

KAJIAN EFEKTIVITAS BUS TRANS METRO BANDUNG TRAYEK LEUWIPANJANG - ANTAPANI (Farhan Destian, NRP: 22-2015-090, Dosen Pembimbing Ir., Silvia Sukirman, Jurusan Teknik Sipil Fakultas Teknik Sipil dan Perencanaan, Institut Teknologi Nasional)

ABSTRAK

Bus Trans Metro Bandung (TMB) di Kota Bandung melayani 4 trayek salah satunya adalah Trayek Leuwipanjang – Antapani. Berdasarkan survei pendahuluan jumlah penumpang TMB tersebut sedikit sehingga terjadi ketidakseimbangan antara kebutuhan armada dengan penyediaan armada, oleh karena itu perlu dilakukan penelitian yang mengkaji efektivitas bus ditinjau dari load factor, headway, waktu henti, waktu sirkulasi dan jumlah armada menggunakan ketentuan Kementerian Perhubungan Tahun 2002. Hasil analisis load factor (LF) maksimum adalah 60% dan minimum 0%, dengan lokasi LF maksimum periode pagi terjadi di daerah pemukiman, periode siang di daerah perdagangan dan periode sore di daerah perkantoran. Dari hasil analisis diperoleh headway pagi 12 menit, siang 33 menit dan sore 17 menit, waktu henti 8 – 9 menit, waktu sirkulasi 90 – 104 menit, jumlah armada pagi 8 unit, siang 3 unit dan sore 7 unit. Berdasarkan nilai LF, headway dan jumlah armada maka bus TMB saat ini belum efektif.

Kata Kunci: Load Factor, Headway, Waktu Sirkulasi

STUDY OF EFFECTIVENESS TRANS METRO BANDUNG BUS ROUTES LEUWIPANJANG - ANTAPANI (Farhan Destian, NRP: 22-2015-090, Perceptor Ir., Silvia Sukirman, Departement of Civil Engineering, Faculty of Civil Engineering and Planning, National Institut of Technology)

ABSTRACT

Trans Metro Bandung (TMB) buses in Bandung City serve 4 routes, one which of the routes is Leuwipanjang - Antapani. Based on the preliminary survey, the number of TMB passengers is small so that there is an imbalance between fleet needs and fleet supply, therefore research needs to be conducted to assess the level of bus effectiveness in terms of load factor, headway, downtime, cycle time and number of fleets using the provisions of the Ministry of Transportation in 2002. The maximum load factor (LF) analysis results are 60% and minimum 0%, with the maximum LF location in the morning period occurring in residential areas, the afternoon period in the trading area and the afternoon period in the office area. From the analysis results obtained morning headway 12 minutes, afternoon 33 minutes and afternoon 17 minutes, 8-9 minutes downtime, cycle time 90 - 104 minutes, morning fleet number 8 units, afternoon 3 units and afternoon 7 units. Based on the value of LF, headway and number of fleets, the current TMB Bus is not effective.

Keywords: Load Factor, Headway, Cycle Time