

Accessibility for Disabilities in Batik Solo Trans Transportation in Surakarta City

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ABSTRACT

This study aims to determine the accessibility of the Solo Trans batik bus stop reviewed from the regulation of the Minister of Transportation of the Republic of Indonesia no. 10 of 2012. This study intends to find out the responses and obstacles that are still felt by people with disabilities with the facilities that have been provided by the Surakarta City government at the solo trans batik bus stop with physical and non-physical limitations. The method used in this study is qualitative research. The data collection technique of this research is a combined technique or data triangulation, then the data is developed through hypotheses. The results of this study are found that people with disabilities feel that the accessibility services of batik solo trans are not optimal and the government lacks a strategic place for the construction of disability-friendly bus stops in the city of Surakarta.

Keywords: Accessibility, Disabilities, Batik Solo Trans

INTRODUCTION

Indonesia as a country of law, one of the principles that must be carried out is to provide guarantees for Human Rights (HAM), especially for groups that are prone to execution in society, especially people with disabilities. According to John C. Maxwell, a person with a disability is someone who has a disorder that can interfere with activities. Dreams, according to the WHO (Kurniawan & Forestyana, 2017), are the temporary or permanent loss or abnormality of psychologist, physiological or anatomical structures and functions. Meanwhile, disability is defined as all obstacles or lack of ability of a person to carry out an activity within the limits that are understood normally by most people. Kurniawan (2017) mentioned several groups of disabilities including wheelchair users, deafness, hearing loss, visual limitations, mental retardation, people with cognitive limitations, people with various ability limitations, the elderly and children (Minister of Transportation of the Republic of Indonesia, 2012). Accessibility for people with disabilities is prioritized in terms of the availability and feasibility of disability-friendly facilities, the accessibility in question is the facilities provided by maintenance providers that are provided specifically for people with disabilities which has been implemented in Law Number 42 of 2020 concerning Accessibility to Settlements, Public Services and Protection and Disasters for Persons with Disabilities.

The city of Surakarta is a city in Central Java Province which is known for its hospitality as disability-friendly. This is evidenced by the existence of Surakarta City Regional Regulation no. 2 of 2008 concerning equality of persons with disabilities where its

implementation is guided by Surakarta Mayor Regulation no. 9 of 2008 concerning equality of persons with disabilities. As one of the cities that has various advantages regarding its development and its nickname as a disability-friendly city.

Based on the regulation of the Minister of Transportation of the Republic of Indonesia no. 10 of 2012 and regional regulations, the Surakarta City Government has a commitment to pay attention to people with disabilities in public transportation, one of which is batik solo trans. However, in reality, judging from observations and from previous research, there are still many solo trans batik facilities that are not optimal in providing accessibility which is their right. This can generally be seen due to the lack of knowledge and understanding of maintainers as study makers as well as owners or managers of public facilities on the reference of accessibility for people with disabilities and the low understanding of people with disabilities as citizens which implies that their needs are neglected.

The fulfillment of disability rights and positive efforts in Indonesia realized by the government, such as sidewalks, buildings, special schools and transportation for people with disabilities. It should be in every city or region that fixes people with disabilities in one of the examples in Surakarta, Central Java Province, as has been passed in the Regional Regulation Law Number 9 of 2020 on the Protection and Fulfillment of the Rights of Persons with Disabilities.

The case raised in this study is the accessibility of the solo trans batik bus stop in Surakarta City which is a disability-friendly city to provide physical and non-physical facilities that have been regulated in city regulation no. 9 of 2009 and regulation of the minister of transportation no. 10 of 2012. This study aims to find out how maintainers pay attention to the rights of public services to people with disabilities at the Trans Solo Surakarta Batik bus stop which is named as a disability-friendly city as well as what are the views for users with disabilities and general users regarding the accessibility of batik solo trans in Surakarta City.

METHOD

The method used in this study is a qualitative method. Qualitative research methods are carried out in natural and natural conditions so they are called naturalistic with research as a key instrument, data is collected through combined techniques or data trigulation, then the data is developed through hypotheses (Sugiono, 2018). The source of data obtained by this study is data obtained directly from the resource person, namely the Surakarta City Transportation Office. The research objectives are taken based on the criteria that have been set by the researcher, in other words, the technique of determining the subject and sample using purposive sampling by determining consideration samples from resource persons from the Surakarta City Transportation Office, the Surakarta City Development and Regional Planning Agency as well as the general public and people with disabilities who are disabled, visually impaired and deaf solo trans batik users in Surakarta City. The data collection techniques in this study are interviews, observations and documentation.

