

# PUBLIC TRANSPORTATION POLICY ANALYSIS TO REDUCE PRIVATE VEHICLE DEPENDENCE IN PANGKALPINANG CITY AND BANGKA REGENCY

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## Abstract

*The increasing number of private vehicles in Pangkalpinang City and Bangka Regency has contributed to traffic congestion, mobility inefficiency, and growing dependence on individual transportation. The absence of an integrated public transportation system has encouraged residents to rely mainly on motorcycles and private cars for daily activities. This study aims to analyze public transportation policy development as an alternative strategy to reduce private vehicle dependence and support sustainable urban mobility. The research applies a qualitative approach through literature review and analysis of regional statistical data, policy documents, and relevant academic studies on public transportation governance. The findings indicate that the growth of private vehicles is not balanced by the availability of reliable public transport services, resulting in increased traffic density in urban activity centers and inter-regional routes. Policy direction emphasizing accessible, integrated, and service-oriented public transportation is considered essential, including the development of city transit systems, urban feeder transport, and strengthened local government coordination. The study concludes that public transportation development can become a strategic policy instrument to improve mobility efficiency while reducing congestion risks in Pangkalpinang City and Bangka Regency.*

**Keywords:** Pangkalpinang City, Bangka Regency; private vehicle dependence; Public transportation policy; Urban mobility,

## INTRODUCTION

Urban transportation has become an increasingly important issue in regional development, particularly in urban areas experiencing rapid population growth and economic expansion. Mobility activities that continue to increase require transportation systems capable of supporting accessibility, efficiency, and equitable public services. In many developing regions, the imbalance between transportation demand and service availability often leads to a growing dependence on private vehicles. This condition creates various urban problems, including traffic congestion, inefficient mobility patterns, and declining quality of public space.

Pangkalpinang City as the capital of Bangka Belitung Province functions as the center of government, trade, and services, while Bangka Regency acts as a supporting region connected through daily economic and social mobility. The interaction between these two regions encourages high movement intensity of people and goods through land transportation networks. Statistical data show that the number of motor vehicles in Pangkalpinang continues to increase annually, dominated by motorcycles and private cars, indicating strong reliance on individual transportation modes (Badan Pusat Statistik Kota Pangkalpinang, 2025). On the other hand, the availability of structured and integrated public transportation services remains limited, causing mobility needs to be fulfilled mainly through private vehicle ownership.

The increase in private vehicle use contributes to congestion risks in urban activity centers, commercial areas, and inter-regional routes connecting Pangkalpinang City and Bangka Regency. The

absence of reliable public transportation alternatives encourages people to choose transportation modes that are considered more practical and flexible. Regional transportation statistics also indicate that transportation development has not yet fully balanced mobility growth, creating challenges for local governments in managing urban transportation governance and service provision (Badan Pusat Statistik Provinsi Kepulauan Bangka Belitung, 2025).

Previous studies have demonstrated that public transportation policies play a significant role in reducing traffic congestion and improving mobility efficiency. Research conducted by Sari and Hidayat (2020) explains that the implementation of integrated public transportation systems can reduce private vehicle dependence when supported by consistent policy implementation and service reliability. Public transportation is also positioned as an essential component of public service delivery that enhances accessibility and social inclusion, as shown in the Trans Jogja transportation policy study (Pratama, 2022). Furthermore, transportation policy implementation requires institutional coordination and integrated planning to effectively address urban mobility challenges (Nasution & Kadir, 2021). Governance-based transportation arrangements are considered necessary to ensure sustainability and effectiveness of urban transport systems (Putra, 2023).

From a regulatory perspective, transportation management in Indonesia is guided by Law Number 22 of 2009 concerning Road Traffic and Transportation, which emphasizes the responsibility of government institutions to provide safe, affordable, and accessible transportation services for the public. The regulation encourages local governments to develop transportation systems that support mobility efficiency while reducing congestion through policy planning and service management. However, the development of public transportation systems in Pangkalpinang City and Bangka Regency has not yet reached an integrated urban transport model, resulting in continued dependence on private vehicles.

