

ABSTRAK

Dari sekian banyak sarana transportasi yang ada di Kabupaten Sleman kendaraan pribadi terutama sepeda motor masih menjadi sarana transportasi favorit bagi masyarakat, hal ini berbanding terbalik dengan perkembangan sarana transportasi umum yang terus turun kinerja pelayanannya. Penelitian ini bertujuan mengevaluasi kinerja angkutan perdesaan Kabupaten Sleman dengan studi kasus Jalur A3 (Terminal Jombor – Terminal Prambanan) dan Jalur D6 (Terminal Jombor – Maguwo) di lihat dari tingkat pelayanan maupun kondisi fisik kendaraan. Parameter kinerja yang dievaluasi diantaranya waktu sirkulasi, waktu antara, kecepatan perjalanan, faktor muat, ketersediaan kendaraanserta karakteristik dan kepuasan penumpang terhadap fasilitas dan pelayanan angkutan.

Data primer dalam penelitian ini diperoleh dengan penelitian langsung di lapangan yaitu berupa jumlah penumpang, waktu sirkulasi, waktu antara, serta karakteristik dan kepuasan penumpang sedangkan data sekunder diperoleh dari instansi terkait yaitu Dishubkominfo Kabupaten Sleman dan Badan Pusat Statistik Kabupaten Sleman. Metode yang digunakan dalam analisis pada penelitian ini menggunakan metode sesuai Ditjen Perhubungan Darat (2002).

Dari hasil penelitian di lapangan diperoleh kinerja angkutan untuk Jalur A3 dari segi waktu sirkulasi sebesar 228 menit, waktu antara 24,61 menit, kecepatan perjalanan 20,26 km/jam, faktor muat 28,35%, ketersediaan kendaraan 47,62% dan untuk Jalur D6 didapat waktu sirkulasi sebesar 115 menit, waktu antara 11,6 menit, kecepatan perjalanan 16 km/jam, faktor muat 44,83%, ketersediaan kendaraan 60% sehingga belum memenuhi standar sesuai Ditjen Perhubungan Darat (2002) diperlukan alternatif perbaikan untuk Jalur A3 dan D6 dengan asumsi, alternatif perbaikan 1 faktor muat ekisting, alternatif 2 jalur dipotong menjadi 2 trayek berbeda Jalur A3-A (Terminal Jombor-Tajem) dan A3-B (Tajem-Terminal Prambanan) dengan faktor muat *Demand* 46,9%, alternatif 3 dengan faktor muat 70% didapat alternatif perbaikan terbaik 3 untuk Jalur A3 yaitu sebesar 252 penumpang/hari dengan kebutuhan armada 13 unit dan untuk Jalur D6 sebesar 378 penumpang/hari dengan kebutuhan armada 12 unit. alternatif 4 dengan metode *overlapping* tersisa jalur hasil alternatif 2 untuk Jalur A3 yaitu Jalur A3-B (Tajem-Terminal Prambanan) dan metode *overlapping* untuk angkutan Jalur D6 dihapuskan karena mengalami 100% *overlapping* dengan angkutan lain, karakteristik penumpang angkutan Jalur A3 didominasi perempuan dengan rentang usia 20-30 tahun dengan penghasilan 500rb-1jt rupiah dan tujuan perjalanan untuk bekerja, dan karakteristik penumpang angkutan Jalur D6 didominasi perempuan dengan rentang usia 20-30 tahun dengan penghasilan < 500rb dan tujuan perjalanan untuk bekerja

Kata Kunci: Angkutan Perdesaan Kabupaten Sleman, Waktu sirkulasi, Kecepatan perjalanan, Waktu antara, Faktor muat, Jumlah armada

ABSTRACT

Among many means of transportation existing in Sleman Regency, private vehicles, particularly motorcycles still become favorite means of transportation for the society. It is inversely proportional to the development of public transportation of which service performance continues decreasing. This research is aimed to evaluate the performance of rural transportation in Sleman Regency with case study on A3 Lane (Jombor - Prambanan Terminals) and Line D6 (Jombor - Maguwo Terminals) being observed from the level of service and the physical condition of the vehicles. The performance parameters being evaluated among others are circulation time, the time between, travel speed, load factor, the availability of vehicles as well as characteristics and passengers' satisfaction towards the facilities and transportation services.

The primary data in this research were obtained by direct research in the field, i.e. in the form of the number of the passengers, circulation time, the time between, as well as the passengers' characteristics and satisfaction, while the secondary data were obtained from the relevant agencies, i.e. Transportation, Communication and Information Agency of Sleman and Central Bureau of Statistics of Sleman. The method used in the analysis of this research was the method appropriate with the Directorate General of Land Transport (2002).

From the research results obtained in the field, the transportation performance for Lane A3, in terms of circulation time, 228 minutes is obtained, the time between of 24.61 minutes, travel speed of 20.26 km/ h, load factor of 28.35%, vehicle availability of 47.62% and Lane D6, the circulation time of 115 minutes is obtained, the time between 11.6 minutes, travel speed of 16 km/ h, load factor of 44.83%, availability of vehicles of 60%, thereby it has not met the standards in accordance with Directorate General of Land Transport (2002). Improvement alternatives for Lane A3 and D6 are required with the assumption, the improvement alternative of 1 muatekisting factor, alternative 2, the lanes are cut into 2 different trajectories, Lanes A3-A (Jombor-Tajem Terminal) and A3-B (Tajem - Prambanan Terminals) with Demand load factor of 46,9%. Alternative 3, with a load factor of 70%, the best improvement alternative 3 for Lane A3 is by 252 passengers/ day with a fleet requirement of 13 units and for Lane D6 by 378 passengers/ day with a fleet requirement of 12 units. Alternative 4, with overlapping method, the alternative resultant lane 2 remains for Lane A3 is Lane A3-B (Tajem - Prambanan Terminals) and the overlapping method for Lane D6 transportation is removed from experiencing 100% overlapping with other transportation. Passengers' characteristic in Lane A3 is dominated by women with an age range of 20-30 years old with the income amounted to IDR 500 thousands – IDR 1 million and the purpose of travel is for work, and passengers' characteristics for Lane D6 is dominated by women with an age range of 20-30 years old with the income < 500 thousands and the purpose of travel is for work.

Keywords: *Rural Transportation in Sleman Regency, circulation time, travel speed, the time between, load factor, the number of fleet*