

THE INFLUENCE OF URBAN ACCESSIBILITY IN DETERMINING AVERAGA INDICATED LAND VALUES FOR THE REGION

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BACKGROUND

- ❖ Land Value is information needed for the Land & Building Taxation
- ❖ Decree No. 533 Year 2000;
Average Indicated Land Value (AILV) at certain region can be estimate using the variables;
 1. Accessibility of Land
 2. Transaction Time of the reported Transaction Data
 3. Type of Transaction Data

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OBJECTIVE

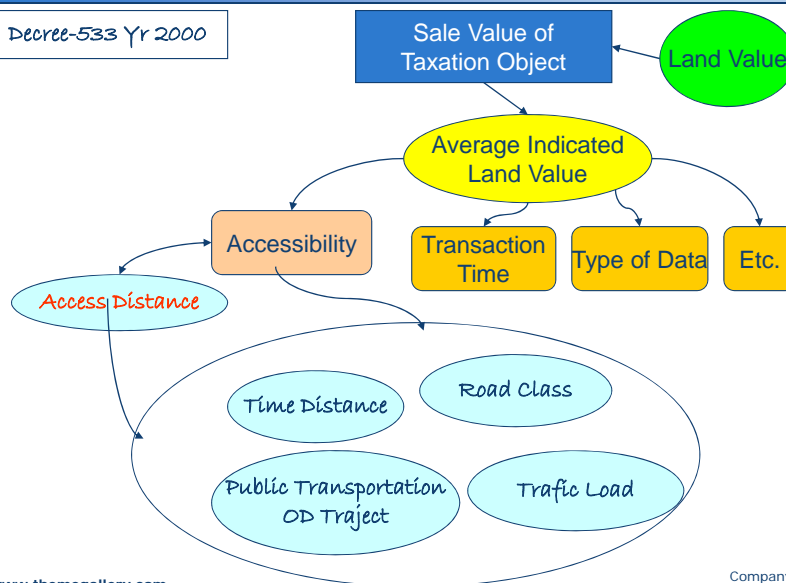
- ❖ Analyze the variables of Accessibility of Land as a significant variable in Land Value Estimation.
- ❖ Develop the Land Value model Estimation for determining Sale Value of Taxation Object (SLTO) and Average Indicated Land Value (AILV).

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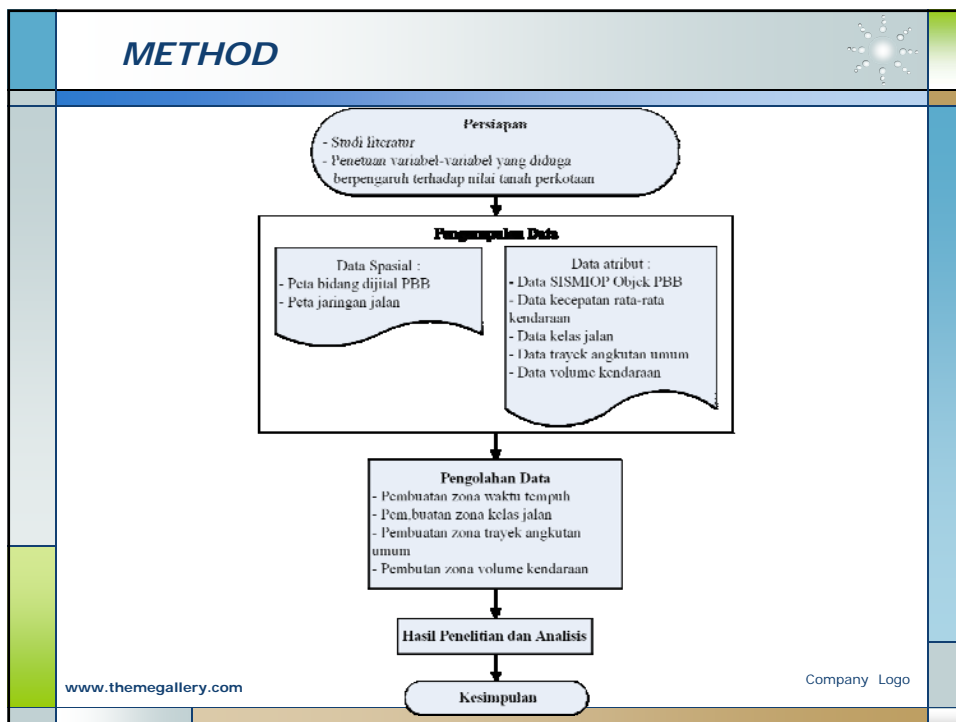
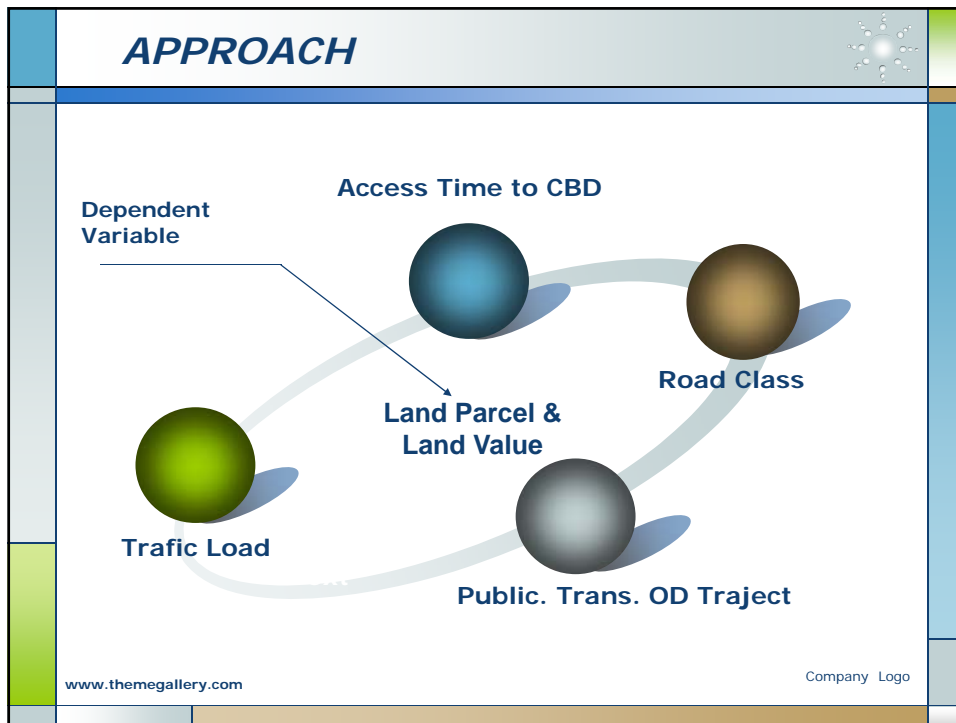
APPROACH of LAND VALUE ESTIMATION PROSEDUR