Based on these conditions, a policy gap can be identified between increasing mobility demand and the availability of public transportation services in the region. Therefore, the main problem addressed in this study is how public transportation policy development can be formulated as a strategic effort to reduce dependence on private vehicles in Pangkalpinang City and Bangka Regency. This study aims to analyze transportation policy development within the perspective of public administration and to identify policy directions that support sustainable, accessible, and efficient urban mobility.

## **METHOD**

This study employs a qualitative approach using literature-based research to analyze public transportation policy development in reducing dependence on private vehicles. The qualitative approach is used to understand transportation governance conditions and urban mobility issues from a public administration perspective through interpretation of secondary data and relevant academic studies.

The research focuses on public transportation policy development, particularly policies related to transportation governance, availability of public transport services, and urban mobility patterns influenced by increasing private vehicle use. The study is conducted in Pangkalpinang City and Bangka Regency, Kepulauan Bangka Belitung Province, considering the strong mobility interaction between the two regions and the limited availability of integrated public transportation systems.

The study utilizes secondary data obtained from official statistical publications, government documents, academic journal articles, and credible media reports related to transportation conditions and regional mobility. The main data sources include transportation statistics published by the Central Bureau of Statistics of Pangkalpinang City and the Central Bureau of Statistics of Bangka Belitung Province, supported by previous studies discussing transportation policy implementation in several Indonesian cities.

Data collection was carried out through documentation techniques by reviewing statistical reports, policy documents, scientific literature, and media publications relevant to the research topic. The collected data were analyzed using qualitative descriptive analysis through stages of data reduction, categorization, interpretation, and synthesis to identify policy gaps between increasing private vehicle use and the limited availability of public transportation services. The interpretation of findings is conducted within the framework of public policy and public service governance to formulate policy directions supporting sustainable urban mobility in Pangkalpinang City and Bangka Regency.

## RESULTS

### Motor Vehicle Ownership in the Study Area

Motor vehicle ownership represents an important indicator of mobility patterns in a region. In this study, data on motor vehicles in Pangkalpinang City and Bangka Regency are used to describe the structure of transportation modes used by the community.

**Table 1. Number of Motor Vehicles in Pangkalpinang City**

Type of Vehicle	Units
Passenger Cars	27,339
Buses	292
Trucks	12,160
Motorcycles	200,865
<b>Total</b>	<b>240,656</b>

Source: Badan Pusat Statistik Provinsi Kepulauan Bangka Belitung (2025)

**Table 1** presents the number of motor vehicles in Pangkalpinang City by vehicle type. Motorcycles constitute the largest category with 200,865 units, followed by passenger cars with 27,339 units. Trucks account for 12,160 units, while buses represent the smallest category with 292 units. Overall, the total number of registered motor vehicles in Pangkalpinang City reaches 240,656 units.

**Table 2. Number of Motor Vehicles in Bangka Regency**

Type of Vehicle	Units
Passenger Cars	20,632
Buses	268
Trucks	10,709
Motorcycles	218,263
<b>Total</b>	<b>249,872</b>

Source: Badan Pusat Statistik Provinsi Kepulauan Bangka Belitung (2025)

**Table 2** shows the number of motor vehicles in Bangka Regency. Similar to Pangkalpinang City, motorcycles dominate the vehicle composition with 218,263 units. Passenger cars amount to 20,632 units, followed by trucks with 10,709 units. Buses represent the smallest category with 268 units. In total, Bangka Regency records 249,872 motor vehicles.

### Distribution of Vehicle Types in Pangkalpinang City and Bangka Regency

The distribution of motor vehicles by type provides an overview of transportation patterns and mobility structures in the study area. Motor vehicle statistics are commonly used as indicators to describe the level of transportation demand and mobility activities within a region. In this study, the distribution of vehicle types in Pangkalpinang City and Bangka Regency is presented to illustrate the composition of transportation modes used by the community.

