IMPLEMENTATION OF PADANG CITY REGIONAL REGULATION NUMBER 3 OF 2015 ON ACCESSIBILITY OF TRANS PADANG

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ABSTRACT

Padang is one of the cities that upholds the rights of persons who have disabilities. With the existence of regional regulation number 3 of 2015. The performance of the Padang Regional Regulation No. 3 of 2015 concerning the Fulfillment and Protection of the Rights of Persons who have Disabilities has not been fully implemented. Judging from the accessibility of the Trans Padang public transportation sector, there are still many bus station buildings that do not yet support disabled passengers to carry out their activities independently. PT. Padang Sejahtera Mandiri as the BUMD that operates Trans Padang needs to evaluate the accessibility in corridor 1. From the survey results, it was found that many bus station buildings do not provide facilities for people with disabilities. The purpose of this study was to evaluate accessibility at the Trans Padang bus stop in order to optimize the application of local regulations regarding persons with disabilities. The author uses a descriptive qualitative research method. The study was conducted by surveying the Trans Padang bus station along Corridor I and then comparing the existing condition of the survey results with existing standards. Based on the analysis, it was found that many bus station did not meet the requirements. The only facilities available are guiding blocks and ramps. For guiding blocks, there are only 12 bus station buildings. As for the slope of the appropriate ramp, there are only 5 bus station buildings.

Keywords: Accessibility, Disabilities, Trans Padang

1. INTRODUCTION

In the rules of the Constitution of the Unitary State of the Republic of Indonesia, it has been explained that every Indonesian citizen has the same rights, including the rights of persons with disabilities. Their rights have been specifically regulated in Article 5 of the Constitution Number 8 of 2016, in order to guarantee their rights in accordance with the conditions and needs of person with disabilities. The rights of persons with disabilities include physical accessibility, rehabilitation, education, job opportunities, participation in development, and social assistance.

As Indonesian citizens, persons with disabilities aren’t excluded from their right to enjoy various public services that are available independently. Accessibility needs for disabilities in public buildings have the same rights as the accessibility needs for normal individuals, such as in public transportation buildings. This is because connectedness, whether physical, social, as well as economic, is an issue in urban areas. The existence of public transportation infrastructure can create connectivity between settlement centers and centers of socio-economic activity, as well as often become an instrument for controlling urban physical growth (Efendi & Pramana,2019).

However, what often creates problems is the accessibility to the service. Places for providing public services are often built without paying attention to accessibility supports, even without being aware of the existence of laws and regulations regarding accessibility. As a rule, technical rules regarding accessibility of buildings and the environment has been stated in the Regulation of the Minister of Public Works Number 30/PRT/M/2006. Padang is one of the cities that pays special attention to persons who have disabilities. This is evidenced by the preparation of Regional Regulation Number 3 of 2015 which specifically organize the fulfillment and protection of the rights of persons who have disabilities. But even though there are special rules, in terms of the accessibility of Trans Padang public transportation, it is still not optimal in implementing
the regional regulations. Accessibility is guaranteed in the Padang City Regional Regulation Number 3 of 2015 concerning every building, public facility, and public infrastructure operator must provide accessibility for persons with physical and non-physical disabilities.

Trans Padang started operating in Padang City in 2014. However, the city of Padang still has limitations in developing the Trans Padang public transportation system. Based on the initial survey in the field, in the Trans Padang corridor I there are 73 public passenger vehicle terminals, including 45 bus stations and 28 bus stops. The route from Pusat Kota – Batas Kota is 35 units (21 bus stations and 14 bus stops) and the route from Batas Kota – Pusat Kota is 38 units (24 bus stations and 14 bus stops) with a total route length of 19 KM. In the existing condition, the condition of the bus stations also does not have supporting facilities for passengers with disabilities.

With the Padang Regulation which regulates the fulfillment of the rights of persons who have disabilities, the Padang Government should have a commitment to pay attention to their. However, in fact seen from the results of previous studies there are still public facilities that are not optimal in providing accessibility which is the right of persons with disabilities. Therefore, the performance of Trans Padang transportation needs to be evaluated, especially in terms of service achievement to provide supportive accessibility.

Based on the description above, the author wants to do research that focuses on evaluating the performance of Trans Padang in fulfilling the rights of persons who have disabilities to enjoy public transportation services. The focus of this research is to examine how optimal the performance of Padang City Regional Regulation No. 3 of 2015 with the title "Implementation of Padang City Regional Regulation Number 3 of 2015 concerning Accessibility of Trans Padang Bus Stations Corridor I Pusat Kota – Batas Kota".

