

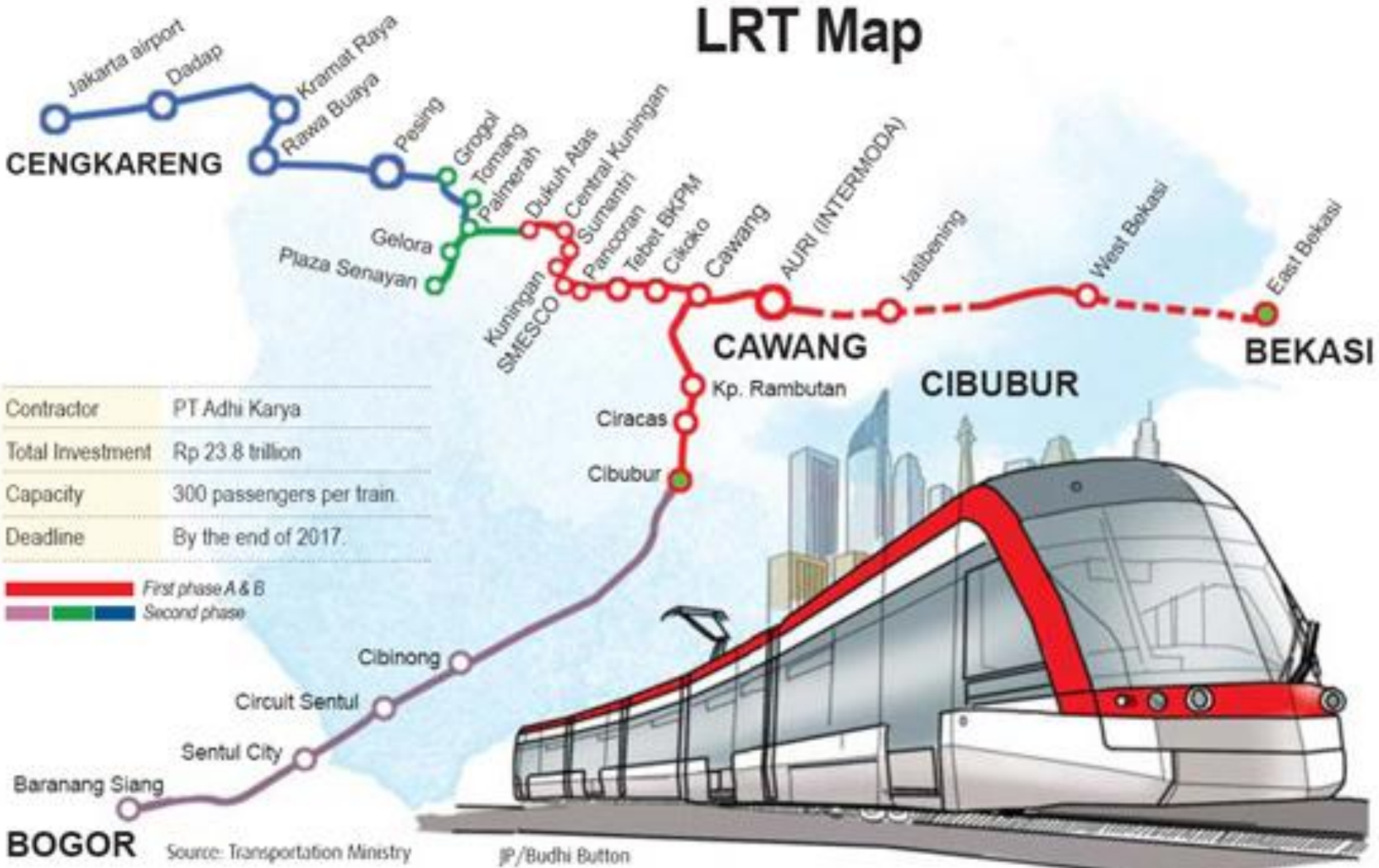
ARTIST IMPRESSION OF CAW

STUDY OF COMMUNITY PREFERENCES IN USING JABODETABEK LRT

By : Arbie

**PUSAT PENELITIAN DAN PENGEMBANGAN TRANSPORTASI
JALAN DAN PERKERETAAPIAN
BADAN PENELITIAN DAN PENGEMBANGAN PERHUBUNGAN
KEMENTERIAN PERHUBUNGAN
JAKARTA, 2018**

LRT Map



The share modes of the total Jabodetabek movement are dominated by motorbikes namely 75%, private vehicles by 23% and 2% by public transport vehicles (quoted from the Draft Presidential Regulation on the Jabodetabek Transportation Plan (RITJ) 2015). The presence of LRT in the future will foster public trust in public transport.



