

LAPORAN PENELITIAN
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***EMBRACING DIVERSITY: INCLUSIVE MOBILITY FOR WOMEN WITH
DISABILITIES FROM LOW INCOME HOUSEHOLDS IN
KELAYAN BARAT BANJARMASIN***

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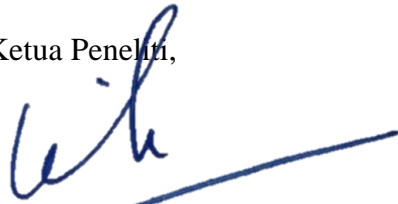
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Embracing Diversity: Inclusive Mobility for Women with Disabilities from Low Income Households in Kelayan Barat, Banjarmasin

“The right to the city is not merely a right of access to what already exists, but a right to change it after our heart's desire.”

Harvey 2013

1. INTRODUCTION

In 2021, The Overseas Practice Engagement (OPE)¹ was conducted between Msc Social Development Practice, University College London (UCL) and KotaKita, Indonesia through the Urban Citizenship Academy (UCA) with the ultimate aim to learn about the role of inclusive design and planning in supporting people with disabilities (PwDs) and older residents in achieving their aspirations of inclusive public space and community participation in Solo and Banjarmasin. The engagement is founded on Phase 1 of “AT2030: Community led Solutions” project led by Global Disability Innovation Hub (GDI). The engagement was implemented remotely due to COVID-19 restrictions.

In the OPE, our research looked at Kelayan Barat context, Banjarmasin with Himpunan Wanita Disabilitas Indonesia (HWDI) as our partner. We have decided to focus specifically on inclusive mobility for women with disabilities (WwDs). The initial reasons are:

- AT2030 Phase 1 Findings (Vermehren 2020) have listed difficulties in mobility and inclusive transportation services among the key barriers for achieving inclusive public space for PwDs in Kelayan Barat. Currently, no collective actions are taken to resolve such obstacles. In this research, we perceive mobility as the ability to go to desired destinations (Metz 2000).
- WwDs were identified as a large vulnerable group in Kelayan Barat and there are 38 WwDs in the community with physical disability making up the biggest part (Kota Kita 2019a). Besides, our partner, HWDI, is an umbrella organisation empowering and fighting for the rights of WwDs in Indonesia.

Additionally, inclusive mobility for WwDs is strongly supported by the national and regional legal frameworks and directly responds to the contextual characteristics in Kelayan Barat as demonstrated below.

¹ See Appendix B for abbreviations.

Legal Background

Indonesia has a relatively comprehensive legislation on the issues of accessibility and mobility of WwDs. The two salient legislations namely Law 19/2011 and Law 8/2016 both stipulate the importance of accessibility for PwDs, their personal mobility, and regulations on providing facilities and training to improve such issue. Moreover, they also emphasise the higher vulnerability of WwDs and oblige more protection for this population.

At regional level, South Kalimantan Provincial Regulations 17/2013 and 4/2019 have numerous articles promulgating the improvement of inclusive mobility including various modes of facilities and types of public transportation. Banjarmasin City Regulation number 9/2013, furthermore, acknowledges the role of non-physical accessibility for PwDs. Finally, Roadmap Banjarmasin Inclusive City² has highlighted ease of mobility as a crucial element of an inclusive city. See Appendix C for details on relevant laws/policies.

Context Analysis

Banjarmasin, the city of rivers, is the capital in South Kalimantan Province. There are 3897 PwDs living in the five districts of Banjarmasin in 2019, making up 0.6% of the whole population (KotaKita 2019).

Kelayan Barat, a neighbourhood in Banjarmasin, is classified as a slum zone. It is densely populated with limited public spaces such as shops, Kelurahan front yard, mosques, and streets (Vermehren 2020), and inadequate infrastructure (Figure 1). The area has 73 PwDs with different disability types, of which women account for more than men (See Appendix D for data).