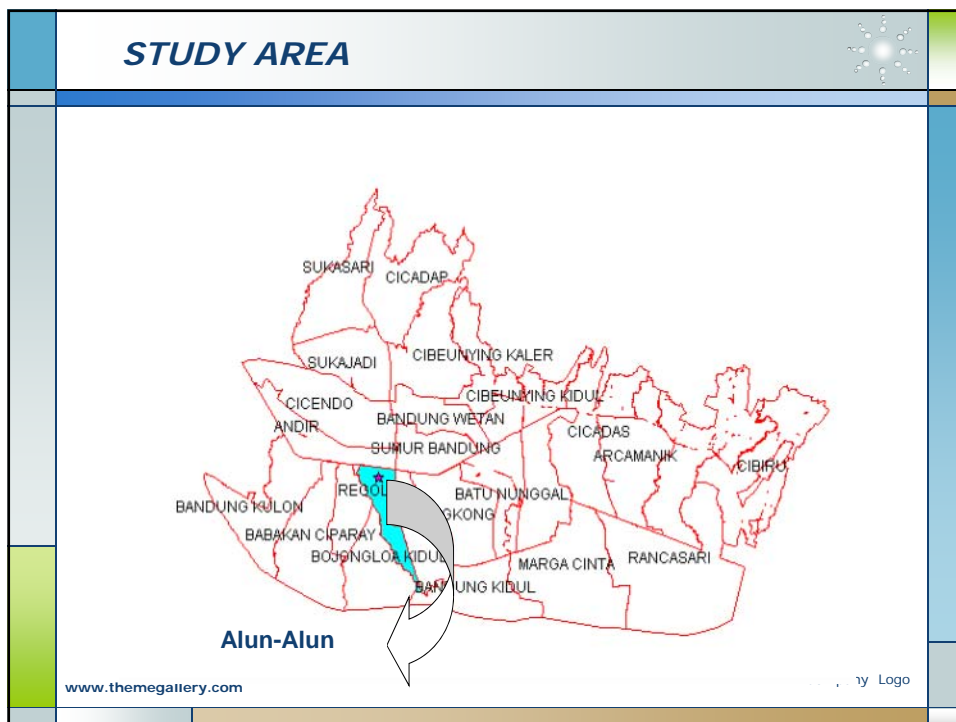
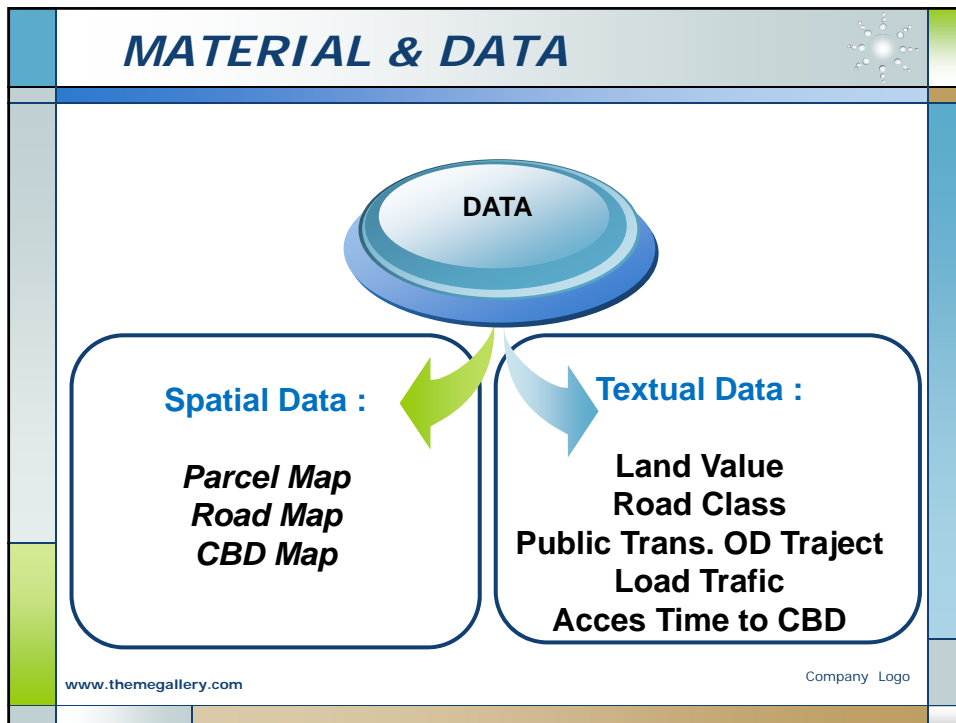
Decree-533 Yr 2000

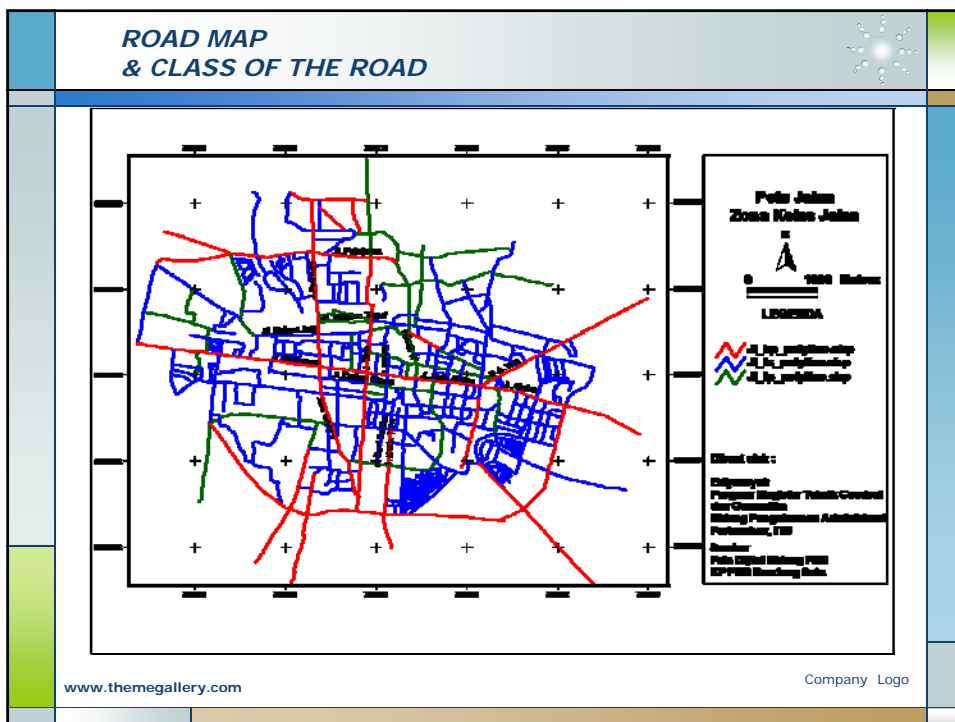
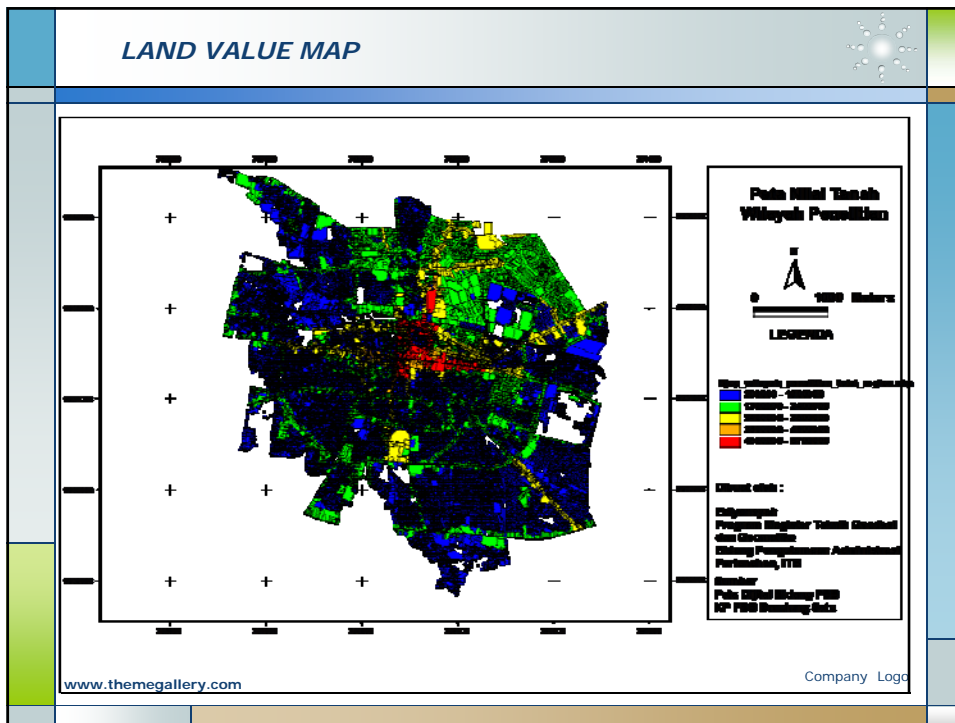


