
Behind the Congestion of the Sungailiat–Pangkalpinang Corridor: Public Transportation Crisis and Inequality in Mobility Access

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Abstract

The Sungailiat–Pangkalpinang corridor represents one of the main mobility routes in the Province of Kepulauan Bangka Belitung. However, the increasing dependence on private vehicles has intensified congestion and reduced equitable access to transportation. This study aims to analyze the public transportation crisis and its implications for mobility inequality along the corridor. The research employs a qualitative descriptive approach, drawing on literature reviews and secondary statistical data from the Central Statistics Agency (BPS), transportation studies, policy documents, and relevant academic literature. The findings indicate that the decline in public transportation services, including limited operational coverage, unreliable service, and inadequate integration with other modes, has led communities to rely heavily on motorcycles and private cars. This condition contributes not only to traffic congestion but also to unequal mobility accessibility, particularly for lower-income communities and individuals without private vehicles. Furthermore, transportation development policies remain predominantly oriented toward road expansion rather than strengthening inclusive public transportation systems. The study concludes that transportation problems in the Sungailiat–Pangkalpinang corridor reflect broader structural issues related to accessibility inequality and weak regional transportation governance. Therefore, sustainable transportation reform, including improving public transportation accessibility, service quality, and integrated mobility planning, is necessary to support equitable regional development.

Keyword: *public transportation; mobility inequality; transportation accessibility; traffic congestion; sustainable mobility*

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Introduction

Transportation is not solely an issue of infrastructure and traffic circulation, but also a matter closely related to social justice, economic accessibility, and regional development. In many developing regions, the unequal distribution of transportation services has created disparities in mobility access between communities. Public transportation ideally functions as a collective mobility system that connects people to economic opportunities, education, healthcare, and public services in an affordable and equitable way. However, the weakening of public transportation systems often forces communities to rely heavily on private vehicles, creating broader social and spatial inequalities (Boisjoly & El-Geneidy, 2017). This condition is increasingly prevalent in the transportation landscape of Kepulauan Bangka Belitung, particularly along the Sungailiat–Pangkalpinang corridor. The route serves as one of the province's primary mobility corridors, linking the administrative and economic center of Pangkalpinang with Sungailiat as an important residential, educational, and commercial area. Every day, the corridor accommodates commuters, including workers, students, traders, and interregional travelers. Nevertheless, increasing mobility demand has not been accompanied by the development of an integrated and accessible public transportation system. Instead, transportation activities along this route are increasingly dominated by motorcycles and private cars. Statistical data indicate a significant increase in private vehicle ownership in the province during recent years. According to the Central Statistics Agency of Bangka Belitung Islands Province, the number of motor vehicles in the region continues to rise annually, with motorcycles representing the largest proportion of vehicles in both Pangkalpinang City and Bangka Regency (BPS Kepulauan Bangka Belitung, 2024). At the same time, public transportation services such as angkot and conventional intercity transport have gradually declined in availability and operational effectiveness. This imbalance reflects society's growing reliance on private mobility as public transportation becomes increasingly limited, unreliable, and less attractive.

The dominance of private vehicles has contributed to growing congestion along the Sungailiat–Pangkalpinang corridor, particularly during peak commuting hours. Traffic congestion on this route cannot merely be understood as a consequence of increasing population mobility. More fundamentally, it reflects the inability of transportation governance to provide inclusive and sustainable mobility alternatives. Previous studies have emphasized that weak public transportation systems tend to intensify urban congestion and reduce transportation accessibility for lower-income groups without private vehicles (Junita et al., 2020). In this