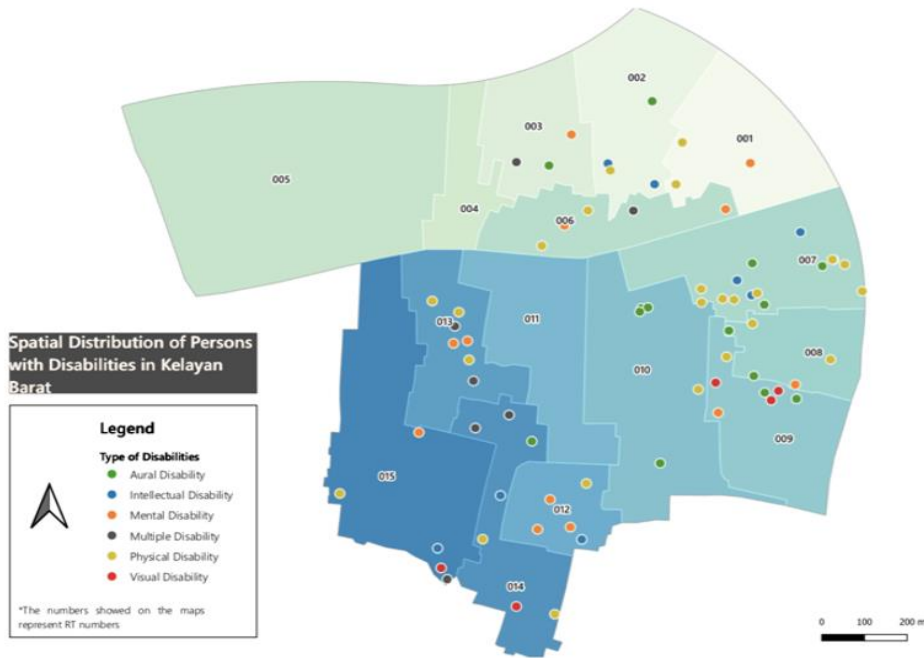
² See <https://berita.banjarmasinikota.go.id/detailpost/workshop-penyusunan-roadmap-kota-inklusi-menuju-kota-banjarmasin-ramah-difabel-dan-program-peduli-terhadap-layanan-bagi-difabel-melalui-kebijakan-inkl>

Public spaces in Kelayan Barat based on blocks (RT) identified by AT2030 participants



(Sources: PELAMBUAN & KELAYAN BARAT BANJARMASIN Phase 1: Analysis of participatory activities)

←



(Sources: Kota Kita 2018)

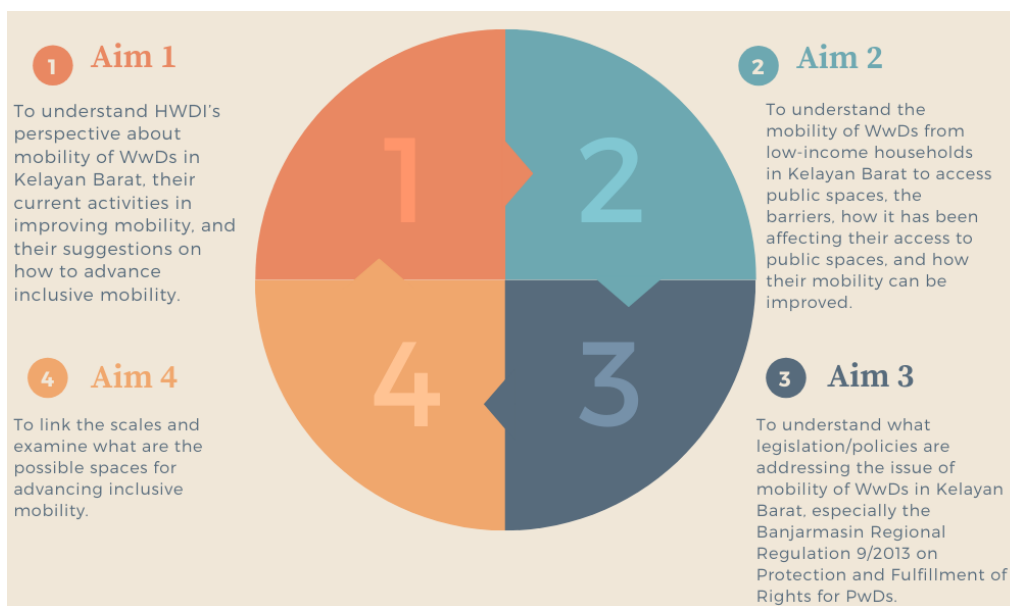
Source: Embedded in figure

Figure 1: Public spaces (above) and spatial distribution of PwDs (below) in Kelayan Barat

Research Focus

Based on the above rationales, our specific research question is: What are the possible spaces for advancing inclusive mobility of WwDs to increase their access to public spaces in Kelayan Barat?

