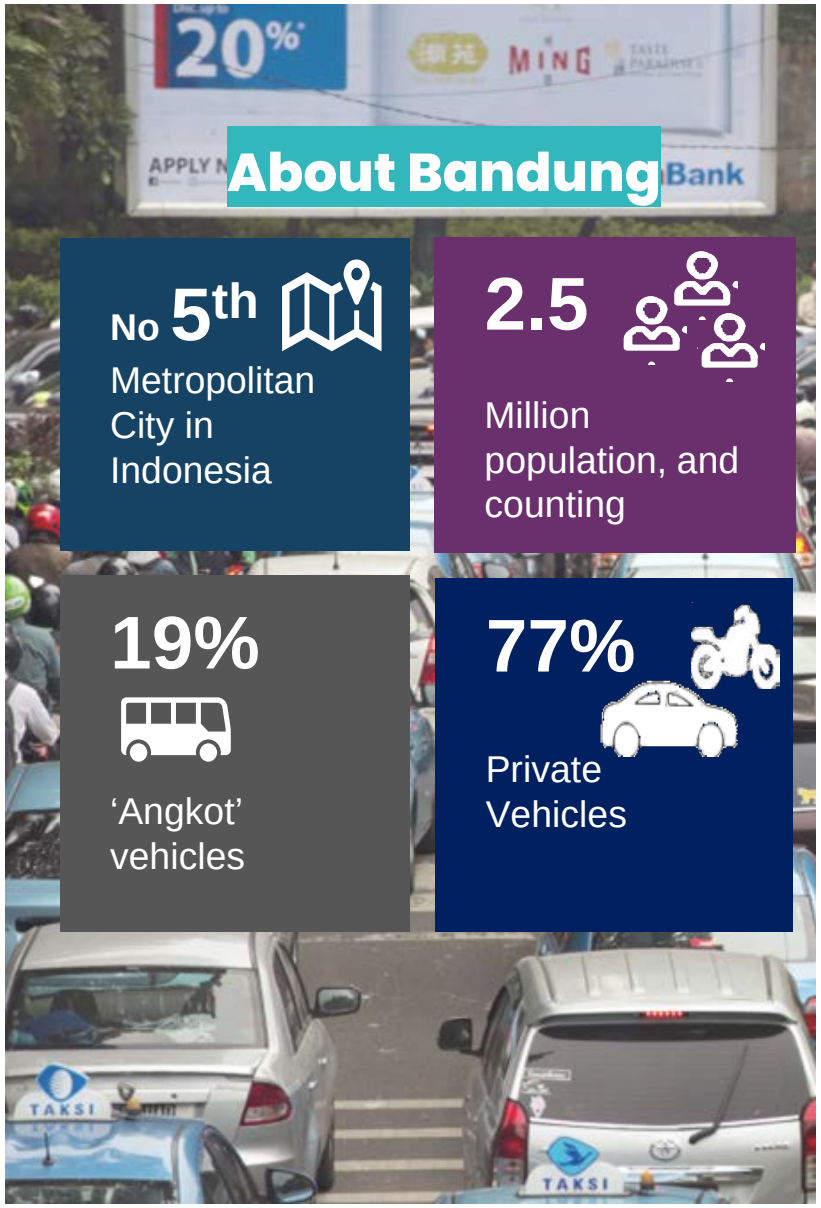
Global Future Cities Programme

Bandung Integrated Public Transport System

14 October 2021

BACKGROUND AND OBJECTIVES



About Bandung

No 5th Metropolitan City in Indonesia

2.5 Million population, and counting

19% 'Angkot' vehicles

77% Private Vehicles

Local Strategic Planning (RTRW, RPJMD, RENSTRA)

RTRW 2021 -2041 Bandung City: Public transport development

RPJMD 2018-2023 Bandung City→
"To improve the City's liveability and sustainability through infrastructure development and land use control"

One of strategies in the target indicator for "traffic congestion" is:
Developing an integrated public transport network system and environmentally friendly transportation

Renstra 2019 – 2023, City Transport Agency:
97% Bus fleets and 'angkot' in decent condition;
21% *public transport mode share*

