading, then the discriminant validity is not met. In table 3.2 to table 3.4 there are 6 variables that do not meet the validity of the discriminant. Among the unmet discriminant validities is

the variable X1. PA1, X1. PA2, X1. PA3, X1. FM4, M.R1, and M.R2. So then this variable will not be taken into account for its significant impact on direct or indirect influence testing.

Table 6. AVE Roots and Their Correlation

No	Variable	AVE Roots			Description
		X1	M	Y	
1	X1	0.491	0.642	0.426	Not Fulfilled
2	M	0.642	0.500	0.436	Not Fulfilled
3	Y	0.426	0.436	0.654	Fulfilled

Source: Data Process, 2024

From the results of the AVE root and its correlation, it can be concluded that each variable has a larger AVE root with other variables. This is evidenced in variable Y which has an AVE root of 0.654 which is greater than the AVE root in other variables (M = 0.436 and X1 = 0.426).

Table 7. Composite Reliability Results

No	Variable	Composite Reliability Coefficients	Description
1	X1	0.805	Fulfilled
2	M	0.677	Not Fulfilled (Can Used)
3	Y	0.782	Fulfilled

Source: Data Process, 2024

Based on the results of composite reliability coefficients in table 7, it is known that all coefficients in variables X1, X2, and Y have been met with conditions (>0.7) so that they exceed the value of the Composite Reliability criterion.

Table 8. Cronbach's Alpha Coefficients Results

No	Variable	Cronbach's Alpha Coefficients	Description
1	X1	0.740	Fulfilled
2	M	0.503	Enough
3	Y	0.651	Fulfilled

Source: Data Process, 2024

Based on table 8 it is known that Cronbach's Alpha results on all variables (X1 = 0.740) and (Y = 0.651) have values greater than 0.600 so that they meet the criteria of Cronbach's alpha coefficients. While in the M value there is a value of 0.503 which does not meet the value of 0.600. However, in this study the value will be used based on research that has been conducted by Amran et al (2024) and Stoykova & Franke (2023) where mentioning that Cronbach's Alpha value of less than 0.600 can be used but with sufficient criteria. Then the model fit and quality indices analyze are as follows:

Table 9. Model Fit and Quality Indices Analyze

No	Model Fit and Quality Indices	Fit Criteria	Analyze Results	Description
1	Average Path Coefficients (APC)	P<0.05	0.400 (P<0.001)	Fulfilled fit model requirement
2	Average R-Squared (ARS)	P<0.05	0.337 (P<0.001)	Fulfilled fit model requirement
3	Average Adjusted R-Squared (AARS)	P<0.05	0.326 (P<0.001)	Fulfilled fit model requirement
4	Average block VIF (AVIF)	Acceptable if <= 5, ideally <= 3.3	1.672	Ideal

No	Model Fit and Quality Indices	Fit Criteria	Analyze Results	Description
5	Average full collinearity VIF (AFVIF)	Acceptable if <= 5, ideally <= 3.3	1.626	Ideal
6	Tenehaus GoF (GoF)	Small >= 0.1, medium >= 0.25, large >=0.36	0.321	Medium
7	Simpson's paradox ratio (SPR)	Acceptable if >=0.7, ideally = 1	1.000	Ideal
8	R-squared contribution ratio (RSCR)	Acceptable if >= 0,9, ideally = 1	1.000	Ideal
9	Statistical suppression ratio (SSR)	Acceptable if >= 0.7	1.000	Acceptable
10	Nonlinear bivariate causality direction ratio (NLBCDR)	Acceptable if >= 0.7	0.833	Acceptable

Source: Data Process, 2024

Based on table 9 regarding model fit and quality indices analysis, it can be seen that the statistical suppression ratio and nonlinear bivariate causality direction ratio are also acceptable. In addition, the avarage block VIF and average full collinearity VIF, Simpson's paradox ratio and R-Squared contribution ratio also show the ideal at 1.000.