Our four research aims are illustrated in Figure 2.



Source: Authors

Figure 2. The four aims of the research

2. METHODOLOGY

Qualitative methods were employed, including literature review (policies included), 16 semi-structured interviews, and photovoice. See Tables 1 and 2 for description and Appendix E for pictures.

Methods	Aims	Objectives	Description
Literature review	d.	e. To understand existing debates relevant to mobility issues of WwDs, especially in Kelayan Barat. f.	<ul style="list-style-type: none"> • AT2030 Phase 1 Findings • Kota Kita & other NGOs reports • Academic articles • Other secondary data

Online interview	g.	h. To obtain primary information from HWDI and various policy makers to explore the relevant existing policies/ activities, key challenges, and possible spaces to advance inclusive mobility for WwDs in Kelayan Barat.	<ul style="list-style-type: none"> • 02 HWDI representatives • 01 Department of Transportation (DISHUB) representatives • 01 Department of Social Affairs (DSA) representatives • 01 Banjarmasin City Level Planning Agency (BAPPEDA) representatives • 01 Department of Women Empowerment and Child Protection (DPPPA) representatives • 01 Ministry of Public Works and Housing (Dinas PUPR) representatives
Face-to-face interview	2, 3	To obtain primary information from RT leader and WwDs themselves about the situation of mobility (good practice/ barriers) in Kelayan Barat and suggestions to improve mobility for WwDs in the area.	<ol style="list-style-type: none"> 1. 06 face-to-face interviews with WwDs: <ul style="list-style-type: none"> • 01 with intelligent impairment • 01 with hearing impairment • 02 with physical disability • 01 with low visual impairment • 01 elderly with low visual impairment 2. 02 neighbourhood (RT) leaders and 01 village leader.

Photovoice	i.	j.	To visually illustrate the good practices and obstacles linked to mobility of WwDs in Kelayan Barat which have been highlighted in interviews and secondary data review.	<ul style="list-style-type: none"> 06 WwDs participants took photos to reflect good practices/barriers of their mobility.
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Table 1. Objectives and description of methods used

WwD Participant Code	Age	Disability Type ³	Neighbourhood (RT)
BK/DiF01	33	Physical	7
BK/DiF02	47	Intellectual	7
BK/DiF03	36	Aural	10
BK/DiF04	30	Physical	2
BK/DiF05	49	Visual	9
BK/EF06	60	Elderly, visual impairment	9

Table 2. Characteristics of WwD participants

These methods were selected for their appropriateness for our research. Literature review provides ideas of existing knowledge, opportunities, and gaps which act as the foundation for our research design. Online interviews allowed us to overcome geographic restriction, especially during COVID-19, and reach participants in a timesaving and economical manner (Deakin and Wakefeld 2014). Next, face-to-face interviews with WwDs have enabled us to collect more in-depth responses and enabled interviewers to observe the respondents' real-time expression and body language (Krouwel et al., 2019). Lastly, photovoice involves participants taking photos and videos to illustrate their perspectives (Wang and Burris 1997), which helps us visualise the reality of WwDs' mobility in Kelayan Barat.

³ Kota Kita's data 2018.

Ethics

Ethical considerations were given great attention while designing and implementing fieldwork. A consent video was made in Indonesian and shown to potential participants to obtain verbal consent prior to interviews. Interviewees were also made aware that they could leave the interview at anytime without any consequences. During fieldwork, COVID-19 related regulations were fully practiced such as mask wearing, hand sanitisation, and limited participants. Additionally, collected data were stored securely and kept confidentially throughout the process.

Limitations

1. Due to small and unrepresentative sample size, the research is explorative and only represents the participants' experience. We have selected the small yet diverse sample size of WwDs with different disability types and ages in order to go more in-depth into their diverse lived reality.
2. Challenges related to remote research such as different time zones and language barriers. To mitigate, regular meetings were arranged to fit everyone's schedule and constant communication was ensured between all members.

3. ANALYTICAL FRAMEWORK

This section is going to introduce the analytical lens used for the research.

Inclusive Infrastructure

The analytical framework on inclusive infrastructure adopted for this research is based on the concepts of inclusive citizenship and universal design.