context, transportation inequality arises when mobility opportunities depend on individual ownership of private transportation rather than on collective accessibility. The crisis of public transportation in the corridor also demonstrates broader structural problems in regional transportation planning. Transportation development in many Indonesian regions remains predominantly road-oriented, focusing on expanding road capacity rather than strengthening public transit systems (Azis & Asrul, 2014). Consequently, infrastructure policies often encourage the expansion of private vehicle use rather than fostering sustainable collective transportation. This situation aligns with the argument of Wang and Li (2022), who explain that transportation systems dominated by private vehicles tend to produce unequal accessibility patterns and spatial disparities in urban mobility. Accessibility itself should not be interpreted merely as physical connectivity between places. Accessibility also refers to the ability of individuals and communities to reach essential activities efficiently, safely, and affordably (Putra & Adeswastoto, 2018). Therefore, the deterioration of public transportation services has direct implications for social inclusion. Communities without access to private vehicles often experience higher travel burdens, longer travel times, and limited access to employment or educational opportunities. In regional corridors such as Sungailiat–Pangkalpinang, this condition potentially widens socio-economic disparities between groups with different mobility capacities. Several previous studies have discussed transportation accessibility and public transportation development in Indonesian cities. Ari et al. (2014) identified declining service quality and weak transportation management as major causes behind the reduced attractiveness of public transportation in Surabaya. Supriyadi and Pradana (2024) further argued that accessibility and intermodal integration remain central challenges in improving the effectiveness of public transportation. Meanwhile, Hidayat (2025) emphasized that accessibility inequality should be understood within the framework of spatial justice, particularly in relation to unequal transportation access between urban communities. However, most transportation studies in Indonesia continue to focus on metropolitan cities, while transportation problems in medium-scale regional corridors remain relatively underexplored. This study examines the public transportation crisis along the Sungailiat–Pangkalpinang corridor from the perspectives of mobility inequality and transportation accessibility. Unlike conventional transportation studies that mainly focus on technical traffic management, this research positions transportation as a socio-spatial issue closely connected to development inequality and public service accessibility. The study argues that the decline of public transportation not only creates traffic congestion but also reproduces unequal mobility opportunities across social groups.

This research employs a qualitative descriptive approach based on literature review and

secondary statistical data analysis. Data are derived from transportation statistics published by the Central Statistics Agency, previous transportation studies, policy documents, and academic literature related to mobility accessibility and transportation inequality. Through this approach, the study aims to analyze the structural factors underlying the weakening of public transportation in the Sungailiat–Pangkalpinang corridor and their implications for equitable mobility access in the region. Accordingly, this study addresses two main questions. First, how does the decline of public transportation contribute to mobility inequality along the Sungailiat–Pangkalpinang corridor? Second, what structural factors reinforce society's dependency on private vehicles in the region? By answering these questions, this research contributes to discussions on sustainable transportation, regional accessibility, and mobility justice in Indonesia's non-metropolitan areas.

Methods

This study employs a qualitative descriptive approach to analyze the public transportation crisis and mobility inequality along the Sungailiat–Pangkalpinang corridor in Kepulauan Bangka Belitung. The research focuses on transportation accessibility, dependency on private vehicles, and the structural challenges of regional mobility governance. The study uses literature review and secondary data analysis. Data were obtained from academic journals, transportation policy documents, government regulations, and statistical publications issued by the Central Statistics Agency of Bangka Belitung Islands Province, Pangkalpinang City, and Bangka Regency. The statistical data include motor vehicle growth, transportation conditions, and regional mobility trends relevant to the research topic. In addition to documentary and statistical sources, this study also uses public responses expressed through social media discussions on transportation issues in Bangka Belitung. These responses serve as supplementary qualitative materials to enrich the interpretation of community experiences, transportation accessibility challenges, and public perceptions regarding the need for improved transportation services in the Sungailiat–Pangkalpinang corridor.

This research also applies theories of transportation accessibility and sustainable mobility to examine how the decline of public transportation contributes to unequal mobility access. Accessibility is understood as the ability of communities to participate in social and economic activities effectively and affordably (Al Mamun & Lownes, 2011), while sustainable mobility perspectives are used to analyze the increasing reliance on private vehicles (Rahman et al., 2023). Data collection was conducted through documentation, including reviewing relevant