2. LITERATURE REVIEW

Transportation

According to (Goldsmith Selwyn, 2000) in urban activities, transportation is the main thing in everyday life. Urban public transportation is the transfer of people and/or goods using vehicles to a destination in an urban area that has a fixed and regular route. The existence of protection for passengers with disabilities on public transportation, because transportation is an important element in everyday life to support all human activities, makes it easier to move from one place to another and is considered to shorten the time to be efficient to get to a place.

Existing transportation must meet several aspects, including comfort, safety, affordability and convenience. Therefore, public transportation requires accessible (easy) facilities and infrastructure that can be used by all public transportation passengers including passengers with disabilities and in the construction of public transportation facilities and infrastructure, consider the presence of passengers with disabilities in order to realize equal opportunities.

Classification of transportation

Transportation can be classified according mode or types which can be viewed from the point of view of the goods being transported, from the geographical point of view the transportation takes place, and from the technical point of view and the means of transportation.

1. In terms of the goods transported are divided into:
   a. passenger,
   b. goods,
   c. mail.

2. From a geographical point of view, transportation is divided into:
   a. intercontinental transport,
   b. inter-island transportation,
   c. intercity transportation,
   d. interstate transportation,
   e. transportation within the city.

3. From a technical point of view and means of transportation, transportation can be divided into:
   a. Highway transportation (road transportation), such as transportation by truck, bus.
   b. Rail transportation, namely rail transportation, electric trams, and so on. Road and rail transportation are sometimes combined in a class called rail and road transportation or land transportation.
   c. Inland transportation, such as the transportation of rivers, canals, lakes and so on.
   d. Pipe line transportation, such as transportation to transport or deliver kerosene, gasoline, and drinking water.
   e. Ocean transportation, namely transportation by using a ship that sails the ocean.
   f. Transportation by air or air transportation, namely transportation by using airplanes by air.

Based on (Lysack, 1992) The classification of transportation can be viewed from the three aspects or elements as stated above, but often people classify it as related to four elements of transportation, namely:

   a. Road
   Road is the most essential requirement in transportation. Without the road, it is
impossible to provide transportation services for its users. Roads are intended and provided as a basis for transportation equipment to move from a place of origin to a place of destination. Road elements can be roads, railways, waterways, and air roads. Roads can also be classified according to natural roads and artificial roads. Natural roads are a gift of nature and are therefore available to everyone without (or hardly) a cost burden for the user, such as: paths, rivers, lakes, and (roads) air. Meanwhile, an artificial road is a road that is built through conscious human effort with a certain amount of investment funds for certain financing to make its construction and maintenance.

b. The Vehicle
Vehicles and means of transportation in general are another important element of transport. The development and progress of roads and transportation means are two elements that need or are related to each other.

c. Driving Force
What is meant by propulsion is the energy or energy used to pull or push the means of transportation. For this purpose, human, animal, steam, coal, fuel, diesel, and electric power can be used, even atomic power, and nuclear power.

d. Terminal
Terminal is a place where a transportation journey begins or stops or ends as a destination. Therefore, the terminal provides various passenger service facilities, loading and unloading, and others.

Accessibility
According to Tamin (2000), accessibility is a concept that combines a geographic land use management system with a transportation network system that connects it. Meanwhile, according to Black (1981) in Tamin (2000); Accessibility is a measure of comfort or convenience regarding the way land use locations interact with each other and the ease or difficulty of reaching these locations through the transportation network system. Accessibility is influenced by several factors, including: a) Distance, Distance is said to affect accessibility to varying degrees from high to low. It is said to be high if the distance between the two related areas is close and it is said to be low if the distance between the two interconnected areas is far. b) Time, According to some opinions, the distance factor is not satisfactory enough to be used as a measure of accessibility. Travel time is a better performance compared to distance. If the travel time is faster then the accessibility will be high and vice versa if the travel time is long then the accessibility will be low. Therefore, a place that is far away if it is reached in a fast time can be said to have a high level of accessibility. c) Costs, Travel costs are one of the factors that determine the level of accessibility. Short distances with fast travel times but require high costs can reduce the level of accessibility. Costs tend to influence people's choices to choose the route and type of transportation mode to be used.