Based on the statistical data presented in **Table 1** and **Table 2**, motorcycles constitute the largest proportion of motor vehicles in both Pangkalpinang City and Bangka Regency. In Pangkalpinang City, the number of motorcycles reaches 200,865 units out of a total of 240,656 vehicles. Passenger cars represent the second largest category with 27,339 units, followed by trucks with 12,160 units. Buses account for the smallest category with only 292 units.

A similar pattern can also be observed in Bangka Regency. The total number of motorcycles reaches 218,263 units out of 249,872 vehicles. Passenger cars amount to 20,632 units, while trucks reach 10,709 units. Buses remain the least common vehicle type with 268 units. This distribution indicates that motorcycles dominate the vehicle composition in both regions.

Motor vehicle data published by Badan Pusat Statistik Provinsi Kepulauan Bangka Belitung show that motorcycles represent the predominant transportation mode used by the community in the Bangka Belitung Islands Province. Such data are often used to describe the structure of transportation systems and mobility patterns in regional areas.

### Percentage Distribution of Motor Vehicles

To provide a clearer comparison of vehicle composition between the two regions, the distribution of motor vehicles can also be presented in percentage terms.

**Table 3. Percentage Distribution of Motor Vehicles in Pangkalpinang City and Bangka Regency**

Type of Vehicle	Pangkalpinang (%)	Bangka Regency (%)
Passenger Cars	11.36	8.26
Buses	0.12	0.11
Trucks	5.05	4.29
Motorcycles	83.47	87.34
<b>Total</b>	<b>100</b>	<b>100</b>

Source: Badan Pusat Statistik Provinsi Kepulauan Bangka Belitung (2025), processed by the author.

**Table 3** shows the percentage distribution of motor vehicles in Pangkalpinang City and Bangka Regency. Motorcycles represent the largest proportion of vehicles in both regions, accounting for 83.47% of all vehicles in Pangkalpinang City and 87.34% in Bangka Regency. Passenger cars represent the second largest category, while trucks account for a smaller proportion of the total vehicles. Buses represent the smallest share of motor vehicles in both regions.

## DISCUSSION

### Dependence on Private Vehicles in Pangkalpinang City and Bangka Regency

The results of this study show that private vehicles dominate the transportation structure in Pangkalpinang City and Bangka Regency. Motorcycles account for the largest proportion of vehicles used by the community, followed by passenger cars and other types of motor vehicles. Data from the Central Statistics Agency also indicate that the number of motor vehicles in the Bangka Belitung Islands Province continues to increase every year, reflecting the growing mobility needs of the population (Badan Pusat Statistik Provinsi Kepulauan Bangka Belitung, 2024).

The dominance of private vehicles in urban mobility is not a unique phenomenon. In many Indonesian cities, the rapid growth of motorcycles and private cars often occurs alongside the limited development of public transportation systems. The availability of private vehicles is generally perceived as more practical, flexible, and efficient for daily activities such as commuting, education, and economic activities. This condition encourages people to rely more heavily on personal transportation rather than shared mobility services.

The situation in Pangkalpinang City also reflects similar mobility patterns. Statistical data on transportation in Pangkalpinang show that motorcycles represent the largest category of registered vehicles in the city, which indicates that two wheeled vehicles have become the primary mode of transportation for most residents (Badan Pusat Statistik Kota Pangkalpinang, 2025). The relatively affordable cost of motorcycles, combined with their ability to navigate urban traffic more easily, makes them the preferred option for many households.

However, the continued growth of private vehicles may create several challenges for urban transportation systems. Increasing vehicle ownership can contribute to higher traffic density, increased pressure on road infrastructure, and potential congestion in certain areas of the city. Studies on urban transportation also highlight that excessive reliance on private vehicles can reduce transportation efficiency and create additional challenges for city mobility management (Kurniawan, 2021).

The dependence on private vehicles is also influenced by the availability and quality of public transportation services. In areas where public transport coverage is limited or service reliability is low, residents tend to choose private vehicles as a more convenient option for daily mobility. Research on transportation policy implementation shows that when public transportation systems are not able to meet the mobility needs of the community, the use of private vehicles will continue to increase (Sari & Hidayat, 2020).