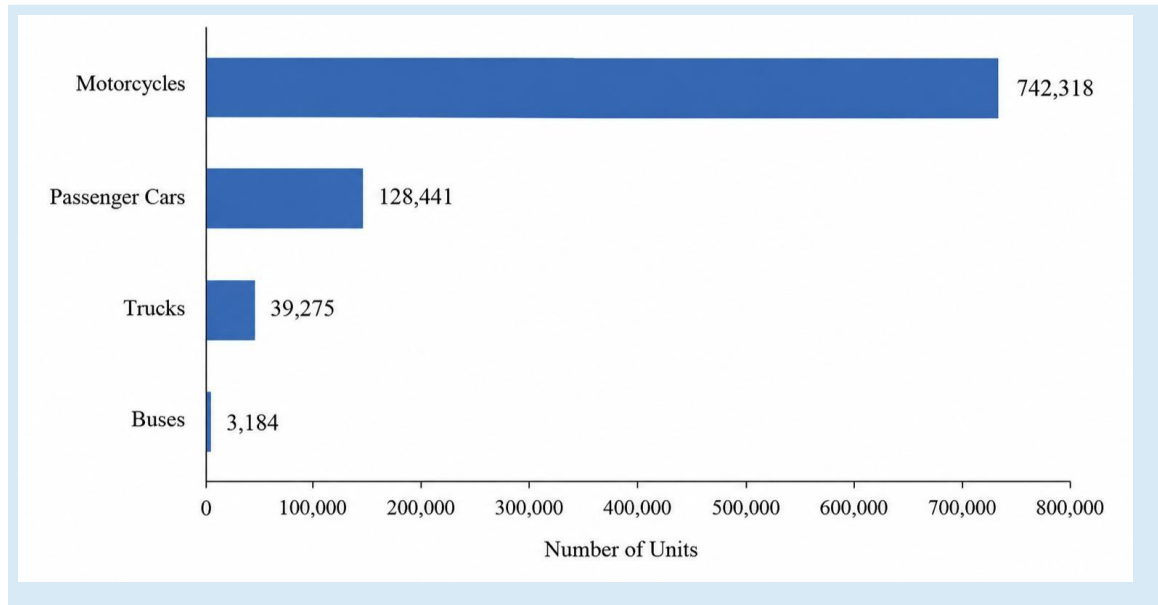
literature, statistical reports, previous empirical studies, and public discussions on transportation issues. The data were then analyzed qualitatively through data reduction, categorization, interpretation, and comparison with previous findings. The analysis focuses on four main aspects: (1) the growth of private vehicle use; (2) the decline of public transportation services; (3) mobility accessibility inequality; and (4) transportation governance challenges. To ensure validity, the study applies source triangulation by comparing statistical data, policy documents, previous research findings, and public responses obtained from social media discussions. Through this approach, the research aims to provide a critical understanding of transportation inequality and public mobility challenges in the Sungailiat–Pangkalpinang corridor.

Result and Discussion

Growth of Private Vehicle Dependency in the Sungailiat-Pangkalpinang Corridor

Transportation dynamics along the Sungailiat–Pangkalpinang corridor indicate a growing dependency on private vehicles as the primary mode of mobility. The increasing number of motorcycles and private cars reflects not only rising mobility demand but also the weakening role of public transportation within regional transportation systems. In many developing regions, the decline of public transportation services often prompts communities to shift toward private mobility, driven by considerations of flexibility, travel efficiency, and service reliability (Wang & Li, 2022). In the context of Kepulauan Bangka Belitung, the dominance of motorcycles has become particularly visible in daily commuting activities between Sungailiat and Pangkalpinang. The lack of integrated, accessible public transportation forces many residents to rely on private vehicles as the only practical option. This condition gradually creates a mobility structure that depends heavily on individual vehicle ownership rather than collective transportation accessibility. Instead of reflecting transportation balance, recent statistical trends demonstrate a sharp disparity between the growth of private vehicles and the availability of public transportation. Motorcycles dominate vehicle ownership in the province, while the number of buses remains significantly limited. This imbalance illustrates that regional transportation development is increasingly oriented toward private mobility rather than collective transport systems.

Figure 1. Comparison of Motor Vehicle Types in Bangka Belitung Islands Province (2024)



Source: Central Statistics Agency of Bangka Belitung Islands Province (2024)

The dominance of motorcycles indicates that public transportation has not been an effective alternative for mobility. Communities tend to perceive motorcycles as more accessible, flexible, and time-efficient than public transportation services, whose operational coverage and reliability continue to decline. Similar findings were reported by Junita et al. (2020), who argued that inadequate public transportation services directly increase private vehicle dependency and urban congestion. The growing dependency on private vehicles also contributes significantly to congestion along the Sungailiat–Pangkalpinang corridor, particularly during peak commuting hours. Traffic density is increasingly concentrated around educational institutions, commercial centers, and administrative areas as they enter Pangkalpinang City. In this context, congestion is not merely caused by increasing mobility demand, but also by the absence of sustainable public transportation systems capable of reducing private vehicle use. Beyond traffic congestion, the dominance of private transportation creates broader social consequences. Communities without access to motorcycles or private cars have limited mobility options, particularly in areas without reliable public transportation alternatives. Transportation inequality, therefore, emerges because access to mobility becomes highly dependent on economic ownership capacity. Boisjoly and El-Geneidy (2017) explain that unequal transportation accessibility can reinforce wider socio-economic disparities by restricting access to employment, education, healthcare, and public facilities. The increasing use of private vehicles further reflects the limited effectiveness of regional transportation

governance. Transportation policies in many non-metropolitan regions remain heavily focused on road expansion while public transportation revitalization receives relatively limited attention. As a result, transportation infrastructure development often accommodates the growth of private vehicles instead of addressing the structural causes of mobility inequality.