- Improving quality of public transport
- Accessibility and promote 'active mobility'
- Financial and business plan
- Regulatory framework and institutional establishment
- Capacity building

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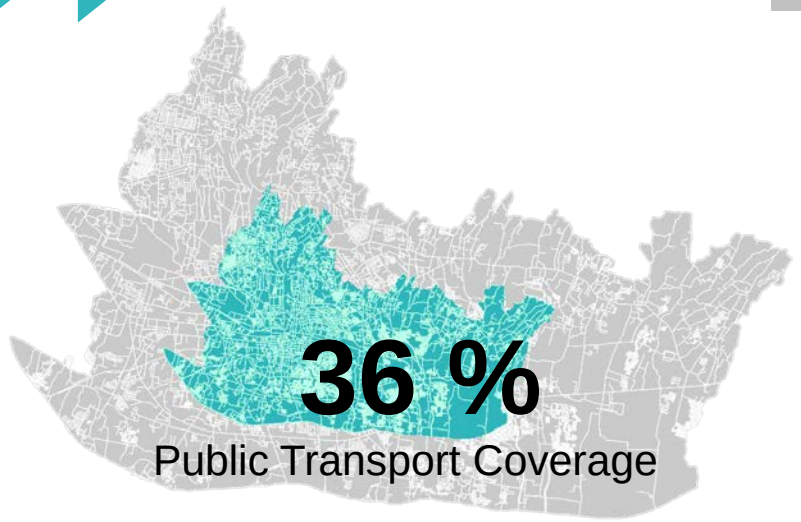
11 SUSTAINABLE CITIES AND COMMUNITIES

Providing access to safe, affordable, accessible and sustainable transport systems for all.