In Pangkalpinang City and Bangka Regency, public transportation services are still relatively limited compared to larger metropolitan areas in Indonesia. As a result, many residents rely on motorcycles or private cars for daily travel between residential areas, workplaces, and public facilities. This mobility pattern indicates that the development of public transportation has not yet become a central component of the regional transportation system.

The findings of this study suggest that the dominance of private vehicles is closely related to structural conditions within the transportation system. Improving urban mobility in Pangkalpinang City and Bangka Regency requires not only infrastructure development but also policy strategies that strengthen the role of public transportation. A more reliable and accessible public transport system may encourage a gradual shift in travel behavior, allowing residents to consider alternative modes of transportation beyond private vehicles.

### **Public Transportation Policy Development in Pangkalpinang City and Bangka Regency**

The dominance of private vehicles in Pangkalpinang City and Bangka Regency indicates that the current transportation system still relies heavily on individual mobility. This condition reflects the limited role of public transportation in supporting daily movement within the region. Although private vehicles provide flexibility and convenience for users, excessive dependence on personal transportation may create challenges for urban mobility management in the long term.

Urban transportation policy plays an important role in shaping how people move within a city. In many cases, the development of public transportation systems is closely related to government efforts to reduce traffic congestion, improve accessibility, and create a more balanced transportation structure. Public transportation is not only viewed as a mobility service but also as part of broader urban governance that affects economic activity, social interaction, and spatial development.

Research on public transportation policy shows that the presence of accessible and reliable public transport services can significantly influence travel behavior. When public transportation is able to provide efficient services, people are more likely to reduce the use of private vehicles and shift toward shared mobility systems. This relationship between transportation services and travel behavior has been observed in several Indonesian cities where improvements in public transport services contributed to reducing the level of traffic congestion (Sari & Hidayat, 2020).

Public transportation also represents an important component of public service delivery in urban areas. Transportation services enable communities to access workplaces, education facilities, markets, and other public services. From a governance perspective, the provision of transportation services reflects the responsibility of local governments in ensuring that citizens have adequate access to mobility infrastructure. Studies on public service management emphasize that transportation policy must consider accessibility, affordability, and service reliability in order to effectively meet community needs (Pratama, 2022).

In the context of Pangkalpinang City and Bangka Regency, the development of public transportation policies is closely related to the broader dynamics of regional development. Economic activities, population mobility, and urban expansion continue to increase the demand for transportation services. Data on regional economic conditions show that economic activity in Pangkalpinang continues to grow, which indirectly contributes to the increasing movement of people and goods within the city (Pemerintah Kota Pangkalpinang, 2026). As economic interactions expand, the need for efficient transportation infrastructure also becomes more important.

Despite this growing demand, the availability of organized public transportation services in many smaller urban areas in Indonesia remains limited. Unlike large metropolitan cities that have developed bus rapid transit systems or integrated urban transport networks, smaller cities often rely on informal or semi formal transportation services. These systems sometimes lack route integration, scheduling reliability, and service consistency, which may reduce their attractiveness to potential users.

Previous research on urban transportation governance indicates that the effectiveness of transportation policy is strongly influenced by the capacity of local governments to design and implement integrated transportation planning. Policy implementation involves not only regulatory frameworks but also institutional coordination, infrastructure investment, and long term planning strategies (Nasution & Kadir, 2021). Without strong institutional coordination, transportation policies may face difficulties in achieving their intended objectives.

The development of public transportation policy also requires attention to spatial planning and urban growth patterns. In cities experiencing gradual urban expansion, transportation planning must anticipate increasing travel distances between residential areas and economic centers. If transportation planning does not adapt to these spatial changes, residents may become increasingly dependent on private vehicles to meet their daily mobility needs.

In Pangkalpinang City, transportation planning is also influenced by regional connectivity with surrounding areas such as Bangka Regency. Daily mobility often involves travel between administrative areas for employment, education, and trade activities. This inter regional mobility pattern highlights the importance of transportation systems that can support connectivity between urban and suburban areas. Strengthening regional transportation networks may help improve accessibility while also reducing travel inefficiencies.

