

## INTISARI

Banjir Kanal Barat dibangun sekitar awal abad ke 20 oleh Pemerintah Belanda untuk mengantisipasi banjir. Sebelum tahun 2013 kondisi Banjir Kanal Barat memprihatinkan karena keberadaan PKL, kegiatan buang sampah, pendangkalan dan penyempitan sungai karena lumpur. Proyek normalisasi Banjir Kanal Barat dilakukan pada tahun 2009 – 2013 untuk memulihkan fungsinya sebagai saluran pengendalian banjir sekaligus sebagai tujuan wisata. Namun setelah terbangun, tujuan sebagai tujuan wisata tidak tercapai yang terlihat dari jumlah kunjungannya yang sedikit. Hal ini terjadi karena tidak mengakomodasi kebutuhan para pengunjung dengan baik.

Berdasarkan fenomena tersebut, perlu dilakukan penelitian untuk mengetahui kelayakan ruang terbuka publik Banjir Kanal Barat. Tingkat *livability* diukur dengan penilaian obyektif berdasarkan teori dan penilaian subjektif berdasarkan persepsi pengunjung Banjir Kanal Barat. Penelitian ini melibatkan pengunjung untuk menjawab kuesioner yang telah disusun berdasarkan teori terkait.

Hasil analisis data menunjukkan bahwa ada dua belas (12) indikator *livability*, yaitu (1) akses fisik, (2) akses visual, (3) pilihan moda transportasi, (4) parkir, (5) aktivitas (6) kegiatan yang berkaitan dengan air, (7) penerangan, (8) teduhan, (9) tempat duduk, (10) *signage*, (11) *view*, dan (12) kenyamanan interaksi sosial. Indikator-indikator ini kemudian diprioritaskan untuk dilakukan peningkatan sehingga kualitas livabilitas ruang terbuka publik Banjir Kanal Barat dapat ditingkatkan.

**Kata kunci:** proyek normalisasi, kualitas livabilitas, ruang terbuka publik

## ABSTRACT

Banjir Kanal Barat was built around the beginning of the 20th century by the Dutch Government to anticipate flooding. Before 2013, Banjir Kanal Barat conditions were of alarming because of the existence of street vendors, garbage disposal activities, siltation and narrowing of rivers due to mud. The Banjir Kanal Barat normalization project was conducted in 2009 - 2013 to restore its function as a flood control channel as well as a tourist destination. But after it was built, the destination as a tourist destination was not achieved which was seen from the small number of visits. This happened because it did not accommodate the visitors' needs well.

Based on this phenomenon, it is necessary to do research to find out the feasibility of the public open space of the Banjir Kanal Barat. The level of livability is measured by objective assessment based on theory and subjective assessment based on visitors' perceptions of the Banjir Kanal Barat. This study involved visitors to answer questionnaires that had been compiled based on related theories.

The results of data analysis show that there are twelve (12) livability indicators, namely (1) physical access, (2) visual access, (3) choice of transportation modes, (4) parking, (5) activities (6) activities related to water, (7) lighting, (8) shade, (9) seating, (10) signage, (11) view, and (12) convenience of social interaction. These indicators are then prioritized for improvement so that the quality of livability of the Banjir Kanal Barat can be improved.

**Keywords:** normalization project, livability quality, public open space