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Road Safety for Persons with Disabilities in Palembang

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ABSTRACT

According to the Ministry of Social Affairs No. 178/HUK/2016, there are 245,716 persons with care home-based social welfare problems spread across Indonesia and 5,824 care homes throughout the country. The regional governments, assisted by the central government, build public facilities that can accommodate the needs of citizens with disabilities who are often neglected. One of concrete results of development is when there is equitable development where all elements of the population can feel the impact of the development, including the disability community. Palembang as an organizer of international events still has problems with transportation and facilities for road users. The purpose of this study is to analyze the effect of safety of facilities and infrastructure on public transportation users in Palembang (a case study of persons with disabilities in Palembang). The methods used are quantitative and qualitative and the sampling method used is purposive sampling and 148 saturated samples. Based on the results of the study, it can be concluded that all variables of facilities and infrastructure are proven to be significant, but several variables such as road facilities, pedestrian bridges (JPO) have weak relationships, and persons with disabilities are considerably helped by Trans Musi conductors. Transmission conductors are considered very attentive to the needs of passengers from waiting for arrival to stop. The results of this study are expected to contribute to improving facilities and infrastructure, especially for persons with disabilities.

Keywords: Disabilities, public safety

SARI PATI

Penyandang masalah kesejahteraan sosial berbasis panti berdasarkan kementrian sosial nomor 178/HUK/2016 menunjukkan bahwa jumlah klien yang tersebar di Negara Indonesia adalah sebanyak 245.716 dengan jumlah panti 5824 yang terdapat diseluruh indonesia. Pemerintah daerah, dibantu oleh pemerintah pusat agar membangun fasilitas publik yang dapat mengakomodasi kebutuhan warga penyandang disabilitas yang masih sering terabaikan. Hasil pembangunan yang nyata yaitu ketika terdapat pemerataan pembangunan di mana seluruh elemen warga bisa merasakan dampak dari pembangunan tersebut, tak terkecuali kelompok disabilitas. Palembang sebagai penyelenggara even internasional masih mempunyai banyak masalah pada transportasi dan fasilitas pengguna jalan. Tujuan Penelitian ini adalah untuk menganalisis pengaruh fasilitas, sarana dan prasarana keselamatan terhadap pengguna transportasi publik di Kota Palembang (Studi kasus Penyandang Dissabilitas di Kota Palembang). Metode yang digunakan yaitu kuantitatif dan kualitatif dan metode pengambilan sampel dengan memakai Purposive sampling dan sampel jenuh sebanyak 148. Berdasarkan hasil penelitian dapat disimpulkan bahwa semua variabel fasilitas, sarana prasarana terbukti signifikan, namun beberapa variabel seperti fasilitas jalan, jembatan penyeberangan orang (JPO) memiliki hubungan yang lemah, masyarakat penyandang disabilitas sangat terbantu dengan konduktor trans musi. Konduktor transmusi dinilai sangat memperhatikan kebutuhan penumpang baik selama menunggu kedatangan sampai pemberhentian. Hasil Penelitian ini diharapkan akan memperbaiki fasilitas, sarana prasarana terutama bagi penyandang disabilitas.

Kata Kunci: Disabilitas, Keselamatan Masyarakat

INTRODUCTION

A person with a disability is any person who has a physical and or mental disability that can interfere or constitute a difficulty and obstacle for him to carry out activities properly. The Head of the Research Team of LPEM-FEB University Indonesia, Alin Halimatussadiah explained that the estimated number of persons with disabilities in Indonesia is 12.5 percent. Those in the medium category are 10.29 percent and the heavy category are 1.87 percent. Meanwhile, the provincial prevalence of disabilities in Indonesia is between 6.41 percent and 18.75 percent.

Out of the 12.15 percent of persons with disabilities, 45.74 percent of them never attended or did not pass elementary school, as opposed to that of non-persons with disabilities attending or graduating from elementary school, which amounted to 87.31 percent. It turns out that the number of females with disabilities are 53.37 percent, whereas the remaining 46.63 percent are males. According to Law No. 19 of 2011 concerning Ratification of the Rights of Persons with Disabilities, persons with disabilities are people who have long-term physical, mental, intellectual or sensory disabilities, who interact with the environment and with attitudes of the society can encounter obstacles that make it difficult to participate fully and effectively on an equal basis. Persons with disabilities are the 'largest minority in the world' that generally have lower levels of health, lower educational achievements, less economic opportunities, and higher rates of poverty than non-disabled people. This is largely due to the lack of services available to them, such as information, communication, and transportation technologies, and the many obstacles they face in their daily lives (Setkab, 2019).

