

POLICY ADVOCACY ON ACCESSIBILITY OF PEDESTRIAN PATHS AND TRANS PADANG FOR PEOPLE WITH DISABILITIES IN PADANG CITY

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Abstract

People with disabilities in Padang City often face discrimination and have difficulty accessing public facilities such as pedestrian paths and public transportation, including Trans Padang. Even though there has been progress in public policy, its implementation is still less than optimal. Advocacy by organizations like PPDI is important to ensure their rights are fulfilled. This research analyzes accessibility policy advocacy in Padang using descriptive qualitative methods. Data was collected through interviews and documentation studies, tested by data triangulation. The results show that advocacy is going well but is hampered by the completeness of the files. The response from the relevant agencies was positive. Supporting factors include community involvement, effective communication, policy understanding, commitment, policy maker support, collaborative approach, and media involvement. Inhibiting factors include data collection, lack of resources, and public indifference.

Keywords: Advocacy, Disability Pedestrian Route, Trans

A. INTRODUCTION

People with disabilities are often considered less productive, and their rights are often ignored. Based on data from the International Labor Organization (ILO), there are more than one billion people with disabilities in the world, or around 15% of the global population. Supanji (2023) believes that in Indonesia the number of people with disabilities has reached 22.97 million people, or around 8.5% of the total population, with the majority being elderly. Even though they have equal rights in the eyes of law and government, people with disabilities often experience discrimination and are socially marginalized. Therefore, the government must strengthen its role and respect, protect and maintain their rights in national development. Providing disability-friendly public infrastructure, such as sidewalks and accessible public transportation, is very important. Law Number 8 of 2016 concerning Disability Presentation guarantees the right to accessibility, including ease of access to public facilities and proper review.

The Padang City Central Statistics Agency noted that in 2024, the population of Padang City is estimated to reach 954,177 people, with 3,174 of them being people with disabilities in 2023. In providing adequate facilities, the Padang City Government involves the community. Even though facilities such as sidewalks and public transportation have improved, many still do not meet safety and comfort standards for people with disabilities. This requires a more inclusive and

participatory policy to improve this condition (Putri, 2020).

Trans Padang, as public transportation in Padang City, should provide comfort for all passengers, including people with disabilities. However, existing facilities are often inadequate, making it difficult for people with disabilities. Mr. Icun Sulhadi, Chair of the Indonesian Association of Persons with Disabilities, Padang City, explained that disabled passengers often have difficulty getting a seat due to the limited number of seats, as well as inadequate facilities such as ramps and bus stops. Some bus stops have steep stairs, damaged roads, and narrow spaces, making them difficult to access for wheelchair users as in the following interview:

“...The sidewalks that were built began to provide access for people with disabilities. However, there is no sense of security and comfort enjoyed by disabled people. A sense of security and comfort that cannot be truly enjoyed by people with disabilities, such as the sidewalk ramp being steep, the guiding block being too marginalized and blocked by trees and electricity poles, and the floor on the sidewalk is still slippery like on Jalan Khatib Sulaiman and there are still many sidewalks that have not been rehabilitated. On the sidewalk there are still many people selling and there are parking spaces on it. So this can be enjoyed comfortably by disabled people. ...”. (Interview, 2023).

The government must improve the management and provision of disability-friendly public infrastructure, while educating the public about the importance of respecting public facilities for the disabled. Complaints by people with disabilities regarding public facilities must be heard and followed up seriously (Australia Indonesia Partnership for Justice, 2014). Advocacy plays an important role in fighting for the rights of people with disabilities. Organizations working in this field must continue to expand public and government understanding of the rights of people with disabilities. The goal of advocacy is to ensure more inclusive policies and a better understanding of the needs of people with disabilities. Icun Sulhadi emphasized the importance of active advocacy to encourage city governments to be more sensitive to disability issues. Overall, there are still many challenges related to accessibility in Padang City. Apart from that, misuse of facilities by the community also worsens the situation, so advocacy is urgently needed to create better infrastructure for people with disabilities. Therefore, the research aims to find out more about "Policy Advocacy on the Accessibility of Pedestrian Routes and Public Transportation for People with Disabilities in the City of Padang" is very relevant.

B. LITERATURE REVIEW

Policy advocacy can be concluded as a systematic effort carried out by individuals, groups, or organizations to influence changes or improvements in public policy. The aim of this policy advocacy is to ensure that public policy is more aligned with the interests and needs of society. In this process, community actors try to encourage policy makers to adopt better policies, without aiming to attack policy makers or their institutions (Roem Topatimasang in Rahardian, 2020).