Research question:

1. How do intermodal facilities affect community interest?
2. How does the rate affect the interest of the community?

Purpose

1. To Identify and analyze the potential and expectations of the community towards Jabodetabek LRT.
2. Completion of the report on Community Preference Study in Using Jabodetabek LRT.

Scope

- Identify and invent the related role
- Invent data and information by asking stakeholder and interviewing citizen.
- Identify potential problems in LRT Jabodetabek's Operation.
- Analysis dan evaluation
- Recommendations

Research Method:

- Qualitative Description
- Preference theory

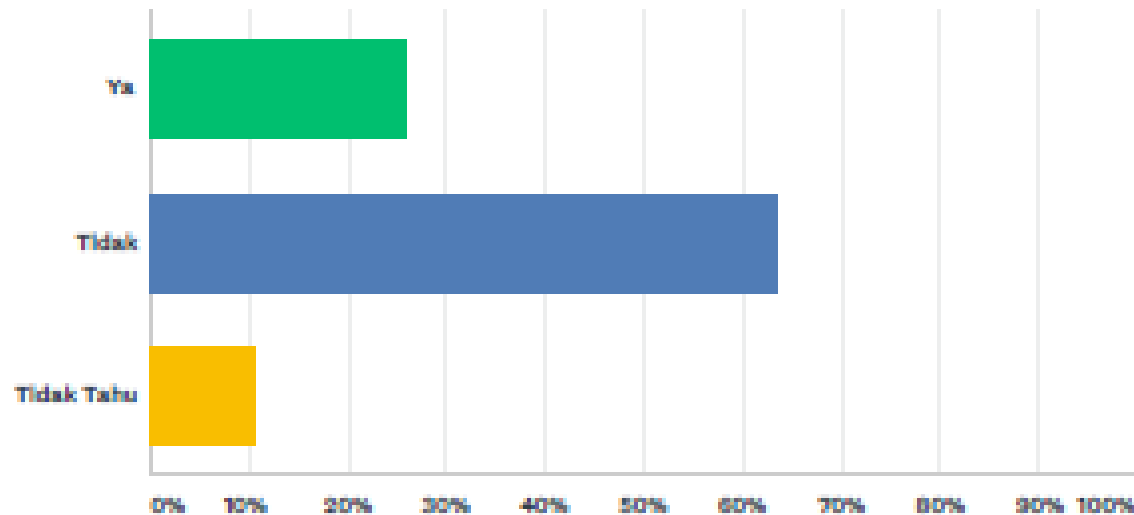
Collecting Data

- Collecting Data by E-Survey that spread in social medias
- Sampling technic by simple random sampling

Analysis and Discuss

Q6 Apakah tempat tinggal Saudara dekat dengan (rencana) Stasiun LRT ?

