

The Impact Of Transportation In Tanjung Kiluan (Lampung) Area To Create The Adequate Facilities In Tanjung Kiluan Local Areas

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Abstract

Tanjung Kiluan is an area located in Bumi Sari Natar, Tanggamus Regency, Lampung Province with its famous marine potential. The potential in Tanjung Kiluan is not supported by the existing supporting factors such as; public transportation, street lighting, gas stations, and access to Tanjung Kiluan. Access to the roads that will be passed by visitors is quite difficult, approximately 7 kilometers before reaching Tanjung Kiluan. In addition to roads that are difficult to get by immigrants, public transportation is still very difficult to find. The standardization for tourism areas requires public transportation to help visitors to get to their destination. The public transportation also needs public facilities such as; bus stops, gas stations, and also road signs. This research will give the benefit in increase the selling value of in Tanjung Kiluan area which supported by adequate facilities and transportation, so that domestic and international tourists can take advantage of all facilities and enjoy the natural beauty in Tanjung Kiluan, Lampung.

Keywords: Transportation, Access, Infrastructure, Facilities, Advantage.

Introduction

The State of Indonesia is currently in the era of President of the Republic of Indonesia, Mr. Ir. Joko Widodo who focuses on building adequate infrastructure in order to support the needs of the Indonesian people throughout the country and in remote areas. Equal infrastructure development throughout the nation is a target included in the Nawacita of the President of the Republic of Indonesia Mr. Ir. Joko Widodo. Infrastructure development is also the goal of the Indonesian people to achieve the fifth principle of Pancasila, "Social Justice for all Indonesian People". The development is mainly for adequate facilities and infrastructure for the Indonesian people. The focus of infrastructure development is the target of the Central Government of the Republic of Indonesia such as the construction of Toll

Roads, Airports, Trans Papua, MRT, LRT and others. Such development is one of the references to the development of the Indonesian State. One of them is the development of access to transportation that can facilitate the people and also adequate facilities to provide comfort for the transportation user. There are quite a number of regions in Indonesia that are experiencing a hindrance in development. Local governments are required to work optimally for the acceleration of development in Indonesian territory. The role of the government in development is needed to sustain the region that is left behind.

Tanjung Kiluan is an area located in Pekon village, Tanggamus Regency, Lampung Province. Tanjung Kiluan has a marvelous maritime tour for local and foreign tourists, to reach Tanjung Kiluan from the city of Bandar Lampung takes 3 until 4 hours with a distance of 80 kilometers. On the way to Tanjung Kiluan tourists will be flooded by a vast expanse of rice fields and views of coconut trees lined up neatly on the beach. As one of the tourist attractions Tanjung Kiluan has several problems, such as inadequate public transportation and public facilities along the access to Tanjung Kiluan. The problems can certainly be a reference for the development of development in Tanjung Kiluan because transportation and public facilities are important aspects of development.

Tanjung Kiluan has been a place for natural tourism since 1995 with stunning natural beauty. In addition, Tanjung Kiluan is known as dolphin island tours because dolphins always migrate to Kiluan Bay. However, behind the beauty of nature and beautiful marine biota, it still has flaws that can make Tanjung Kiluan's tour declines.

Transportation can generally be interpreted as an effort to move or move people or goods from a location, called the original location, to another location, called the destination location. From this understanding transportation has several dimensions, for example; origin, destination, and tools that are needed at destination locations such as social economy and others. If one of the three dimensions is missing, there will be no such thing as transportation (Mohammed, 2010).

The definition of infrastructure in KBBI can be interpreted as public facilities and infrastructure. Facilities are generally known as public facilities like hospitals, roads, bridges, sanitation, and telephone. Economic infrastructure is a form of public capital formed from investments made by the government. Infrastructure in this study includes roads, bridges and sewer systems (Teoritis, 2005)

According to Teoritis (2005), Infrastructure is a system that supports social and economic systems that simultaneously become a liaison for the environmental system, where this system can be used as a basis for policy making. The definition of facilities is anything in the form of objects or money that can facilitate and facilitate the implementation of a particular business. Public facilities are facilities provided by public interests such as roads and street lighting.

Method

The writers decided Tanjung Kiluan area in Lampung as the object of this research because it is an area that is not considered well-invested and cannot be planned to have a new highways. According to the data of long distance transportation plan Tanjung Kiluan, the tourism area expects growth from the 580,383 thousand populations in 2017. This area also embodies a strong decentralization trend, with low population and employment growth in recent years occurring in suburban locations and along highway corridors.