In general, human rights are defined as a set of basic rights that every human being naturally has from birth to death which is used to meet all their needs (Rasyid, 2018: 2). Like other members of the society, persons with disabilities have the right to attain the same position, rights and obligations to play a role and to be totally integrated according to their capabilities in all aspects of their lives and livelihoods. Efforts to improve the social welfare of persons with disabilities are the realization of Law No. 4 of 1997, Articles 5, 6 and 7: providing opportunities for every person with disabilities to attain the same position, rights and obligations so that they can play a role and be totally integrated according to their abilities in all aspects of life and livelihood. Improving the quality of persons with disabilities means providing opportunities to participate in services and training in the form of rehabilitation and vocational programs, so that they have the opportunity to work both in the public and private sectors (Ike, 2005).

The National Police Traffic Corps (Korlantas) has released data on traffic accidents that have occurred in Indonesia in the last 4 years. In terms of numbers, the trend projects rather upward than downward. In detail, the number of traffic accidents in 2014 reached 88,897 incidents. The statistics then increased to 96,073 incidents in 2015 and 106,591 incidents in the following year. In 2017, the number decreased to 104,327 incidents. Then, it increased again in 2018 with a total of 107,968 incidents. In terms of victims who died, an average of 30,000 people per year, or 80 people per day. This is different from the serious injuries, which have a declining trend in the last four years or an average of 20,000 people per year (Korlantas, 2018). Traffic accidents in Palembang occurs daily, both in urban areas and at the borders of neighboring districts. Based on the data from the Palembang Police in 2018, there were hundreds of motorcyclists experiencing traffic accidents. Some even lost their lives during or after having an accident. In average, 1 (one) Palembang resident experiences an accident on the road each day. Of the total traffic accident victims, about 70 percent were youths who failed to obey regulations, such as

wearing SNI-compliant helmets. This study was limited to persons with disabilities, visual disabilities and hearing impairments. The research objective is to identify and analyze the safety of facilities and infrastructure for road users, especially people with disabilities who use Trans Musi for transportation in Palembang.

RESEARCH METHOD

In this paper, a qualitative approach will be carried out through performing a systematic literature review and a comparison of findings . According to Basah (1994: 7), a comparison is a method of study or investigation by making comparisons between two objects of study or more to add and deepen the knowledge of the object under study. The main objects are accidents data from toll road and non-toll road, the design of motorcycle lane from some district, and transaction data in the toll road.

LITERATURE REVIEW

Disability is an inequality of basic normal life tools as other ordinary human beings. From social, medical and political perspectives, disability appears as a problem for people who bear it, at least it can manifest into a mental, physical, psychological and social burden. The Indonesian government has adopted several regulations, policies, standards and initiatives related to persons with disabilities. However, most articles in the rules and regulations are still charity driven. The following are the main laws and regulations:

1. Law No. 4/1997 on Persons with Disabilities and the Government Regulation No. 43/1998 on Efforts to Improve the Social Well-being of Persons with Disabilities (1997/ 1998):
   Specifically regulates persons with disabilities. Article 14 stipulates a 1 percent quota for employment of persons with disabilities in public and private companies. Article 5 states that «every person with disabilities has equal rights and opportunities in all aspects of life». Article 6 lists various rights for persons with disabilities such as education, employment, equal treatment, accessibility, and rehabilitation.
2. Law No. 39/1999 on Human Rights (1999):
   Article 41(2) states that every person with a disability has the right to be facilitated and special treatment.
3. Law No.25/2009 on Public Services (2009):
   Article 29 states that public service providers must provide special services to persons with disabilities in accordance with regulations.
4. Law No.28/2002 on Building Construction Gedung (2002):
   Specifies clearly that facilities must be accessible for persons with disabilities. Article 27 states that facilities must be convenient, safe and pleasant, especially for persons with disabilities.
5. The Minister of Public Works Decree No. KEP-205/MEN/1999 (1999):
   Article 7 states that persons with disabilities are entitled to vocational training certification.
6. Circular Letter of the Minister of Manpower and Transmigration No. 01.KP.01.15.2002
   on placement of workers with disabilities in the private sector.

The provision of accessibility means must meet the following aspects:

1. Convenience: every person with disabilities can reach all public places or buildings in the given environment.
2. Use: every person with disabilities can use all public places or buildings in the given environment.
3. Safety: every public building in the given environment must adhere to the safety of all people, including people with disabilities.
4. Independence: every person with disabilities must be able to reach, enter and use all public places or buildings without needing the help of others.