Public transportation policy development may also include improvements in service quality and safety. Government initiatives to monitor and evaluate the operational condition of public transport vehicles illustrate ongoing efforts to maintain service standards and ensure passenger safety. For example, transportation authorities in the Bangka Belitung region have conducted inspections of public transportation vehicles to ensure their roadworthiness and operational safety (ANTARA News Bangka Belitung, 2026). Such measures are important for building public trust in transportation services.

Another aspect that needs attention in transportation policy development is the perception of public transportation among residents. In many cases, people choose private vehicles not only because of availability but also because of perceived convenience and reliability. When public transportation services are seen as less efficient or less comfortable, individuals tend to prioritize personal vehicles even if public transport options are available.

Community expectations regarding transportation services are also an important factor in policy development. Reports from local media indicate that residents in Pangkalpinang expect improvements in public transportation services, particularly in terms of service quality, accessibility, and operational coverage. These expectations demonstrate that public transportation still has the potential to become an important component of the regional mobility system if supported by appropriate policy measures (RRI Sungailiat, 2025).

Developing an effective public transportation system requires long term policy commitment and strategic planning. Local governments need to consider transportation not only as an infrastructure issue but also as part of urban development strategy. Integrated transportation planning can support economic growth, improve social connectivity, and reduce the negative externalities associated with excessive private vehicle use.

In the long term, strengthening the role of public transportation may help create a more balanced transportation system in Pangkalpinang City and Bangka Regency. By improving service accessibility, expanding transportation networks, and enhancing operational reliability, public transportation has the potential to gradually reduce dependence on private vehicles while supporting more sustainable urban mobility.

### **Policy Implications for Sustainable Urban Mobility**

The findings of this study highlight that the dominance of private vehicles in Pangkalpinang City and Bangka Regency reflects structural challenges within the regional transportation system. The limited availability of organized public transportation services has contributed to the continued reliance on motorcycles and private cars for daily mobility. This situation suggests that transportation policy development needs to address not only infrastructure issues but also broader aspects of urban mobility planning.

Public transportation is widely recognized as an important element in creating a more balanced and efficient urban transportation system. A well managed public transport system can provide mobility alternatives for residents while also reducing pressure on road infrastructure. Previous studies on urban transportation indicate that the expansion of accessible public transport networks can encourage a gradual shift from private vehicles toward shared transportation modes (Kurniawan, 2021).

In addition to reducing dependence on private vehicles, the development of public transportation also contributes to broader goals of sustainable urban development. Transportation policies that emphasize public mobility services, integrated routes, and service reliability can improve accessibility

while supporting more efficient patterns of urban movement. Policy strategies aimed at strengthening public transport systems are often linked with efforts to promote environmentally sustainable transportation and reduce transportation related emissions (Rahman & Yusuf, 2024).

For Pangkalpinang City and Bangka Regency, the development of sustainable transportation policies requires careful consideration of regional characteristics and mobility patterns. Compared with larger metropolitan areas, smaller urban regions often face different transportation challenges, including lower population density, limited transportation infrastructure, and financial constraints in developing large scale transit systems. As a result, transportation policies in these regions must adapt to local conditions while still aiming to improve service accessibility and mobility efficiency.

One potential policy approach involves strengthening the integration of transportation services between urban and surrounding areas. Mobility in Pangkalpinang is not limited to movements within the city itself but also includes travel to nearby areas such as Bangka Regency. Many residents commute for employment, education, and economic activities across administrative boundaries. Strengthening regional transportation networks could help facilitate these mobility flows while reducing the need for individual vehicle use.

Another important aspect of transportation policy is improving the quality and reliability of public transport services. Service reliability often plays a significant role in influencing public perceptions of transportation systems. When transportation services operate consistently and provide predictable travel times, users are more likely to consider public transport as a viable alternative to private vehicles. Policy efforts that focus on improving operational standards, vehicle safety, and route management may contribute to increasing public trust in transportation services.