CURRENT CONDITION

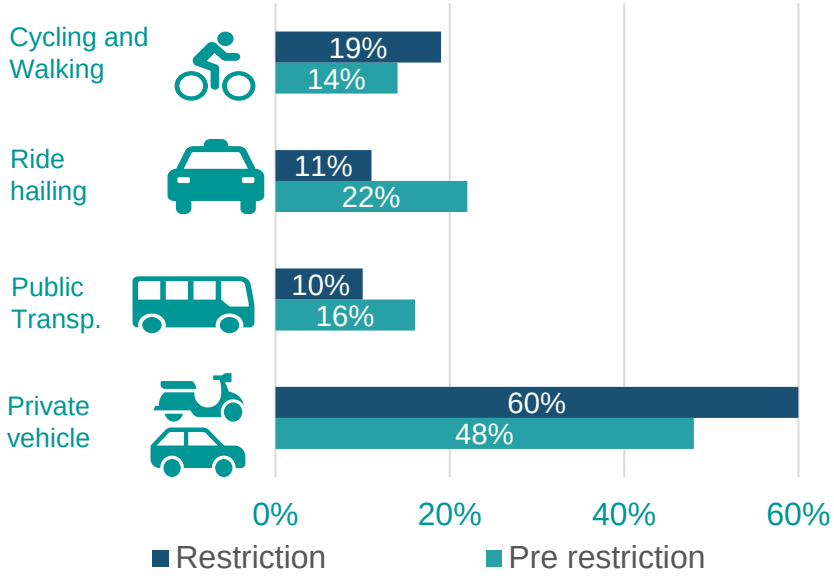


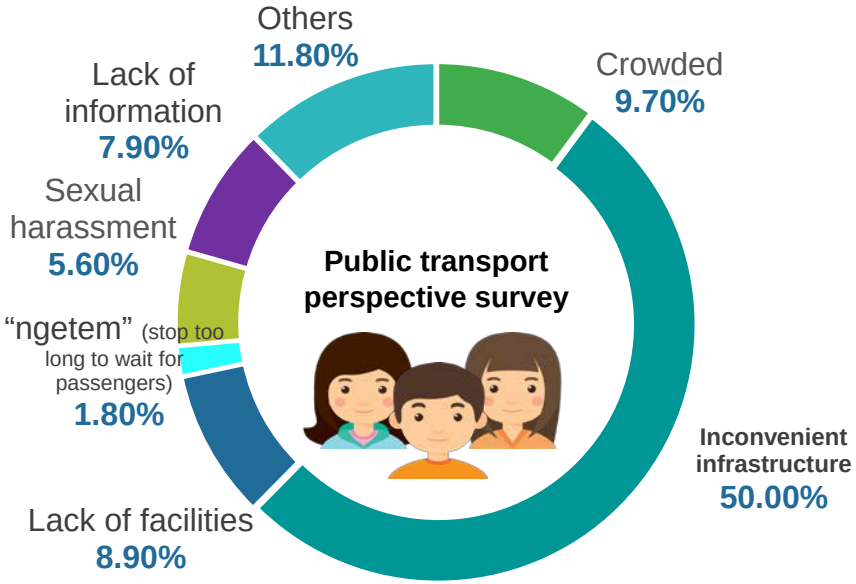
Existing Public Transport Performance

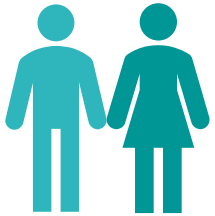
Operation hour: 06:00 – 18:00
Route : 5 route
Headway : 20 min
Ridership : 6.8 pax/bus

Op. hour : 05:00 – 23:00
Route : 36 routes
Headway : 3 min
Ridership : 1.8 pax/fleet