The United Nations Committee on the Rights of Persons with Disabilities (UNCRPD) has stated that disability-inclusive infrastructure is "infrastructure and services that are fit for purpose and removing barriers to people with disabilities" (ICED 2019, p.3). To improve accessibility and usability of infrastructure, transport included, are essential to promote disability-inclusive infrastructure (ICED 2019).

Inclusive citizenship, embodying the four elements of justice, recognition, self-determination, and solidarity, is crucial for an inclusive society (Kabeer 2005),. Furthermore, universal design, i.e. "a process that enables and empowers a diverse

population by improving human performance, health and wellness, and social participation”, plays an important role in increasing accessibility (Steinfeld and Maisel 2012, p.29).

Thereby, the developed conceptual framework of disability-inclusive infrastructure involves four components namely (i) Accessibility and affordability, (ii) Recognition of specific needs and aspirations, (iii) Participation in the process, and (iv) Solidarity (See Appendix F for details). Our research has adopted this framework with a particular focus on inclusive mobility (rationalised above).

Disability Approach

Among numerous disability paradigms, this research applies the social and human rights models. The former perceives disability as “a form of socially created oppression” (Lawson and Beckett 2021, p.348) and scrutinises the social, economic, and environmental barriers (Burchardt 2004, p.735), whereas the latter emphasises PwDs’ “inherent dignity”, their central role in decision making, and “problems outside the person and in society” (Bruce et al. 2002, p.14).

Therefore, our research, incorporating social and human rights perspectives of disability, places PwDs at its heart and analyses the external barriers hindering their mobility.

Gender Approach

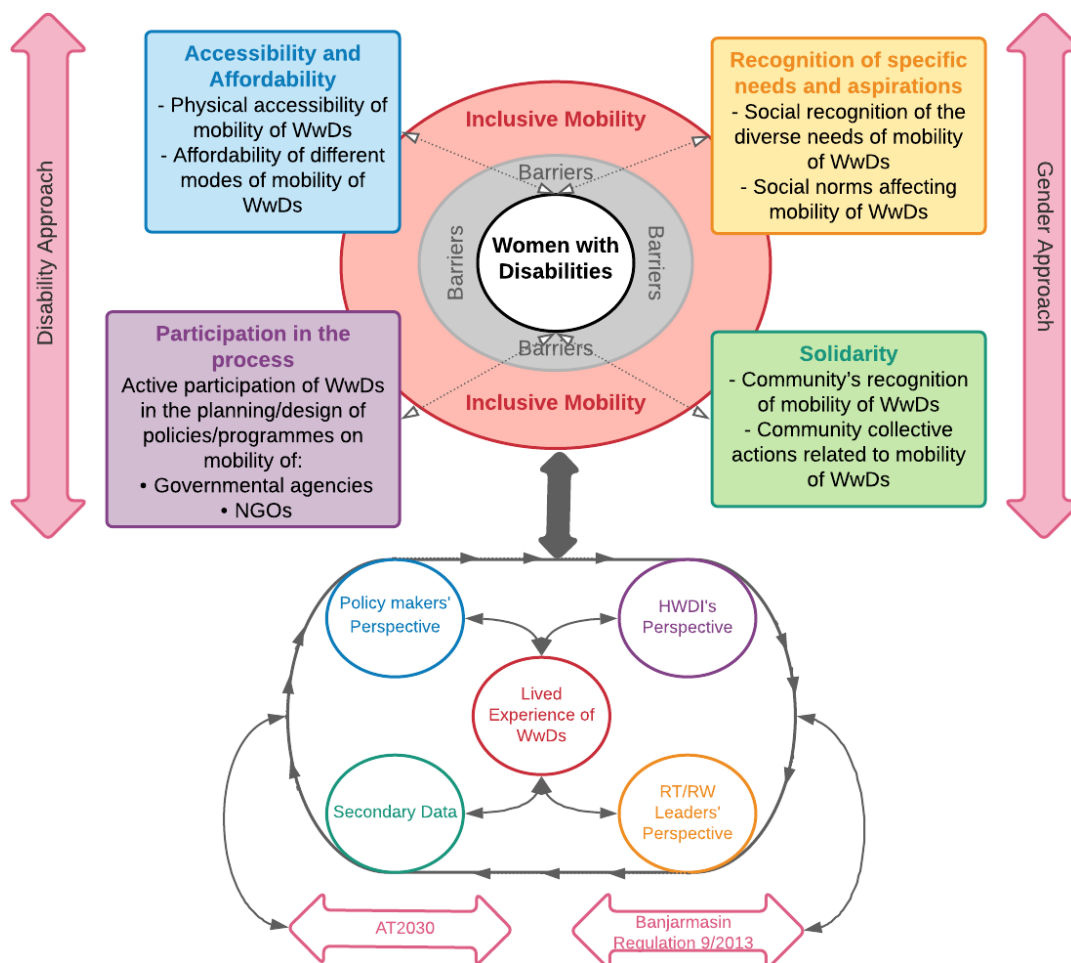
Gender refers to the social characteristics associated with and the relationship among and within men and women (Gupta 2000). Unequal power relations have persistently constrained women to subordinate positions as opposed to men, which have deprived women of development opportunities (Lorber 2010). Gender equality is listed as one of the 17 Sustainable Development Goals⁴, calling for more drastic efforts in empowering women and girls.

