

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 building 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

The legislative process plays a crucial role in ensuring accessibility and inclusivity for individuals with disabilities. This process involves the formulation, implementation, and amendment of laws that regulate public infrastructure and transportation. From legal drafting and counter-draft legislation to judicial reviews, each stage influences how accessibility rights are framed within a country's legal system.

In many regions, unclear or outdated regulations remain a major barrier to achieving full accessibility (Labbé et al., 2023). Effective advocacy movements are essential to strengthening disability-inclusive legal frameworks, ensuring that public facilities align with universal accessibility standards. Research highlights that many existing policies lack enforceability mechanisms, limiting their practical implementation (Pineda, 2020).

A well-structured advocacy strategy is necessary to drive legal reforms and influence policy development. Bezyak et al. (2020) assert that comprehensive advocacy for disability rights has led to expanded employment opportunities and improved accessibility infrastructure in several countries. Additionally, Saha et al. (2021) suggest that urban accessibility challenges are not only infrastructure-related but also shaped by socio-political and economic barriers, which hinder the development of inclusive facilities.

Advocacy is a powerful tool for promoting policy changes that benefit people with disabilities. Schur et al. (2017) argue that active advocacy has led to significant policy shifts, particularly in improving public transportation services for individuals with mobility impairments. Lord & Stein (2019) emphasize that legal advocacy campaigns have been effective in compelling governments to integrate disability rights into national development plans.

Moreover, disability-friendly urban policies require continuous government commitment and community engagement (Bickenbach et al., 2022). Successful policy advocacy efforts often involve collaborations between government agencies, civil society organizations, and disability rights activists (Kadir et al., 2020). Kett & Cole (2018) highlight that when advocacy groups actively participate in decision-making forums, the resulting policies tend to be more inclusive and sustainable.

The role of grassroots disability organizations in influencing urban planning and public infrastructure cannot be underestimated. Barnes & Mercer (2017) emphasizes that community-driven advocacy has led to more disability-friendly city layouts in various countries. Similarly, Danforth & Gabel (2021) argue that public awareness campaigns are essential in shaping social attitudes towards greater inclusivity and respect for disability rights.

Despite legal advancements, the real-world implementation of accessibility policies often faces challenges due to financial constraints, bureaucratic inefficiencies, and public resistance. D'Souza et al. (2021) highlight that funding limitations are one of the biggest obstacles in ensuring consistent infrastructure improvements for people with disabilities.

Moreover, the misuse of disability-friendly facilities further exacerbates the situation. Studies by Lindqvist & Hetzler (2020) reveal that many accessibility features, such as reserved parking spaces and ramps, are frequently misused by able-bodied individuals, making them inaccessible to those who genuinely need them. This highlights the need for stricter enforcement

mechanisms and public education campaigns to promote responsible use of disability-friendly facilities.

In many developing countries, policy enforcement remains weak, leading to continued marginalization of people with disabilities. Yeo & Moore (2022) assert that while disability laws exist, their implementation is often inconsistent, particularly in rural and low-income urban areas. In contrast, countries with strong legal compliance frameworks, such as Sweden and Canada, have successfully implemented universal design principles, ensuring equal access to public infrastructure for all citizens (Montgomery et al., 2019).

With technological advancements, digital solutions are increasingly being utilized to improve public transportation accessibility for people with disabilities. Lid et al. (2021) discuss how mobile applications and smart city innovations are transforming urban mobility for individuals with visual and physical impairments. These technologies help in navigation, service bookings, and real-time accessibility updates, significantly enhancing independence and mobility.

Furthermore, universal design principles—which advocate for infrastructure that accommodates all individuals regardless of ability—have gained traction globally. Imrie & Luck (2020) argue that inclusive urban planning models, incorporating technology-driven solutions, will be the future of accessibility advocacy.

A strong legislative framework, active advocacy, and technological advancements are crucial for ensuring full accessibility for people with disabilities. The integration of legal advocacy, government accountability, and public participation will lead to more inclusive urban environments. Additionally, public education initiatives must be intensified to combat social stigma and ensure responsible use of disability-friendly infrastructure. Sustained advocacy efforts are essential to achieving a society where accessibility is a fundamental right rather than an afterthought.

Political and Bureaucratic Processes

Policy advocacy is closely linked to the formation and consolidation of government organizations as well as policy implementation. This process involves lobbying, negotiation, and interactions among various interest groups. In the context of public transportation, such as the Trans Padang system, accessibility policies require not only legal commitment but also bureaucratic readiness to implement established regulations (Albert et al., 2021). Implementation challenges often arise due to a lack of coordination among stakeholders and budgetary constraints in procuring disability-friendly facilities (Labbé et al., 2023). Genova, (2015) highlights that cultural barriers and stereotypes against individuals with disabilities can further delay policy implementation, even when regulations are already in place.

Socialization and Mobilization Process

This process focuses on shaping public opinion and exerting political pressure through mass mobilization. Activities such as campaigns, seminars, training sessions, demonstrations, and boycotts are employed to raise public awareness and garner support for policy changes. Social perceptions that remain biased against persons with disabilities are among the factors that hinder the implementation of accessibility policies (Robinson et al., 2023). Therefore, effective socialization efforts can create momentum for advocacy, influence decision-making, and ensure more inclusive policy reforms. The participation of persons with disabilities in advocacy plays a crucial role, as highlighted by McDonald et al., (2015), who emphasize the importance of

participatory action research methods in amplifying the voices and needs of this group in public policy:

1. Forming a Core Circle

The initial stage of advocacy involves establishing a core group consisting of individuals and organizations that serve as the primary drivers of policy advocacy. This circle must share a common vision, analysis, and ideological perspective on the issue being promoted. It acts as the central force, shaping strategies and monitoring policy developments. An effective coalition strengthens the voice of persons with disabilities in public forums and contributes to the enactment of policies that are more supportive of their needs (Albert et al., 2021).

