

Traffic problems in Bandung: A Comparative Perspective

Author:

Muhammad Fauzi Abdul Rachman

Bandung Institute of Technology, Development Studies

Kyoto University, GSGES, Global Environmental Policy

Supervisor: **Prof. Makoto Usami**



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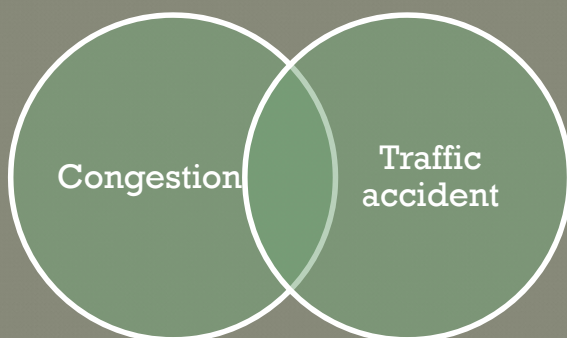
1. The Problems

- The road space: 5% (total Bandung area)
The ideal: 15%-20%
- Growth per year (2002-2007) of vehicle numbers: 10-15%
Road expansion: 1.03%
- Use of public transportations: 13.25%
- Number of traffic accidents (2007): 840
Loss: ¥ 8.224.050.000
- Loss per day caused by traffic jam: ¥ 140.000.000
- 118 died caused by traffic accidents in 2014 (Police of Big City Resor (Polrestabes) Bandung)

*¥ 1 = Rp 100

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2. Focus



- The number of vehicles
↑ = The possibility of traffic accident ↑
- How to mitigate

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3. Incrementalism

(Lindblom, 1965)

- **Small steps policy**

This perspective emphasizes on evolutionary rather than revolutionary

- **Policy is made endlessly and *not* once and for all**

“Making policy is at best a very rough process”

- **“Muddling through”**

Normally found where a large strategic plan is either unnecessary or has failed to develop

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4. Why Kyoto?

- Bandung and Kyoto are tourist destinations
 - Bandung: 3.897.429 tourists in 2013
 - Kyoto: 49,45 million tourists in 2007*
- Kyoto's traffic accidents have decreased since 2005
- Kyoto: Keihanshin (Osaka-Kobe-Kyoto)
Bandung: Bandung-Cimahi-Kabupaten Bandung-Kabupaten Bandung Barat

* (Kyoto City Annual Tourist Research Report)

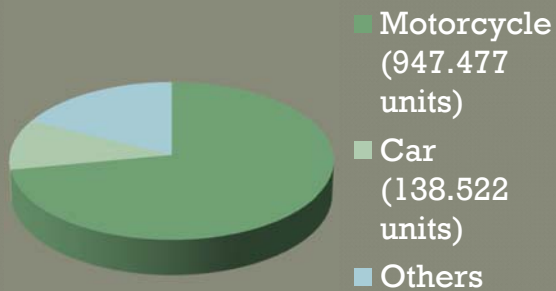


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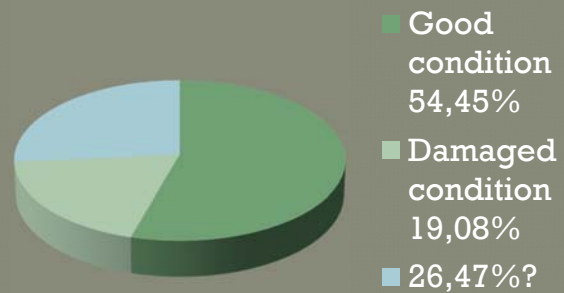
5. Vehicles and Road Length in Bandung

Data's from Department of Transportation 2011

1.320.749 units of vehicles



Road Length is 1.236,48 km



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6. Solutions

Based on Kitchen-level solution (Bijon, 2010):

- “Force” to bring back people to use public facilities
- Make public transportation system that can be reliable for Bandung people and outsiders
- Integrated and interconnected traffic between outside-inside city

Incrementalism (Lindblom, 1965):

- Strengthen gradually, not radically, infrastructures that Bandung already has
- Train system solution is excluded because need radically changing (now Bandung only have 7 train stops)

