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The growth of rest area at the development axis in the southern part of West Java

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Abstract

This paper reports the results of research on the growth of the rest area in the long road between Bandung-Ciamis which is the main axis of development in the southern part of West Java. The aim is to explain how it grows.

The method used was to analyze a rest area in chronologically, since its establishment until the time of field observations conducted. The spatial elements observed are land uses and its growth. The data used are the maps of location and the number of houses and building in certain years. Information was obtained from key persons who know about the development of the rest area.

The findings are initiation of development of the rest area is the existence of transport facilities or business activities of medium-large-scale, and there is a cyclical process and cumulative causation between area size and its attractiveness for travellers do stop.

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1. Introduction

The Development Axes Theory, was restated by Hilhorst (1971) based on Pottier idea (1963), is one of theories to anticipate weakness of growth pole theory in spreading positive effect to its hinterland. The basic frame of the Development Axes Theory is that in order to raise the advantage of growth pole is done by joining growth pole or activity center in national or sub-continent or regional scale directly with one or more other growth pole by the development axes. The existence of development axes will reduce transport costs to the region along the axes, which will be able to strengthen their respective advantages end-point, and the minimum subsequent expansion will occur at the location near the mid-point, and then along the axis. Richardson (1981) saw this as one of the strategies

that can be applied in regional development. In the literature of the theory of urban and regional planning (Purboyo, 2012), development nodes on development axis can not be explained by the theory of resource-based course, neither conventional theories about the growth of the city such as North theory (1955) of the three stages of the growth of the city through the primary- secondary-tertiary, the Whebell theory (1969) of the corridor as a system of city, the Taaffe theory on growth of corridor structure, spatial organization-Friedman's theory (1969), and the theory of cumulative causation-Myrdall (1957). Neither with the concentric zone model of Park and Burgess (in Cavan, 1983), urban sector by Hoyt, and poly center of Harris and Ulman (in Gordon, 1986).

The absence of explanation how a node or an area along the development axis can grow is the motive of this research. This paper tries to complement existing theories and provide a more complete explanation of the phenomenon of the nodes along the development axis.

2. Methods

This study is a qualitative research to explore and develop a description of the development of the area of transit transport node or rest area on the axis of development into a larger settlement areas. The method is the case study and retrospective. The case study method chosen because of the type of research question contains the question 'how', and researcher does not allow any control at all of the system under study. This study is exploratory and explanatory case study (Yin, 2009).

Other methods used in this study is the retrospective method, namely the disclosure of the condition of the system that became the focus of observation that have occurred prior to this research. Retrospective method is done by disclosure to the research object conditions in the past, which were divided into the stages of the development of 5 years, except for the last stage of development which can have more than five-year intervals. The phases is done by considering the limitations of human ability to recall with considerable detail the various events of the past, especially related to various sizes / status of various conditions.

Based on the results of preliminary surveys, the development axis chosen is primary arterial road segment Bandung-Ciamis, which is part of the road Anyer-Panarukan which is the first development axis in Java a that has been aged more than 200 years old (built in 1812 by Daendels)(Toer, 2008). In this axis can be found a lot of rest areas by the age of 20-30 years . The rest area chosen is the Mosque of Baitul Amanah/ BMA and its souronding in Jamanis district at Tasikmalaya regency, West Java province.

The analysis conducted in this research is a qualitative content analysis. Content analysis is method used to analyze the document, written language, verbal or visual communication that aims to distil the words into fewer content-related categories (Elo and Kyngäs, 2007). Besides that, data for content analysis are texts which the meanings are related to verbal discourse, written documents and visual representations (Krippendorff, 1989). The aim of content analysis is "to provide knowledge and understanding of the phenomenon under study" (Downe-Wamboldt, 1992). Moreover, the outcome of content analysis is concepts or categories that aims to construct a model, conceptual system, conceptual map or categories (Elo and Kyngäs, 2007).

The object studied consists of 2 main components, which are area size and area attractiveness. The area size refers to number of facilities, number of workers, number of population and wide of built up area or area large (Hurst, 1970; Gordon, 1989; Smith, 2005). The area attractiveness refers to number of activities, environment quality, and number of workers (Koppelman, 1978; van Acker, 2005; UNTAD, 2005; Litman, 2010).

3. Result and Discussions

At the time before the construction of the MBA, the diversity of the service facilities and services in the location, is still very poor. Total facilities at the MBA and souronding are only six facilities which serving travellers who do stop and transportation movement and at the same time serving the local community. The facilities are a garage and ojeg/ para transit base with its building are not permanent. Another oriented public facilities providing services to the local community are the sub-district/ kemantren office and pesantren/ religious schools along with a mosque. Other business facilities are oriented to serve local communities, such as rice mills (heuler), furniture workshop, building material stores, smithy, and store agricultural equipment and livestock. With these conditions, then the attractiveness of the area is very low. With the area of parking is still limited so then deter the travellers to do stop.

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