Answered: 243 Skipped: 100



ANSWER CHOICES

Ya

Tidak

Tidak Tahu

Total Respondents: 243

RESPONSES

25.93%

63.37%

10.70%

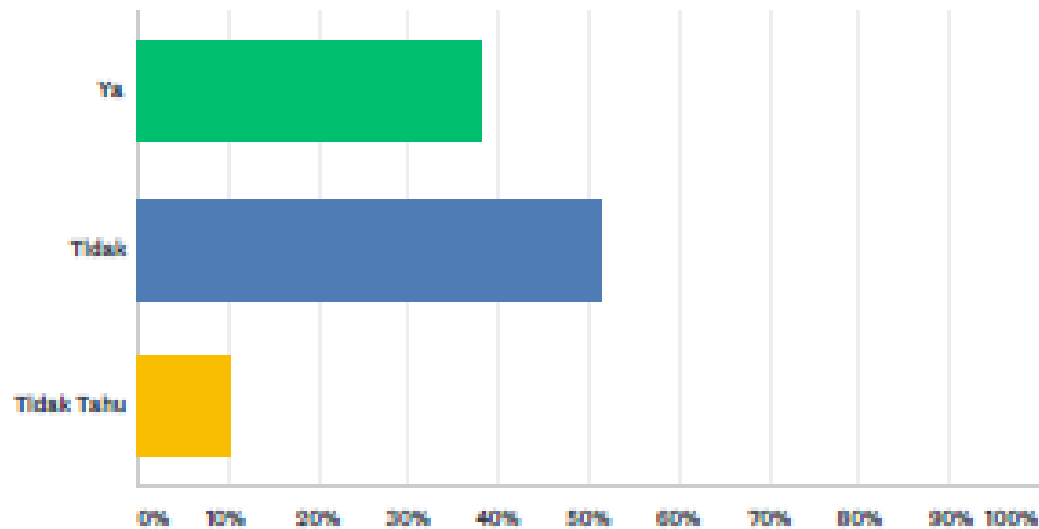
63

154

26

Q7 Apakah lokasi tempat kerja/kantor Saudara dekat dengan (rencana) Stasiun LRT ?

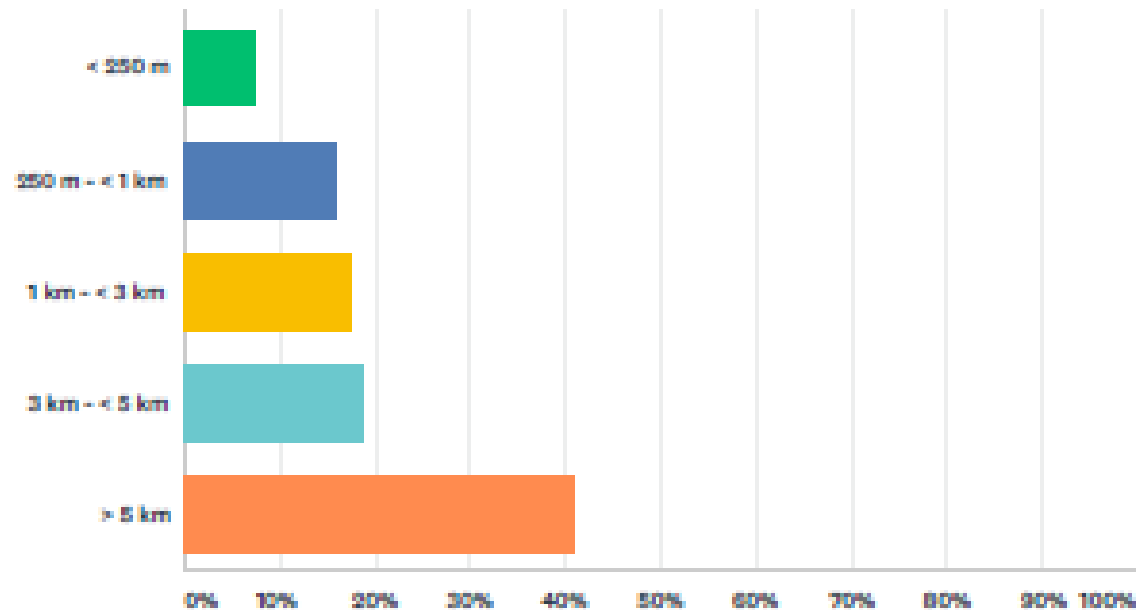
Answered: 243 Skipped: 100



ANSWER CHOICES	RESPONSES
Ya	38.27% 93
Tidak	51.44% 125
Tidak Tahu	10.29% 25
Total Respondents: 243	

Q8 Berapa Jarak dari (rencana) Stasiun LRT rencana ke tempat kerja/kantor Saudara?