Analyzing highway project is very interesting because it offers the potential to increase mobility and can also produce benefits of accessibility together. Road projects can usually prove vehicle speed, but they also tend to encourage localized land use designs. Therefore, analyzing highway project distinguishes between transportation projects which increases mobility of those who increase accessibility.(Merlin, Levine, & Grengs, 2018)

In this study, the method used was secondary data collection. The data was obtained from the Central Bureau of Statistics Institutions. Secondary data collection required some valid data from related sources or institutions. Some things that must be carried out in secondary data collection were interviews and

Discussion And Result

The writers chose the Tanjung Kiluan area (figure 1), Tanggamus, Lampung which has an area of 2,855.46 Km² for land area plus an ocean area covering 1,799.50 km² with an overall area of 4,654.98 Km², with the topography of the region varying between lowland and highland, which some are hilly to mountainous.

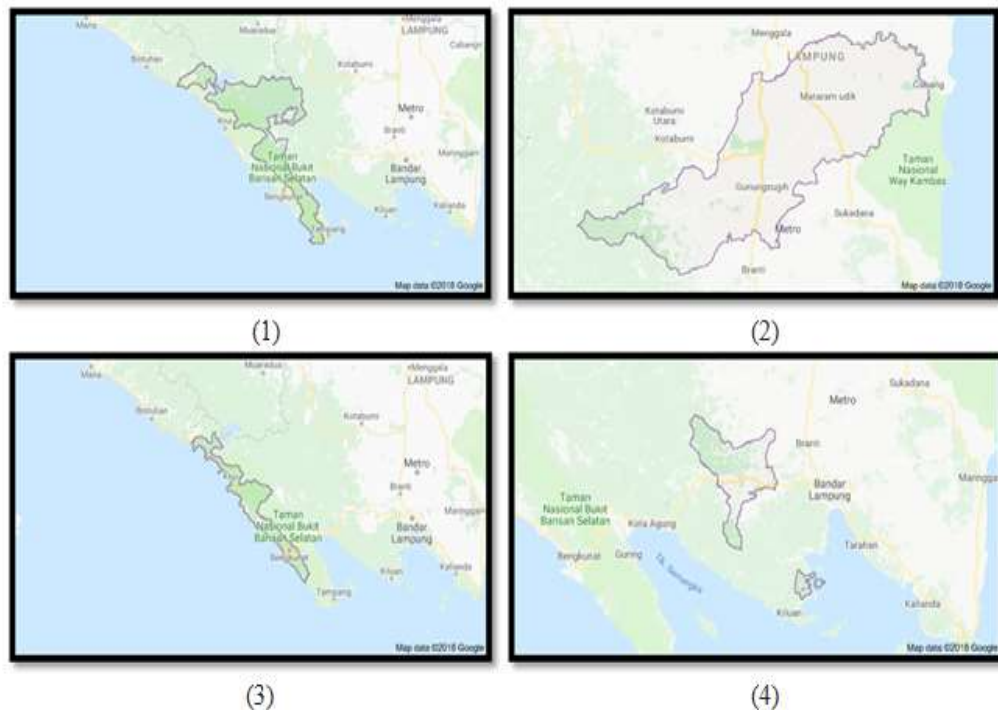


Figure 1. map of Tanjung Kiluan,Tanggamus District, Lampung.

Tanjung Kiluan Lampung directly borders several regions (figure 2). In the north bordering the west Lampung (1) and Central Lampung (2), in the south bordering the Indian Ocean, bordering the West Lampung and the West Coast in the west (3), Pringsewu (4) in the east.



Figure 2. Border in Tanjung Kiluan area, Tenggamus district, Lampung.

Many tourists come to Tanjung Kiluan by land from Bandar Lampung. Reaching Tanjung Kiluan from Bandar Lampung takes approximately 3 hours with a terrain that is quite inadequate to be passed by private cars due to lack of supporting public facilities such as: street lights, road signs, road markers, gas stations, and convenient stores. Starting from Pematang Awi road to Teluk Kiluan, the access to the road was very inadequate.