Overall, the rapid increase in private vehicle dependency along the Sungailiat–Pangkalpinang corridor demonstrates that the current transportation system has not yet succeeded in creating inclusive and sustainable mobility access. The dominance of motorcycles and private cars, therefore, represents not only a transportation trend but also an indicator of the continuing crisis of public transportation accessibility in the region.

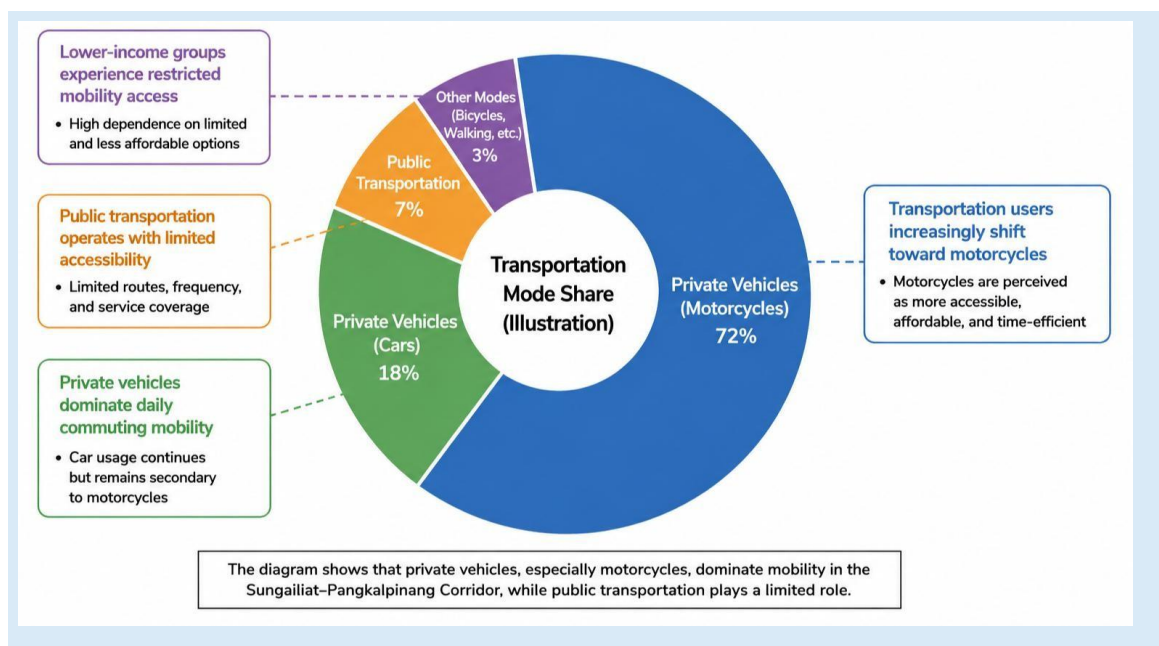
Declining Public Transportation Services and Mobility Inequality

The increasing dependency on private vehicles along the Sungailiat–Pangkalpinang corridor cannot be separated from the gradual decline of public transportation services in the region. Over the last several years, public transportation has experienced decreasing operational coverage, limited fleet availability, irregular schedules, and weakening service quality. As a result, public transportation is increasingly unable to compete with the practicality and flexibility offered by motorcycles and private cars. In many developing regions, the decline of public transportation services often reflects structural weaknesses in transportation governance, including limited investment, inconsistent policies, and the absence of integrated mobility planning (Azis & Asrul, 2014). Similar conditions can be observed in the transportation system connecting Sungailiat and Pangkalpinang, where conventional public transport services continue to lose riders due to limited accessibility and operational inefficiencies.

The weakening of public transportation has significant implications for mobility equality. Communities without private vehicles face greater difficulty accessing workplaces, educational institutions, healthcare services, and commercial centers. In this situation, transportation accessibility becomes unevenly distributed because mobility opportunities depend increasingly on private ownership capacity rather than public service availability. This condition particularly affects students, informal workers, elderly populations, and lower-income communities who remain dependent on affordable transportation. Limited public transportation services force many individuals to spend higher transportation costs or rely on informal mobility alternatives. Consequently, transportation inequality develops not only as an infrastructure problem but also as a socio-economic issue affecting daily public welfare. According to Putra and Adeswastoto (2018), transportation accessibility should guarantee that communities can reach essential activities safely, effectively, and affordably. However, the transportation reality in the

Sungailiat–Pangkalpinang corridor demonstrates that accessibility remains highly unequal. Areas with stronger economic activity generally receive better transportation connectivity, while peripheral and less strategic areas experience weaker mobility support. The decline of public transportation also contributes to changes in community mobility behavior. Public trust toward collective transportation continues to weaken as service reliability decreases. Many residents perceive public transportation as inefficient due to uncertain departure schedules, limited operational routes, and insufficient comfort and safety standards. Similar findings were identified by Ari et al. (2014), who argued that declining service quality significantly reduces public interest in using public transportation systems. Figure 2 illustrates the imbalance between private vehicle dominance and the declining role of public transportation in regional mobility patterns.