Policy advocacy also emphasizes the importance of civil society participation in policy formulation, where society is actively involved in fighting for desired changes. This is in line with the concept of policy support which refers to the active participation of policy makers and community actors in implementing mutually agreed policies. Policy support is a concrete manifestation of political commitment, which can take the form of laws, regulations or institutional decisions (Rahadian & Zarkasi, 2019). Overall, policy advocacy and policy support are interrelated in an effort to create better policies, with a focus on participation and cooperation between government and society.

According to Roem Topatimasang in Rahardian (2020), effective policy advocacy must consider three main processes, namely legislation and jurisdiction, politics and bureaucracy, and socialization and mobilization. Each of these processes has an important role to play in ensuring that policy advocacy is well planned and implemented.

Legislative and Jurisdiction Processes

This process involves creating and changing laws and regulations, from ideas to debate in parliament. Legal drafting, counter draft legislation, and judicial review are important parts of this stage, where advocacy interacts directly with legal and constitutional mechanisms. The aim is to ensure that the resulting policies have a strong legal basis and are in line with the public interest.

Political and Bureaucratic Processes

Here, advocacy is closely related to the formation and consolidation of government organizations, as well as policy implementation. This process is heavily influenced by politics, as it involves lobbying, negotiation, and interactions between various interest groups. The selection and recruitment of policy implementing bureaucrats is also an important factor in the success of advocacy at the implementation level.

Socialization and Mobilization Process

This process focuses on building public opinion and political pressure through mass mobilization. Activities such as campaigns, seminars, training, demonstrations and boycotts are used to form public awareness and encourage support for policy changes. Good outreach can create momentum for advocacy to influence decision making.

These three processes complement each other, where advocacy does not only focus on policy changes from a legal perspective, but also considers political dynamics and social forces in mobilizing support to achieve the desired changes.

Roem Topatimasang (in Rahardian, 2020) outlines several important stages in implementing public policy advocacy which must be planned carefully and carried out with a clear strategy. The following is a series of stages:

Forming a Core Circle

This initial stage emphasizes the formation of a core group consisting of individuals and organizations that will be the main drivers of policy advocacy. This circle must have the same vision, analysis and ideology regarding the issue being advocated. This group functions as a center of power and strategic controller as well as monitoring the policy issues faced.

Selecting Strategic Issues

After the core circle is formed, the next stage is to choose the strategic issue to be advocated for. The issue must be relevant to public needs, urgent to fight for, and have a positive impact on larger policy and social changes. Data and information must be collected comprehensively to analyze which issues are most worthy of advocacy.

Designing Goals and Strategies

After determining the issue, the next step is to design goals and strategies. Advocacy targets are focused on specific public policies that are expected to bring positive change. The right strategy is needed so that the advocacy process runs effectively and achieves the desired goals.

Managing Data and Packaging Information

Data management and information packaging are important components in policy advocacy. The data collected must be processed into clear and interesting information, and can be used to support advocacy. All members of the core circle must be involved in discussion and literacy

regarding this data, so that advocacy can be presented convincingly to the public and policy makers.

Rallying Allies and Supporters

Policy advocacy requires support from various parties. Rallying allies and supporters, whether individuals, groups, or organizations, who have resources such as expertise, influence, or funds, is critical. These allies and supporters can engage in a variety of tasks and functions necessary to strengthen advocacy.

Submitting a Competition Plan

This stage is the technical part of advocacy which includes the preparation of a draft law or alternative regulation (counter draft) and even submitting a judicial review. Political and bureaucratic channels must also be taken into account, including the socialization of competition plans to the wider community, so that the advocacy process can involve various groups, not just legal practitioners.

Influencing Policy Makers

At this stage, advocacy groups try to approach and influence policy-making actors through activities such as lobbying, mediation and collaboration. Negotiation skills, extensive networks, and access to informal meetings are important keys in influencing the policies being discussed. The people involved must have special skills in lobbying and building personal relationships with policy makers.

Forming Public Opinion

In this stage, advocacy shifts to forming public opinion through the process of socialization and mobilization in society. Activities include awareness campaigns, political training, rallies, strikes, boycotts, and social disobedience. The involvement of many people and props is important to attract media attention and increase public support. Forming public opinion is one of the most effective ways of encouraging rejection or support for certain policies.