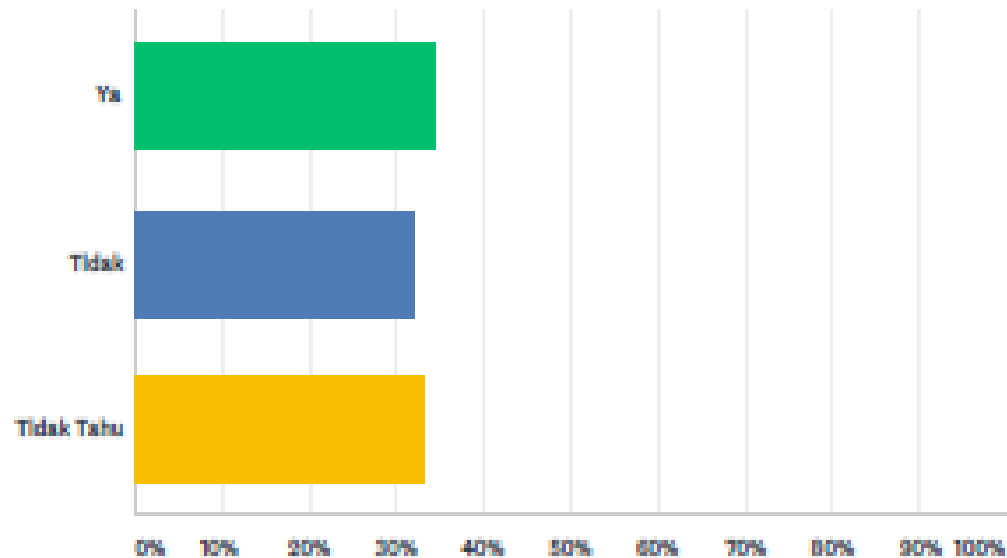
Answered: 243 Skipped: 100



ANSWER CHOICES	RESPONSES	
< 250 m	7.41%	18
250 m - < 1 km	18.05%	39
1 km - < 3 km	17.28%	42
3 km - < 5 km	18.52%	45
> 5 km	40.74%	99
Total Respondents: 243		

Q9 Jika LRT beroperasi, apakah Saudara akan beralih menggunakan LRT untuk perjalanan ke tempat bekerja/ kantor?

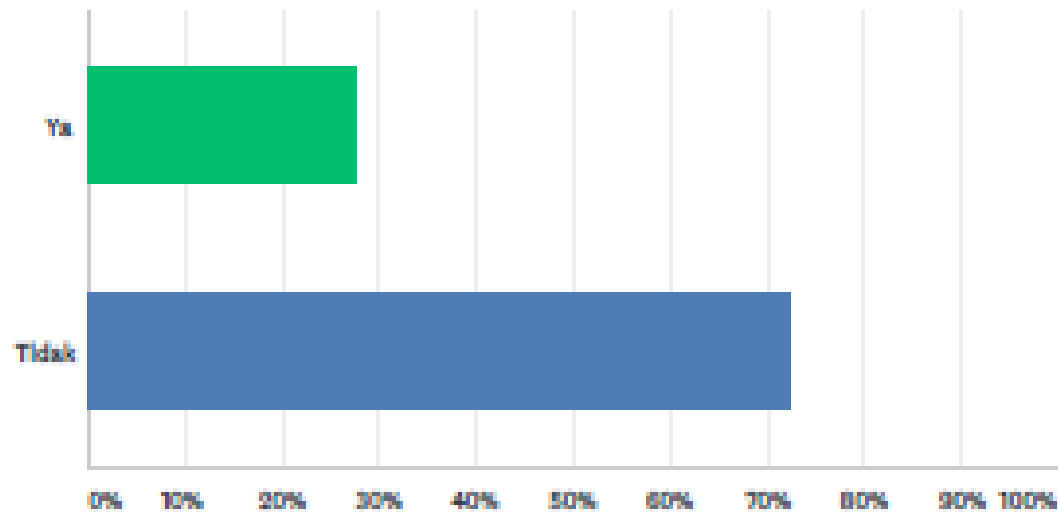
Answered: 243 Skipped: 100



ANSWER CHOICES	RESPONSES
Ya	34.57% 84
Tidak	32.10% 78
Tidak Tahu	33.33% 81
TOTAL	243

Q11 Jika tarif LRT Rp.20.000,- apakah Saudara bersedia untuk membayar tarif tersebut?

