

IDENTIFIKASI PELUANG PENERAPAN TRANSIT-ORIENTED DEVELOPMENT DALAM ANGKUTAN UMUM BERBASIS REL DI KOTA TANGERANG SELATAN

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One of the problems that happens in a cities is urban sprawls, which caused some impact to the city itself. To solve the problems, the city could implementing Transit-Oriented Development, a concept that integrating mixed-use development with a (rail station) transit area.

DKI Jakarta as the centre of everything, have a commuter rail that connects with the suburbs, including South Tangerang. South Tangerang have 5 trains stations; Pondok Ranji, Jurangmangu, Sudimara, Rawa Buntu, and Serpong; all of them connected to the same track.

As the TOD's implementation in DKI Jakarta, this study seeks on the chance to implementing TOD in South Tangerang based on: transit activities, location characteristic, and land availability for TOD Development in every station in South Tangerang.

Every trans station has similarities in location characteristic, but huge differentiation on transit activities and land availability. Sudimara and Rawa Buntu station has the highest daily commuter, while Rawa Buntu station has a development plan to integrate with Monorail (from Puspiptek to Soekarno-Hatta International Airport). As for the land availability, Rawa Buntu and Jurangmangu are greater than the others.

Every trains station have a similarities for characteristic area, but have significant differentiation on transit activities and land availability in every station. Sudimara and Rawa Buntu station are the highest daily commuter, but Rawa Buntu station have development plan to integrate with Puspiptek and Soekarno-Hatta International Airport train's plan, and that makes Rawa Buntu the highest score for train activities. As for land availability, Rawa Buntu and Jurangmangu have more available land for future development.

Based on the study, Rawa Buntu station got the highest score for implementing TOD near the station. The land availability is the major keys and implementing TOD could boost the transit activities on them. But Jurangmangu station is somewhere near behind even still not having enough transit activities, as the land availability near the station are far greater than the others.

Keywords: Transit-Oriented Development, Implementation, South Tangerang