

EVALUATION ON THE OPERATIONAL PERFORMANCE OF THE MASS TRANSIT SYSTEM “BUS RAPID TRANSIT” (BRT) ON RAJABASA-SUKARAJA CORRIDOR

BY

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ABSTRACT

The growing population and the increasing economic growth in the city of Bandar Lampung have led to expanding geographic mobility within the city. The provision of a mass transit system, therefore, is vastly indispensable for anticipating high traffic densities. This study was trying to examine whether the operational performance of trans-Bandar Lampung buses, or called “Bus Rapid Transit” (BRT), has conformed to the existing standards. The results are expected to be taken for consideration by the municipal government when adopting policies to improve BRT’s operational performance and to scale back traffic jams.

The study focused only on one corridor, the Rajabasa-Sukaraja corridor, and used the World Bank’s 1986 standards as the reference. Observations were then made in three days: Monday and Thursday to represent workdays, and Sunday to represent days off, with each observation day spanning from 6.00 a.m. to 6.00 p.m.

The results reveal that time headway, 6.29 minutes (on the Rajabasa-Sukaraja corridor), and trip speed, 25.45 km/h, have met the World Bank’s standards. However, traveled distance, 112.36 km per vehicle, and load factor, 20.53%, are below the given standards. This low load factor has led to small revenue per vehicle, i.e. only Rp346,503.56. Dividing the amount by the operating cost (operating ratio) per vehicle gives us a value of 0.7 (less than 1). In other words, the BRT system has been operating at a loss.

In the final analysis, it is vital that the municipal government take strategic policies to reduce the number of minibuses, or *angkot*, that operates on the same corridor as the BRT buses’, so that more passengers will shift to these BRT buses. The government should also grant subsidies immediately to make up for the loss currently being suffered by this BRT.

Keyword : BRT, trans-Bandar Lampung bus, Rajabasa, Sukaraja, time headway, load factor.