Disabilities
The definition of Disabilities is a people who have physical, intellectual, mental, and or sensory limitations for an unbounded period of time, resulting in obstacles in interaction and unable to participate and participate in the environment independently and effectively based on the same rights. (Yolando & Wibowo ,2020) Meanwhile, according to Constitution Number 4 of 1997 regarding Persons with Disabilities, the definition of disabilities is anyone who have physical and or mental disorders, which can bother or become a limitation for him to carry out activities perfectly, which consists of: persons with physical, persons with mental health, and persons with physical and mental disabilities.

Type of Disability
In Padang City Regulation No. 3 of 2015 there is an explanation of the types of disability. Of the several types of disabilities, there are types of disabilities that occur based on general characteristics or characteristics inherent in conditions of limitations, disabilities, disabilities and dysfunctions.

Types of disability as description of general characteristics and characteristics:

1) Blind people, are people with disabilities who experience limitations, abnormalities, disabilities and dysfunctions in the sense of sight.

2) Speech deaf, are people with disabilities who experience limitations, abnormalities, disabilities and dysfunctions in the sense of hearing and or pronunciation.

3) Mental retardation is a person with a disability who has limitations, disorders, disabilities and intellectual or mental dysfunction.

4) Quadriplegic, are people with disabilities who experience limitations, abnormalities, disabilities and dysfunctions in the sensory motor system and mobility in the body and or limbs.

5) Multiple handicaps, are persons with disabilities who experience a combination of limitations, disorders, disabilities and dysfunctions such as blind, speech-impaired, mentally retarded, and quadriplegic.
6) Autism is a person with a disability who experiences complex and severe growth and development disorders characterized by impaired verbal and non-verbal communication, social interaction, behavioral and emotional disorders and sensory perception.

Accessibility for Persons with Disabilities

In Padang City Regional Regulation Number 3 of 2015 paragraph 7 which discusses accessibility, it states that every person with disabilities has the right to provide accessibility and disability institutional systems in the utilization and use of public facilities and infrastructure. The rules regarding accessibility have also been regulated in the Minister of Public Works Regulation Number 30 of 2006, what is meant by accessibility is the facilities provided for all people including people with disabilities and the elderly in order to realize equal opportunities in all aspects of life and livelihood.

Accessibility is guaranteed in the Padang City Regional Regulation Number 3 of 2015 concerning Every organizer of public buildings, public facilities, and public infrastructure is required to provide accessibility for persons with disabilities in physical and non-physical.

1. Physical Accessibility

Physical accessibility applies to:
- in public buildings,
- accessibility on public and special roads,
- accessibility on public transportation.

2. Non-physical

Non-physical accessibility applies to:
- Information
  The provision of accessibility in the field of information is a series of efforts to accommodate the interests of persons with disabilities in any information from the organizers or implementers of public services that is made and provided in such a way as to enable persons with disabilities to be able to read, know, or understand the information material in question without barriers and without discrimination.
- Service
  The provision of accessibility in the service sector is a series of efforts to accommodate the interests of persons with disabilities in the field of services that are cooperative, constructive and supportive or in favor of respect, protection and fulfillment of the rights of persons with disabilities to the fullest, with dignity, without obstacles and without discrimination.
- Operational
  The provision of accessibility in the operational field is a series of efforts to accommodate the interests of persons with disabilities in such a way, where the operational system for all public facilities can be used, processed or controlled by persons with disabilities without any barriers and without discrimination.

Design

The provision of accessibility in the field of design is a series of efforts to accommodate the interests of persons with disabilities in the field of designing all public service instruments that are cooperative, constructive and supportive or in favor of respect, protection and fulfillment of the rights of persons with disabilities to the fullest, with dignity, without obstacles and without discrimination.

Government Policy

This transportation activity is supported by the availability of accessibility of transportation facilities and infrastructure for passengers, including passengers with disabilities as contained in the Regulation of the Minister of Transportation of the Republic of Indonesia Number 98 of 2017 concerning Provision of Accessibility in Public Transportation Services for Service Users with Special Needs. Based on Article 3 of the Regulation of the Minister of Transportation of the Republic of Indonesia Number 98 of 2017 concerning Provision of Accessibility in Public Transportation Services for Service Users with Special Needs that the service in question is accessibility service and it is stated that accessibility transportation facilities must include at least:

1) assistive devices for getting up and down from and to transportation facilities;
2) secure and easily accessible doors;
3) easily accessible audio/visual information about the trip;
4) special signs/instructions on service areas in transportation facilities that are easily accessible;
5) priority seating and easily accessible toilets; and provision of assistive facilities that are easy to access, safe and comfortable.