Table 10. Variable Profile

No	Indicator	Factor Loading	Average	Recommendations for the Government and All Its Layers
1	X1.PA1	0.094	4,376238	Improved
2	X1.PA2	0.320	4,148515	Improved
3	X1.PA3	0.224	4,108911	Improved
4	X1.PA4	0.214	4,267327	Improved
5	X1.PA5	0.498	3,970297	Improved
6	X1.SC1	0.620	3,801980	Improved
7	X1.SC2	0.685	3,940594	Improved
8	X1.SC3	0.648	3,811881	Improved
9	X1.SC4	0.534	4,000000	Improved
10	X1.SC5	0.566	3,930693	Improved
11	X1.FM1	0.575	4,138614	Improved
12	X1.FM2	0.469	3,960396	Maintained
13	X1.FM3	0.612	3,950495	Improved
14	X1.FM4	0.244	3,980198	Maintained
15	X1.FM5	0.543	3,950495	Improved
16	M.R1	-0.083	4,217822	Improved
17	M.R2	0.344	3,821782	Improved
18	M.AQ1	0.724	3,792079	Improved
19	M.AQ2	0.642	3,881188	Improved
20	M.GL1	0.425	4,118812	Maintained
21	M.GL2	0.422	4,148515	Maintained
22	M.PD1	0.534	4,207921	Maintained
23	M.PD2	0.540	3,712871	Maintained
24	Y.SE1	0.428	4,118812	Maintained
25	Y.Fac1	0.579	4,059406	Maintained
26	Y.CS1	0.653	3,782178	Improved
27	Y.INF1	0.739	3,801980	Improved

28	Y.RES1	0.804	3,762376	Improved

Source: Data Process, 2024

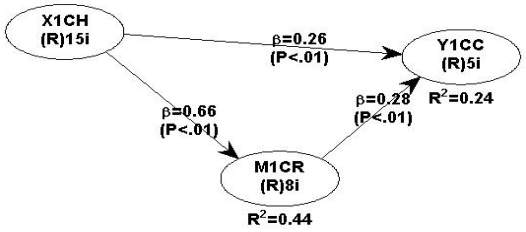

Figure 3. Results of Hypothesis Test

In order to explain and show what is shown in Table 10 about the variable profile, it is known that many things need to be made better to help the new capital become a green and smart city in Indonesia and even the world (Barker et al., 2024; C. Lu et al., 2023; Si et al., 2024; Wu et al., 2024). Among them are the increase and support of physical activities, supporting infrastructure, and the responsibility and habits of the community to be responsible for every activity and action (Fuseini, 2024; Gkogkos et al., 2023; Hussain et al., 2024). Some problems such as those referred to by (Althoff et al., 2017) reveal that Indonesians walk less than the average person in any country in the world. Therefore, the community needs to focus more on raising awareness about simple physical activities like walking (Klicnik et al., 2024; Stevens et al., 2024). Of course, increasing physical activities such as walking and other activities requires support from the government in this case to fulfill infrastructure such as the availability of sidewalks and other supporting facilities. (Gyergyay & Jansen, 2023; Yao et al., 2024).

The idea of a green city simply implies an idea of forming city that has a sustainable environment in every aspect of its existence as a city (Bibri, 2020a; Garcia-Lamarca et al., 2021). The green cities aim at green area provision, green transportation, green energy sustainable waste management, and also green construction (Bibri, 2020b; Woon et al., 2023). The primary aims and objectives are to lessen the negative impacts on the environment of large metropolitan areas as well as the achievement of a better quality of life for people (De Guimarães et al., 2020). This is not limited to the physical design of the urban environment, but also the creation of sustainability consciousness among the stakeholders (Bibri et al., 2020; Yıldız et al., 2020). Sustainable cities are tangible goals where it is possible to combine such values as growth and the lack of environmental degradation (Ivars-Baidal et al., 2023; Ragheb et al., 2022).