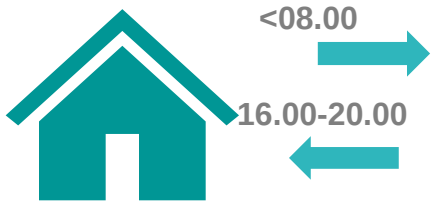
PREFERRED MODE OF TRANSPORTATION







Women travel longer distance with public transport more than **men**

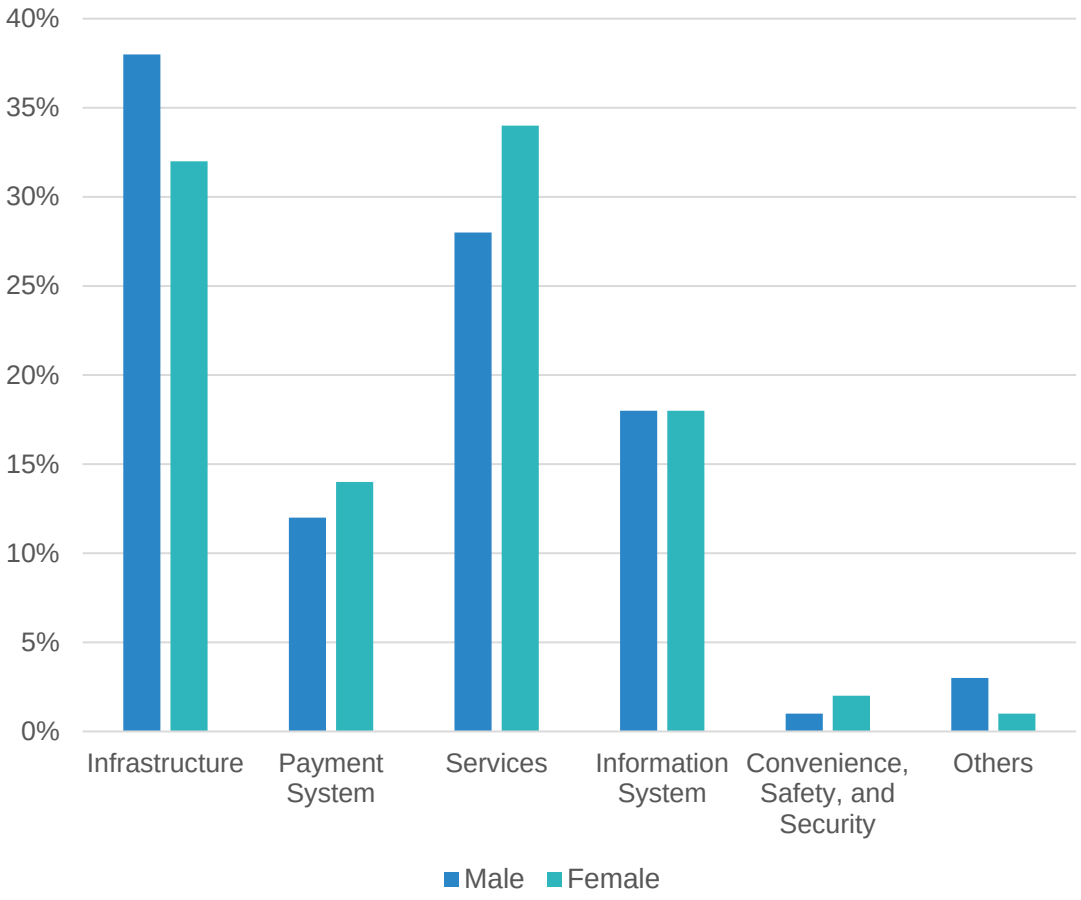


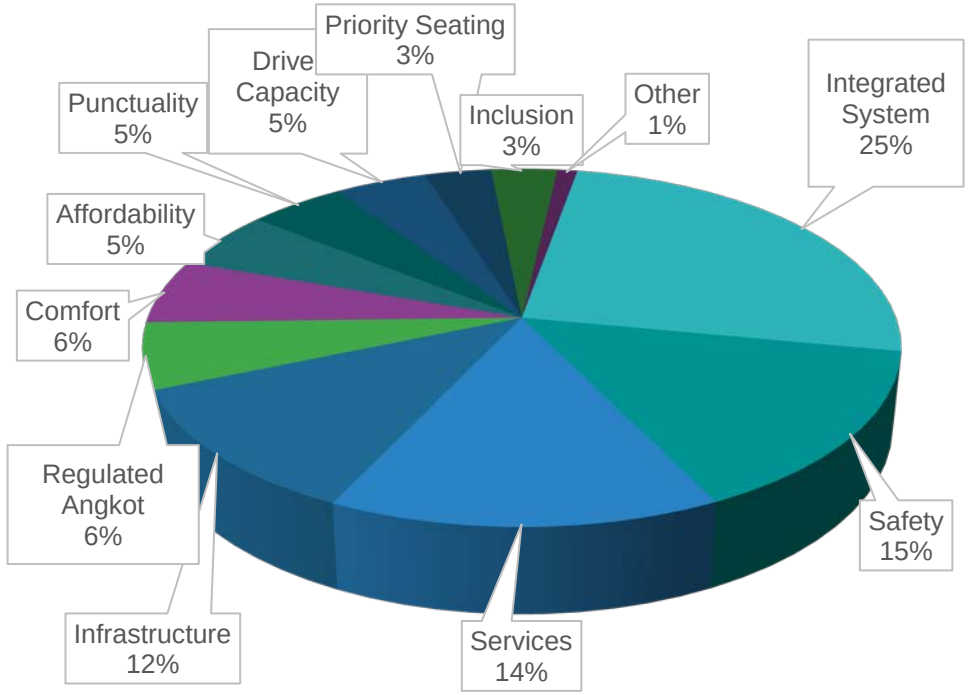
Peak hours: 08.00 and 16.00-20.00

Kids and students
Most likely to use transit because bus routes are limited

Disabled people
prefer to use ride hailing services

EXPECTED IMPROVEMENTS





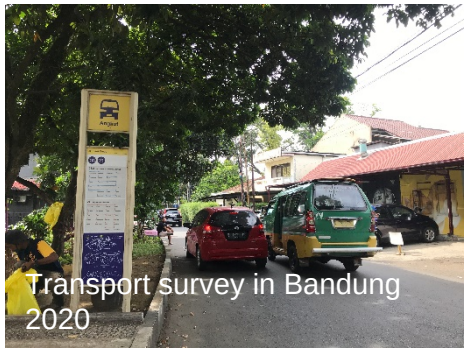
Public Transport Improvement Components

Source: GFCP Survey 2020

Shift to integrated and sustainable transport

Gradual, ongoing, and structured approaches

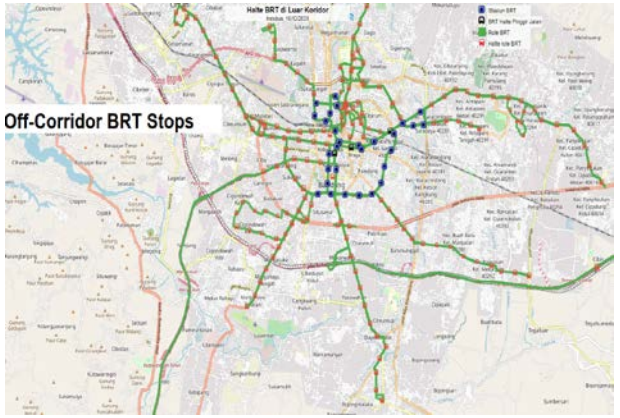
Baseline	Shift to integrated transport planning
Focus on traffic	Focus on **people**
Main target: traffic flow and capacity	Main target: **accessibility and livability**, including social justice, environmental protection, and economic growth
Focus on types of modes	**Focus on integrating available modes** and planning toward sustainable mobility
Main topic: infrastructure	**Combining** infrastructure, market interest, regulation, and promotion
Sectoral planning	**Consistent planning** at regional level and **multidisciplinary planning**
Short and medium term	Short term and medium-term plan reflected in **the long-term vision and strategy**
Done by sector experts	**Collaborative, participatory and transparent planning**



Transport survey in Bandung 2020

Stakeholder engagement – Public transport organisation

MAJOR PUBLIC TRANSPORT PROGRAM IN BBMA



Bus Rapid Transit Corridor

- 169 km
- 12 BRT Routes
- 31 stations
- On & Off Corridor Service Plan with dedicated lanes and mixed lanes

