

Kesesuaian Arah Pembangunan Kawasan Berorientasi Transit di Jakarta (Studi Kasus: Kawasan Lebak Bulus, Blok M, Dukuh Atas) = Suitability of the Development Direction of Transit-Oriented Areas in Jakarta (Case Study: Lebak Bulus, Blok M, Dukuh Atas Areas)

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Abstrak

Konsep pembangunan berorientasi transit (TOD) diimplementasikan di Jakarta dengan harapan dapat mempromosikan budaya perjalanan yang berkelanjutan melalui penggunaan transit. Kenyataannya, pembangunan infrastruktur di Jakarta hingga saat ini pun masih mengarah ke pembangunan yang tidak berorientasi pada transit, melainkan hanya pembangunan yang berdekatan dengan transit (TAD). Penulisan skripsi ini bertujuan untuk menyelidiki kesesuaian arah pembangunan berorientasi transit (TOD) di Jakarta berdasarkan analisis kondisi eksisting terhadap variabel prinsip pembangunan berorientasi transit (TOD). Lokasi objek studi dilakukan di 3 kawasan pembangunan berorientasi transit (TOD), yaitu Lebak Bulus, Blok M, dan Dukuh Atas. Metode yang digunakan, yaitu analisis data deskriptif, dan analisis skoring kesesuaian tiap variabel dan statistik deskriptif berdasarkan pada 5 indikator (transit, berjalan kaki, bersepeda, memadatkan, pembauran) dan 12 variabel. Hasil analisis skoring menunjukkan bahwa tingkat kesesuaian pembangunan kawasan berorientasi transit di Jakarta diklasifikasikan “mendekati tidak sesuai” dengan kondisi ideal kawasan transit berdasarkan prinsip pembangunan berorientasi transit (TOD), yaitu kawasan Lebak Bulus dan Dukuh Atas memperoleh skor 33,3% dan Blok M memperoleh 25%. Hal ini menandakan bahwa arah pembangunan kawasan berorientasi transit di Jakarta masih cenderung ke arah pembangunan yang hanya berdekatan dengan transit (TAD).

.....The concept of transit-oriented development (TOD) is implemented in Jakarta with the expectation of being able to promote a sustainable travel culture through the use of transit. In fact, infrastructure development in Jakarta until now still leads to development that is not transit-oriented, but only development adjacent to transit (TAD). The purpose of writing this thesis is to investigate the suitability of the direction of development of transit-oriented areas in Jakarta based on the analysis of existing conditions against the variables of transit-oriented development (TOD) principles. The location of the study object is conducted in 3 transit-oriented development (TOD) areas, namely Lebak Bulus, Blok M, and Dukuh Atas. The method used is descriptive data analysis, and scoring analysis of the suitability of each variable and descriptive statistics based on 5 indicators (transit, walking, cycling, densify, mix) and 12 variables. The results of the scoring analysis showed that the level of suitability of transit-oriented area development in Jakarta was classified as "close to inappropriate" with the ideal conditions of transit areas based on transit-oriented development (TOD) principles, namely the Lebak Bulus and Dukuh Atas areas obtained a score of 33.3% and Blok M obtained a score of 25%. This indicates that the direction of development of transit-oriented areas in Jakarta still tends towards development that is only adjacent to transit (TAD).