

Pinang City Bus Terminal Neo-Vernacular Architectural Themes

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Abstract

Bus Terminals help facilitate land transportation activities in the distribution of passengers in a city. Bus Terminal provides services for the general public with the aim of access, mobility and land transportation that are often used by humans to travel. The existence of the terminal is very vital in the implementation of public transportation because in the terminal there is a meeting between service providers and service users, places to raise and drop off passengers at the beginning and end of public transport travel, as well as public transport vehicle crew rest. Bus Terminal in South Labuhanbatu Regency uses Post-Modern Architecture design in its planning and design, it is expected that with modern building design can give a dynamic and unique impression.

Keywords: *Bus Terminal, access, mobility and land transportation, South Labuhanbatu Regency, Post-Modern Architecture.*

1. INTRODUCTION

Land transportation is very important for human life and activities. One of the land transportation alternatives developed is highway transportation such as Bus Terminal. Bus Terminal is a road transportation infrastructure for the purposes of lowering and raising passengers, intra and /or intermodal transportation and regulating the arrival and departure of public transportation. Bus terminals become one of the important parts for the smooth use of public transportation land lines. In addition to being a place to stop and depart bus vehicles, the bus terminal also plays a role to regulate the direction of circulation and road hierarchy. Bus terminals also require facilities intended for prospective passengers of public transportation users and also everyone who is in the bus terminal.

South Labuhanbatu Regency with its capital in Pinang City, Pinang City is a newly expanded district from Labuhanbatu Regency in accordance with Law No. 22 of 2008 on June 24, 2008 concerning the Establishment of South Labuhanbatu Regency.

Table 1.
Area, Population and Population Density By Subdistrict in South Labuhanbatu Regency

District	Area	Population
	Km ²	Population Density
Sungai Kanan	48435	114,54
Torgamba	1136.40	104,94
Kotapinang	482.40	131,43
Silangkitang	303.70	107,36
Kampung Rakyat	709.5	87,67
Total	3116.00	106,84

Source: BPS Labuhanbatu South District, August 20, 2019

With the provider of bus terminals in this district is expected to help the mobility of the community and improve the economy of this area. Based on the rtrw regulations of Labuhan Batu Selatan regency regarding the planned development of passenger terminals in the area, the project can be planned for The Pinang City Type B Passenger Terminal on the Outer Ring Road.

II. METHODS

Site Review: Site Location

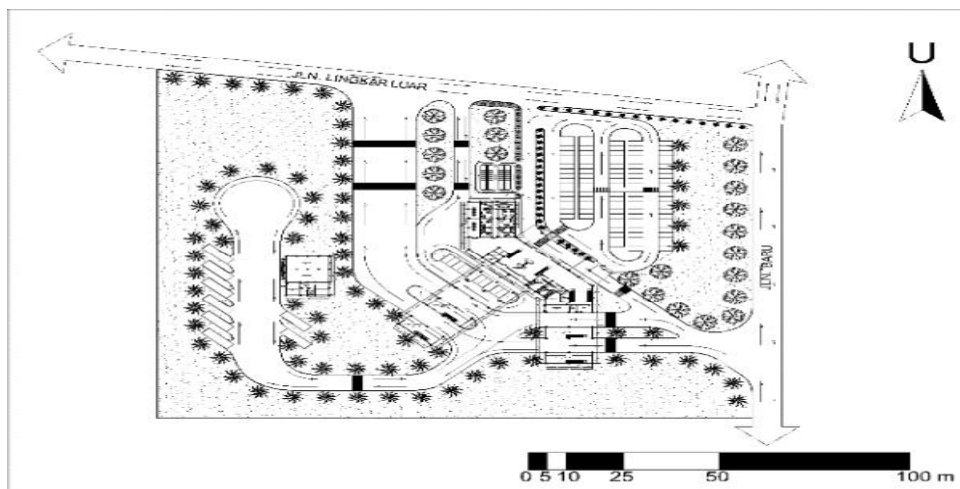


Fig. 1. Project Site

The "Kota Pinang Bus Terminal" project is located at Jln. Lingkar Luar, Kota Pinang, Kab. Labuhanbatu Selatan. The ownership of the project is BUMN. The land

area of this site is 3.8 ha. The topography of the land is in the form of muddy land former oil palm plantations and not contoured.