Building a Movement Base

This stage includes community organizing, political education, and awareness to form a strong movement base. A movement base is needed to provide sustainable social and political pressure so that the policies advocated are more in favor of the interests of society. This base also functions as a solid support network in maintaining the continuity of advocacy, even after public opinion is formed.

Monitor and Assess the Program

Continuous monitoring and evaluation of the advocacy process is very important to anticipate changes in situations or required strategies. Monitoring is carried out based on predetermined target results, indicators, tests and assumptions. This ensures that advocacy remains effective and does not deviate from the desired goals. Monitoring also ensures that advocacy can respond appropriately if unexpected changes occur.

Evaluate and Determine Program Follow-up

The final evaluation is an important stage to measure the extent of the advocacy's success. In this evaluation, success or failure is measured by comparing the results obtained with the goals that have been set. Based on the evaluation, further steps or new strategies are formulated so that advocacy can continue in a better and more focused manner.

Each of these stages requires good planning and coordination so that policy advocacy can run effectively, achieve goals, and bring about positive changes in public policy. The policy advocacy stages are a complex series, involving many actors and strategies. Each stage has its

own role in ensuring that advocacy is effective, sustainable, and produces the desired policy changes.

C. METHODOLOGY PENELITIAN

This research uses a descriptive method with a qualitative approach, which aims to observe the condition of the object naturally, without the influence of experiments. In this case, the researcher acts as the main instrument. To analyze policy advocacy regarding the accessibility of pedestrian routes and Trans Padang for people with disabilities, this research adopts the Integrated Advocacy theory from Roem Topatimasang in Rahardian (2020) as a reference. The focus of this research includes several stages: (1) Formation of the Core Circle, (2) Selection of Strategic Issues, (3) Designing Targets and Strategies, (4) Data Processing and Information Packaging, (5) Gathering Allies and Supporters, (6) Submission Competition Design, (7) Influence of Policy Makers, (8) Formation of Public Opinion, (9) Building a Movement Base, (10) Monitoring and Assessment of Programs, and (11) Evaluation and Determining Program Follow-Up.

The location of this research is Padang City. Resource persons were selected based on their involvement in implementing policy advocacy as well as their active role in voicing the issue of pedestrian and Trans Padang route accessibility for people with disabilities. The informant selection method uses a snowball sampling technique, where informants are initially selected and then recommend other people who are relevant to the research.

Informants in this research include: Mr. Igun Sulhadi as Chair of the Indonesian Association of Persons with Disabilities, Padang City; Mrs. Rafmateti from the Public Relations and Advocacy Bureau of the Indonesian Association of Disabled People, Padang City; Mr. Miko Kamal as Advisory Board of the Indonesian Association of Disabled Persons in Padang City; Mr. Hidra Suanto as Head of Evaluation and Reporting for the Padang City Public Works and Spatial Planning Service; Mr. Muhammad Iqbal from the Traffic Division of the Padang City Transportation Service; and Mr. Mexral as Trans Padang Operations Manager from the Padang Sejahtera Mandiri Regional Public Company. Data was collected through interviews and documentation studies. To ensure the validity of the data, the source triangulation method was used. Data analysis was carried out inductively or qualitatively, with a focus more on meaning than generalization (Kadji, 2016).

D. RESULT AND DISCUSSIONS

Even though several facilities for people with disabilities have been provided, there are still several challenges to making Padang City disability friendly. Like the sidewalks and Trans Padang bus stops which are not completely friendly or easy to access. The most frequently encountered problems are sidewalks that are not well maintained, damaged, or disturbed by electricity and telephone poles, as well as bus stops that have ramps that are too steep or use stairs, making it difficult for wheelchair users to access. The various problems that exist require changes in public policy. Thomas R. Dye defines public policy as a choice made by the government to act or not act on something. If the government decides to take an action, then that action becomes public policy because it comes from the government and aims for general welfare. Public policy is a process that involves continuous formulation, implementation and evaluation, where the government collaborates with stakeholders to formulate, regulate and

resolve various public problems and allocate resources for the sake of shared prosperity (Mulyadi, 2015).

Public policies must be continually updated to adapt to society's needs, which makes policy advocacy important. Policy advocacy is an effort to improve or change public policy to suit the pressing interests of certain groups. The aim of this advocacy is to change bad policies into better ones, in order to fight for the implementation of the desired policies (Rahadian & Zarkasi, 2019).