2. Selecting Strategic Issues

Once the core circle is established, the next step is to identify strategic issues for advocacy. These issues must be relevant to public needs, urgent enough to warrant action, and capable of driving significant policy and social change. Comprehensive data collection and analysis are essential to determine which issues should be prioritized. Accurate data on the needs and experiences of persons with disabilities are key in selecting the most pressing issues (Labbé et al., 2023).

3. Designing Goals and Strategies

After determining the key issues, the next step is to establish clear goals and strategies. Advocacy goals should focus on specific public policies expected to drive positive change. The success of advocacy efforts depends on well-designed strategies that ensure effectiveness in achieving desired outcomes. In the context of Padang City, for instance, strategies could be directed towards improving bus stop infrastructure and pedestrian pathways to make them more disability-friendly (Burke et al., 2021).

4. Managing Data and Packaging Information

The management of data and the packaging of information are crucial components of policy advocacy. Collected data must be processed into clear and compelling information that can effectively support advocacy efforts. All core circle members should actively participate in discussions and literacy efforts related to this data to ensure that advocacy can be convincingly presented to the public and policymakers.

5. Mobilizing Allies and Supporters

Policy advocacy requires support from various stakeholders. Mobilizing allies and supporters—whether individuals, groups, or organizations—with resources such as expertise, influence, or funding is essential. These allies and supporters can contribute to different tasks and functions necessary to strengthen advocacy efforts. Such support plays a crucial role in increasing political pressure on policymakers (Sani et al., 1970).

6. Proposing Alternative Drafts

This stage involves the technical aspects of advocacy, including drafting alternative legislation or regulations (counter drafts) and even filing for judicial reviews. Political and bureaucratic pathways must also be considered, including efforts to socialize the alternative draft to the broader public. This ensures that the advocacy process engages diverse stakeholders, not just legal practitioners.

7. Influencing Policymakers

At this stage, advocacy groups aim to approach and influence policymakers through lobbying, mediation, and collaboration. Negotiation skills, extensive networks, and access to informal meetings are key factors in shaping policy decisions. Individuals involved in this

process must possess specialized lobbying skills and the ability to build personal relationships with policymakers. Evidence-based lobbying, negotiation, and discussions can significantly enhance the success of advocacy efforts (Albert et al., 2021).

8. Shaping Public Opinion

At this stage, advocacy shifts towards shaping public opinion through socialization and mobilization efforts within society. Activities undertaken include awareness campaigns, political training, demonstrations, strikes, boycotts, and acts of civil disobedience. The involvement of large numbers of people and the use of visual materials are crucial for attracting media attention and increasing public support. Shaping public opinion is one of the most effective methods for garnering opposition or support for specific policies. Awareness campaigns and public education on the rights of persons with disabilities regarding infrastructure accessibility serve as strategic measures to strengthen advocacy (Burke et al., 2021).

9. Building a Movement Base

This stage involves community organizing, political education, and consciousness-raising to establish a strong movement base. A well-structured base is essential for exerting sustained social and political pressure to ensure that the advocated policies align more closely with public interests. Additionally, this base functions as a solid support network, ensuring the continuity of advocacy efforts even after public opinion has been formed.

10. Monitoring and Evaluating Programs

Ongoing monitoring and evaluation of the advocacy process are crucial for anticipating situational changes and adjusting strategies as needed. Monitoring is conducted based on predefined outcome targets, indicators, testing, and assumptions to ensure that advocacy remains effective and aligned with its intended objectives. It also enables timely responses to unexpected developments. Continuous evaluation of the advocated policies is necessary to ensure their proper implementation in practice and to guarantee tangible benefits for persons with disabilities (Labbé et al., 2023).

Evaluating and Determining Follow-up Actions

The final evaluation phase is essential for measuring the success of advocacy efforts. In this stage, achievements or shortcomings are assessed by comparing actual outcomes with predetermined objectives. Based on this evaluation, follow-up actions or new strategies are formulated to improve and refine future advocacy initiatives.

Each stage requires careful planning and coordination to ensure that policy advocacy is effective, achieves its goals, and drives positive policy changes. The policy advocacy process is inherently complex, involving multiple actors and strategies. Each phase plays a crucial role in ensuring advocacy efforts are effective, sustainable, and capable of bringing about the desired policy changes.

Thus, the stages of advocacy services encompass planning, organization, implementation, evaluation, and follow-up—each interrelated and contributing to the overall success of advocacy programs (Ifdil et al., 2021). Research by Anggi, Heru, M. highlights that effective organization and the involvement of multiple stakeholders are critical to achieving policy advocacy goals. This underscores the strong interconnection between evaluation and follow-up actions within a broader context (Heru et al., 2024). The steps taken after evaluation play a pivotal role in refining advocacy strategies for greater impact.

C. RESEARCH METHODOLOGY

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 recommended to other people who are relevant to the research.

Informants in this research include: Mr. Iacun 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 PPD 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 Mural 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. Igun 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. Igun 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 Icu 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. Icu 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. Icu 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. Icu 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 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 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. Icun 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. Icun 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. Icun, 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. Icun 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. Icun 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. Icun 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

ARTICLE

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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