The green city concept is also connected to several of the United Nations' Sustainable Development Goals (SDGs) that form a global agenda for sustainable development (Kutty et al., 2020; Visvizi & del Hoyo, 2021). Of all the seventeen SDGs, the most relevant to the green city concept is the SDG 11 also known as Sustainable Cities and Communities (Blasi et al., 2022). Urban sustainability, its related ideas of inclusiveness, safety, and resilience are seen with concepts of better city planning, green areas access, and efficient public transportation (Hyder & Haque, 2022). With the implementation of green city practices, the aspects related to pollution, waste management and sustainability of urbanization within the SDG 11 goals will be achieved (Yamasaki & Yamada, 2022).

However, green cities deliver more than just the achievement of the mentioned aspects related to some of the SDGs (Giuliodori et al., 2023; Lorenzo-Sáez et al., 2021). For example, there is Sustainable Development Goal 13, Climate Action, that is implemented through green city projects that call for the decrease in emission of greenhouse gases and enhancement of climate change preparedness and response in cities. Energy conservation and utilization of renewable energy in green cities address SDG-7 ''Clean and Affordable Energy''. Green cities also minimize the levels of pollution

in the environment apart from the construction of health facilities that ensure that residents gain access to quality and healthy living that adresses SDG-3 also (Chen et al., 2024).

Source : Sustainable Development Goals, 2015
Figure 3. SDGs Point 3, 7, and 13

Observing the legacy of SDGs in green cities clarifies the interconnectedness of various aspects of sustainable development (Bonab, Bellini, & Rudko, 2023; Kellison, 2022). If an urban area avails itself of the conceptual framework of green city, it will be able to achieve multiple objectives in relation to SDGs where every positive change creates a chain reaction both in the physical environment and social/economic milieu of the urban civilization. Green cities prove that sustainable development of urban centers is feasible and should be regarded as a global goal (Satterthwaite, 2021). By integrating green techniques, green cities bring the aspects of sustainability into focus reflecting a better vision to other cities to come up with strategies on how they will support the set goals and objectives under the theme of SDGs, and how they are going to accomplish them by the year 2030 (Sherman et al., 2020b). Secondly, enhancing the community's participation in fundamental activities such as walking contributes to a green city initiative for the new capital (IKN) (Reger et al., 2002; G. Zhao et al., 2024). This, in of itself a fuse into the overarching ideal for A Green City that comprises pillars like Sustainable Urban Planning; Environmental Conservation & Resource Efficiency (Breed A. et al., 2023; Lucchi & Buda, 2022). Green City can also mean including renewable energies, reducing CO2 emissions and promoting ecological traffic methods such as bicycles or walking. It takes improvement in infrastructure, pedestrian pathways and public transportation system to transform IKN into a green city as well as the behavioural change of community members on environmentally friendly living practices (Evans & Hardman, 2023; H. Zhao et al., 2024). A strategy that constitutes IKN as smart and green city model both of Indonesia propercliating beyond boundaries (El-Bouzaidi & Abdoun, 2024;

CONCLUSION

The capital city could be a government center utilized by the government to organize and carry out government capacities as well as the center of financial movement, where it is utilized as the center of financial movement and action within the nation. The migration of Indonesia's capital city is spurred by efforts to decrease financial incongruities between Java and other locales and to reply to Jakarta's progressively unseemly part as the country's capital. Based on the information within the third section, it is known that Indonesians have poor criteria in keeping their environment clean and green, and supporting the green city that will be implanted within the modern Indonesian capital city. So, the reason of this investigation is to illuminate issues related to the preparation of the Indonesian country for the arrangement to move the capital city and to discover out how prepared the community will bolster the green capital arrangement in East Kalimantan with propensities such as strolling and commuting utilizing open transportation that will be brought by the modern capital city of Indonesia, to be specific "green capital". That’s why the green city concept needs renewable energies, reducing CO2 emissions and promoting ecological traffic methods such as bicycles or walking. It takes improvement in infrastructure, pedestrian pathways and public transportation system to transform IKN into a green city as well as the behavioral change of community members on environmentally friendly living practices

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