Advocacy for pedestrian lane policies and Trans Padang is very necessary because there are still many obstacles that hinder the fulfillment of mobility needs for people with disabilities, especially in terms of accessibility. Even though the Padang City Government has made efforts to make the city disability-friendly by providing various facilities, there are still many challenges in implementing and maintaining these facilities.

In advocacy regarding the accessibility of public facilities for people with disabilities in Padang City, a number of challenges are still faced even though some progress has been achieved. Mr. Miko Kamal, highlighted that even though there are disabled-friendly pedestrian paths, such as in the Jalan Khatib Sulaiman area, there are still many sidewalks that are poorly maintained and blocked by electricity or telephone poles. This endangers people with disabilities who use the route, and emphasizes that consistent repairs and maintenance are still needed.

Apart from the sidewalk problem, Mr Mexral, as Trans Padang Operations Manager, highlighted obstacles in the transportation sector, especially regarding the accessibility of Trans Padang stops and buses. Ramps at bus stops are too steep, making it difficult for wheelchair users, indicating that despite the intention to provide inclusive services, the infrastructure is not yet fully adequate. This situation highlights the need for significant improvements in the design and maintenance of public transport facilities to make them more inclusive.

Mrs. Rafmateti from PPDJ Padang City revealed that the public facilities budget in Padang City is not fully inclusive. Although accessibility should serve all groups, including people with disabilities, the elderly, and pregnant women, many facilities still do not provide sufficient access. This happens because budget planning has not effectively considered the needs of people with disabilities. Therefore, more comprehensive planning is needed so that public facilities can be used by all levels of society.

Mr Mexral also explained that the lack of budget for maintenance of the Trans Padang bus stop and the lack of public awareness in maintaining public facilities worsened the situation. Many bus stop facilities are quickly becoming damaged due to these two factors, and budget constraints, especially after the COVID-19 pandemic, are increasingly limiting space for maintenance. As a solution, Corporate Social Responsibility (CSR) programs from companies are being considered to help improve disabled-friendly bus stops to make them more permanent and long-lasting.

Apart from that, Mr. Miko Kamal also highlighted the low level of public empathy for priority groups such as people with disabilities, the elderly and pregnant women in public transportation. He emphasized that public awareness of giving priority seats to those who need them is still lacking, and it is hoped that Trans Padang officers can play a more active role in reminding passengers to prioritize these groups.

Mrs. Rafmateti also emphasized the importance of disabled-friendly crossing light facilities and pedestrian bridges. Unfortunately, many of these facilities do not function properly, such as the crossing lights at Permindo which rarely operate optimally. Footbridges are also often unfriendly for wheelchair users, although they may be beneficial for the blind or deaf. This

shows that public accessibility still requires significant improvement to create a truly inclusive environment.

Overall, although efforts have been made to create a more inclusive Padang City, there are still many things that need to be improved. These challenges include improving infrastructure, more inclusive budget planning, as well as increasing public awareness and participation in maintaining disability-friendly public facilities. It can be said that even though there are efforts by the Padang City Government to create a more inclusive city, there are still many challenges and shortcomings that need to be corrected. Adequate budget allocation, careful planning, active participation from the community, and consistent law enforcement are needed to ensure that public facilities are truly friendly for people with disabilities.

It is said that advocacy for pedestrian and trans Padang route accessibility policies has not yet reached existing policies. This happens because the impact of factors that hinder policy advocacy is slow or not implemented well. When analyzing policy advocacy regarding the accessibility of pedestrian and trans Padang routes, the author chose Roem Topatimasang (2016) as the theoretical basis. There are eleven stages that are followed in carrying out a series of policy advocacy. Based on the interview results obtained, the author found several important points, namely:

Stages of Policy Advocacy

Forming a Core Circle

The formation of the core circle in advocacy for pedestrian and Trans Padang accessibility policies is the result of collaboration between PPDI (Indonesian Association of Persons with Disabilities), PUPR, the Transportation Service, and PSM. PPDI acts as the main initiator of advocacy, while PUPR is responsible for managing pedestrian routes, and the Transportation Agency and PSM manage Trans Padang services. Mr. Iacun Sulhadi, Chairman of PPDI Padang City, explained that PPDI has the capability and acts as an advocacy initiator. In carrying out advocacy, PPDI involves various other organizations, especially those related to various disabilities, to expand the scope of issues and encourage collaboration. If the issue raised is broader, collaboration with other parties is needed, while more specific issues can be managed by one initiator.