Road safety is an inseparable part of sustainable transportation concept that emphasizes on safety, comfort, pace, cleanliness (reduces pollution/air pollution) and is accessible to all people and groups, both for persons with disabilities, pregnant women, children, mothers carrying toddlers and elderly people, according to Andar, Sumantri, Irfan (2017). Traffic safety is aimed at reducing the number of traffic accident victims on the road.

Accidents are a common cause of financial loss, time and productivity loss, damage to property, injury, illness and so on. An accident is an unwanted event that results in a loss to someone or damages property due to a contact with a form of energy exceeding the body's or structural capacity (Fitri, 2017). Pedestrian movement analysis is based on the fundamental relationships between flow, speed, density and space. Abbas stated that the risk of an accident is a direct result of several factors: a) traffic conditions influencing pedestrians; b) traffic conditions influencing drivers; c) environmental conditions of the road; d) environmental conditions for pedestrians; e) vehicle conditions and types; f) Traffic police; g) Traffic lighting (Setijadji, 2006).

METHOD

This study uses quantitative research method. The data analysis techniques used is consisted of validity, reliability, variable descriptive testing, correlation coefficient test, simple regression, determining coefficient, t table and hypothesis testing. Likert scale with five levels of assessment was used to assess the answer to each question from the questionnaire. The sample selection is not random. The expected results are only a rough description of a situation. In this study, the sampling was conducted using non-probability sampling method, namely purposive sampling because the desired elements were already deemed exist in the samples taken. The reason for using this method is that the number of the population is not known with certainty. In this study, the population is persons with disabilities who are regular road users as many as 148 people.

RESULTS AND DISCUSSION

Safety conditions of facilities and infrastructure of Trans Musi corridors

A total of 260 Trans Musi shelters spread across different points in Palembang were inaugurated several years ago. Safety riding is encouraged as an effort made to reduce the number of traffic accidents and the impact due to traffic accidents. Safety riding is very necessary in traffic to maintain smooth transportation, for prevention and minimization of accidents (Pramitasari, Mahawati, & Hartini, 2013). Law No. 14 of 1992 states that «For safety, security, order and smooth traffic as well as convenience for road users, roads must be equipped with the following facilities and infrastructure: Signs, road markings, traffic signaling devices, control devices and road user security devices, road surveillance and security devices, and facilities that support road traffic and transportation activities. Traffic safety is considerably influenced by the conditions of motorbikes and roads. Safety rates in traffic will increase if traffic facilities and infrastructure for motorbikes and roads are functioning properly such as completely adequate vehicles, traffic signs, markers, road user safety devices, road conditions, and other traffic supporting facilities (Luh & Rita, 2017). Safe traffic facilities and infrastructure can bring about safety on the roads.

Based on observation and literature review, as well as after being analyzed using statistical methods, the results of the questionnaire reveal that there are currently only 5 pedestrian bridge facilities in Palembang as a result of the demolition of several pedestrian bridges due to Light Rail Transit (LRT) constructions as indicated by the obtained calculated score of 2.5. This shows that the pedestrian bridge

facilities are inadequate. Meanwhile, the results of another questionnaire indicate that the conditions of asphalt roads need repair because good quality asphalt roads are only available in the center of Palembang. For instance, the residential area Kalidoni or the road leading to the traditional market are still concerning. Road conditions that are even and without holes obtained a calculated score of 2.61. The small figure indicates that there are potholes and bumpy roads that can endanger road users and cause frequent accidents.

One of the findings based on observation indicates that due to the construction of light rail transit (LRT), there were many pedestrian bridge facilities that were demolished without rebuilding or compensating with new ones in bustling pedestrian areas. Meanwhile, the appointed contractor promised to build a crossing solution through pedestrian light-controlled crossing or pelican crossing (pedestrian signs) like the ones in Jakarta. Pelican Crossing will be equipped zebra crossings and traffic lights, so that pedestrians can simply press the button on the traffic lights when they are about to cross. Then, after pressing the button, pedestrians wait for the pedestrian traffic lights to change color from red to green, and when vehicles stop, they can cross safely.

Persons with disabilities as road users in particular

Traffic accidents is a result from neglecting road traffic safety. According to Suwardjoko (2002: 108), the lack of attention to safety is caused by various factors: a. Human; b. Vehicle; c. Street; and d. Environment. Traffic accidents in Palembang occur daily, both in urban areas and at the border of neighboring districts. The 2018 data from the Palembang Police show that there were hundreds of motorcyclists experiencing traffic accidents. Some even lost their lives during or after having an accident. On average every day 1 (one) Palembang resident experiences an accident on the road. Of the total traffic accident victims, about 70 percent were youths who disobeyed regulations, such as failing to wear SNI-compliant helmets.