Local government initiatives related to transportation monitoring and vehicle inspections also represent an important component of policy implementation. Ensuring that public transportation vehicles meet safety and operational standards can help maintain service quality and passenger confidence. Such regulatory measures demonstrate the role of transportation authorities in maintaining the safety and sustainability of public transport operations (ANTARA News Bangka Belitung, 2026).

Community perspectives are equally important in shaping transportation policy. Reports from regional media indicate that residents in Pangkalpinang expect improvements in public transportation services, particularly in terms of service availability and quality. These expectations reflect the community's awareness of the need for better mobility infrastructure that can support daily activities and economic interactions (RRI Sungailiat, 2025).

Developing sustainable urban mobility in Pangkalpinang City and Bangka Regency requires long term planning and policy commitment. Transportation policy should be integrated with broader urban development strategies, including spatial planning, economic development, and environmental sustainability initiatives. By aligning transportation planning with regional development objectives, local governments can create transportation systems that support both mobility efficiency and sustainable urban growth.

Overall, the policy implications of this study suggest that strengthening public transportation systems represents an important step toward reducing dependence on private vehicles in the region. Through improved service accessibility, better institutional coordination, and integrated transportation planning, Pangkalpinang City and Bangka Regency may gradually develop a more balanced and sustainable urban mobility system.

## CONCLUSION

This study examines the development of public transportation policies in reducing dependence on private vehicles in Pangkalpinang City and Bangka Regency. The results show that private vehicles dominate the regional transportation structure, particularly motorcycles, which represent the largest share of motorized vehicles used by the community. The continued growth of private vehicle ownership reflects increasing mobility needs while also indicating that public transportation services have not yet become the primary transportation option for most residents.

The findings also indicate that the limited availability and accessibility of organized public transportation services contribute to the continued reliance on private vehicles. In many cases, private transportation is perceived as more practical and flexible for daily activities such as commuting,

education, and economic activities. As a result, the current transportation system in the study area still depends heavily on individual mobility.

The study highlights the importance of strengthening public transportation policies as part of broader urban mobility management. Policy efforts need to focus on improving transportation service quality, expanding service coverage, and strengthening coordination between regional transportation institutions. Improving the reliability and accessibility of public transport services may encourage gradual changes in travel behavior and increase the attractiveness of public transportation for urban residents.

In the long term, the development of a more integrated and accessible public transportation system may help reduce dependence on private vehicles while supporting more efficient and sustainable mobility patterns in Pangkalpinang City and Bangka Regency. Strengthening transportation governance and improving service quality represent important steps toward achieving a more balanced urban transportation system in the region.

## RECOMMENDATIONS FOR DEVELOPMENT

Based on the findings of this study, several policy recommendations can be proposed to support the development of public transportation in Pangkalpinang City and Bangka Regency. The increasing number of private vehicles indicates that current transportation services have not yet fully met the mobility needs of the community. Therefore, transportation policy development should prioritize strengthening the role of public transport as an alternative mode of mobility.

First, local governments need to improve the accessibility and coverage of public transportation services. Expanding transportation routes and improving connectivity between urban and surrounding areas can help residents access public transport more easily. This approach is particularly important considering the mobility patterns between Pangkalpinang City and Bangka Regency, where daily activities often involve travel across administrative boundaries.

Second, improving the quality and reliability of transportation services is essential for increasing public trust in public transport systems. Transportation services that operate regularly, safely, and comfortably may encourage people to consider shifting from private vehicles to shared mobility options. Efforts to improve vehicle safety standards, operational management, and service reliability should become part of transportation policy priorities.

Third, transportation policy development should be integrated with broader urban planning strategies. Urban growth and economic development will continue to influence transportation demand in the region. Integrating transportation planning with spatial planning and infrastructure development may help create a more efficient and sustainable mobility system.

Finally, strengthening institutional coordination between transportation agencies and local governments is necessary to ensure effective policy implementation. Transportation development requires long term planning and collaboration between multiple stakeholders. Through coordinated policy efforts, Pangkalpinang City and Bangka Regency may gradually develop a transportation system that is more accessible, efficient, and sustainable.

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