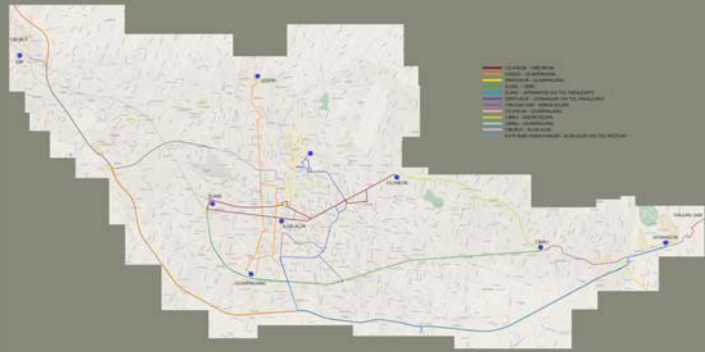
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7. Bus Routes

KYOTO



BANDUNG



In Kyoto, the scope of bus route is more comprehensive than Bandung bus route

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8. Public Bus

KYOTO

- Time is calculable and predictable
- Comfortable and accessible for all ages and all condition
- Cover all areas
- Strategic bus stop
- 10 bus types (Kyoto City, Kyoto, Keihan, Keihan Kyoto Kotsu, Hankyu, West JR, Yasaka, Daigo Community, Kyoto Rakunan Express, Kyoto Yoru), with more than 100 routes
- Interconnected
- Green

BANDUNG

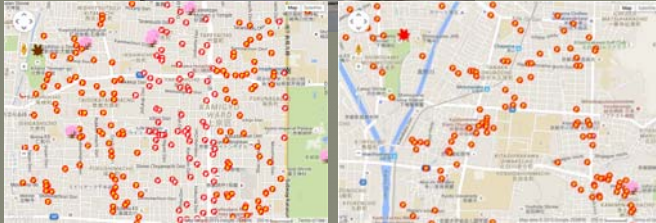
- The time is not calculable and unpredictable
- Uncomfortable for passengers and any other road users
- Pick up and drop off without any bus stops, causing bus delay
- 1 bus type, 12 bus routes
- Exhaust gas contribute a lot in air pollution

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9. Car Parking

- Kyoto: 8:00 ~ 19:00 40/60 min. ¥ 200 up to ¥ 900/1000
19:00 ~ 8:00 60 min. ¥ 100 up to ¥ 400
- Bandung: 60 min. max. ¥ 30, up to ¥ 100
- Proper and right place
Not interfere other road users
- 1 car = 1 car parking

*¥ 1 = Rp 100



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10. Bicycles

- Spread of bicycle shops
- Free tire-pumping service
- Bicycle rent which operated, coordinated and integrated well
- Interconnected bicycle tracks



*¥ 1 = Rp 100

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11. Sidewalk

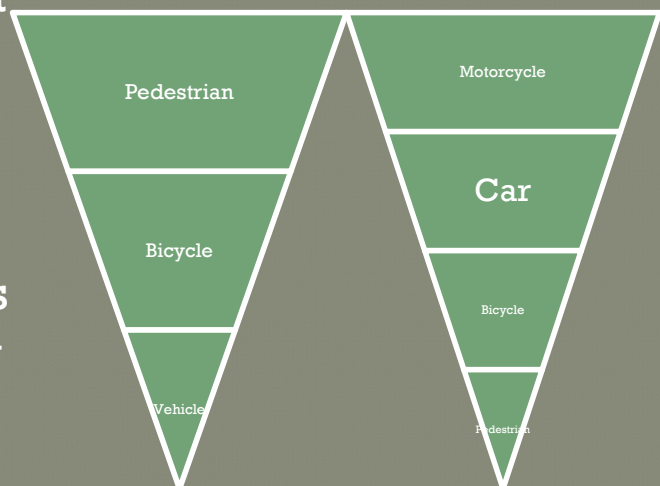
- Very convenient and enjoyable footpath
- Clean condition
- More respect to the pedestrian
- No merchant sidewalk, no carelessly parking
- Compatible for children and perambulator
- Care about handicapped person's wheel chair
- People's movement with loaded trolleys



12. Hierarchy of User

- In Kyoto, Pedestrian considered as the first priority of the road user
- Bandung's hierarchy, motorized vehicle always act despotic as they personal priority

Kyoto & Bandung



13. Conclusion

- Bandung government should be brave to invest on public facilities rather than private things:
 - i. Bring public bus into their on-time, wider range, special price, comfortable, proper for all ages and all conditions
 - ii. Make bicycle accessible for populace therewith after-sale service
 - iii. Make car and motorcycle parking price higher and located in proper and right place
 - iv. Repairs for pedestrian interest
- Preserving the good hierarchy, pedestrian as the biggest ownerships right rather than bicycle and vehicle, automatically it will appear after people change their habit, from private to public facility user.

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