Figure 2. Illustration of Transportation Mode Dominance in the Sungailiat–Pangkalpinang Corridor



Source: Processed by the author based on transportation studies and BPS data (2024)

The figure demonstrates that transportation inequality in the corridor is not solely due to traffic congestion but also to the uneven distribution of transportation accessibility. Public transportation no longer functions as an inclusive mobility instrument that accommodates diverse social groups equally.

From a broader perspective, the weakening of public transportation may also create long-term sustainability challenges. Excessive reliance on private vehicles contributes to higher fuel consumption, increased environmental pressure, and inefficient urban mobility. Rahman et al.

(2023) emphasize that sustainable transportation systems require inclusive public mobility services capable of reducing transportation dependency on private ownership. Therefore, the crisis of public transportation in the Sungailiat–Pangkalpinang corridor should be understood as a multidimensional problem involving accessibility inequality, social exclusion, and weak regional transportation governance. Without significant transportation reform, mobility inequality in the region will likely continue to expand as urbanization and vehicle growth increase.

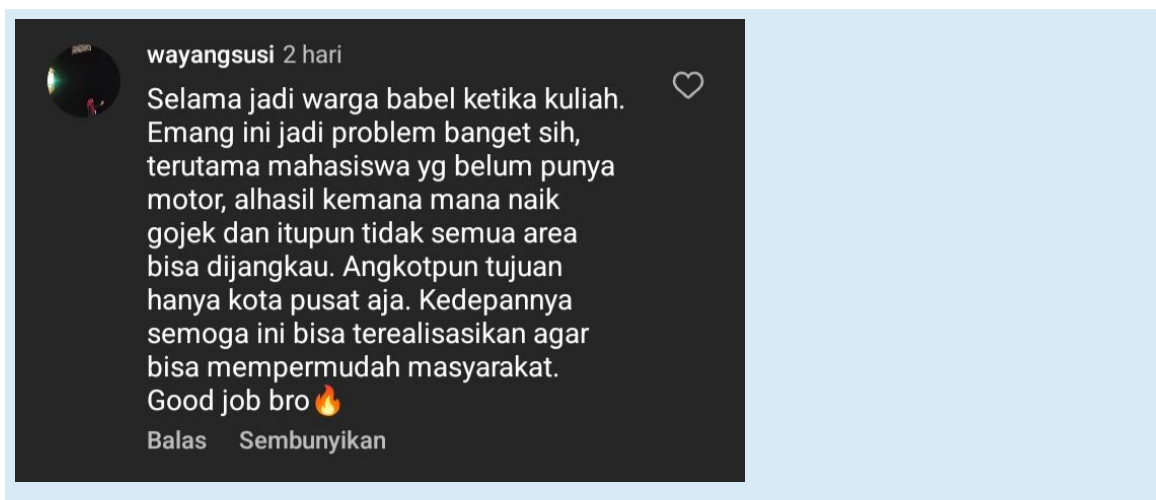
Community Perspectives on Public Transportation and Mobility Challenges

Public perceptions provide additional insights into the transportation challenges experienced by residents in the Sungailiat–Pangkalpinang corridor. Discussions collected from public social media interactions reveal concerns regarding limited public transportation accessibility, inadequate service coverage, and increasing dependence on private vehicles.

One respondent highlighted the difficulties faced by students and residents who do not own private vehicles, stating that:

“Public transportation remains a major problem, especially for students who do not own motorcycles. As a result, many people rely on ride-hailing services, and even these services cannot reach all areas. Public transportation routes are mostly concentrated in urban centers.”