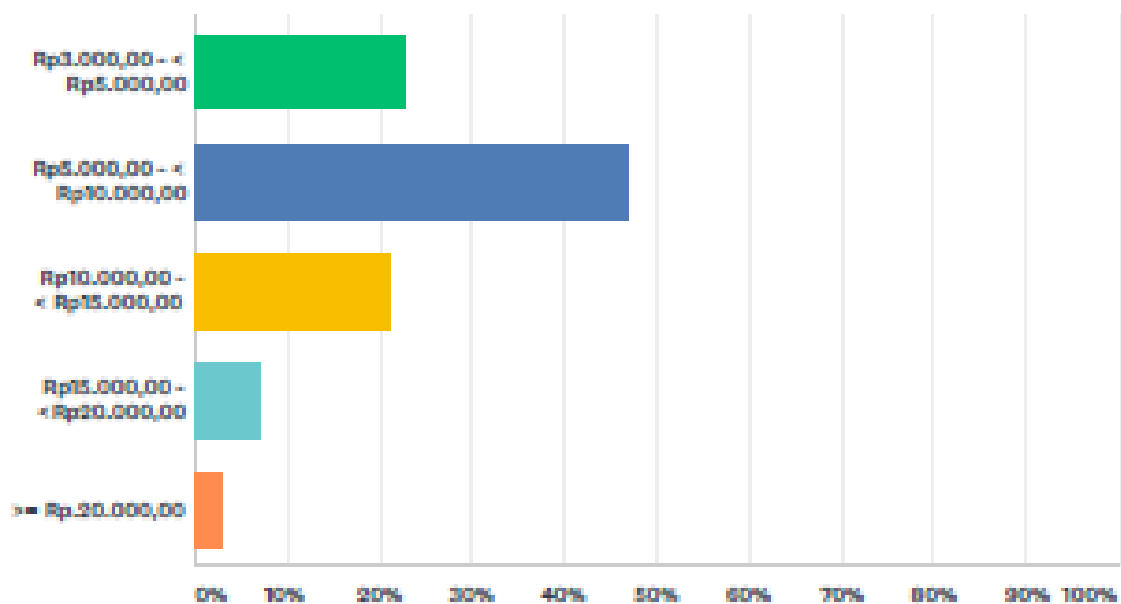
Answered: 76 Skipped: 267



ANSWER CHOICES	RESPONSES
Ya	27.63% 21
Tidak	72.37% 55
Total Respondents: 76	

Q12 Bila Jawaban No 11 Tidak, berapa tarif yang sesuai menurut Saudara?

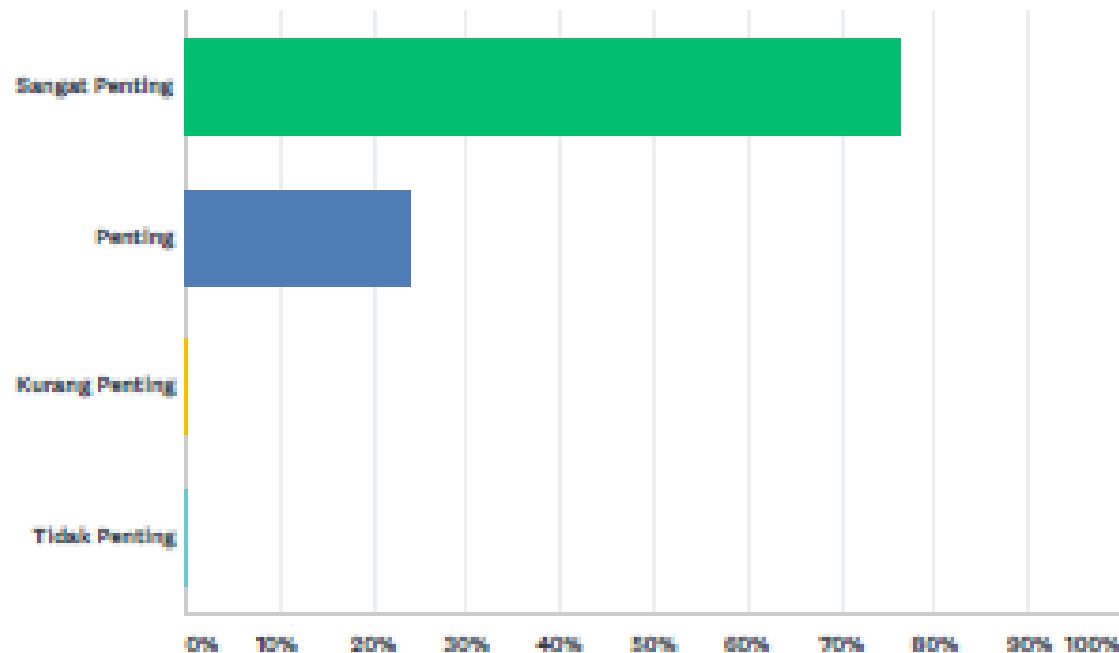
Answered: 70 Skipped: 273



ANSWER CHOICES	RESPONSES
Rp3.000,00 - < Rp5.000,00	22.86% 16
Rp5.000,00 - < Rp10.000,00	47.14% 33
Rp10.000,00 - < Rp15.000,00	21.43% 15
Rp15.000,00 - < Rp20.000,00	7.14% 5
>= Rp.20.000,00	2.86% 2
Total Respondents: 70	

Q13 Apakah Fasilitas Park and Ride (parkir dan melanjutkan dengan angkutan umum) di Stasiun penting menurut Saudara?