Embracing the gender approach, our research prioritises WwDs and applies gender perspective in its analysis. Gender norms have been found to significantly obstruct sustainable infrastructure, and to improve inclusive infrastructure is crucial for promoting gender equality (OECD 2019; GIHub 2019).

Analytical Framework

The specific framework for this research with particular focus on inclusive mobility for WwDs is demonstrated in Figure 3.

⁴ See <https://sdgs.un.org/goals>



Source: Authors

Figure 3. Analytical framework and analysis approach of the research

Accordingly, the framework places WwDs at its heart, highlights the external barriers hindering inclusive mobility for WwDs, and integrates gender and disability approaches. As featured, inclusive mobility consists of the four components similar to the inclusive infrastructure framework, however with more specific focuses which will be elaborated throughout the report.

Moreover, our analysis approach using this framework is also illustrated. Specifically, while the perspectives of all stakeholders and the secondary data will be examined in inter-relations, our research places the lived experience of WwDs at its centre. The research also looks into the role of the regional Banjarmasin Regulation 9/2013 on Protection and Fulfillment of Rights for PwDs in improving inclusive mobility for WwDs as it directly influences the Kelayan Barat context, and utilises the existing knowledge from the umbrella project AT2030 for reference.

4. KEY FINDINGS

This section presents the key findings, starting with a reflection of the stakeholders' perceptions on inclusive mobility for WwDs. Subsequently, It provides in-depth analysis into the four elements of inclusive mobility according to the analytical framework explained above.

4.1. Perceptions

Policy Makers

All interviewed policy makers were aware of the importance of inclusive mobility. While infrastructural challenges were raised, specific needs of WwDs and social factors influencing WwDs' mobility were hardly noticed. To improve WwDs' mobility, collaborations between various governmental agencies and non-governmental organisations (NGOs) are highlighted yet the participation of WwDs themselves is often overlooked.

"(...) we need data related to women from DPPPA. Then there is the Social Department, we need data from them related to what conditions are experienced by people with disabilities. (...) Regarding the transport system, it will be handled by DISHUB, later the scheme will collaborate with people outside the government such as Kaki Kota. "

- k. - DISHUB Representative
- l.

HWDI

As a NGO focusing on WwDs' affairs, HWDI has made WwDs' mobility one of its primary concerns. Different from policy makers, HWDI not only highlighted infrastructure improvement but also paid explicit attention to the social aspects of WwDs' mobility, including needs for independence and social acceptance.

Neighbourhood leaders

The interviewed neighbourhood leaders emphasised inadequate infrastructure as the main obstacle to WwDs' mobility. Limited understanding of disabilities and the social barriers faced by WwDs were observed. Furthermore, they viewed WwDs' mobility as solely policy makers' responsibility. Although communities were said to be accepting of WwDs, collective activities to support WwDs' mobility appear absent.

“Q: As RT leader, do you have a plan/programme to socialise with PwDs?”

A: I don't have it myself.”

