



INTISARI

Perkembangan kota Yogyakarta menuntut pemenuhan kebutuhan infrastruktur jalan lingkar. Hal ini disebabkan oleh permasalahan kepadatan lalu lintas di dalam kota Yogyakarta. Pembangunan dan beroperasinya jalan lingkar Yogyakarta kemudian menyebabkan peningkatan akses menuju wilayah pinggiran kota. Dengan demikian terjadilah proses suburbanisasi yang berimplikasi terhadap perubahan pemanfaatan ruang. Namun perubahan peningkatan intensitas bangunan dan pertumbuhan jenis pemanfaatan ruang tersebut pada kenyataannya tidak terjadi secara merata di semua ruas jalan lingkar Yogyakarta. Penelitian ini bertujuan untuk mengomparasikan jenis pemanfaatan ruang dan intensitas pemanfaatan ruang masing-masing pada ruas utara, timur, barat, dan selatan jalan lingkar Yogyakarta. Penelitian ini juga bertujuan untuk menemukan faktor-faktor yang dapat memengaruhi perbedaan jenis dan intensitas pemanfaatan ruang di berbagai ruas jalan lingkar tersebut.

Metode yang dilakukan dalam penelitian ini berupa pendekatan deduktif kualitatif-kuantitatif dan bersifat komparasi. Unit amatan penelitian ini berupa menggunakan sampel kelompok pelaku pemanfaatan ruang yang termasuk dalam kawasan seluas 1 kavling di kedua sisi yang berbatasan dengan jalan lingkar Yogyakarta. Pengumpulan data dilakukan dengan wawancara terhadap sampel berupa pelaku pemanfaatan ruang per jenis kegiatan per ruas jalan lingkar; observasi terhadap unit amatan; dan survey instansi terkait. Analisis data dilakukan secara kuantitatif dengan mengkomparasikan luas masing-masing jenis pemanfaatan ruang dan rata-rata intensitas pemanfaatan ruang di setiap ruas jalan lingkar. Selain itu juga secara kualitatif dengan menggambarkan sebaran jenis dan pemanfaatan ruang secara spasial melalui peta. Selanjutnya dilakukan pembuatan daftar faktor penyebab perbedaan jenis dan intensitas antar ruas jalan lingkar berdasarkan hasil wawancara.

Dari analisis tersebut didapatkan temuan penelitian bahwa jenis pemanfaatan ruang di ruas utara memiliki ragam terbanyak diikuti selatan, barat, dan timur. Sementara intensitas pemanfaatan ruang di ruas utara dan timur tinggi, ruas barat rendah, dan ruas selatan rendah. Sementara faktor yang memengaruhi perbedaan tersebut meliputi: faktor lokasi, ketersediaan lahan, *range of good*, daya beli masyarakat terhadap lahan, *demand* terhadap pemanfaatan ruang tertentu, dan beberapa faktor mikro; dimana faktor tertentu hanya memengaruhi ruas tertentu sehingga kemudian muncul perbedaan jenis dan intensitas antar ruas jalan lingkar Yogyakarta.

ABSTRACT

Urban development within the city of Yogyakarta has led to an infrastructure demands of ring road to be met. This is caused by traffic congestion problems in the city of Yogyakarta. The construction and operation of Yogyakarta ring road then leads to increased access to the suburbs. Thus ensued a process of suburbanization and implicated for changes in space utilization. However these changes, -in which are an increasing of space utilization type and intensity- are in fact not occurred evenly across all segments of Yogyakarta ring road. This study was held from this urgency to find objectives such are comparing the type and intensity of space utilization among the north, east, west, and south segments of Yogyakarta ring road. In addition, this study also aims to identify the factors that may affect differences in those type and intensity of space utilization in the various segments of Yogyakarta ring road.

The method used in this study was a deductive approach of qualitative-quantitative comparative research. Observation unit of this research was a sample group of people who included within the area of 1 lot on both sides of the borders of Yogyakarta ring road. The data collection was done by interviewing a sample of people in observation unit per type of activity per segment of the ring road; observation of the unit; and survey agencies. The data were analyzed quantitatively by comparing area of each type of space utilization and average intensity of space utilization in each segment of the ring road. It also qualitatively described the type of distribution and space utilization spatially through maps. Furthermore, list of factors that had caused differences in the type and intensity between the segments of ring road based on interviews was made.

The findings of this study that obtained from the research analysis are that the type of space utilization in the northern segment has the most varieties followed by the southern, then western, then the east. While the intensity of space utilization in the northern and eastern segments are high, and the western and southern segments are low. Besides, the factors that influence such a difference are include: location factors, the availability of land, range of good, the purchasing power of the land, demand from certain space utilization, and some micro factors; where certain factors affect only a certain segment of the ring road so that the type and intensity of space utilization differently in each of its segments.