Based on Article 4 of the Regulation of the Minister of Transportation of the Republic of Indonesia Number 98 of 2017 concerning Provision of Accessibility in Public Transportation Services for Service Users with Special Needs that the accessibility of transportation infrastructure for persons with disabilities include:

1) texture guide tiles (guiding blocks) on transportation infrastructure (pedestrians, counters, toilets, etc.):
2) special signs/instructions on service areas that are easily accessible (parking, counters, toilets, etc.);
3) visual/audio information related to travel information;
4) accessible doors/gates with dimensions that match the width of the wheelchair;
5) the area to raise and lower passengers (drop zone);
6) ramp with suitable slope;
7) access to get on and off passengers that are accessible in high-rise buildings;
8) accessible toilet with toilet door dimensions that match the width of the wheelchair;
9) ticket counter/special ticketing counter that is easily accessible;
10) waiting room with priority seats;
11) nursery room is equipped with sofa facilities, waist-high baby table for women, air conditioner, sink, trash can, and drinking water dispenser;
12) polyclinic;
13) children's playroom;
14) parking lot;
15) fire hazard access; and
16) availability of wheelchairs that are ready to use.

3. METHOD

The public transportation facilities and infrastructure that have been mentioned must be provided by the transportation service provider and are free of charge, these facilities have become the responsibility of the transportation operator.

This research is a type of qualitative research using descriptive method. By collecting various kinds of literature and previous research journals that have discussed transportation accessibility for passengers with disabilities. The focus of the research location is on Corridor I Trans Padang. This research uses primary and secondary data. Primary data was collected using observation, interviews and documentation, while secondary data was obtained from the associated institution (PT. Padang Sejahtera Mandiri). Data analysis in this research is data reduction, data presentation, and conclusion drawing.

Trans Padang

Trans Padang is a bus rapid transit (BRT) service in Padang. The Padang Ekspres news page explains that Trans Padang began operating in Padang in January 2014 with a fleet of 10 units. In July 2014, 5 additional units were added, bringing the total operating fleet to 15 units. In 2016 another 10 units were added, bringing the total fleet to 25 units. The Trans Padang bus fleet has dimensions of 7.045 meters long, 2.1 meters wide and 1.77 meters high. According to information obtained from interviews with operators at the Imam Bonjol Bus Stop, it is stated that currently the number of fleets operating in Corridor I is 25. Of which 20 of them are actively operating every day. While 5 of them have standby status which will be used if the active bus has problems.

![Trans Padang Bus](image)

Figure 1. Flow Chart

The public transportation facilities and infrastructure that have been mentioned must be

![Trans Padang Bus](image)

Figure 2. Trans Padang Bus

The Trans Padang bus has a passenger capacity of 40 people, with details of 20 people sitting and 20 people standing with handrails, and equipped with priority seating facilities for elderly passengers, pregnant women, and passengers with children and passengers with disabilities.
This bus operates every day from 06.00 WIB to 21.00 WIB. One unit of the Trans Padang bus fleet operates six rounds. Payment transactions can be made using BRI Bank electronic money called the BRIZZI card at a rate of Rp. 1,500 for students and Rp. 3,500 for the public for one trip (flat) far or near.