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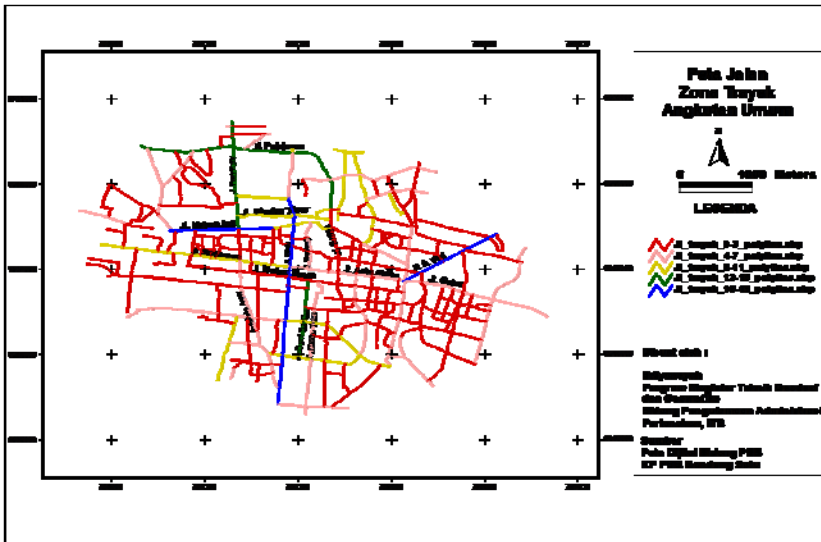
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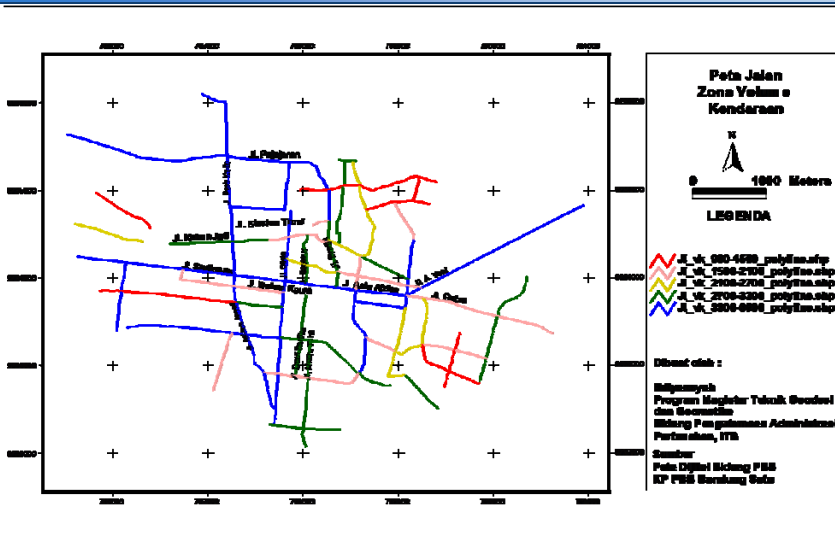
**PUBLIC TRANSPORTATION MAP &
CLASS OF THE PUBLIC TRANSPORTATION ALTERNATIVES**



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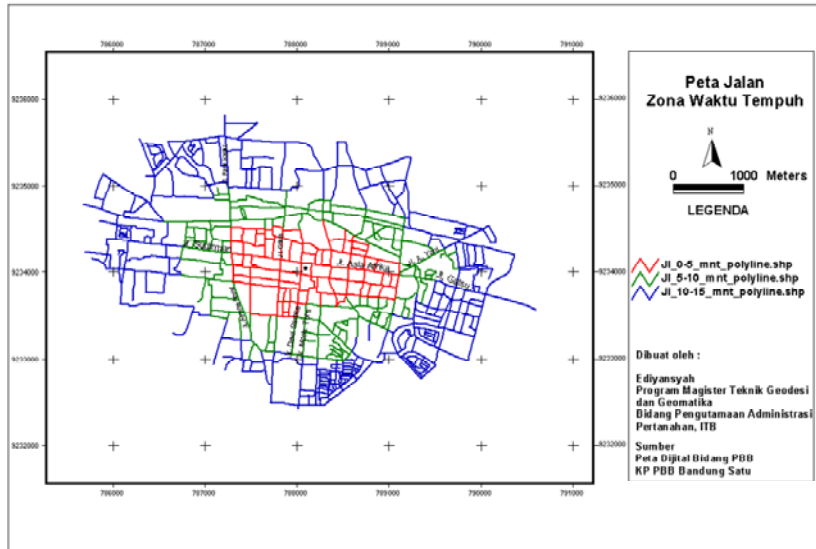
**TRAFIC LOAD MAP
& CLASS OF TRAFIC LOAD MAP**



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TIME OF ACCESS TO CBD MAP & CLASS OF TIME OF ACCESS TO CBD



VARIABLES CLASSIFICATION

$$C = \frac{x_n - x_1}{k}$$

C = jumlah kelas
 x_n = nilai observasi terbesar
 x_1 = nilai observasi terkecil
 k = banyaknya kelas

No	Kelas jalan	Keterangan
1	Jl_ls	Kelas jalan lokal sekunder
2	Jl_lp	Kelas jalan lokal primer
3	Jl_kp	Kelas jalan kolektor primer

No	Kelas	Volume kendaraan (smp/jam)
1	1	900 – 1.500
2	2	1.500 – 2.100
3	3	2.100 – 2.700
4	4	2.700 – 3.300
5	5	3.300 – 3.900

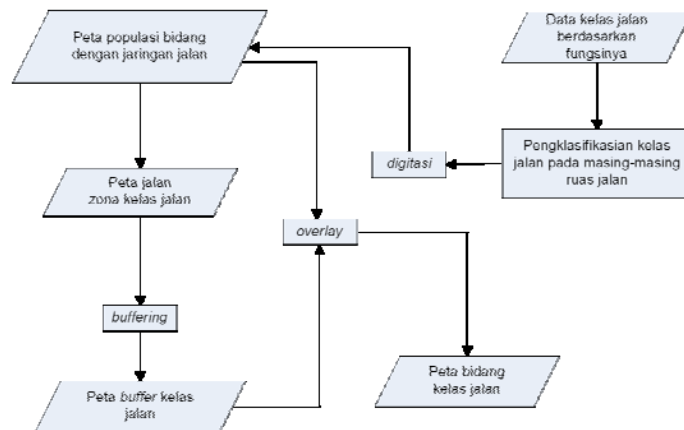
No	Kelas	Jumlah trayek
1	1	0 - 3 trayek
2	2	4 - 7 trayek
3	3	8 - 11 trayek
4	4	12 - 15 trayek
5	5	16 - 19 trayek

Kelas	Nilai Tanah /m ²	Keterangan
1	4.600.000 – 5.700.000	Tinggi
2	3.500.000 – 4.600.000	Cukup Tinggi
3	2.400.000 – 3.500.000	Sedang
4	1.300.000 – 2.400.000	Cukup rendah
5	200.000 – 1.300.000	Rendah

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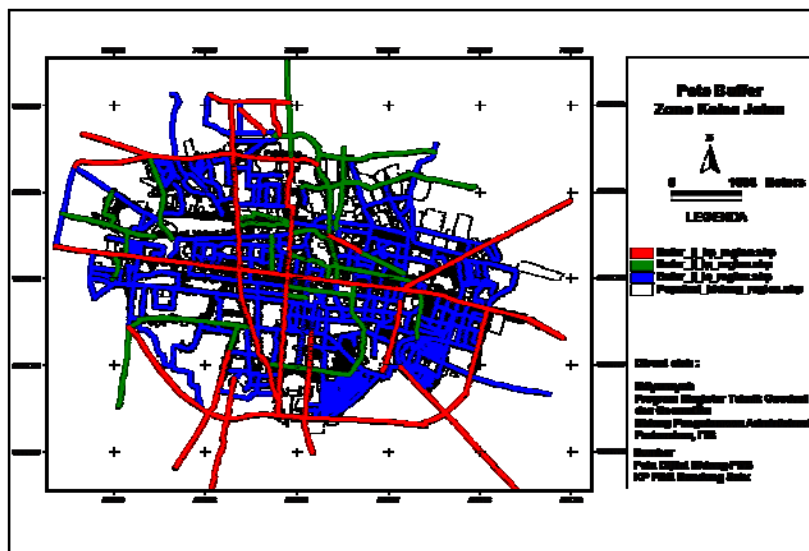
METHOD OF THE ROAD CLASS ZONATION