The involvement of PUPR, the Department of Transportation, and PSM in this advocacy stems from the similarity of issues raised in coordination meetings related to Child Friendly Cities and Musrenbang. The similarity of this issue encourages cross-organization collaboration to improve the accessibility of pedestrian routes and Trans Padang services for people with disabilities. The policy advocacy team was formed by considering factors such as the ability of administrators to carry out tasks in related fields, such as the PPDI Public Relations and Advocacy Bureau, who have a background in activism. They also have the ability to conduct surveys and data mining necessary to strengthen public accessibility policy advocacy for people with disabilities.

Selecting Strategic Issues

The selection of strategic issues by PPDI (Indonesian Disabled Persons Association) was carried out based on complaints and aspirations from disabled people regarding public facilities, especially pedestrian routes and Trans Padang services, which were inadequate for the mobility needs of disabled people. This data and information is collected actually from the community, then analyzed to determine strategic issues that are worth advocating for.

According to Mr. Iacun Sulhadi, Chair of Padang City PPDI, this issue was discussed in important forums such as Child Friendly City coordination meetings and Musrenbang (development plan deliberations), which were attended by the relevant OPD (Regional Apparatus Organizations). In this forum, the aspirations of people with disabilities regarding public accessibility can be directly conveyed to policy makers. One example of the problem raised was that several Trans Padang bus stops that were built were apparently not accessible, instead blocking the way for people with disabilities. Apart from that, the security and comfort of public facilities, such as pedestrian paths, are still very lacking. Mr Iacun emphasized the importance of building and rehabilitating facilities that are truly disability friendly. For example, there is a need for safer and more comfortable guiding blocks, ramps and sidewalks to support the mobility of people with disabilities. These proposals were submitted in the Musrenbang to encourage improvements to more inclusive facilities in various areas of Padang City.

Designing Goals and Strategies

Mr. Iacun Sulhadi, Chair of the Indonesian Association of Disabled People (PPDI) Padang City, revealed that the main target of accessibility policy advocacy is improving public facilities on pedestrian routes and Trans Padang services to make them disability friendly. The ultimate goal is to make Padang City an inclusive city, where all public facilities can be accessed by people with disabilities without obstacles. The strategy implemented to achieve this target involves conveying aspirations directly through development meetings (musrenbang) and child-friendly city coordination meetings. The approach used is suggestive language, taking into account that although some facilities are becoming disability-friendly, many still require improvement to fully meet the mobility needs of people with disabilities.

Mr. Iacun also explained the planning stages which involve several main steps, namely first, determining who is responsible and has the authority to make changes, as well as who can support this effort. The second step is to take concrete steps, such as collecting data, outreach, lobbying, providing input and suggestions, and encouraging the issuance of regulations that support accessibility.

The third step, various communication methods are used, starting from direct audiences, organizing events, to workshops that can increase understanding and knowledge regarding accessibility issues. Fourth, involve experts, media and important figures who can help strengthen advocacy and design effective collaboration strategies. With these steps, PPDI hopes to strengthen the substance of advocacy, so that policies related to pedestrian and transportation accessibility in Padang City can be realized better, making this city more inclusive for all its citizens.

Processing Data and Packaging Information

Mr. Iacun Sulhadi, Chair of the Indonesian Association of Persons with Disabilities (PPDI) Padang City, explained that in advocating for pedestrian and Trans Padang route accessibility policies, data and information processing is carried out in an interesting and informative manner. Data was obtained through interviews, direct observation and documentation studies to ensure whether the facilities were disability friendly. This research-based approach is intended so that the results obtained can clearly describe the policy issues being advocated for.

The advocacy procedures carried out by PPDI involve steps such as data collected through field observations and studies related to public facilities and pedestrian paths, especially regarding accessibility for people with disabilities. then, the results of data collection are then compiled in the form of an informative report and can be used as a reference by the government

in improving public facilities. PPDI also collects data regarding the latest relevant regulations and observes the real conditions of facilities in Padang City to assess existing accessibility. Data and research results are presented to policy makers through studies and presentations that provide recommendations for improvement. At the provincial level, PPDI conducts training on interviews and data collection, which supports advocacy at a broader level. This advocacy is based on the results of research and observations which aim to ensure that pedestrian and public transportation accessibility policies can be implemented well in Padang City, so that they can meet the mobility needs of people with disabilities.