According to the Law of the Republic of Indonesia No. 22 of 2009 concerning traffic and road transport, road users are people who use the road for mobilization. The people as road users can be pedestrians or drivers or passengers. In normal circumstances, physical, psychological, age, gender and other factors can lead to having different abilities and alertness from person to person. Persons with disabilities truly appreciate the policy allowing them to use customized motorbikes that support safety in driving.

Behavior is essentially a display of real activities by someone that can be observed directly or indirectly or immediately according to Syaaaf (2007). According to the Traffic Law no. 22 of 2009, a driver is a person who drives a motorized vehicle on the road and has attained a driver's license. Everyone who uses the road is obliged to behave in an orderly manner and prevent potentially harming incidents. While traffic behavior is an impulse inside humans, which includes good traveling, stable in driving, etc. The behavior can suddenly disappear at a certain moment. However, this traffic behavior will have an impact on one activity to another activity on the road, such as vehicle movements, passenger transportation, pedestrian flow, and several activities related to the use of public roads (Buwana , Fannya Dwi Candra; Yuwono, 2013).

The behavior of negligent road users has triggered casualties. The data from the National Police Traffic Corps (Korlantas) shows that more than half of accidents in that year were triggered by human factors consisting two things: disorderly behavior and carelessness while driving. Factors that can affect motorcyclists' behavior

according to a study (Kartika: 2009) are ones that can interfere with driving concentration: a) drowsiness that can cause motorcyclists to lose reaction and concentration due to lack of rest or sleep; b) carelessness that can cause drivers focus on other things or activities such as using a cellphone while driving; c) fatigue that can reduce the ability to drive in anticipation of traffic conditions and, depending on tiredness level, as well as physical and mental state, reduce concentration when driving; d) being drunk from either drugs, alcohol, or narcotics that can cause loss of consciousness.

Based on observation and literature review, as well as after being analyzed using statistical methods, the results of the questionnaire reveal that road markings serving as signs for road users for safety spread across roads in Palembang produce the highest score of 3.83, which means that road markings are deemed good. The road markings in Palembang are highly visible, spread evenly on roads widely traversed by the citizens. Meanwhile, inobedience behavior of road users on the road such as going against the flow of traffic, speeding in the middle of the city, using a non-compliant exhaust produces the lowest score of 2.69. There are many traffic violations due to disobedience that cause congestion or accidents.

The effect of safety facilities and infrastructure on the safety of persons with disabilities as road users in South Sumatra

The study results show that the validity test for safety and road users is considered valid by an average of 0.311, with a significance level of 1%, meaning that the calculated r value was greater than r table. The summary model table explains the magnitude of the correlation value or relationship R which is equal to 0.323 and explains the percentage of the influence of the independent variables on the dependent variable which is called the coefficient of determination which is the result of squaring R. A determination coefficient (R2) of 0.104 is obtained as an output, which implies that the effect the independent variable (trust) on the dependent variable (participation) is 10.4%, while the rest is influenced by other variables. The subsequent output explains whether there is a significant effect (significant) of the trust variable (X) on the participation variable (Y). The output shows that F count = 16,951 with a significance level or probability of 0.000 <0.05, so the regression model can be used to predict the participation variable.

The results of variable reliability testing in this study are the facility_infrastructure variable (X) with a Cronbach's Alpha value of 0.602, and the Road User variable (Y) of 0.622. Thus, all statement items as an instrument in this study are declared reliable and satisfy the «sufficient» criteria. Furthermore, the instrument can be used for sampling in the field. Testing requirements analysis shows that the score of each research variable has met the requirements for further statistical testing. Based on the results of significance testing and simple regression testing, it can be concluded that the regression equation Y = 2.693+0.332X. Coefficient b is called the regression direction coefficient and states the change of variable Y in average for each change in variable X by one unit. The change is incremental if b is positive and a decremental if b is negative. So that from this equation the following can be interpreted:

1. A constant of 2.693 states that if there is no trust value, the participation value is 2.693.
2. The regression coefficient X of 0.332 states that for every increment of 1 in trust value, the participation value increases by 0.332.

