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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

2. Focus

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

4. Why Kyoto?

- Bandung and Kyoto are touristic 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)
5. Vehicles and Road Length in Bandung

Data's from Department of Transportation 2011

1,320,749 units of vehicles

- Motorcycle (947,477 units)
- Car (138,522 units)
- Others

Road Length is 1,236,48 km

- Good condition 54,45%
- Damaged condition 19,08%
- 26,47%?

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)
7. Bus Routes

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

1. Time is calculable and predictable.
2. Comfortable and accessible for all ages and all conditions.
3. Cover all areas.
4. Strategic bus stops.
5. 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.
6. Interconnected.
7. Green.

8. Public Bus

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

1. The time is not calculable and unpredictable.
2. Uncomfortable for passengers and any other road users.
3. Pick up and drop off without any bus stops, causing bus delay.
4. 1 bus type, 12 bus routes.
5. Exhaust gas contribute a lot in air pollution.
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

10. Bicycles

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

In Kyoto, Pedestrian considered as the first priority of the road user

Bandung’s hierarchy, motorized vehicle always act despotic as they personal priority

12. Hierarchy of User
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.

14. References

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