High Speed Railway Jakarta - Bandung

- 142.3 Km
- 4 stations with 2 within the BBMA
- 2023-2025 operational plan

Buy the Service Corridor

- Bus operation assistance programme by the Ministry of Transport
- 5 routes in BBMA
- 240 stations
- Bandung City Centre as the main hub

BBMA Urban Railway (LRT/Monorail)

- 8 routes in BBMA
- Mostly service Bandung City – feasibility study completed
- 64,000 pax/day for Stage 1 operation

“Improving public transport system in Bandung City is imminent and contributes to the success of major public transport services in the Metropolitan Area”

Sources: BRT Bandung Raya – Feasibility Study, SUTRI NAMA & INDOBUS, 2020; http://dishub.jabarprov.go.id/, The Jakarta Post dan KCIC; dan Rapat Koordinasi dengan Kasubdit Angkutan Perkotaan Kemenhub Maret, 2021

FOCUS

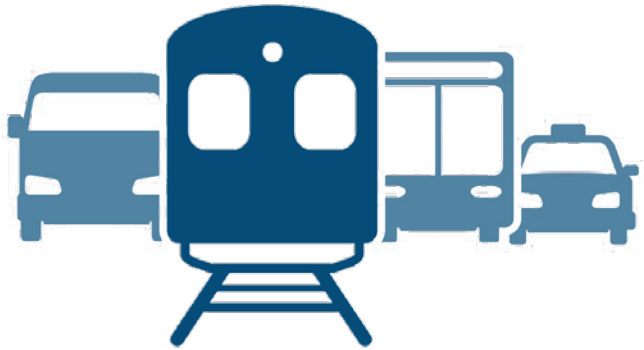
During mobility restriction, there still be a core public transport passenger – reliance on public transport

Occupancy drop 40 - 70%

Slight preference reduction between pre and post restriction: **16% - 13%**

Key expectations: **improved service**, **good infrastructure**, and **reliable information system**

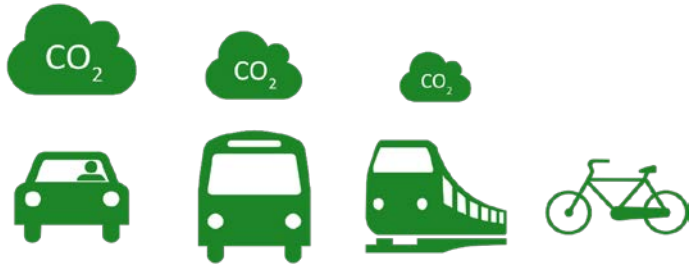
Investing in public transport is vital for Bandung City development



To address congestion problems

To contribute to regional development success

Bandung is at the centre of an important public transport reform delivered through major mass transport development in Bandung Basin Metropolitan Area for 2023-2025



GFCP Bandung intervention could also deliver assistance in the development of low carbon public transport strategy.