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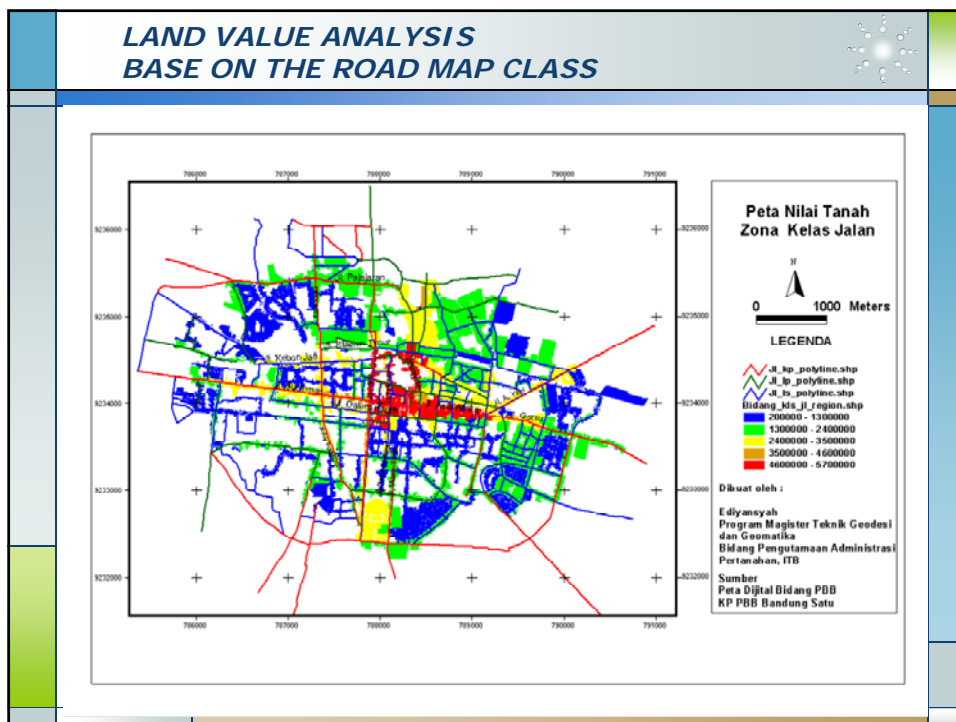
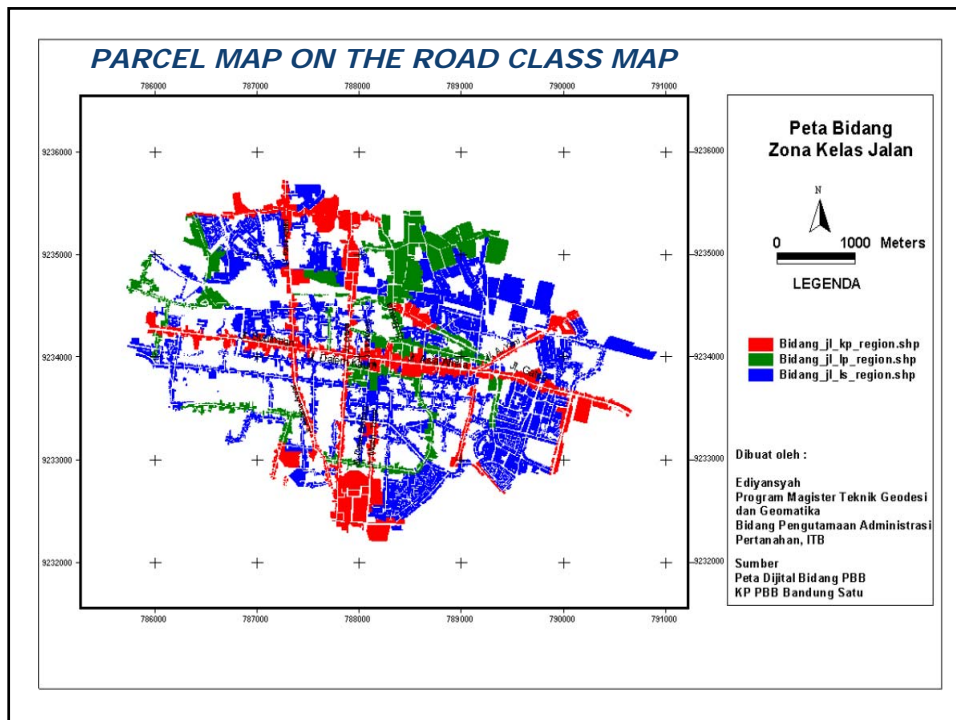
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BUFFER MAP OF ROAD CLASS

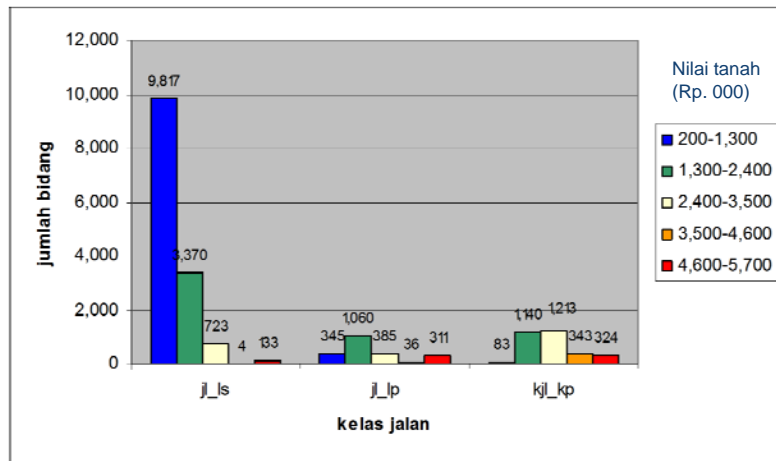


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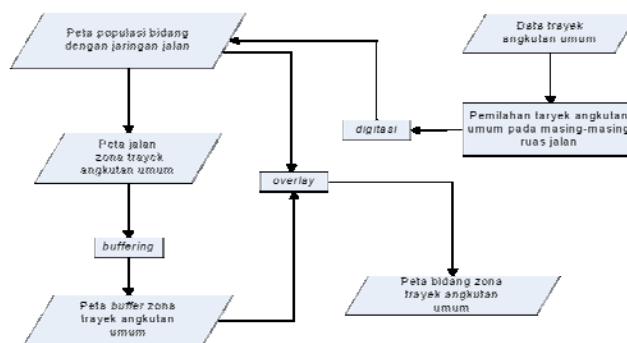
LAND VALUE ANALYSIS BASE ON THE ROAD CLASS