Figure 3. Comment from Instagram user @wayangsusi



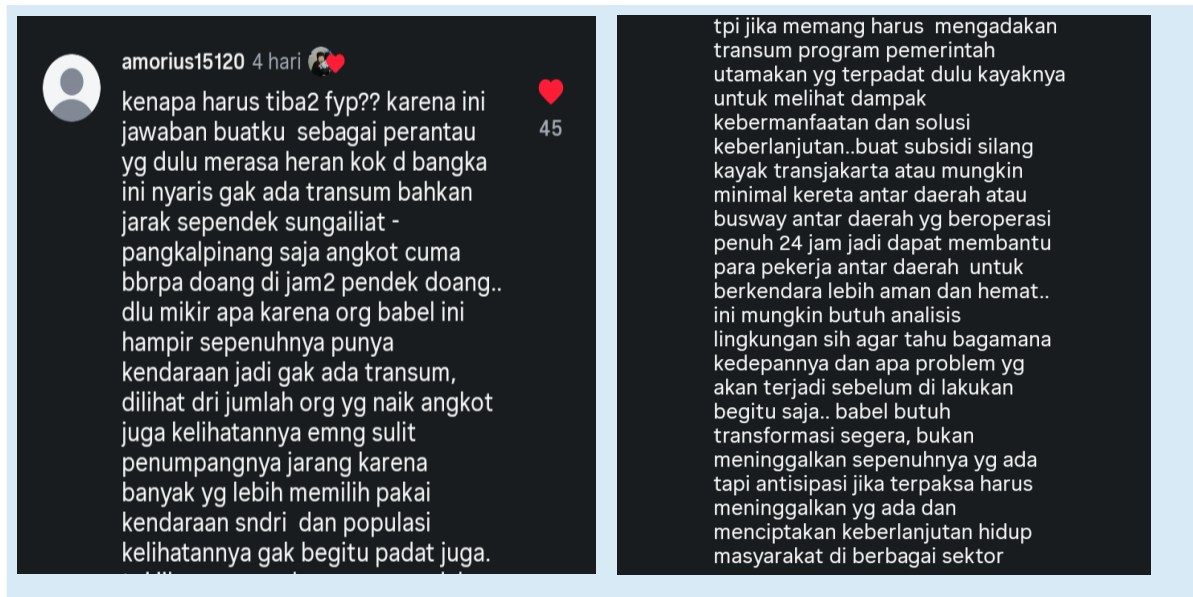
Source: Instagram @frans_tdp2410

This response reflects the unequal distribution of transportation accessibility and demonstrates how limited public transportation services can restrict mobility opportunities for specific social groups.

Another respondent, who previously lived in Bangka Belitung as a migrant, explained that:

“Public transportation between Sungailiat and Pangkalpinang operates in very limited numbers and only during certain hours. Consequently, most residents prefer using private vehicles, while public transport struggles to attract passengers.”