- RT 07 Leader

WwDs

The interviewed WwDs participants perceived mobility as an essential factor directly affecting their lives. They spoke of the issue from their own lived experience and cared little about policy promises. One of their primary concerns is infrastructure and they held local governments responsible. Social factors influencing their mobility were also mentioned, including their desire for independence and needs for social contact. Interestingly, they were mostly unaware of the gender difference in mobility:

“It's the same, depending on the type of disability. So there is no special difference (between genders)”

- BK/DiF04

In conclusion, HWDI appears to be the only stakeholder who acknowledges the specific problems faced by WwDs. Regarding barriers hindering WwDs' mobility, policy makers and neighbourhood leaders focus on infrastructural inadequacy, whereas WwDs and HWDI emphasise WwDs' social needs.

4.2. Accessibility and Affordability

Banjarmasin Regulation 9/2013 refers accessibility to the physical aspect of infrastructural, public and economic spaces and recognises its key role in realising equal opportunities for PwDs. Thus, in our research, accessibility means the physical dimension affecting mobility, such as infrastructure, transport, and assistive technology (AT); whereas affordability is the economic aspect of mobility, such as bus or boat fees.

The current mobility trend in Kelayan Barat is not always inclusive and is a daily struggle for people. The lack of inclusive design and quality infrastructure in the Kelayan Barat's streets have caused WwDs difficulties in going out to access public spaces:

"(...) for those who use sticks it is difficult and tiring (to walk). In Kelayan Barat the access is also inadequate, there are many small and narrow alleys that cannot be easily passed. For those with wheelchairs it's difficult especially in small alleys, and the roads are also filled with holes. It is the

same for those who are blind. That is what makes them stay at home more, someone needs to help them with their mobility."

- HWDI leaders

When they do go out, companions are usually needed for assistance:

"I'm afraid to go alone (...) I always go out with a companion (...) The rest of the alleys weren't paved yet, it's still using wooden boards which have many holes and tires for footing. There's also no lighting at night, so it's really dangerous to go out at night especially if I need to go pass that broken wooden board and those tires footing."

- BK/DiF02

Moreover, WwDs appear to have limited access to transportation.

Case study 1. Difficult roads and limited transport

BK/DiF03 is a middle-aged woman with hearing impairment. She often goes to the market or nearby stalls to buy groceries, and sometimes visits her siblings.

Her favourite and most helpful mode of transport is motorcycle since it is difficult to walk because of unpaved alleys, especially when the roads get muddier after flooding. However, the motorcycle is used by her husband for work, so she ends up spending most of her time at home.

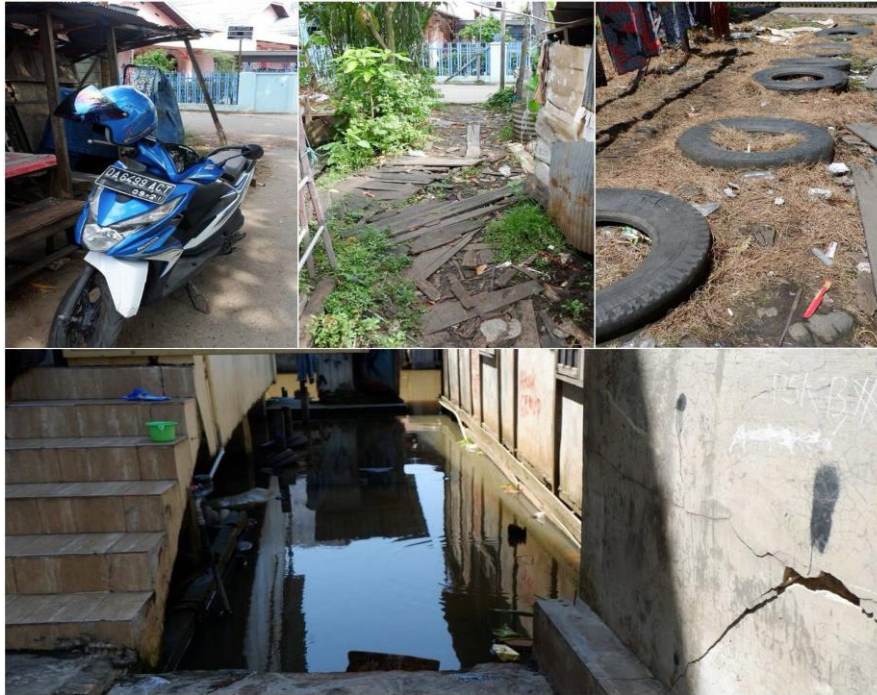


Image: Favourite transport (motorcycle) and insufficient infrastructure (unpaved alleys, tires for footing, and flooding) (Taken by WwDs participants in April 2021)

The inadequacy of AT was also raised as a barrier hampering WwDs' mobility, making some bound to their house as a WwD shared below:

"I only go to the porch (...) Walk back and forth to stretch muscles and see people passing by (...) I can (use wheelchair) but I need someone to help run it (...) I can't (go to meeting) because I can't ride a motorbike (...) (I) have gotten a cane to help walk but can't use it because it can't balance the body."