Moreover, the lack of mobility of public transport from Lampung airport to Tanjung Kiluan is one of the modes of transportation, which is car travel, as for the costs incurred by tourists to rent a travel car is very expensive. In addition, the terrain traversed is in high risk of accidents.

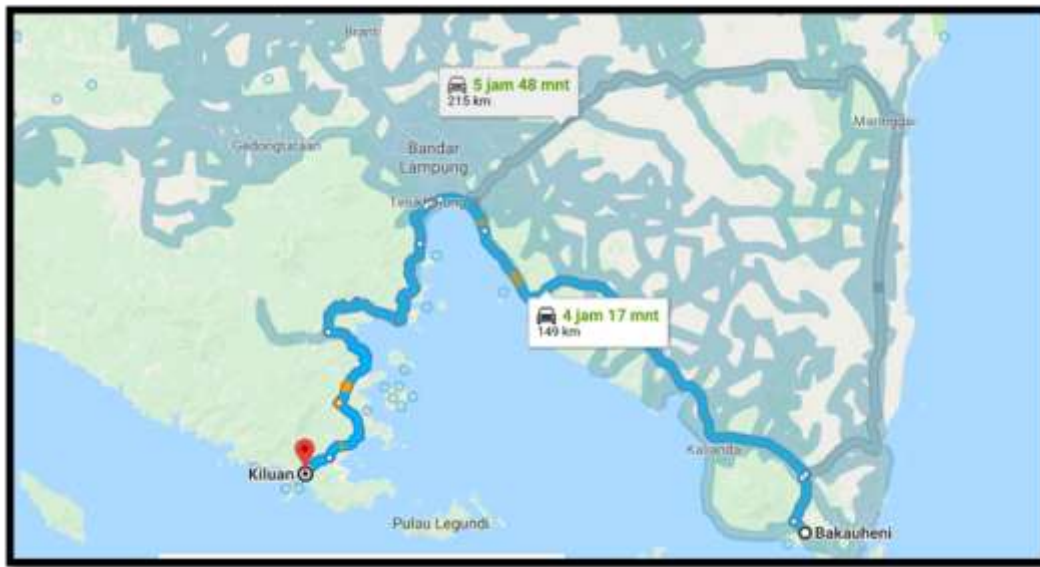


Figure 3. Accent towards Tanjung Kiluan from Bakauheni

Bandar Lampung is the way to Tanjung Kiluan from the east and north, while from the west it will not pass through Lampung city but it will pass through the Great City and will meet in the Awi city. if passing through the great city, there will be more risk on the road.



Figure 4. Accent towards tanjung kiluan from West Lampung

The result of the discussion about the transportation system in Tanjung Kiluan, Lampung is there are still many roads that must be repaired as well as inadequate public facilities. The lack of entrance to go to Tanjung Kiluan, Lampung, is also a

special concern for tourists because there is only one access to get there, namely through the road of Awi. The condition of the road in Awi was not good enough to go through which resulted in a long travel time to go to Tanjung Kiluan, Lampung. To travel from the direction of West Lampung, the writers recommend to open access to the new road from the city of Agung to go directly to Tanjung Kiluan without having to pass the road of the Awi road (Figure 5). With the opening of this new road access, Tanjung Kiluan will be a heaven for tourists who will go to Bandar Lampung or East Lampung area from West Lampung. Components needed to open access to new roads in addition to adequate infrastructure are also needed public facilities because with the availability of adequate public facilities tourists will feel comfortable and access to new roads from the city of Agung to Tanjung Kiluan will live. This new road access will save travelling time of approximately 3 hours from the usual time of 10 hours of travel. Therefore, if the access of this new road is built by tourists it will take approximately 7 hours from West Lampung to get to Kiluan.



Figure 5. Recommendation to open access to new roads from the City agung to Kiluan

CONCLUSION

The area is in desperate need of a highly structured transportation system with supporting modes of transportation as well as adequate public facilities. Not only the land transportation system but the sea transportation system still needs upgraded again to get satisfying results.

So the government have to invest in the Tanjung Kiluan area, Lampung for the sake of development in the Tanjung Kiluan tourism area, Lampung because it would be very unfortunate if the place has good quality.

Public facilities such as street lights, directions, convenient stores, and gas stations are also important factors in the development of the Tanjung Kiluan area. Existing facilities must be re-optimized to create the function of facilities and infrastructure. There are also roads and access that must be repaired at various points.

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