4. RESULT AND DISCUSSION

Table 1. Location of Trans Padang Bus Station Corridor 1

<table>
<thead>
<tr>
<th>Pusat Kota – Batas Kota</th>
<th>Batas Kota – Pusat Kota</th>
</tr>
</thead>
<tbody>
<tr>
<td>Imam bonjol</td>
<td>Seb. Mega permai 1</td>
</tr>
<tr>
<td>Kantor pos</td>
<td>SMPN 15 Padang</td>
</tr>
<tr>
<td>Smpn 1 padang</td>
<td>Mesjid Al-ikram</td>
</tr>
<tr>
<td>Smk nasional</td>
<td>Mesjid nailus sa’dah</td>
</tr>
<tr>
<td>Lap. Tenis korem</td>
<td>Asia biskuit 2</td>
</tr>
<tr>
<td>Kantor gubernur</td>
<td>Seberang asrama haji</td>
</tr>
<tr>
<td>KONI</td>
<td>Simpang GIA</td>
</tr>
<tr>
<td>STIKES Indonesia</td>
<td>Simpang tunggul hitam</td>
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<tr>
<td>BTPN</td>
<td>Taman bengkuang</td>
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<tr>
<td>AKBP</td>
<td>DPRD 2</td>
</tr>
<tr>
<td>RS. Jantung</td>
<td>Al-azhar</td>
</tr>
<tr>
<td>Elang perkasa</td>
<td>STIKES Alifah</td>
</tr>
<tr>
<td>DPRD 1</td>
<td>Seberang BTPN</td>
</tr>
<tr>
<td>UNP</td>
<td>Mesjid raya SUMBAR</td>
</tr>
<tr>
<td>Capella</td>
<td>Telkom padang baru</td>
</tr>
<tr>
<td>Asia biskuit</td>
<td>Seb. GOR H. Agus Salim</td>
</tr>
<tr>
<td>Stasiun tabing</td>
<td>LBA LIA</td>
</tr>
<tr>
<td>Muaro penjalinan</td>
<td>TK Yos sudarso</td>
</tr>
<tr>
<td>Simpang kalumpang</td>
<td>Graha asri</td>
</tr>
<tr>
<td>POLSEK Koto tangah</td>
<td>Bank CIMB Niaga</td>
</tr>
<tr>
<td>Seb. Kampus II UNP</td>
<td>SMPN 1 Padang</td>
</tr>
<tr>
<td>Simpang Mega Permai</td>
<td>Hotel padang</td>
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<tr>
<td></td>
<td>Mesjid nurul iman</td>
</tr>
</tbody>
</table>

Based on the location of the bus stations in the table above, there are 22 from the direction of the Pusat Kota – Batas Kota and 23 from the direction of Batas Kota – Pusat Kota. Then an evaluation of the existing condition facilities is carried out which can be seen in the following picture:
direction of the Pusat Kota – Batas Kota. While the direction of the Batas Kota – Pusat Kota there are 6 bus station available for guiding blocks. For ramp facilities that have a suitable slope, there are only a few bus stations. For the direction of Pusat Kota – Batas Kota, there are only 2 bus station. While in the direction of Batas Kota – Pusat Kota there are only 3 bus stations. The location of the bus station that provides is in the following table:

Table 2. Location Availability of Facilities for Disabilities Directions Pusat Kota – Batas Kota

<table>
<thead>
<tr>
<th>Guiding Block</th>
<th>Ramp</th>
</tr>
</thead>
<tbody>
<tr>
<td>Imam bonjol</td>
<td>Kantor pos</td>
</tr>
<tr>
<td>Kantor pos</td>
<td>Lapangan tenis KOREM</td>
</tr>
<tr>
<td>Smpn 1 padang</td>
<td>Smk nasional</td>
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<tr>
<td>Lapangan Tenis korem</td>
<td>Kantor gubernur</td>
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</tbody>
</table>

Table 3. Location Availability of Facilities for Disabilities Directions City Boundary – Pusat Kota

<table>
<thead>
<tr>
<th>Guiding Block</th>
<th>Ramp</th>
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<tr>
<td>Al-azhar</td>
<td>Al-azhar</td>
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<tr>
<td>STIKES Alifah</td>
<td>STIKES Alifah</td>
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<tr>
<td>Seberang BTPN</td>
<td>Seberang BTPN</td>
</tr>
<tr>
<td>Bank CIMB Niaga</td>
<td>Seb. SMPN 1 Padang</td>
</tr>
<tr>
<td>Seb. SMPN 1 Padang</td>
<td>Hotel Padang</td>
</tr>
</tbody>
</table>

Below is an image of the Trans Padang bus station design from a floor plan, front view, side view and a 3-dimensional image for the concept of a bus station that is friendly for passengers with disabilities. Basically the design has facilities and infrastructure that suit the needs of people who have disabilities. The author chooses one of the existing bus station design that is used as a reference for making changes to the recommended design. So when this design is used for renovation, it will minimize the costs that will be incurred.

5. CONCLUSION
The performance of the Padang Regional Regulation No. 3 of 2015 concerning the Fulfillment and Protection of the Rights of Persons who have Disabilities has not been fully implemented. Judging from the accessibility of the Trans Padang public transportation sector, there are still many bus station buildings that do not yet support disabled passengers
to carry out their activities independently. The Trans Padang bus station is inconvenient and difficult to access for passengers with disabilities in wheelchairs and the visually impaired. There are several main accessibility issues which then cause accessibility inconveniences for persons with disabilities at the Trans Padang bus station, such as: the slope of the ramp is not accessible, it is difficult for passengers with wheelchairs to access independently. At some bus station there is no ramp access, and there is also no guiding block for the blind.

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