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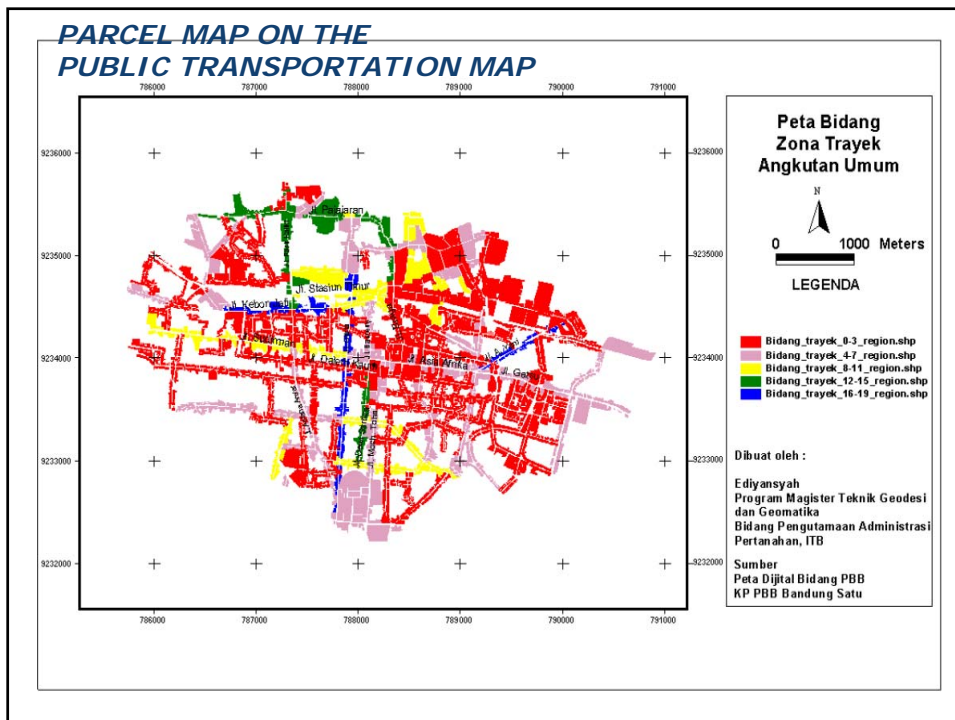
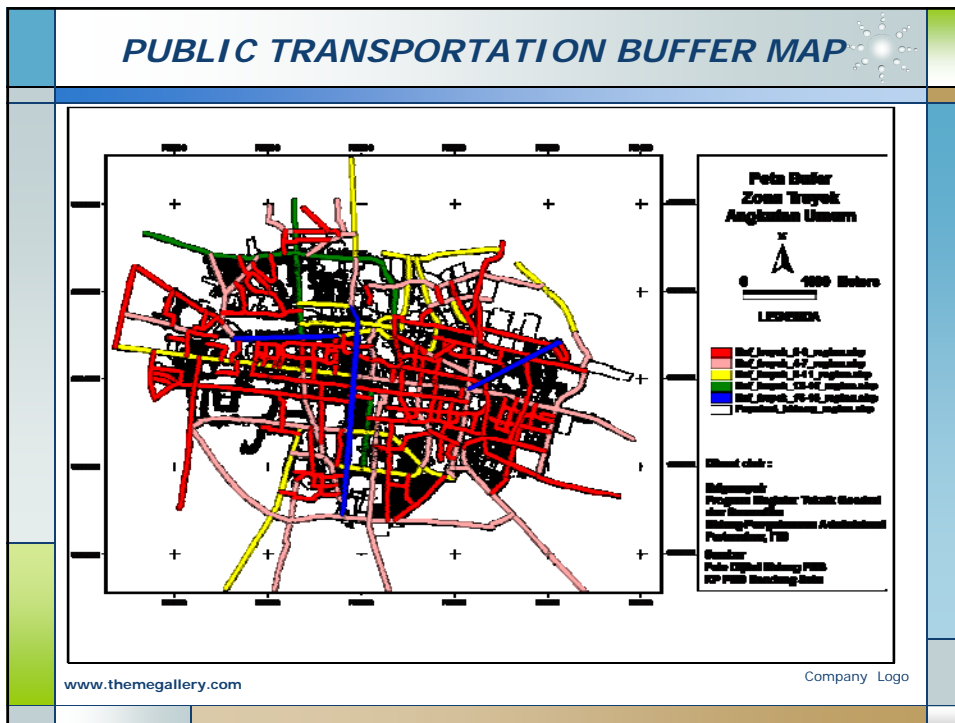
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METHOD OF PUBLIC TRANSPORTATION CLASSIFICATION

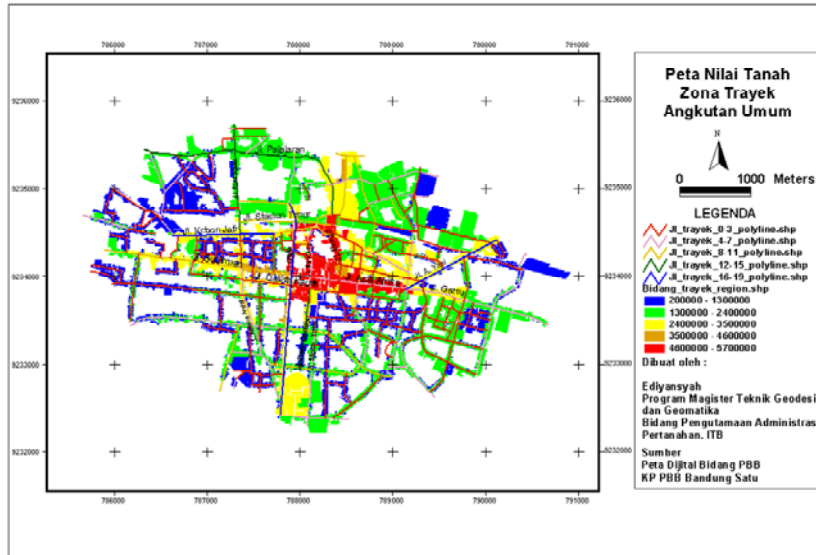


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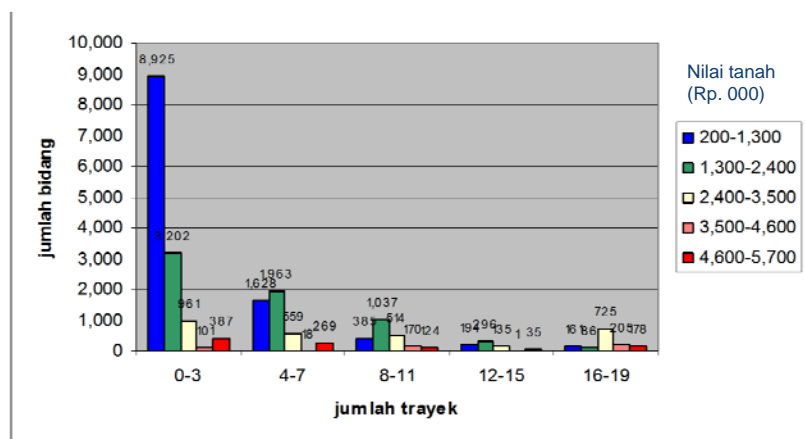
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LAND VALUE ANALYSIS BASE ON THE PUBLIC TRANSPORTATION CLASS



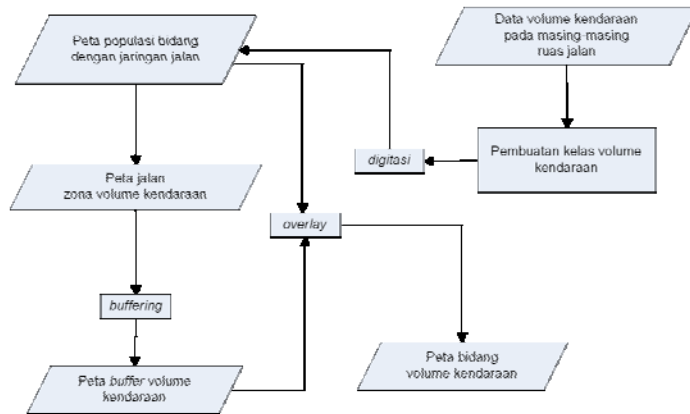
LAND VALUE ANALYSIS BASE ON THE PUBLIC TRANSPORTATION CLASS



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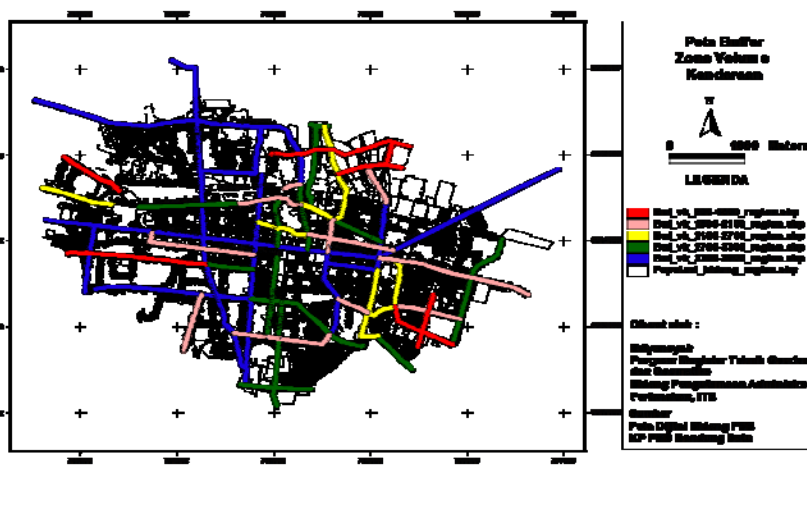
METHOD OF THE TRAFIC LOAD CLASSIFICATION



