

INTISARI

Saat ini, tingginya angka pertumbuhan penduduk dan tingkat urbanisasi menjadi permasalahan utama bagi banyak kota di dunia. Hal ini kemudian berdampak pada banyaknya permintaan lahan sedangkan ketersediaan lahan terbatas serta jumlah pengguna kendaraan bertambah dan berdampak pada padatnya kondisi lalu lintas. Kondisi ini terus bertambah buruk dan menjadi semakin rumit setiap harinya. Salah satu solusi yang ditawarkan adalah dengan mengimplementasikan konsep *Transit Oriented Development*. Konsep ini diimplementasikan dengan pengembangan kawasan kompak dengan lingkungan yang baik dan diintegrasikan dengan pengembangan transportasi publik yang baik. Dengan demikian, konsep ini memberikan alternatif penyelesaian terhadap permasalahan yang berkaitan dengan lahan dan juga transportasi, serta dapat meningkatkan kualitas hidup bagi masyarakat kota.

Penelitian ini dilakukan menggunakan metode eksploratif dengan pendekatan analisis kualitatif serta kaidah analisis isi. Penelitian ini dilakukan terhadap 5 negara amatan yang ditentukan berdasarkan kemapanan dalam implementasi *Transit Oriented Development*, memiliki moda transportasi yang kurang lebih sama dengan Indonesia, serta memiliki permasalahan yang kurang lebih sama dengan Indonesia. Tahapan analisis yang dilakukan terbagi atas dua tahap, yaitu analisis keragaman strategi pengembangan Kawasan *Transit Oriented Development* dan analisis faktor-faktor yang mempengaruhi keragaman tersebut. Analisis keragaman strategi pengembangan Kawasan *Transit Oriented Development* dilakukan dengan melakukan identifikasi terhadap pola hubungan pada tiga aspek bahasan. Kemudian analisis faktor-faktor yang mempengaruhi keragaman strategi pengembangan Kawasan *Transit Oriented Development* dilakukan secara eksploratif setelah membandingkan temuan-temuan pada tiga aspek yang sudah dibahas.

Strategi pengembangan Kawasan *Transit Oriented Development* terbagi atas tiga aspek, yaitu aspek kelembagaan, aspek kebijakan, dan aspek manajemen lahan. Aspek kelembagaan meliputi peran yang jelas antar masing-masing lembaga dalam proses pengembangan Kawasan *Transit Oriented Development*, aspek kebijakan meliputi kebijakan-kebijakan yang mendukung pengembangan Kawasan *Transit Oriented Development*, serta aspek manajemen lahan meliputi berbagai praktik penyediaan lahan untuk pengembangan Kawasan *Transit Oriented Development*. Keragaman penerapan strategi pengembangan Kawasan *Transit Oriented Development* dipengaruhi oleh faktor latar belakang sejarah, faktor struktur pemerintahan, faktor kondisi geografis dan lingkungan, faktor kondisi lahan perkotaan, dan faktor permasalahan kota yang dihadapi.

Kata Kunci: *transit oriented development*, strategi pengembangan kawasan, kawasan *transit oriented development*, ragam, faktor

ABSTRACT

At present, high rates of population growth and urbanization have become major problems for many cities in the world. This poses an impact on the number of demands for land while its availability grows limited and the increase in the number of vehicle users which effect the density of traffic conditions. This condition declines to worse condition and becomes more complicated day by day. One solution offered is to implement the concept of Transit Oriented Development. This concept is conducted with the development of the area integrated with a good environment and the development of adequate public transportation. Thus, this concept provides alternative solutions to problems related to land and also transportation, and seek to improve the quality of life for urban communities.

This research was conducted using an exploratory method with a qualitative analysis approach and the rules of content analysis. This research was conducted on 5 observed countries which are determined based on the adequacy of the implementations of Transit Oriented Development, the availability of a transportation mode that is similar to Indonesia, and the relatively similar generated problems with Indonesia. The stages of the analysis are divided into two stages, namely the analysis on the diversity of the development strategy of the Transit Oriented Development Area and the analysis of the factors that influence such diversity. Analysis of the diversity of development strategies in the Transit Oriented Development Area is carried out by identifying the relationship patterns on the three aspects of the discussion. Then the analysis of the factors that influence the diversity of development strategies in the Transit Oriented Development Area is carried out exploratively after comparing the findings on the three aspects that have been discussed.

The development strategy of the Transit Oriented Development Area is divided into three aspects, namely institutional aspects, policy aspects, and land management aspects. Institutional aspects include the clear role of each institution in the process of developing the Transit Oriented Development Area, the policy aspect includes policies that support the development of the Transit Oriented Development Zone, and the land management aspect includes various practices of providing land for the development of the Transit Oriented Development Area. The diversity of the implementation of the development strategy of the Transit Oriented Development Area is influenced by historical background factors, governance structure factors, geographical and environmental conditions factors, urban land condition factors, and urban problems factors.

Keywords: *transit oriented development, area development strategy, transit oriented development area, diversity, factor*