Rallying Allies and Supporters

In advocating for pedestrian and Trans Padang lane accessibility policies, the Padang City Association of Indonesian Persons with Disabilities (PPDI) not only works alone but involves various parties, including Regional Apparatus Organizations (OPD) such as PUPR, the Transportation Service, and PSM. Apart from that, PPDI also invites people with disabilities who are directly affected by the lack of disability-friendly facilities, such as the blind and wheelchair users, to take part in advocacy. By mobilizing allies and support from various communities, PPDI's advocacy becomes stronger and its aspirations include various groups, not just certain individuals.

Mr. Mexral, Transpadang Operations Manager, explained that PPDI had proposed advocacy by involving allies from the blind community who carried out direct trials regarding the accessibility of Trans Padang stops. This shows PPDI's direct approach in observing and improving conditions in the field through the real experiences of people with disabilities. In addition, Mr. Miko Kamal, Ph.D., PPDI Advisory Board, emphasized the importance of involving the media in advocacy to expand the reach of voices and gain public attention. Media support is also an important element in strengthening PPDI advocacy.

Mrs. Rafmateti, PPDI Padang City Public Relations and Advocacy Bureau, explained that the advocacy carried out often emerged organically, based on issues developing in society at that time. PPDI does not only work with one specific issue but also involves various disability communities such as Gerkatin and Pertuni, ensuring that the issues advocated are in line with the actual needs and challenges faced by people with disabilities. This flexible but strategic approach allows PPDI to respond to important issues and involve many parties, so that policy advocacy becomes more inclusive and representative.

Submitting a Match Plan

In advocating policies for accessibility of pedestrian routes and Trans Padang services, PPDI (Indonesian Disabled Persons Association) Padang City not only conveyed aspirations verbally, but also submitted a draft circular letter to the relevant Regional Apparatus Organizations (OPD), such as PUPR and the Transportation Service. This submission aims to ask for support to overcome accessibility problems faced by people with disabilities. Even though they have not received a written response from the OPD, PPDI has received verbal feedback from PUPR, the Transportation Service, and PSM, which shows that there is active communication.

Mrs. Rafmateti, as the Padang City PPDI Public Relations and Advocacy Bureau, stated that this advocacy was carried out following the applicable formal process, including including judicial procedures if necessary. In one of its advocacy experiences, PPDI fought for friends with disabilities whose rights were canceled in the CPNS selection just because of physical limitations, even filing an appeal to court. This shows that their advocacy is not limited to deliberative efforts, but can also take legal channels if necessary.

Mr. Miko Kamal, Ph.D., as the PPDI Advisory Board, explained that this advocacy does not require new legislation because supporting regulations already exist, including Regional Regulations and Laws that regulate the rights of people with disabilities. The main challenge faced is the implementation and enforcement of these regulations. According to Mr. Miko, the Mayor of Padang City has a key role in ordering relevant agencies to immediately repair damaged facilities, such as peeling sidewalks, as well as ensuring that maintenance is carried out regularly so that the rights of people with disabilities are respected. With the strategy of submitting this circular letter and support from various parties, PPDI continues to strive to increase the accessibility of public facilities in Padang City for people with disabilities.

Influencing Policy Makers

In the process of advocating for accessibility policies for people with disabilities, activities such as lobbying, collaboration, discussion and mediation are very important. The aim is to ensure that the aspirations of people with disabilities can be conveyed both personally through direct meetings and in formal forums. One of the strategies implemented by PPDI (Indonesian Disabled Persons Association) is lobbying which refers to Regional Regulation no. 3 of 2015. However, this lobbying is not carried out on a scheduled basis, more often it is held during activities such as coordination meetings for Child Friendly Cities or Musrenbang (Development Planning Conference).

Mr. Miko Kamal, Ph. D., as the PPDI Advisory Board, emphasized the importance of using written letters in advocacy as formal evidence that is stronger than oral submissions. He suggested that complaints or requests submitted in writing provide guidance and concrete evidence that the problem has been addressed. Letters also allow for receipt from the intended party, so that if there is no response, this can be a basis for following up or urging further action from the government or related agencies. With written evidence like this, advocacy strategies will be more effective because they ensure that the government or related institutions cannot ignore the aspirations of people with disabilities. It is hoped that this step will increase the government's responsiveness in providing adequate accessibility in public facilities, especially for people with disabilities.