Site Existing Conditions

The following is a photo of the existing condition of the site from various points of view:



Source: Personal documentation
Figure 2. Existing Conditions of Land



Source: Personal documentation
Figure 3. The Road Around the Project



Source: Personal documentation
Fig. 4. Existing Conditions of The Road to the Project

III. RESULT

Project Description

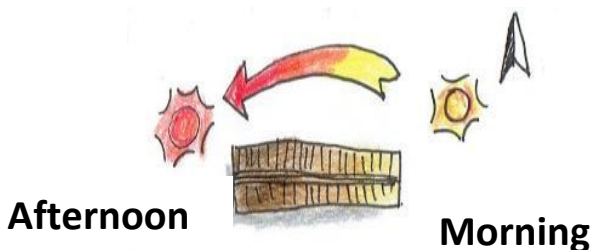
Kota Pinang Bus Terminal is located at Jln. Outer Circle, Pinang City, South Labuhanbatu Regency, North Sumatra, Indonesia with a land area of 3.8 Ha. Terminal type is type B with BUMN ownership. The project has facilities such as Bus Terminal Building, Bus Parking Area, Car, Motor, KUPJ, and Foodcourt. The selection of this location is based on criteria such as, location accessibility, surrounding environment, transportation system, land use, and environmental impact. Activities in this Terminal are divided into Managers and Visitors. The perpetrators of the managing activities include terminal heads, janitors, security officers, retail managers, operational officers, ME officers, Administration, Information and tickets. While visitors consist of passengers, ushers, and pick-up.

IV. CONCLUSION

The Concept of The Sun and Wind

The concepts for the sun and wind used in the design are:

1. Setting the orientation of the building towards the direction of sunlight



2. Use of fritisan as a dispelling of light



3. Use of vegetation as a dispelling and shade



Concept of Parking

Parking managers and visitors consist of motorcycles and cars. While parking for the fleet of buses and public transportation consists of AKDP, AD, ADES.

C. Space Program

Table 2.
Parking Space Needs of Manager Vehicles

No	vehicle	dimension	capacity (Unit)	Area Total (m ²)
1	Car	2.5 x 5	20	250
2	Bike	1 x 2	10	20
Total				270
circulation 50%				135
Total				405

Table 3.
The Need for Bus Fleet Parking Space and Public Transportation

No	Vehicle	Dimension	Capacity (Unit)	Area Total (m ²)
1	P. Area AKDP	3.4 x 12.5	8	340
2	P. Area AK	3 x 5	4	16
3	P. Area ADES	3 x 5	4	16
Total				372
circulation 50%				186
Total				558

Table 4.
Supporting Building Needs

No	Vehicle	Dimension	Capacity (Unit)	Area Total (m ²)
1	P. Area AKDP	3.4 x 12.5	8	340
2	P. Area AK	3 x 5	4	16
3	P. Area ADES	3 x 5	4	16
Total				372
circulation 50%				186
Total				558

Table 5.
Total Land Area

No	Needs of Area	Area
1	Arrival and departure areas	900
2	Area Lobby	1938.6
3	Manager Area	609.6

No	Needs of Area	Area
4	Visitor Vehicle Parking Space	1701
5	Manager Vehicle Parking Space	405
6	Bus fleet parking space and public transport	558
7	Support Building	424.5
Total		6536.7

Note :

NAD = Neufert Architect Data

TSS = Time Saver Standart

As = Asumsi

V. ACKNOWLEDGMENTS

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