Figure 4. Comment from Instagram user @Amorius15120



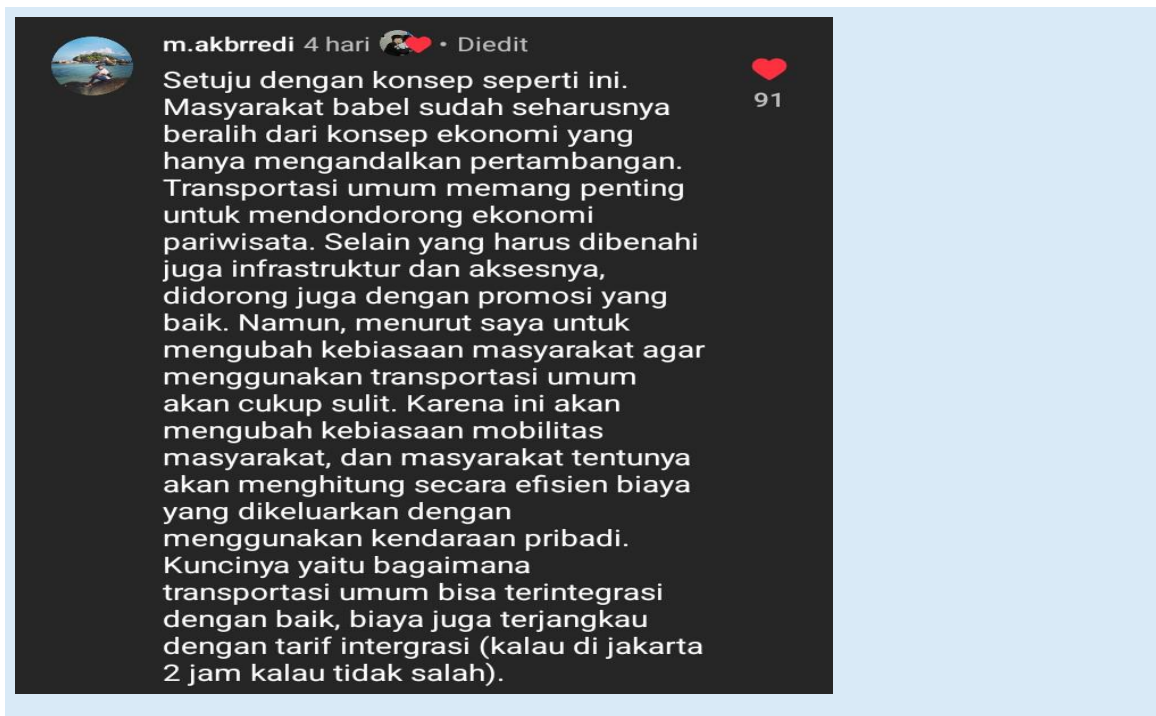
Source: Instagram @frans_tdp2410

This statement supports the argument that declining public transportation services have contributed to the dominance of private vehicles within the corridor.

Furthermore, another respondent emphasized the importance of integrated transportation systems, arguing that:

“Public transportation is essential for supporting tourism and regional economic development. However, changing mobility habits will be difficult unless public transportation is affordable, well-integrated, and capable of competing with the convenience of private vehicles.”

Figure 5. Comment from Instagram user @m.akbrredi



Source: Instagram @frans_tdp2410

This perspective indicates that transportation reform requires not only infrastructure improvements but also service integration and strategies to encourage behavioral shifts toward public transportation use.

Overall, these public responses reinforce the study's findings that transportation problems in the Sungailiat–Pangkalpinang corridor extend beyond congestion issues and are closely related to accessibility inequality, limited transportation alternatives, and the need for more inclusive and sustainable mobility policies.

Structural Challenges in Regional Transportation Governance

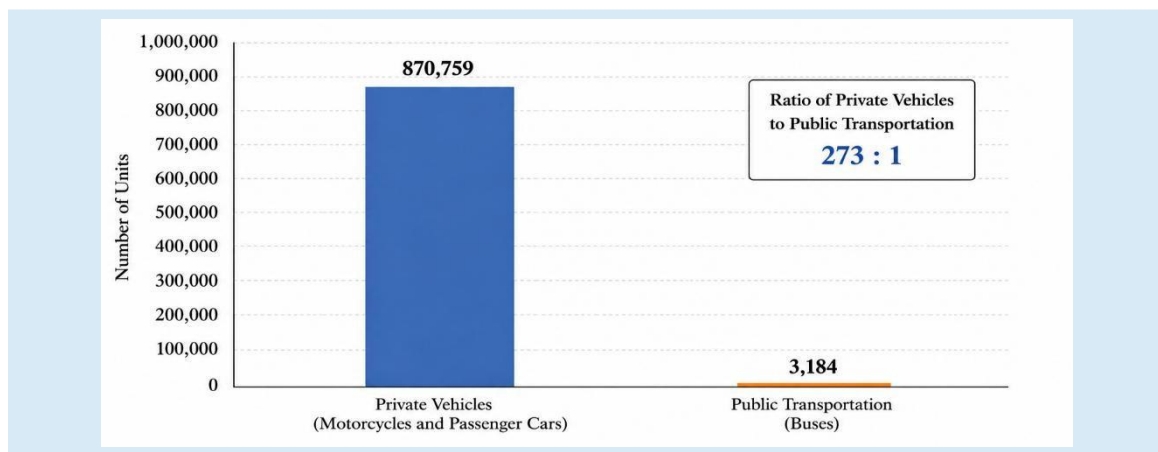
The transportation crisis along the Sungailiat–Pangkalpinang corridor reflects not only increasing vehicle density, but also deeper structural weaknesses in regional transportation governance. Transportation policies in many non-metropolitan regions remain predominantly focused on road expansion and traffic accommodation rather than strengthening sustainable public transportation systems. As a result, transportation development often fails to address the growing imbalance between mobility demand and public accessibility.

In Kepulauan Bangka Belitung, the rapid growth of private vehicles has not been accompanied by adequate improvements in collective transportation infrastructure. Public transportation services connecting Sungailiat and Pangkalpinang continue to operate with

limited fleet availability, uncertain schedules, restricted operational coverage, and weak service integration. Consequently, motorcycles and private cars are increasingly perceived as the most practical mobility options for daily commuting. This condition demonstrates the limited effectiveness of transportation governance in providing inclusive mobility systems. Rather than functioning as a public service capable of reducing transportation inequality, public transportation increasingly occupies a marginal role within regional mobility patterns. Communities are therefore encouraged to rely on private vehicles, even though this trend contributes directly to congestion growth and inefficient transportation systems.