Forming Public Opinion

In the process of advocating for pedestrian route accessibility policies and Trans Padang services, PPDI uses various approaches such as lobbying, collaboration, discussion and mediation with related agencies, including PUPR, Transportation Service and PSM. Lobbying is carried out on an unscheduled basis, for example through child-friendly city coordination meetings or musrenbang forums. This approach aims to ensure that aspirations submitted can be conveyed both personally and formally in meetings with government agencies.

Mr. Miko Kamal, Ph.D., on the PPDI Advisory Board, emphasized the importance of using written letters in advocacy. Written letters provide official proof that an issue has been conveyed to the government or relevant OPD, as well as allowing for a receipt that can be used as a reference if there is no response. This strategy increases the opportunity for government responsiveness to the aspirations of people with disabilities, especially in terms of improving accessible public facilities.

On the other hand, in forming public opinion, PPDI uses various activities to build broad support for accessibility issues. Campaigns, outreach and peaceful actions were carried out to educate the public and create collective awareness about the importance of disability-friendly

public facilities. PPDI collaborates with various OPDs, such as PUPR and the Transportation Service, in outreach activities that emphasize togetherness.

According to Mr. Iacun Sulhadi, Chair of PPDI, this advocacy has normative value because it aims to create public facilities that are beneficial for all levels of society, not just people with disabilities. Good accessibility will provide comfort and safety for non-disabled users as well. For example, good sidewalks not only make it easier for people with disabilities, but also people who want to exercise, such as roller skating or running. Thus, facilities designed according to accessibility standards will benefit the entire community, as well as prevent inconveniences that can arise if accessibility rights are ignored. PPDI's overall efforts aim to create public awareness and encourage the government to pay more attention to the rights of people with disabilities in the construction and maintenance of public facilities, for the welfare of all parties.

Building a Movement Base

The basis of the social movement carried out by the Padang City Association of Indonesian Persons with Disabilities (PPDI) in advocating pedestrian lane accessibility policies and Trans Padang emphasizes the importance of collective work aimed at policy changes that are more inclusive and fair for society, especially people with disabilities. Mr. Iacun Sulhadi, Chair of PPDI Padang City, explained that the coalition formed involved various parties related to disability segmentation, such as men, women and various types of disabilities. This aims to create a movement that is representative and supports the interests of people with disabilities. On the basis of this movement, wider community involvement is very important because disability-friendly facilities also provide benefits for all users. For example, comfortable and safe pedestrian paths not only make it easier for people with disabilities who use wheelchairs, but also make the walking experience safer for the general public. Likewise, priority seats on Trans Padang must really be allocated to people with disabilities and the elderly, as appropriate.

The coalition built by PPDI strengthens advocacy by accommodating the various needs of the disability segment and ensuring that the accessibility issue receives broad support from the community. With this collaboration, more inclusive policies can be realized, especially related to public facilities such as pedestrian paths and Trans Padang which have often not met adequate accessibility standards.

As explained by Mr. Iacun, the challenges faced by people with disabilities in using public facilities, such as the unavailability of priority seats on Trans Padang, is a clear example of how their right to accessibility is often ignored. With the existence of a social movement involving the community and related parties, PPDI hopes to encourage the government to be more responsible in providing disability-friendly facilities. This ultimately not only benefits people with disabilities, but also the entire community who uses these public facilities.

Monitor and Assess the Program

Monitoring and assessment of advocacy for pedestrian and Trans Padang lane accessibility policies by the Indonesian Association of Disabled Persons (PPDI) Padang City is carried out spontaneously and continuously, even though it is not formally scheduled. Mrs. Rafmateti, as PPDI Padang City Public Relations and Advocacy Bureau, emphasized that advocacy is still ongoing, although not always routine, and is adjusted to developing issues. For example, advocacy regarding accessibility in the CPNS exam was carried out directly according to the needs of the time.

In the policy evaluation, Mr. Iacun Sulhadi, Chair of PPDI Padang City, said that monitoring was carried out directly, especially through field observations and targeted programs. If obstacles

are found, criticism and suggestions are provided as evaluation material. He gave an example of the situation regarding the Trans Padang route to Andalas University, where facilities such as bus stops are still inadequate and hamper access for wheelchair users. Mrs. Rafmateti added that although there has been progress, there is still a need for continuous outreach to the government, which frequently changes, so that disability rights are still considered by every new leader. The response from related agencies, such as the Transportation Agency and PUPR, was generally positive, although there were obstacles in the speed of response.