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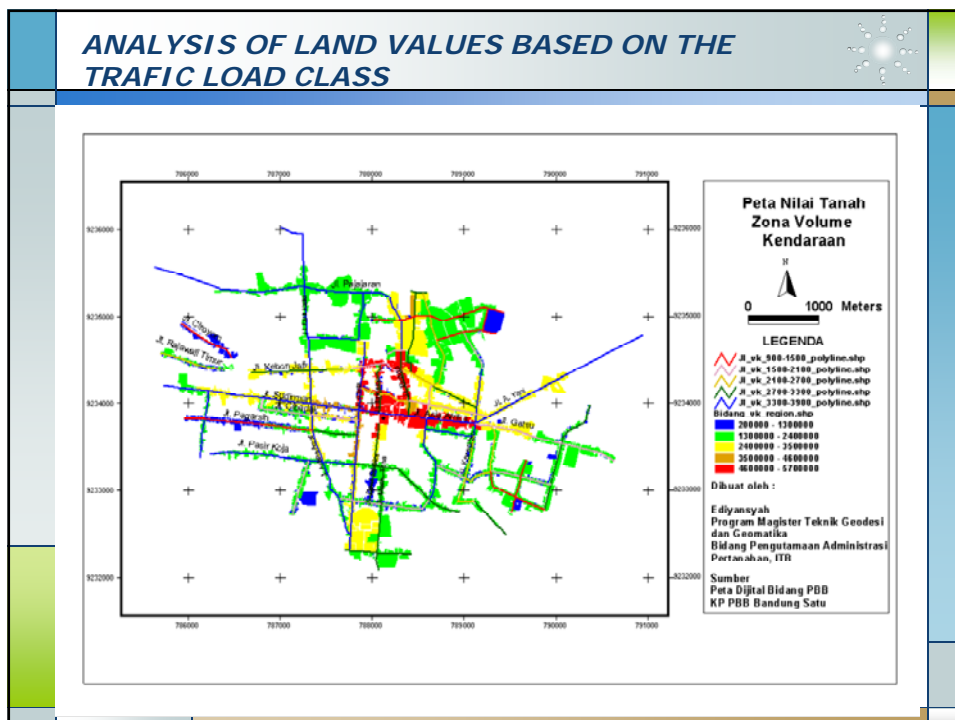
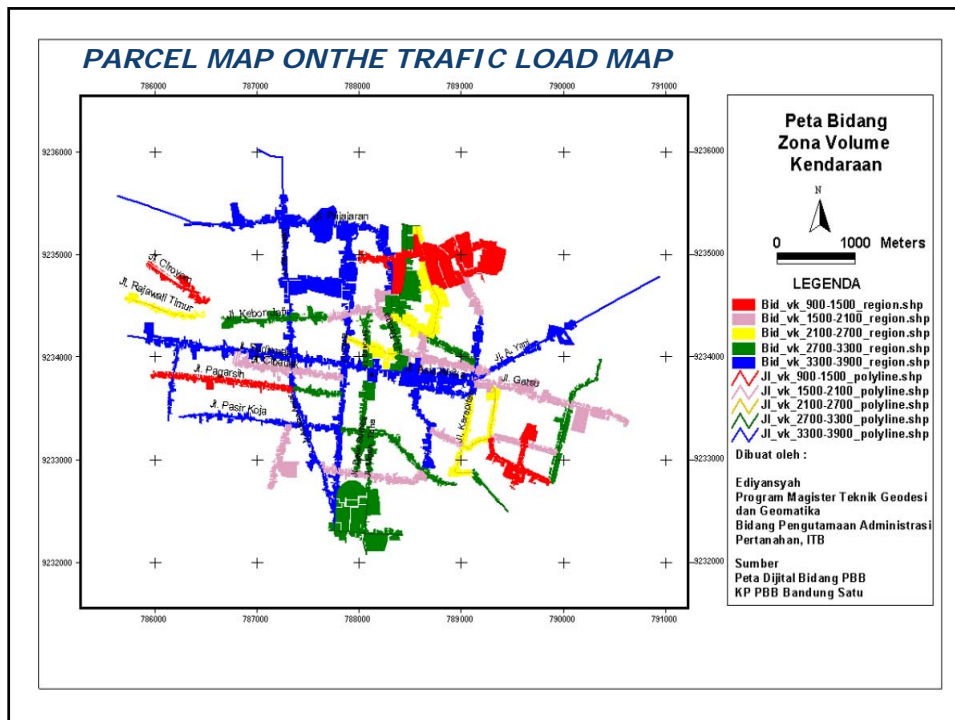
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TRAFIC LOAD BUFFER MAP

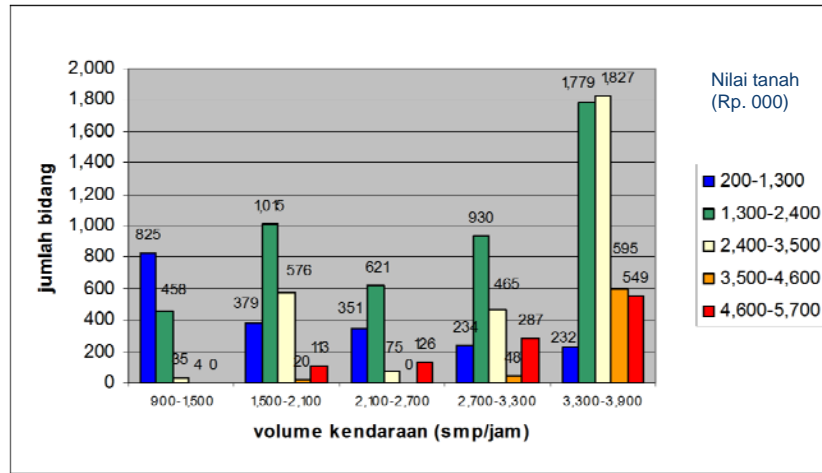


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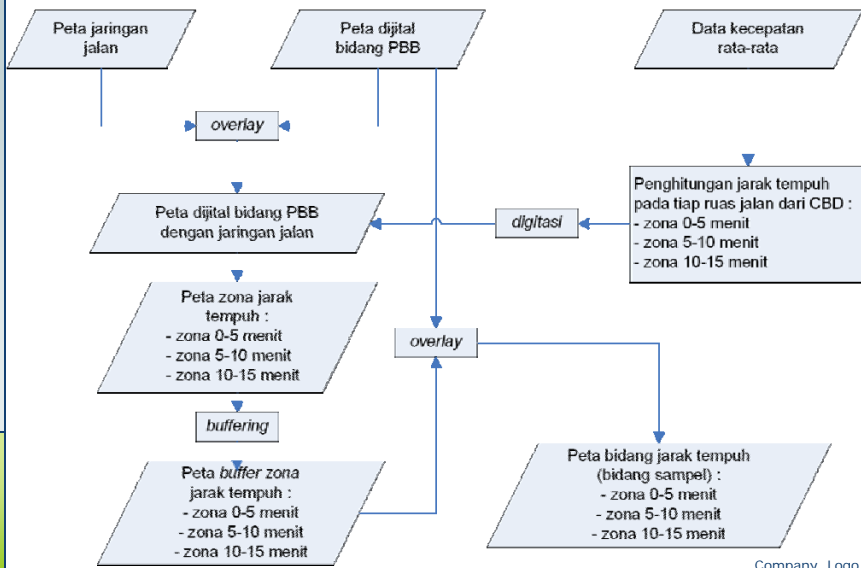
ANALYSIS OF LAND VALUES BASED ON THE TRAFFIC LOAD CLASS