- BK/DiF01

Furthermore, cost of transport is also a hindrance:

"(...) almost 70% of PwDs are at the lower economic level. They still have difficulty attending meetings because they have to spend money on transportation (...) In fact, they have to spend double the money to go, some have been ripped off by public transport drivers."

- DSA Representative

Regardless of the type of disabilities, all interviewed WwDs face external physical and economic problems hindering their mobility. Thus, they mostly spend time at home and many rely on the help of family members.

4.3. Recognition of Specific Needs and Aspirations

This component discusses the social recognition of the diverse needs of mobility among WwDs and the social norms affecting WwDs' mobility. While inclusiveness involves the intrinsic value of all human beings, justice, and respect for differences (Kabeer 2005), PwDs have been subject to discrimination and social exclusion (Sayce, 1998).

Locally, Banjarmasin Regulation 9/2013 promulgates the need to acknowledge diversity and respect PwDs. However, stigma against PwDs remains prevalent, highly attributable to the limited awareness on disability. Specifically, WwDs are more susceptible to physical and sexual violence (Kota Kita 2019a).

Statistically, 65% of PwDs in Banjarmasin go outside five to seven times per week⁵ (Kota Kita 2019a). WwDs' aspiration is highly apparent among our participants:

“Everyone would want to go out of the house or just look for entertainment outside the home. So it is very important for everyone, especially for PwDs.”

- BK/DiF05

WwDs in Kelayan Barat is a diverse group with different types of disabilities (See Appendix C for data). While most policy makers acknowledged the need to recognise diversity of disabilities, challenges remain in realising that in pragmatic programmes:

“There are also psychological differences between PwDs, such as people with visual and aural impairment. The approach that must be taken is also different, so this is the obstacle. We have difficulty approaching different types of disabilities.”

- DSA Representative

While most interviewed interviewed stakeholders showed little awareness of the social hindrances to WwDs' mobility and currently there are no programmes addressing such gaps, WwDs participants shared experiences demonstrating serious layered barriers caused by sigma against disability and gender norms.

Case study 2. Social pressure

BK/DiF04 has impairment in her left leg. At 30 years old, she feels constant fear and does not go out often. Her fear is caused by social stigma against disability:

“She's embarrassed when she has to leave the house, that's why she just stays

⁵ Data collected before COVID-19.

at home, can't go anywhere"

- Grandmother of BK/DiF04

Moreover, gender stereotype on how women must sit on motorcycle makes her afraid of falling:

"The sitting position for women (both legs on one side of the motorcycle's seat) is quite difficult because I am afraid of falling."

- BK/DiF04

Women's reproductive role can worsen their physical health and further obstruct their already limited mobility:

"After getting married, and giving birth, my feet developed boils which made it even more difficult for me to travel. After recovering, I was no longer strong enough to walk."

- BK/DiF01

The quote below discusses explicitly how the house caretaker role of women can restrict their freedom for mobility. In some cases, stigma against disability and the heavy housework burden placed on the women's shoulder could result in them being prohibited from going outside by their own family:

"Those who are housewives are busy taking care of the household (...) some are forbidden by their parents to leave."

m. - HWDI Leaders

Furthermore, case study 1 presented above where a WwD cannot use motorcycle since her husband uses it for work may imply the gendered division of labour prioritising men in paid work (Crompton 2007) and the unequal power relations in household resource distribution disadvantaging women (Lundberg 2008).

These findings reaffirm how the intersectionality of gender, disability, and poverty exacerbates WwDs' vulnerability (Humphrey 2016) and urges for the recognition of the diverse aspirations and challenges in WwDs' mobility in Kelayan Barat.

