

The Road Access Service (Pedestrian Ways) For Disabled

Aprillia Chenerita¹, Nanda Anjasmara², Yuliantini³, Nasrullah⁴, Aditya Nugroho⁵

^{1,2,3,4,5}Institut Transportasi dan Logistik Trisakti, Jakarta, Indonesia

*Corresponding Author: aprilliachenerita@gmail.com

Abstract

Public services are the service given by the Government, this study was held in government of DKI Jakarta Province. The government had to distribute the services equally in order to fulfill the need all people, without exception. One of the public service is the accessibility service. One of the accessibility is the access of pedestrian way for disability people. This research was aimed to describe and analyze how the accessibility service of pedestrian way for disability people. The research was a descriptive study case with qualitative approach to fulfill the relevant concept of study of public road (pedestrian way) accessibility service for disability people. The data technique used photo field documentation technique and observation to strengthen the data. The results showed that the public pedestrian way service for disability people around the BNI City station wasn't good. It was mean that the accessibility of pedestrian way wasn't pleasant for disability people and made them difficulty in mobility and independency, and they also difficult to participate as citizen like other normal people equally.

Keywords: Public Service; Pedestrian Way; Disability People.

Introduction

Transportation is to drive or move people or goods from one place to another by using a particular system to a specific destination (Morlok, 1984). Transportation is one of the important need for daily peoples life like for example walking by foot. Public roads (pedestrian ways) is the infrastructure that is used for pedestrians which need to be adequate in its facilities. Walking is the most basic form of transportation, and it is important for transportation officials to provide facilities that enhance the safe movement of pedestrians along roads and streets (Rankavat & Tiwari, 2016). Roads surely should be able to accomodate the needs of pedestrians and the maximum to support the functioning of the activity or activities in a city (Setiawan, 2011). With the large number of existing transport in urban areas such as Jakarta, it made the streets became piled up so that the widening of the highway was undertaken for vehicles passing as well as for the

development of public transport, the cause of it is the pedestrian roads getting small and also the roads getting used by street vendor. So that the infrastructure supporting way become less, it's one experienced by the community in the mobilization in particular for disability.

Persons with Disability is any person who experiences physical limitations, intellectual, mental, sensory in a prolonged period of time, in interaction with the environment may encounter obstacles and difficulties to participate in full and effectively with citizens of other countries based on equality (Kemenkumham R.I, 2016).

In this discussion writers using indicators from Budi Hasanah in his journal quotes Lubis.

This research is a descriptive case study research using qualitative approach, researchers using the technique of documentation in the form of photographs in the field to strengthen research results. The location of this research is on pedestrian Sudirman. The obtained data in the form of secondary data is then processed and described in the form of naration in accordance with the data requirements. The next stage, process of the data analysis based on theory and concepts of service accessibility of public roads (pedestrian path) for the disabled by Lubis.

From the identification of problems and limitations above, then the author can formulate the problem of research is whether the path Pedestrian in Sudirman Deserves to be used For persons with Disability.

Based on research that concluded the author aims to find out how the quality of Pedestrian in Sudirman for persons with Disability.

Method

The methods used in this research is qualitative, descriptive Methods.

Discussion and Result

There are various indicators or specific requirements for viewing an overview assessment of how services in the form of road access for the disabled accessible,

(Hendra Kurniawan Arif Hamonangan Lubis, 2008):

1. The size of the base space. Based on the results of observation of the space environment on the road station of the BNI Sudirman City has enough space for pedestrians who belongs to normal and disabled to cross in terms of length and height while in terms of width less because it was too narrow to pass.
2. Guide Lines. That mean at this point is the existence of a particular line or the utilization of the texture on the tile to give warnings on persons with disability on the road but the space environment access to the BNI City station is found the specific path for the disabled disability but only a few.
3. Pedestrian Path. The essence of the path that is used for foot or wheel for towing disabled independently designed based on the needs of the people to move safely, easily, comfortably, and without a hitch, but the space access road to station BNI City too small so that less is enough to passed by wheelchair users.
4. Ramp. Ramp is a circulation that has fields with a certain slope as an alternative for people who cannot use stairs. While observations on the location of the research there are stairs and ramps to access to the BNI City but the slope on ramp is steep and do not have a handle or a buffer on each side so that sufficient harm to be used for, instead they could not use the stairs.
5. Stairs. In this observations on the location of the research there are some stairs. According to the author's observations of the stairs are available for access to the station of BNI City is not adequate because there are stairs which are too high and another stairs the contour is not neat so that make it difficult for persons with disability to use.



Figure 1. Pedestrian Access in Sudirman Station Areas

Source: Author



Figure 2. Pedestrian Access in Sudirman Station Areas

Source: Author

Conclusion

Based on the results of research that the author conclude that road access to the BNI City station is not yet available or adequate for persons with disability. Because based on the observations, we apply the five indicators of basic from Lubis about spaces, road guides, the pedestrian, ramps and stairs. From the five indicators that there is no sufficient quality that is worrying for the people with disability. So we expect the roads and facilities are better by providing security

and safety pedestrian paths to the users especially for persons with disability, must be both in design and setup path pedestrian and basic needs to track disability must be fulfilled. In order to support the mobility for persons with disability.

References

- Hendra Arif Kurniawan Hamonangan Lubis. (2008). *Hendra Arif K.H Lubis : Kajian Aksesibilitas Difabel Pada Ruang Publik Kota Studi Kasus : Lapangan Merdeka, 2008 USU Repository* © 2008. Universitas Sumatera Utara. Retrieved from <http://repository.usu.ac.id/bitstream/handle/123456789/4350/09E00136.pdf;jsessionid=137144499523A558A48CB81C7A2E97C8?sequence=1>
- Kemenkumham R.I. (2016). UU Penyandang Disabilitas, 1–64.
- Rankavat, S., & Tiwari, G. (2016). Pedestrians perceptions for utilization of pedestrian facilities – Delhi, India. *Transportation Research Part F: Traffic Psychology and Behaviour*, 42, 495–499. <https://doi.org/10.1016/j.trf.2016.02.005>
- Setiawan, M. F. (2011). Studi Perilaku Pejalan Kaki Pada Trotoar (Pedestrian Ways). *Jurnal Teknik Sipil & PWK*, 2, 181–190.
- Hendra Arif Kurniawan Hamonangan Lubis. (2008). *Hendra Arif K.H Lubis : Kajian Aksesibilitas Difabel Pada Ruang Publik Kota Studi Kasus : Lapangan Merdeka, 2008 USU Repository* © 2008. Universitas Sumatera Utara. Retrieved from <http://repository.usu.ac.id/bitstream/handle/123456789/4350/09E00136.pdf;jsessionid=137144499523A558A48CB81C7A2E97C8?sequence=1>
- Kemenkumham R.I. (2016). UU Penyandang Disabilitas, 1–64.
- Rankavat, S., & Tiwari, G. (2016). Pedestrians perceptions for utilization of pedestrian facilities – Delhi, India. *Transportation Research Part F: Traffic Psychology and Behaviour*, 42, 495–499. <https://doi.org/10.1016/j.trf.2016.02.005>
- Setiawan, M. F. (2011). Studi Perilaku Pejalan Kaki Pada Trotoar (Pedestrian Ways). *Jurnal Teknik Sipil & PWK*, 2, 181–190.