



## INTISARI

Masalah transportasi banyak terjadi pada jam-jam puncak yaitu saat jam berangkat dan pulang sekolah. Hal tersebut dikarenakan perilaku perjalanan siswa yang sangat beraneka ragam. Sistem zonasi sekolah yang diberlakukan Kemendikbud pada tahun 2018 diharapkan tidak hanya sebagai pemerataan kualitas pendidikan namun juga dapat merubah perilaku perjalanan siswa untuk mengurangi masalah transportasi. Penelitian ini dilakukan untuk mengetahui perbedaan perilaku perjalanan antara siswa dengan sistem zonasi dan yang tidak, serta faktor-faktor yang mempengaruhi perilaku perjalanan mereka.

Pada penelitian ini dilakukan survei kepada siswa SMP N 5 Yogyakarta sebanyak 585 orang, terdiri dari 283 siswa Kelas 8 dimana mereka diterima pada tahun ajaran 2018/2019 saat sistem zonasi telah diberlakukan dan juga 302 siswa Kelas 9 yang diterima pada tahun ajaran 2017/2018 saat sistem zonasi belum diterapkan. Survei dilakukan dengan pengisian kuesioner oleh responden yang berisikan variabel-variabel perilaku perjalanan dan sosial ekonomi demografi. Hasil survei selanjutnya diolah dengan uji *crosstab* untuk mengetahui karakteristik perilaku perjalanan siswa yang nantinya akan dibandingkan. Selain itu juga dilakukan analisis faktor-faktor yang mempengaruhi perilaku perjalanan siswa antara Kelas 8 dan Kelas 9 dan regresi pemilihan moda mereka menggunakan uji regresi logistik biner.

Berdasarkan hasil uji *Mann Whitney* didapatkan perbedaan antara perilaku siswa dengan sistem zonasi dan yang tidak. Perbedaan signifikan pada data jarak tempat tinggal sebanyak 42% siswanya Kelas 8 memiliki jarak tempat tinggal 1 sampai 3 Km dan Kelas 9 didominasi lebih dari 7 Km dengan 41,1% siswa, moda yang digunakan berangkat sekolah yang sama-sama didominasi menggunakan motor dengan 58,3% siswa Kelas 8 dan 55,3% Kelas 9, moda pulang sekolah yang sangat signifikan perbedaannya dengan Kelas 8 sebanyak 40,3% dan Kelas 9 sebanyak 24,8% menggunakan motor, serta biaya transportasi untuk berangkat dan pulang sekolah dengan 56,9% siswa Kelas 8 dan 47,4% siswa Kelas 9 kurang dari Rp 5.000. Data pergantian moda yang dilakukan oleh siswa ternyata tidak signifikan karena 89,9% siswa Kelas 8 dan 85,8% siswa Kelas 9 tidak melakukan pergantian moda. Sedangkan faktor-faktor yang mempengaruhi perilaku perjalanan didapatkan dengan uji *Chi-square* dengan hasil yang sangat variatif dan berbeda antara siswa Kelas 8 dan Kelas 9.

**Kata kunci:** Sistem Zonasi Sekolah, Penerimaan Peserta Didik Baru, Perilaku Perjalanan, Sosial Ekonomi Demografi



## ABSTRACT

Many transportation problems occur during peak hours, namely when the hours leave and return from school. That is because the behavior of students who travel is very diverse. The school zoning system implemented by the Ministry of Education and Culture in 2018 is expected not only as an equal distribution of the quality of education but also can change student travel behavior to reduce transportation problems. This research was conducted to determine the differences between students' commuting behavior with the zoning system and those who did not, as well as the factors that influenced their behavior.

This research was done by conducting a survey among 585 students from SMP N 5 Yogyakarta (283 eight-graders from the class of 2018/2019, when the first zoning system was applied; and 302 nine-graders from the class of 2017/2018, when the zoning system was not yet applied). The survey was carried out by giving questionnaire to the targeted respondent related to some variables of commuting behavior and socioeconomic demographic. The data obtained was further analyzed using statistical methods with crosstab to comprehend the characteristic of students' commuting behavior, which eventually will be compared. In the other hands, the affecting factors of the behavior in both type of students class 8 dan class 9 were also analyzed and their type of transportation used regression using a binary logistic regression test.

Based on the Mann Whitney test results shows that there are some differences between the students' behavior as the new policy was applied. A significant difference can be shown in some following variables, including the distance between student's home and school as much as 42% of Class 8 students have a distance of residence of 1 to 3 Km and Class 9 is dominated by more than 7 Km with 41.1% students, the type of transportation used for go to school are equally dominated by motorcycles with 58,3% of Class 8 students and 55.3% of Class 9, the type of transportation used for home is very significant difference with Class 8 as much as 40.3% and Class 9 as much as 24.8% using motorcycles, and the transportation cost with 56.9% of Class 8 students and 47.4% of Class 9 students were less than Rp 5,000. The data of the change in transportation used by the students were unable to show any significant differences between two different groups of student because 89.9% of Class 8 students and 85.8% of Class 9 students did not make any change in transportation used. However, the factors that affecting students' commuting behavior by Chi-square test seemed to be varied and different for both groups of students.

**Keywords:** *school zoning system, student enrollment, commuting behavior, socio-economic demographic*