

CHAPTER I

INTRODUCTION

1.1 Background

Transportation problems nowadays become hot issues in Indonesia. The high road density, traffic jams, delay, air pollution, and noise pollution are the problem that might be happened because of the transportation problem. These problems are closely related to the land use pattern and movement activity.

Traffic jams and the other transportation problem that happened today are occurring because of the variety of land use utilization but the accessibility is poor, thus resulting in increased the amount of the use of the private vehicle.

Padang is the capital of West Sumatra Province and also the center of the activity in this province, so many people go to Padang to do their activity. This phenomenon results in the high movement that occurs in Padang. As we see so many traffic jams that occur on the specific point in Padang every day, this problem is because of the land use that not appropriate with its function and many people use their private vehicles.

Transit-Oriented Development (TOD) is a solution that can be used in Padang to reduce the problem of traffic jams. Padang already has a railway corridor that can be developed on this TOD concept. The railway corridor that can be developed is Padang Railway Station and Kayu Tanam Railway Station. If this railway corridor can be connected well and fulfill the requirement of the TOD concept, the traffic jam problem can be reduced. As an example if the railway corridor is

connected, people that live outside Padang can use this corridor to go to Padang, so the use of a private vehicle can be reduced.

1.2 Research Aims and Benefit

The aims of this research are:

1. To identify the potential of TOD on Padang – Kayu Tanam railway corridor.
2. To provide recommendations for the TOD components that can be prepared later.

The benefit of this research is as a recommendation for the government to apply the TOD concept on Padang – Kayu Tanam railway corridor.

1.3 Scope and Limitation

To prevent the discussion become too broad, The location of the research is Padang – Kayu Tanam railway corridor, i.e Padang Station, Alai Shelter, Air Tawar Shelter, Tabing Station, Duku Station, Lubuk Alung Station, Sicincin Station, and Kayu Tanam Station.