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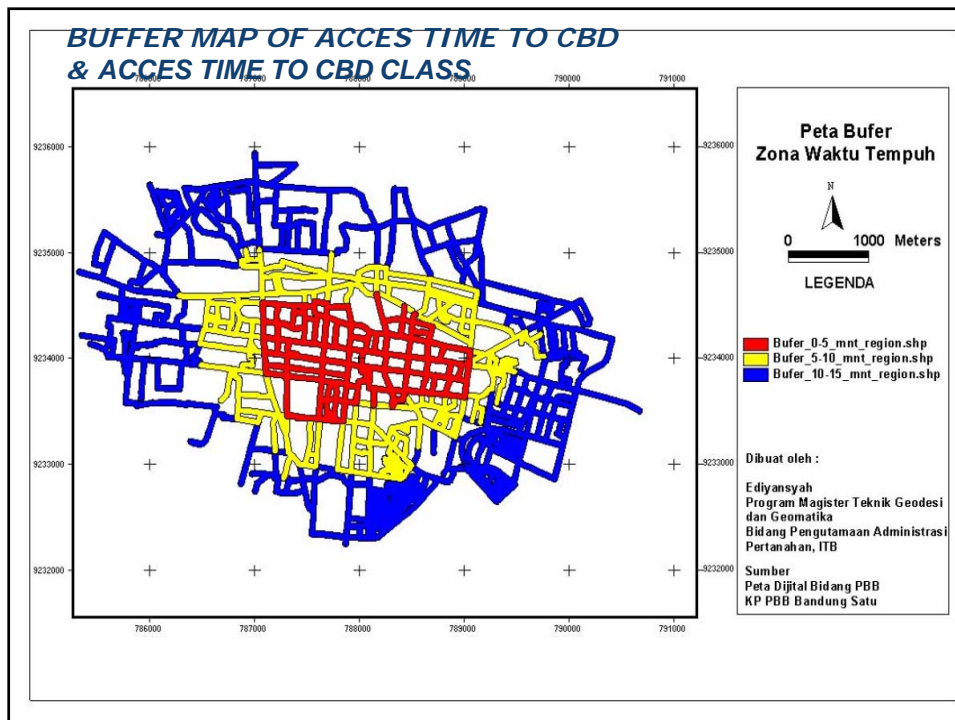
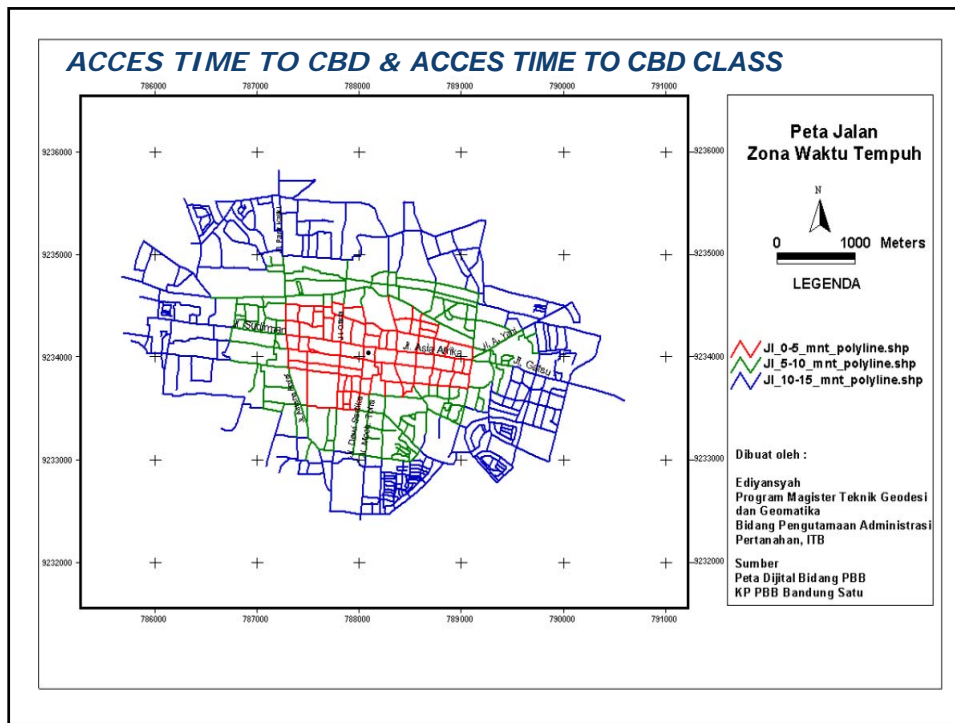
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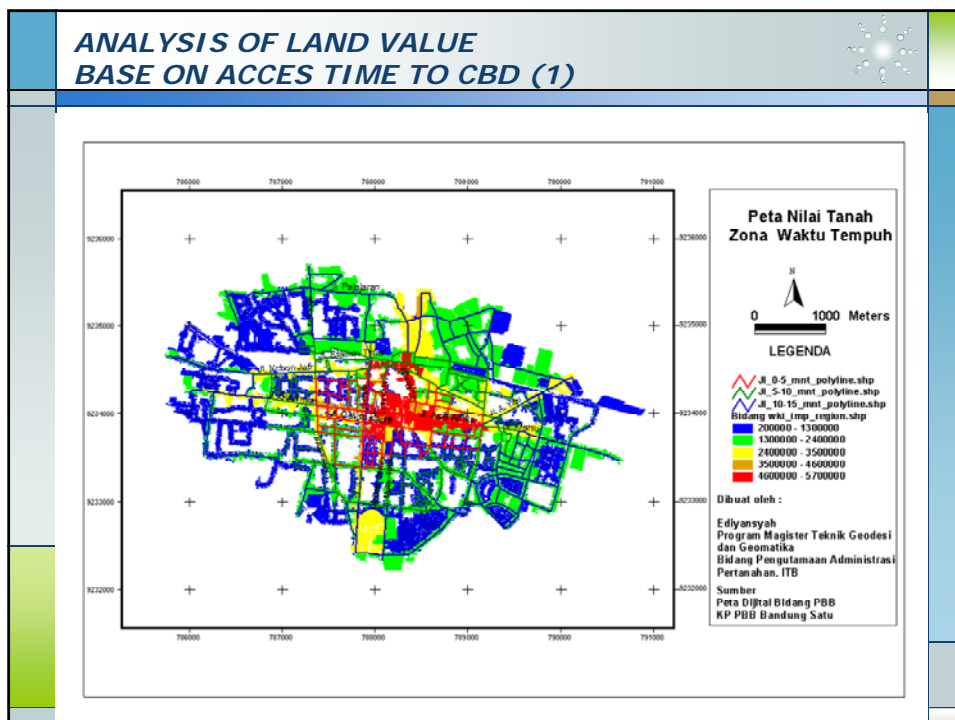
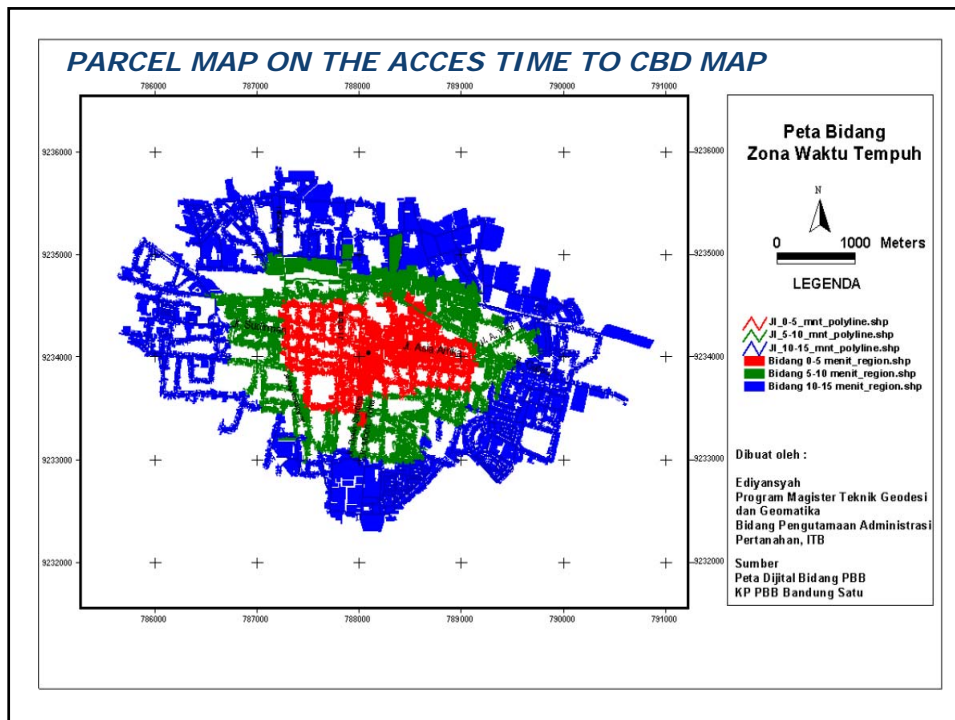
METHOD OF THE ACCES TIME TO CBD CLASSIFICATION