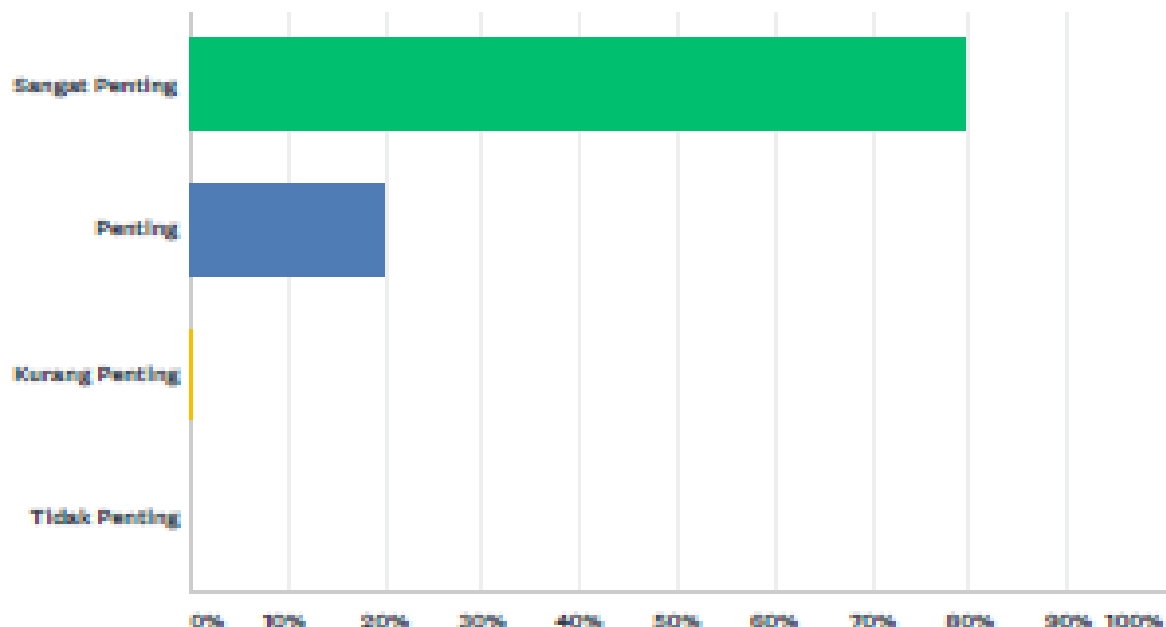
Answered: 228 Skipped: 117



ANSWER CHOICES	RESPONSES
Sangat Penting	78.11% 172
Penting	23.89% 54
Kurang Penting	0.44% 1
Tidak Penting	0.44% 1
Total Respondents: 228	

Q14 Apakah Fasilitas Perpindahan Inter/Antar Moda (rambu petunjuk/informasi, selasar & kanopi, travelator, lift, dll) Penting menurut Saudara?