Regarding transportation facilities, Mr. Iacun believes that even though the government has provided disability-friendly buses, bus stop accessibility is still inadequate. Some bus stops are adequate, such as in front of the Regional Police, but other stops such as in the Rasuna Said or Tabin areas still have many shortcomings, such as inappropriate heights or too narrow space for wheelchair users. Overall, PPDI assesses that there has been progress in advocating for accessibility, but improvements in better and more responsive facilities are still needed to fulfill the rights of people with disabilities in Padang City.

Evaluate and Determine Program Follow-up

Overall, advocacy for pedestrian and Trans Padang lane accessibility policies carried out by the Indonesian Association of Disabled Persons (PPDI) Padang City is going quite well, although there are evaluations that have not achieved maximum results. The success of advocacy is measured by the commitment or real changes taken by the Padang City Government in improving accessibility facilities for people with disabilities, especially in fulfilling their mobility rights in public spaces.

According to Ms. Rafmateti, PPDI Public Relations and Advocacy Bureau, obstacles in conveying advocacy are usually minimal, because aspirations are often conveyed directly to the relevant agencies. However, the response from relevant parties is not always swift; some agencies responded more slowly even though some were ready to support advocacy directly. He also emphasized the importance of ongoing evaluation, especially because West Sumatra Province has committed to a regional action plan regarding people with disabilities. This evaluation is expected to ensure that the relevant agencies can carry out their duties according to plan.

Mr. Miko Kamal, Ph.D., PPDI Advisory Board, stated that although there have been improvements in access in several buildings, the main problem still lies in the condition of the sidewalks which are not completely disability friendly. Newly built sidewalks are not always well maintained, and many old sidewalks are still full of obstacles that make it difficult for disabled users.

PPDI Chairman, Mr. Iacun Sulhadi, also highlighted that not all advocacy evaluations were successful. Sometimes, lack of support or meetings that do not produce significant solutions become obstacles. However, PPDI continues to strive to find solutions by collaborating through a Memorandum of Understanding (MoU) with policy stakeholders, such as department heads or regional heads, to encourage the acceleration of more inclusive policies. If advocacy is unsuccessful, PPDI carries out an in-depth evaluation of the strategy used. They analyze whether advocacy steps are appropriate and consider support through social media and public empowerment for long-term advocacy. It is hoped that these steps will help achieve the government's commitment to ensuring the accessibility of pedestrian routes and transportation for people with disabilities in Padang City. PPDI remains committed to continuing to encourage

change and ensuring that the rights of persons with disabilities are respected through ongoing evaluation and planning more effective advocacy in the future.

Relevant research revealed by Aminah (2020) and Rizky (2021) supports the importance of policy advocacy and providing accessibility for people with disabilities. Aminah (2020) emphasized that accessibility is the main key for people with disabilities to be independent without depending on other people. According to him, even though the government has made efforts to provide accessibility, such as facilities and infrastructure in buildings, buildings and public roads, in reality there are still complaints from people with physical disabilities regarding inadequate access limitations. This research emphasizes the need for more inclusive efforts and better means to achieve independence and well-being for people with disabilities.

Rizky (2021) focuses on policy advocacy, which is an important part of fighting for the rights of people with disabilities. Advocacy helps them gain equality with the general public. This research also includes training involving the SOBAT Disabled community, which provides effective advocacy steps and strategies, including mentoring, problem prioritization, understanding of disability rights, and public policy advocacy methods. These findings emphasize the importance of empowering people with disabilities in the policy advocacy process to ensure their rights are fulfilled. Both studies support the idea that despite government efforts, improvements in accessibility and stronger advocacy are needed so that people with disabilities can enjoy their facilities and rights fully and equally..

E. CONCLUSIONS

Advocacy for pedestrian route and Trans Padang accessibility policies still faces challenges in its implementation despite efforts and support from various parties. Through Roem Topatimasang's theory, eleven stages of policy advocacy were identified and implemented, starting from forming a core circle to program evaluation and follow-up. Collaboration between PPDI, PUPR, Department of Transportation, and PSM is the core of this advocacy. However, several inhibiting factors, such as pedestrian routes and Trans Padang which are not yet fully disability-friendly, limited government budgets, and low public awareness, are still the main obstacles. On the other hand, supporting factors such as Regional Regulation no. 3 of 2015 shows that there is a strong legal basis to support this advocacy. Previous research shows the importance of accessibility and advocacy training for people with disabilities to carry out activities independently and voice their rights. Overall, these advocacy efforts need to continue to be improved to achieve the goal of an inclusive city and meet the mobility needs of people with disabilities in Padang City.

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