How Bandung GFCP Intervention assists (5 mins video)

Challenges and Opportunities

Challenges

- Mobility and direct engagement restriction undermines *angkot* operators engagement and substantive community participation
- Public transport system is not prepared to be pandemic resilient
- Local budget is prioritised for economic recovery
- Current financial institutions cannot be accessed by *angkot* industry to fund their fleet improvements
- Digital system vs access to smart mobility
- Transport GHG emission data has not yet informed in Bandung transport strategic plan

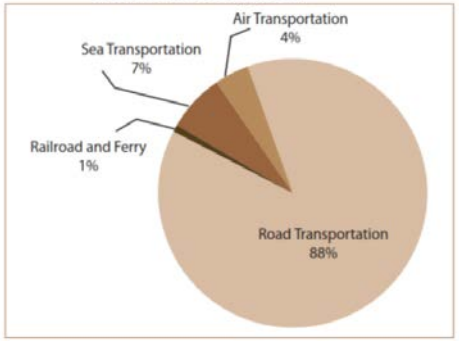
Opportunities

- Bandung is at the centre of an important public transport reform delivered through major mass transport development in Bandung Basin Metropolitan Area for 2023-2025
- Opportunities to introduce carbon baselining to access green financing for sustainable transport
- Development green transportation modes in Bandung

LOW CARBON TRANSPRORT STRATEGY

This year, Indonesia will play an important role as a co-chair along with the UK in the COP26 Conference which will be held in Glasgow, next November. COP26 is the United Nations (UN) Summit focusing on climate change. This is in line with the vision of the City of Bandung, as stated in the RPJMD the city of Bandung, which is committed to reducing emissions and being pro-environment.

Figure 1 Share of primary energy use within the Indonesian transportation sector (2005).



Source: Indonesia Technology Needs Assessment (BPPT and KLH, 2009)

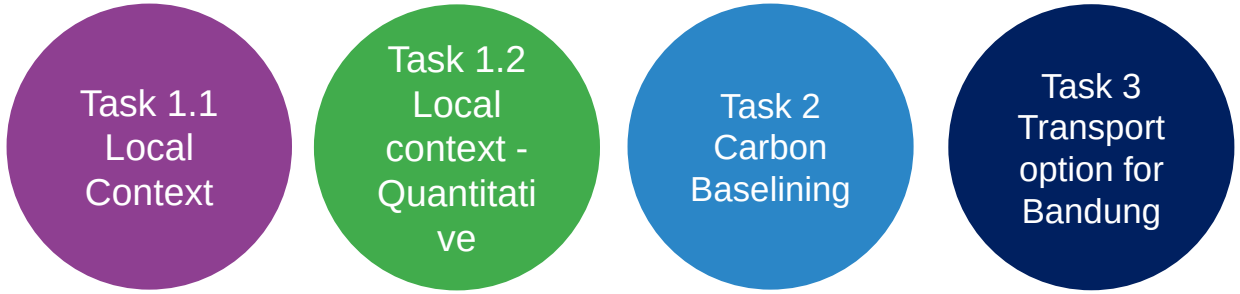
In developing countries, transportation is the largest and fastest source of greenhouse emissions

What does Low carbon transportation strategy mean?

- Providing reliable infrastructure and services
- Safety and accessible for all
- Reducing short and long term negative impacts on local and global environment

"This study will assist Bandung City to explore various options for Low carbon transportation strategies that are most suitable for Bandung, as well as increase awareness of the challenges of climate change in the future"

Low carbon transportation strategy - Activities



Findings – SWOT Analysis

Strengths	Weaknesses
Good digital connectivity Traffic Control System Emission testing Tourism/Culture/Education Existing campaigns (including climate change programme) Existing sustainable transport infrastructure	Integration between modes Limited public transport services Lack of policy alignment Quality and accessibility of transport network Topography Limited public transport services Lack of policy alignment Congestion
Opportunities	**Threats**
Cycling behavior Improvement of Public Transport Pedestrian Improvements Travel Demand Management Incentives and disincentives (changes in policy) Advanced technology and new modes	Financial capacity and budgets Strategy not integrated Climate resilience Recovery from Covid-19 Changing Behaviour Decarbonizing power sector

