

Analysis of Accessibility of Tourism Transportation in Banyuwangi

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Abstract : Tourism is one of the contributors to regional economic income. Banyuwangi has made rapid developments related to the tourism sector, especially since 2010. There are 25 tourist visit locations that can become tourist destinations. Banyuwangi has tourism transportation to support the ease of reaching tourist places. This transportation operates with six routes, namely the final destination of Ijen Crater, Glenmore, Bajangan, Bangsring, Red Island, and Pine Forest. Despite having tourism transportation, tourists tend to choose to use a private car or rent a car because there is no access to tourist places using public transportation. Tourism transportation is also one form of sustainable tourism development in the future, such as the Sustainable Development Goals. The Banyuwangi government has a special program for tourism development that is supported by all sectors in Banyuwangi. To support the development of tourism in Banyuwangi, it is necessary to analyze existing tourism transportation as well as suggestions regarding new routes to reach all tourism locations in Banyuwangi Regency. The analysis reviewed in this study is an analysis of accessibility, distance, and time to the tourism location. There are 30 tourism destination points from 39 ODTW references from the transportation service, and the tourism office of Banyuwangi Regency Banyuwangi tourism objects can be divided into six zones based on travel time and distance. The highest accessibility value for Zone A is 51.96, and the lowest is 11.989. The highest accessibility value for Zone B is 33.4269, and the lowest is 21.737. The highest accessibility value for Zone C is 33,407, and the lowest is 14,848. The highest accessibility value for Zone D is 58,967, and the lowest is 14,742. The highest accessibility value for Zone E is 56,401, and the lowest is 14.1. The highest accessibility value for Zone F is 176.14, and the lowest is 44.1. There are two tourist transportation routes with six sessions every day. The resulting new route is in the form of grouping based on locations that can be reached in one particular area.

Keywords : accessibility, tourism clustering, Banyuwangi tourism, sustainable development goals

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