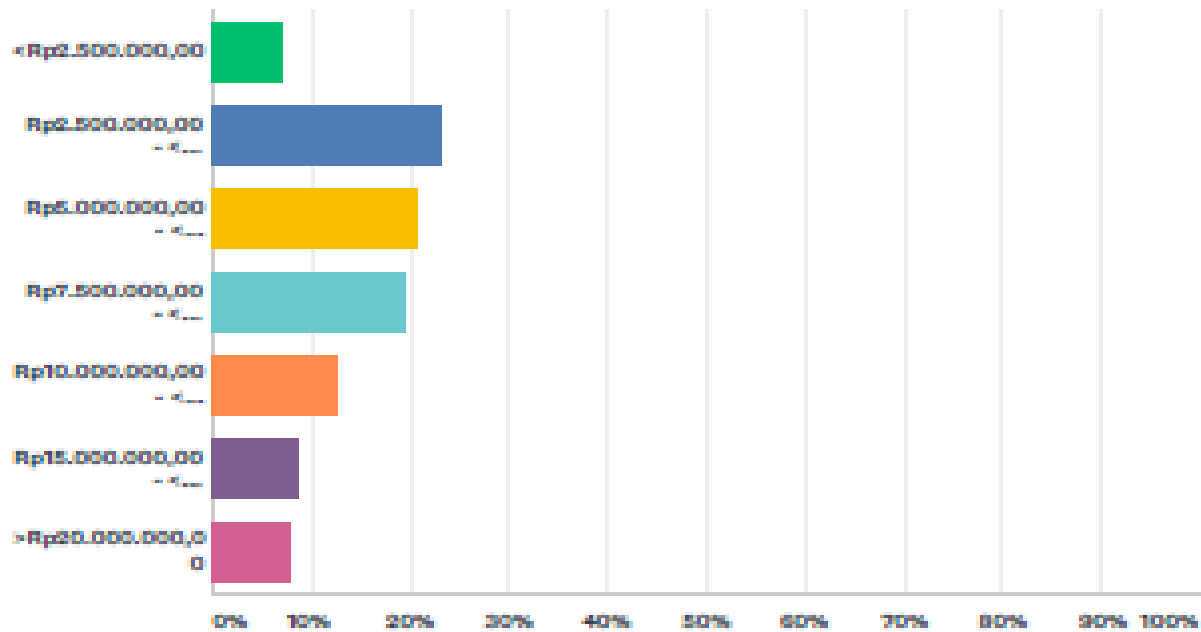
Answered: 228 Skipped: 117



ANSWER CHOICES	RESPONSES
Sangat Penting	79.85% 180
Penting	19.91% 45
Kurang Penting	0.44% 1
Tidak Penting	0.00% 0
Total Respondents: 228	

Q20 Pendapatan Saudara per bulan?

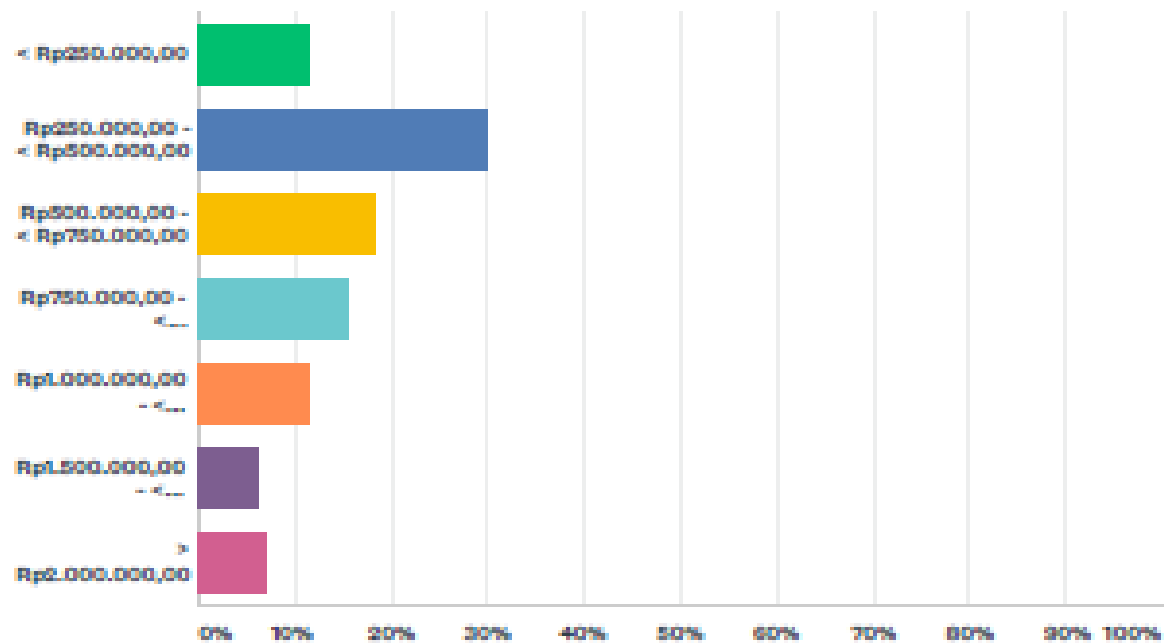
Answered: 226 Skipped: 117



ANSWER CHOICES	RESPONSES
<Rp2.500.000,00	7.08% 16
Rp2.500.000,00 - < Rp5.000.000,00	23.01% 52
Rp5.000.000,00 - < Rp7.500.000,00	20.80% 47
Rp7.500.000,00 - < Rp10.000.000,00	19.47% 44
Rp10.000.000,00 - < Rp15.000.000,00	12.83% 29
Rp15.000.000,00 - < Rp20.000.000,00	8.85% 20
>Rp20.000.000,00	7.96% 18
Total Respondents: 226	

Q21 Berapa biaya transportasi Saudara per bulan?

