

**KAJIAN POLA KETERKAITAN ANTARA AKSESSIBILITAS  
PERGERAKAN DENGAN PUSAT-PUSAT PERKOTAAN  
DI KOTA BANDA ACEH**

**TESIS**

Disusun Dalam Rangka Memenuhi Persyaratan  
Program Studi Magister Teknik Pembangunan Kota

Oleh :

**NAZARUL KHAIRI**  
L4D002026



**PROGRAM PASCASARJANA  
MAGISTER TEKNIK PEMBANGUNAN KOTA  
UNIVERSITAS DIPONEGORO SEMARANG  
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## ABSTRACT

*During their growth, cities will grow and develop to fulfil their space corresponding with its function. Its processes causing movement spatially and internal, therefore cities will develop and form its pattern suitable with its activity. This phenomenon also happened in Banda Aceh municipalities, where activity system development along side North and South street corridor has been change which causing new attraction and increasing traffic movement. From that phenomena, its necessary to study about a linkage between movement accessibility at city centers at Kota Banda Aceh.*

*This research aimed to know the linkage pattern between movement accessibility and activities attraction on the road side of the street in Banda Aceh municipality centers. The method of this research approach is to see network activities sub system characteristic and the movement in macro transportation system.*

*The data analysis method which has been use are as follow : 1. Descriptive analysis of region study which consist of road side activities analysis and road characteristic analysis; 2. Activity attraction level analysis on the road side; 3. Impact movement analysis on road side; 4. Analysis of linkage between accessibility and attraction movement on road side in city centers; 5. Spatial analysis toward the increasing of LOS.*

*The result of the analysis are the attraction influence of activities in cluster zone increase about 0,09% or 0,05 pcu/hr every 1000 M<sup>2</sup> floor area increment. In linear zone mixed land use increase about 2,3% or 2,06 pcu/hr every 1000 M<sup>2</sup> floor area, while in single land use, increase about 52,3% or 2,3 pcu/hr every 2000 M<sup>2</sup> floor area. From the analysis of linkage between accessibility and land use attraction proved that there is the significant relation between average speed, attraction and traffic volume at Jln. Tgk. Chik Pantee Kulu and Tgk. M. Daud Beureueh, while at Jln. T. Nyak Arief, there is no activities attraction influence. Jln T. Nyak Arief corridor is office zone which has peak hour at morning. Commercial activities existence like shops on the road side directly loading the road capacity. The influence of attraction of operational floor area indicating by average speed decreasing and also activities operational increasing on the road side with mixed land use in linear zone or cluster. In cluster zone with 1056 M<sup>2</sup> operational floor area, the average speed is 22 km/hr with LOS B decrease to 10 km/hr when operational floor area about 10522 M<sup>2</sup> with LOS F. In linear zone with 7780 M<sup>2</sup> operational floor area, the average speed is 31 km/hr with LOS C decrease to 23 km/hr when operational floor area is 14066 M<sup>2</sup> with LOS E.*

*Supply system optimization with keeping land use in its existence through street vendors and parking arrangement on the road side, and road function changes for pedestrian in cluster zone, are expected to be reconditioned or increasing network level of service in both studying zone.*

**Key word : Accessibility, Attraction, Activities.**