RESULT

This research was carried out in the city of Surakarta, Central Java Province with the aim of finding out the accessibility of the Batik Solo Trans bus stop for people with disabilities in the city of Surakarta. This research involves people with disabilities who are

blind, deaf and handicapped, as well as the Surakarta City Transportation Office, the Surakarta City Regional Development Planning Agency, and the people of Surakarta City who use the solo trans batik facility. The observation and documentation techniques used in this study include photographs, recordings, interviews and written documentation. This observation aims to get a comprehensive picture of the accessibility conditions of bus stops and the challenges faced by people with disabilities. The data used is analyzed to provide constructive recommendations regarding the improvement of facilities and services. This research is expected to provide useful information to improve the quality of disability and comfort for all bus stop users, especially people with disabilities

Observation was carried out by observing accessibility for people with disabilities in the transportation of solo trans batik in the city of Surakarta. Researchers when making in-depth observations found that the solo trans batik stop in Surakarta City was not optimal, namely on the ramp of the building slope on the steep ground floor of the solo trans batik stop, so that it was a little difficult for disabled users, pregnant women and the elderly to use the stop. Non-physical observation of the researcher researched what is inside the solo trans batik facility in Surakarta City with security, comfort, equality, affordability, and safety. Researchers at the time of observation about these five aspects were quite atypical, especially on the new solo trans batik bus (low deck) because one example in the bus was equipped with 4 security CCTV. However, this new bus for passengers with disabilities is not optimal because the bus uses short doors so that it cannot be accessed from the bus stop

Researchers at the time of observation found that the solo trans batik stop in Surakarta City is still not optimal for the city of Surakarta which is disability-friendly, there are many guiding blocks around the damaged bus stops, there are even stops that do not have a guiding block at all, while those that are closed to traders who sell there. But the Surakarta City government is very good for anticipating the guiding block around the solo trans batik stop which has followed the rules of the Minister of Transportation of the Republic of Indonesia no 10 years. Guiding blocks are built in the area of the pedestrian path with a line motif guide and use contrasting colors such as orange, yellow or with other colors so that it is easily recognized by other pedestrians so that they do not use or are not abused because it is a special road for people with disabilities. This is in line with the opinion conveyed by (Aprizal & Samin, 2021) that the government has committed to fulfilling the rights of people with disabilities, but based on observations in the field, the implementation of the regulation has not been fully implemented. As a result, the rights of people with disabilities seem to be neglected. For example, not all public facilities, such as bus stops, provide adequate bus stop facilities. Stops are often not equipped with spacious waiting spaces, which makes it difficult for wheelchair users to move around, with appropriate guiding blocks. In addition, there are no clues or information in the form of signage and voice visualization for the blind and deaf. The considerable distance between the bus stop and the bus when stopping also makes it difficult for people with disabilities to use the facility.

The results of observations regarding the access to the solo trans batik staircase, On the stairs are still not optimal enough, there are still many stairs that do not use the ground floor so that people with disabilities still cannot use the solo trans batik facilities which should be stairs with a slope of no more than 35 degrees and a minimum step width of 10 cm and a minimum height of 15 cm. This is in line with what was conveyed by (Angkasa, 2017) that the stairs provided by the Semarang City government seem too steep to be used

by people with wheelchair disabilities. The slope of the stairs poses a big challenge for those who want to access Trans Semarang, remembering that the steep slope can make it difficult and risky. As a solution, the slope should not exceed the maximum limit of 10 degrees by applying a slope that is suitable for the possibility of wheelchair users passing comfortably and safely, this adjustment will not only reduce the difficulty in using but improve the overall accessibility and inclusiveness of public transportation facilities.

Researchers at the time of the observation got a mismatch in the ramp part at the solo trans batik bus stop in Surakarta City, there was a size mismatch in the ramp part that should have a slope of 6 degrees in the bus stop building. On the inside of the building, the slope is 5 degrees or a size with a slope of 1:12 with a slope width of 1:20 and also on each ramp is equipped with a handrail with a maximum width of 70cm. At the solo trans batik stop that already has a ramp, it is equipped with a handrail. This is in line with the opinion (Yudpardhi & Jayadi Waisnara, 2015) that people with disabilities who use public transportation, especially people with disabilities who use wheelchairs, need a large enough space to help move from one place to another.

Researchers at the observation at the solo trans batik bus stop in Surakarta City, the service of handgrip facilities is quite evenly distributed at all portable and permanent bus stops in the Regulation of the Minister of Transportation no. 10 of 2012, the handgrip uses non-slip materials and the edges are given anti-slip. The Surakarta City Government has implemented the construction of non-slip handgrips on every part of the Solo Trans batik stop. This is in line with the opinion with (Pranjani, 2017) saying that facilitating convenience for people with disabilities by optimally exposing the same opportunities to access various activities is achieved so that equitable distribution of services in the form of life is realized, including aspects of public services and accessibility of people with disabilities.

Researchers at the time of making observations at the solo trans batik bus stop in Surakarta City saw that the completeness of the symbols at the solo trans batik bus stop in Surakarta City was not optimal enough, there was a lot of unclear, torn and incomplete information. What is regulated in the Regulation of the Minister of Transportation of the Republic of Indonesia no. 10 of 2012 must be informative and easily recognizable by transportation service users with the aim of being able to recognize danger signs or regulations implemented by the City Government. This is in line with the guidelines of the State Law of the Republic of Indonesia no. 8 of 2016 which states that the right to accessibility to use public facilities and get proper information and accommodation as a form of accessibility for individuals.