Answered: 228 Skipped: 117



ANSWER CHOICES	RESPONSES
< Rp250.000,00	11.50% 28
Rp250.000,00 - < Rp500.000,00	30.00% 68
Rp500.000,00 - < Rp750.000,00	18.14% 41
Rp750.000,00 - < Rp1.000.000,00	15.40% 35
Rp1.000.000,00 - < Rp1.500.000,00	11.50% 26
Rp1.500.000,00 - < Rp2.000.000,00	6.10% 14
> Rp2.000.000,00	7.08% 16
Total Respondents: 228	

Finding 1

Park and Ride Facility in LRT Stasiun and Intermodal system (sign, pedestrian path with it's canop, travelator, lift, and the others facilities) has significant influenced to citizen intend for using LRT

Finding 2

The fare rp. 20.000,00 (rp.880.000,00 a month) it means if the expenditure for transportation lesser than 10% from their revenue so the citiizen who able and willing to pay are citizen with revenue more than rp. 8.800.000,00 a month. It means the ideal fare is lesser than rp. 5.700,00 (< rp. 250.000,00 a month). So LRT Jabodebek fare has high influence to citizen intend.

Transit System For Intermodal System

- Modular distance should be <300 m. If the flow of mode transfer > 300 m should be made canopy and or travelator.
- signposts, prohibitions and orders must be easily understood by the public not to cause misperceptions.
- Certainty of departure schedule so that it is not forgotten because fast LRT trips become useless when further transportation is uncertain about the schedule of arrival and departure.
- The concept of e-ticketing is very important to simplify and speed up transfers to other modes.
- Likewise, park and ride facilities can be calculated for land and parking spaces for the next 15-20 years.

JABODEBEK LRT TARIFF SUBSIDY SCHEME

- When viewed from the results of the survey it was found that the ability of the community to pay with the planned tariff of Rp. 20,000.00, only 28% of respondents. This indicates the need for stimulus from the Government to provide subsidies to the public. The subsidy scheme can be done by means of a tariff difference or BOK analysis.
- Analysis of the difference in tariffs is carried out by means of the rates to be determined by the Government based on the results of the survey, namely rp. 5,700.00 while the calculation of the Jabodebek LRT operator is Rp. 20,000.00 difference in rp rates. 14,300.00 must be paid by the Government with 75% passenger occupancy. Whereas for the BOK analysis, it is by looking for components of fixed costs such as fuel or electricity usage to be borne by the Government.
- Whatever suitable subsidy scheme for Jabodebek LRT requires a stronger agreement between stakeholders

CONCLUSIONS

- From the overall survey data with 343 respondents, 34.57% would switch while 32.10% said they did not switch, 33.33% answered doubtfully. This is due to the location of workplaces and living quarters away from LRT stations (such as questions no. 6,7, 8 and 9) in the survey results above. Therefore Park and Ride Facilities have a significant influence on people's desires to switch to LRT transportation.
- From this analysis it was found that the tariff for the Jabodebek LRT plan was Rp. 20,000.00 only 27.63% answered freely, while 72.37% answered that they did not want 22.86% to answer Rp.3,000.00 - <Rp.5,000.00, 47.14% answered Rp.5,000.00 - <Rp.10,000 , 00, 21.43% answered Rp.10,000.00 - <Rp.15,000.00, 7.14% answered Rp.15,000.00 - <Rp.20,000.00, 2.86% answered> = Rp.20,000.00. From the results of the above survey it can be found that there are many reluctant responden if the tariff plan is Rp. 20,000.00 (Rp.880,000.00 per month), which is as much as 75% of respondents answered disagree having a significant influence on people's interest. From this analysis, it was found that Jabodebek LRT rates had a significant influence on community interest.

RECOMMENDATIONS

- Inter / intermodal transfer facilities must be considered for availability and reliability so that the public interest of private vehicle users can switch to mass transportation such as LRT, any facilities and what conditions are expected to require more comprehensive studies. If you need inter / modal transfer services, it can be loaded in the Jabodetabek LRT.
- The tariff that will probably be determined by the Government is Rp. 5,700.00 while the calculation of the Jabodebek LRT operator is Rp. 20,000.00 difference in rp rates. 14,300.00 must be paid by the Government. Whereas the BOK analysis is by finding components of fixed costs such as fuel or electricity consumption and others. If necessary, the Government can audit the BOK issued by the operator so that if the PSO is given it is not too burdensome to state finances

THANK YOU