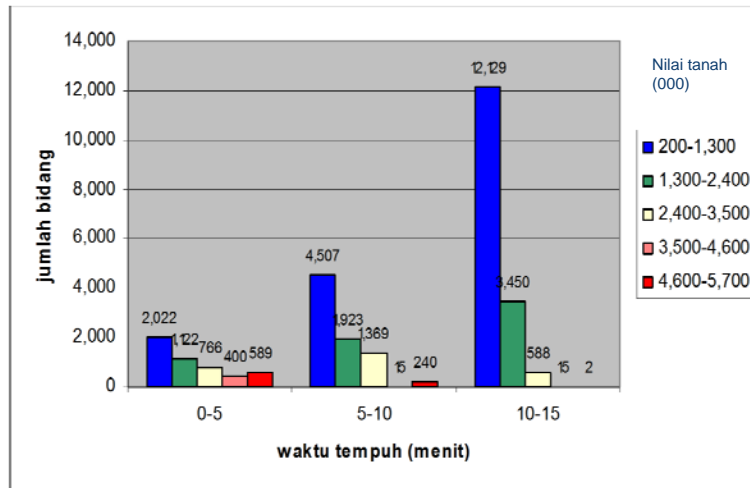
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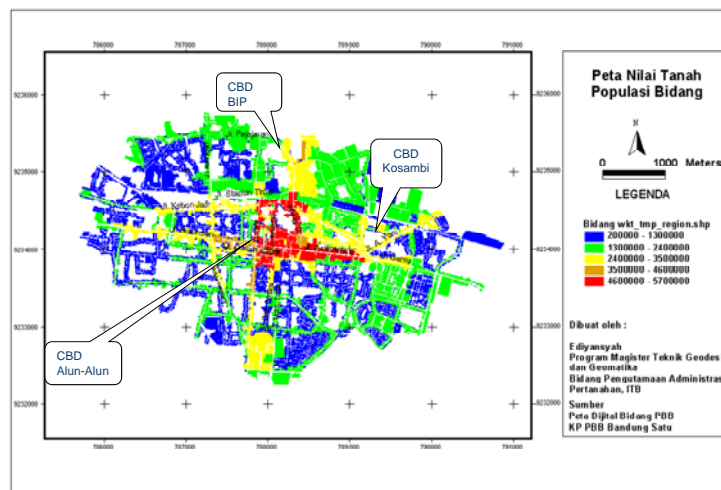
ANALYSIS OF LAND VALUE BASE ON ACCES TIME TO CBD (1)



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ANALYSIS OF LAND VALUE BASE ON ACCES TIME TO CBD (2)

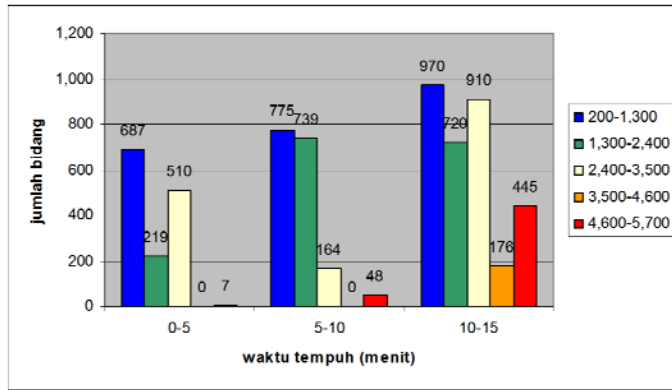


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**ANALYSIS OF LAND VALUE
BASE ON ACCES TIME TO CBD (2)**

1. Pertokoan/pasar Kosambi



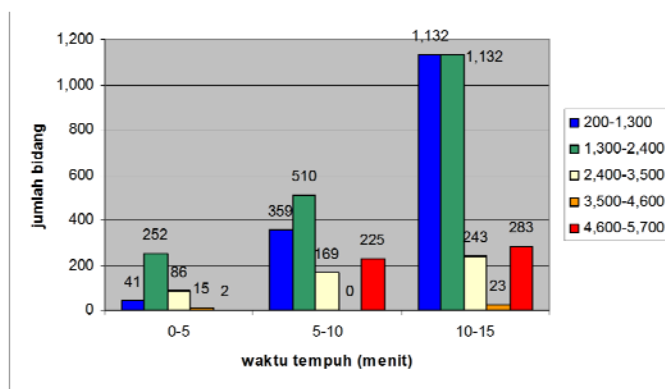
		N_T
KOSAMBI	Pearson Correlation	-.167
	Sig. (2-tailed)	.362
	N	32

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**ANALYSIS OF LAND VALUE
BASE ON ACCES TIME TO CBD (2)**

2. Bandung Indah Plaza (BIP)



		N_T
BIP	Pearson Correlation	.252
	Sig. (2-tailed)	.164
	N	32

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LINEAR MODEL ANALYSIS

Independent Variable	N_T
CBD	-0.651**
RC	0.424**
TL	-0.435**
PT	0.319 *

No	Independent Variable	Sign	Correlation Coeff.	Degree
1	CBD	-	0.651	High
2	RC	+	0.424	Moderate
3	TL	-	0.435	Moderate
4	PT	+	0.319	Low

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LINEAR MODEL RESULT

No	Variables	Sign	B	Std. Error	Beta
1	Road Class (RC)	+	13,640.423	204,565.477	0.018
2	Number of Public Transport OD Traject (PT)	-	246,300.890	436,358.954	0.295
3	Traffic Load (TL)	+	244,041.576	126,423.429	0.445
4	Acces Time to CBD (CBD)	-	284,712.567	252,925.995	0.418

$$LV = 13,640.423 RC - 246,300.890 PT + 244,041.576 TL - 284,712.567 CBD$$

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CONCLUSSIONS (1)

This preliminary research study conclude;

- ❖ The variable of Road Class has the **positive influent** to the Land Value, with regression coefficient value **13,640.423**.
- ❖ The variable of Public Transport OD Traject has the **negative influent** to the Land Value, with regression coefficient value **246,300.890**.
- ❖ The variable of Traffic Load has the **positive influent** to the Land Value, with regression coefficient value **244,041.576**.
- ❖ The variable of Access Time to CBD has the **negative influent** to the Land Value, with regression coefficient value **284,712.567**.

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CONCLUSSIONS (2)

- ❖ The variable of Public Transport OD Traject has the **negative influent** to the Land Value.

It gives the indication that the quality and performance of public transportation doesn't match with the public expectation and requirement and gives the negative influent to the Land Value. (crowded, noisy, crime, slum in trafic, privatless etc.)

- ❖ The variable of Traffic Load has the **positive influent** to the Land Value, indicates that the increasing of Traffic Load will increase the Land Value (increasing activity by the privat transportation).
- ❖ The variable of Road Class has very less significant to the Land Value, with regression coefficient value **13,640.423**. It is quite low compare with the variable of Access Time to CBD with regression coefficient value **284,712.567**. It gives the indication that the variable of Access Time to CBD is more priority rather than the road quality.

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