Researchers at the time of observation using solo trans batik in Surakarta City, the safety regulated by the Regulation of the Minister of Transportation of the Republic of Indonesia no. 10 of 2012 at the supporting bus stops has implemented lighting, information on security disturbances, but for security officers has not been applied to solo trans batik, only one driver is attached to each solo trans batik bus. This is in line with the opinion (Segi Rahayu, Utami Dwi, Marita, 2013) in his research entitled "Public Services in the Field of Transportation for the Disabled in the Yogyakarta City Area" Public services for people with disabilities must prioritize safety and equality so as to make public service users, especially people with disabilities, comfortable when using public service facilities in the field of transportation in the Yogyakarta City Area.

Researchers on the observation of batik solo trans in the batik solo trans bus section of the batik solo trans security service is quite optimal the feasibility of buses that have

used new buses, the existence of P3K boxes accompanied by medicines but new buses that use lowdeck are still not accessible to users from the bus stop so users have to get on from the bus stop or on the side of the road. Researchers on the observation of solo trans batik have followed the regulation of the Minister of Transportation of the Republic of Indonesia no. 10 of 2012 in the comfort section. This is in line with the statement by (Dawud et al. 2019) that the quality of service is good, the company will get a better image for the users of the facility, so that it is an encouragement to consumers so that as well as to consumers to have a stronger relationship with the problems in the relationship in better understanding what are the needs and expectations of users.

Researchers at the time of making observations on solo batik buses on equality services have been optimal as stipulated in the Regulation of the Minister of Transportation of the Republic of Indonesia no. 10 of 2012 by applying priority seats on buses intended for people with disabilities, elderly people, children and pregnant women as a special space for wheelchairs on buses intended for service users who use wheelchairs on batik solo trans in The rear is enough for 4 wheelchairs, but for the floor and special texture is not optimal, the slope at the bus stop is still a little steep and sloppy for wheelchair users. This is in line with the opinion (Anjas Aprizal, Sabri Samin. 2021) accessibility is a convenience provided for the community, including people with disabilities, to realize equal opportunities in all aspects of life, it can also be said that people with disabilities are able to get equal opportunities, equality and rights in social life.

Researchers at the time of observation found the ease of moving passengers between corridors where service users move from the place of departure to the end of the destination. The location of the coordinator found several points such as the center of Surakarta City on Jalan Slamet Riyadi, Tirtonadi Terminal of Surakarta City, Kartasura Terminal, Kerten Sub Terminal and Palur Terminal in Karanganyar. It has been regulated in the Regulation of the Minister of Transportation of the Republic of Indonesia no. 10 of 2012 and the tariff given by the regulating party is quite affordable with a single trip worth Rp. 4,700.00 for people with disabilities, pregnant women and senior students Rp. 2,000.00. The researcher found that the non-optimal in tative is different from other city buses such as Trans Semarang, Trans Jakarta and Trans Jogja which set a one-trip fare of no more than Rp.4,000.00 and does not pay the initial fare when moving corridors, in contrast to Batik Solo Trans still pays the initial fare when moving corridors. This is in line with the opinion (Ahmad Soleh. 2016) Public transportation is the activity of moving people or goods from one place to another in one space. The main elements of the transportation system in the process are the objects of people or goods, means of transportation, infrastructure and regulations. Transportation as a system targets the infrastructure subsystem in the form of routes and places of movement and regulatory subsystems that are likely to move more efficiently and effectively.

Researchers at the time of observation found that it was quite optimal to provide information on the solo trans batik service in Surakarta City, the researcher found many posters or images pasted on every solo trans batik bus and bus stop, but there is still a lot of public awareness or users who damage the facility. This is in line with what was said by (Dias Prwatiti. 2019) the government and the community must maintain what has been used as accessibility standards in public facilities and infrastructure, this is so that users get opportunities for various aspects of life in carrying out daily activities.

CONCLUSION

The accessibility of the solo trans batik facility in Surakarta City is currently optimally implemented in accordance with the Regulation of the Minister of Transportation of the Republic of Indonesia no. 10 of 2012. The solo trans batik facility in the city of Surakarta has implemented five aspects of non-physical aspects including security, comfort, security, safety and also affordability. However, in the non-physical solo trans batik facilities in Surakarta City, in the supporting facilities, namely the bus stop, still have to do a lot of evaluation and renewal, especially at the solo trans batik stop, such as from 266 stops spread out from 4 solo trans batik corridors, there are too many placements of portable stops compared to permanent stops, so that people with disabilities are still limited in using bus stop facilities.

So the researcher hopes that the placement of permanent stops will be more renewed with the aim that solo trans batik users can use the solo trans batik facilities in Surakarta City can be carried out comfortably and safely. The findings of the solo trans batik bus stop are still many that use portable bus stops so that users, especially people with disabilities, still have difficulty accessing from the bus stop to the solo trans batik bus, as well as the lack of officers on guard at each solo trans batik stop at the bus stop and in the solo trans batik bus in Surakarta City. But behind that, the government has optimized such an image as possible because it is waiting for a decision from the continuing party, a strategic place in petrifying the Solo Trans batik bus stop that is disability-friendly and funds that suit the needs.

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