The governance imbalance can also be observed through the comparison between vehicle growth and the availability of public transportation fleets in the Bangka Belitung Islands Province. While the number of motorcycles and passenger cars continues to increase significantly, public transportation fleets remain extremely limited.

Figure 6. Ratio of Private Vehicles to Public Transportation in Bangka Belitung Islands Province (2024)



Source: Central Statistics Agency of Bangka Belitung Islands Province (2024)

The figure indicates a substantial imbalance between private mobility and public transportation availability. The dominance of private vehicles reflects how regional transportation systems increasingly depend on individual ownership rather than collective accessibility. This imbalance contributes to rising congestion while simultaneously reducing mobility opportunities for communities without access to private transportation.

Weak transportation governance also affects spatial accessibility between urban centers and peripheral areas. Transportation services remain concentrated in economically active areas, while many surrounding areas have limited public mobility support. According to Hidayat (2025), unequal accessibility may reinforce spatial inequality because transportation opportunities become unevenly distributed among different social groups and geographic

locations. Furthermore, transportation governance challenges are closely related to weak institutional coordination and limited policy innovation. Sustainable transportation systems require integrated planning involving transportation agencies, regional governments, and spatial development institutions. However, transportation policies often remain fragmented and reactive, focusing primarily on short-term congestion reduction rather than long-term accessibility improvement. Rahman et al. (2023) emphasize that sustainable transportation systems should prioritize inclusiveness, accessibility, and social equality rather than merely facilitating vehicle circulation. In the Sungailiat–Pangkalpinang corridor, however, transportation development continues to favor private mobility expansion while public transportation revitalization remains limited. To address these challenges, innovative transportation solutions should be considered within the Sungailiat–Pangkalpinang corridor. One potential alternative is the development of a Trans Bangka system that connects major urban and economic centers with reliable, affordable public transportation. In addition, integrated feeder transportation, intercity shuttle services, and collaboration with digital mobility platforms may improve accessibility for residents who currently depend on private vehicles. Such initiatives could help reduce transportation inequality while supporting sustainable regional mobility and economic development. Without comprehensive transportation reform, the region's increasing urbanization and private vehicle ownership will continue to intensify congestion and mobility inequality. Therefore, the transportation crisis in the Sungailiat–Pangkalpinang corridor should be understood not merely as a traffic issue, but as a structural governance problem closely related to social inclusion, accessibility justice, and sustainable regional development.

Conclusion

The transportation condition along the Sungailiat–Pangkalpinang corridor demonstrates a growing imbalance between increasing mobility demand and the limited capacity of public transportation systems. The rapid growth of motorcycles and private cars indicates that regional mobility has become increasingly dependent on private vehicle ownership. At the same time, public transportation continues to experience declining accessibility, limited operational coverage, and weakening service quality. This condition contributes not only to traffic congestion but also to wider inequality in mobility access among social groups. The study finds that the crisis of public transportation in the corridor is closely related to structural weaknesses in regional transportation governance. Transportation development policies remain

predominantly oriented toward road expansion and private vehicle accommodation rather than strengthening inclusive and sustainable public mobility systems. As a result, public transportation has not functioned effectively as an accessible and reliable mobility alternative for regional communities. The weakening of public transportation accessibility particularly affects lower-income communities, students, informal workers, and individuals without private vehicles. Mobility opportunities increasingly depend on economic ownership capacity, creating unequal access to employment, education, healthcare, and public services. In this context, transportation inequality reflects broader socio-spatial disparities within regional development. Furthermore, the dominance of private vehicles also creates long-term sustainability challenges, including congestion growth, inefficient transportation patterns, increasing fuel consumption, and environmental pressure. Therefore, transportation problems in the Sungailiat–Pangkalpinang corridor should not merely be understood as technical traffic issues, but as broader governance and accessibility problems closely connected to social inclusion and sustainable development.

This study emphasizes the importance of integrated transportation reform through strengthening public transportation systems, improving service accessibility, expanding transportation coverage, and developing sustainable mobility policies. Without significant improvements in public transportation governance, mobility inequality and transportation inefficiency in the Sungailiat–Pangkalpinang corridor will likely continue to intensify alongside increasing urbanization and private vehicle ownership growth. The findings also indicate that community concerns regarding transportation accessibility remain highly relevant in the Sungailiat–Pangkalpinang corridor. Therefore, the development of innovative, integrated transportation systems, such as regional transit services, feeder networks, and digital mobility integration, should be pursued to reduce mobility inequality and support sustainable regional development. Author Contributions: The author contributed to all aspects of the research, including conceptualization, methodology, analysis, writing, and editing of the manuscript.

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