Based on the above calculations, a value of t count = 4.119 with a significance of 0.000 < 0.05 is obtained, implying that Ho is rejected and H1 is accepted, which means that there is a significant influence (significant) on the variable safety facilities and infrastructure on road users.

Roads as a means of supporting infrastructure for transportation have an important role, especially for land transportation. The local government has built a 680.77 km long road in Palembang. 64.81 percent of the total length of existing roads have been paved, while the rest (35.19 percent) has not. In comparison to the subsequent year, there is no significant increase in terms of length of roads in Palembang (regional statistics for Palembang, 2018).

The causes of accidents that occur can range from disobedience of traffic road users to damaged road conditions. According to a study (Buwana, Fanya Dwi Candra; Yuwono, 2013), it is said that one of the factors that leads to road accidents are caused by road conditions. Some of road indicators that can cause traffic accidents are a) potholes, b) damaged roads, c) wet roads, d) dark roads, e) slippery roads, f) dark roads, g) no road signs/markings, h) sharp turns, and i) rain. Even though most respondents are in doubt, the results of the questionnaire show that the variable X is due to drainage. Drainage conditions on inundated roads that occur in Sekip area, lack of drainage in Basuki Rahmat, Kuto Market and Jalan Sudirman are all in line with another study (Prayoga & Susilowati, 2018) stating that channel narrowing, sharp deflection of flow by human factors, silting of water channels/canals as the main causes of inundation.

Traffic signs along the roads of Palembang are deemed adequate based on the results of this study (questionnaire). However, the effect between traffic signs and safety is not certain. A study conducted by Fieldwick (Marsaid, Hidayat, & Ahsan, 2013) shows that the presence of warning signs regarding speed limits installed on roads reduces accidental fatalities. Several other studies have also shown a decrease in the average speed of vehicles which results in a decline in the rate of accidents.

The study results also show that inadequate facilities and infrastructure can cause accidents in Palembang, which is in line with a study (Juhendra et al., 2015) stating that factor that cause traffic accidents to occur are human error, vehicle conditions and the lack of adequate infrastructure on roads prone to traffic accidents. This can be seen based on the analysis of accidents characteristics that have been carried out. It is indicated that inside collision accidents, drivers' negligence becomes a factor. Similarly, in motorbike accidents, the highest percentage of involvement in traffic accidents, careless behavior while driving and vehicles with bare minimum safety equipment serve as another factor most of the time. Traffic accidents also frequently occur in the busiest time around 12 PM to 6 PM when traffic conditions on the roads tend to be crowded which result in many traffic accidents due to the tendency of vehicle drivers being reckless in driving. Similarly, the serious injuries on victims give an indication that the inadequate safety on vehicles and poor existing road conditions also play a role.

Other factors that can influence one's behavior to try to prevent traffic accidents include the physical and social conditions of vehicle, infrastructure, and environment. This study also finds that security also serve as an important factor in road user safety. Palembang still need to work on minimizing robbery. Frequent occurrence of robberies both at night and during the day makes the citizens, especially females, afraid to drive alone. Apparent robbery cases recently took place in daytime in the city center, which indicates vulnerability of security in Palembang.

CONCLUSION

The conditions of safety facilities and infrastructure for bus stops, transmissions, conductors and drivers are generally adequate, namely the bridge facilities as a means of access

to reduce congestion that occurs on the Ampera bridge, if proper maintenance is carried out. However, it does not mean that road users on the highway can feel safe and secure, because of cases of robbery around Musi IV and Musi II bridges. The existing facilities even become a tool for perpetrators to commit crimes when traffic conditions are quiet. It would be better if the safety factor is improved so that the safety of road users, especially people with disabilities, can be ensured. In addition, many accidents have occurred in Palembang due to human factors and disorderly behavior, namely running red lights, going against the flow of vehicles, not having a driver's license, and engaging in illegal races on the highway. Obedient and orderly behavior of road users in traffic can contribute to the avoidance of traffic accidents.

The conditions of facilities and infrastructure that are safe and secure has a strong influence on road users. Some of the bus stop facilities, for instance, that should be under the care of the Palembang municipality government or corporate social responsibility (CSR) programs, only have stairs left. Three bus shelters located in the direction of the Sako terminal desperately need repairs because they are still operating. The community still uses the bus stops even though they have no roof, no seat, and incomplete stairs. However, they are still used as a means for people to ride Trans Musi, including children, adults, and people with disabilities. The Trans Musi conductors are very helpful for passengers in this regard. They become the highest value contributing to safety for passengers. The level of security and comfort is considerably helped by the presence of conductors who are alert and responsive.

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