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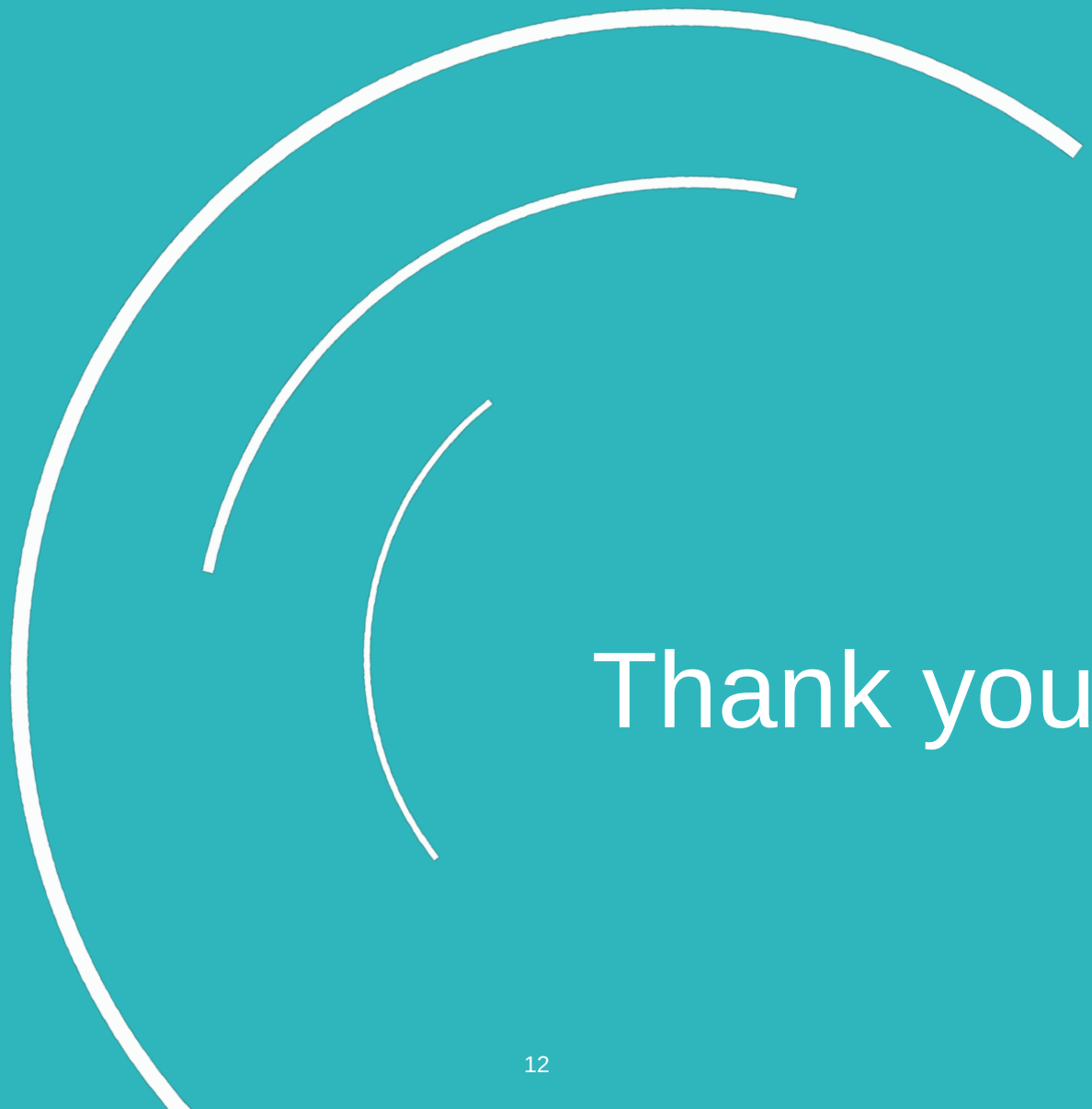

Thank you