4.4. Participation in the Process

Participation in the process means the active participation of WwDs in the planning and design process, such as via dialogues, for the co-production of policies/programs about mobility. National Law 8/2016 stipulates that PwDs have the right to political

participation. Besides, the local government is responsible for providing PwDs with facilities to enable their active engagement in political activities (Kota Kita 2019a, p.41).

However, our research shows that WwDs' participation in Kelayan Barat in the design and planning process of related policies/programmes remains poor. Although WwDs do participate in some civic activities such as elections, they are mostly excluded in the planning process. HWDI leaders shared:

"We have never been involved. We usually access it independently after the construction is completed. We are also invited when the construction is finished and opened. Along the development process we have never been invited. We should have been included in the process so that we can also provide input on inclusion."

-HWDI leaders

Furthermore, HWDI leaders also mentioned to have submitted a request to involve local WwDs in *Musrenbang*⁶ yet received no response. Nonetheless, they demonstrate great efforts in representing WwDs in the design/planning of governmental policies/programmes:

"For the time being, what we are doing is providing inputs to the government and related stakeholders in order to improve accessibility and mobility."

- HWDI leaders

The WwDs' participation in the process appears to encounter various challenges. First is the relatively top-down administrative style as policies/programmes are often designed and planned based primarily on policy makers' and community leaders' perceptions without sufficient WwDs' inputs. For instance, when being asked if the construction of public space requires WwDs' participation, the village head said:

"It is not necessary, because our government controls inclusive-friendly spaces. Seeing from the performance so far, such as the construction of sidewalks that have guiding blocks and mandatory offices, that must be inclusive-friendly. Moreover, the city representatives from PUPR really understand the issue of spatial planning and are the only one who have a vision and mission about an inclusive friendly spatial plan."

- Village Head

⁶ Participatory approach in development planning in Indonesia.

DISHUB also shows efforts in utilising data about PwDs into their programme design, however active participation of PwDs, particularly WwDs, has not been included:

"We have not involved PwDs, specifically women."

- DISHUB Representative

Secondly, WwDs lacks information on relevant activities to attend. Both BK/DiF03 and BK/DiF04 are unaware of any activities on WwDs' mobility in Kelayan Barat. Finally, insufficient accessibility and affordability together with social stigma earlier discussed also hinder their participation in the process.

Overall, our findings suggest WwDs' participation in the design and planning of policies/programmes related to inclusive mobility has remained restricted.

4.5. Solidarity

AT2030 Phase 1 acknowledges social solidarity as the most transformational aspiration in Kelayan Barat, representing a way of living together in a community that recognises its diverse needs and helps those facing difficulties (Vermehren 2020). Banjarmasin Regulation 9/2013 circulates adequate support from families and community as essential for the provision of services for PwDs. Additionally, Article 58, South Kalimantan Provincial Regulation 17/2013 stipulates inclusive mobility as an important factor of rehabilitation⁷ carried out in the family and community. Therefore, solidarity component of inclusive mobility of WwDs in Kelayan Barat is strongly related to community-based rehabilitation and community acceptance.

During interviews, WwDs and HWDI leaders indicate that community connection is crucial in improving WwDs' mobility:

"There needs to be acceptance from society for WwDs to give them the opportunity to travel independently."

– HWDI leaders

"If anyone asks me to go out together, of course I'd love to. Going out is a fun activity for me."

- BK/DiF02

At the city level, DSA has collaborated with DPPPA to implement training programs for WwDs and DISHUB has introduced a programme on transportation for students with disabilities. However, at the community levels, collective actions to support

⁷ Clause 34 of Banjarmasin Regional Regulation 9/2013 calls for rehabilitation for PwDs to optimise and develop their functions.

WwDs' mobility appear limited. Gaps were observable in the neighbourhood leaders' perception, for example while Kota Kita reported 13 PwDs in RT07 in Kelayan Barat⁸, leader from RT07 only perceived two. Moreover, while neighbourhood leaders considered the community environment to be open and friendly, the interviewed WwDs felt the need for more community care:

"The community accepts openly and there is no difference."

- Village Head

"Hopefully everyone would pay more attention to people with low income especially with disabilities like us."

- BK/DiF03

Social barriers affecting WwDs' mobility such as the aforementioned stigma were also not well recognised by the interviewed community leaders, which further hinders the community's collective efforts for WwDs' social rehabilitation.

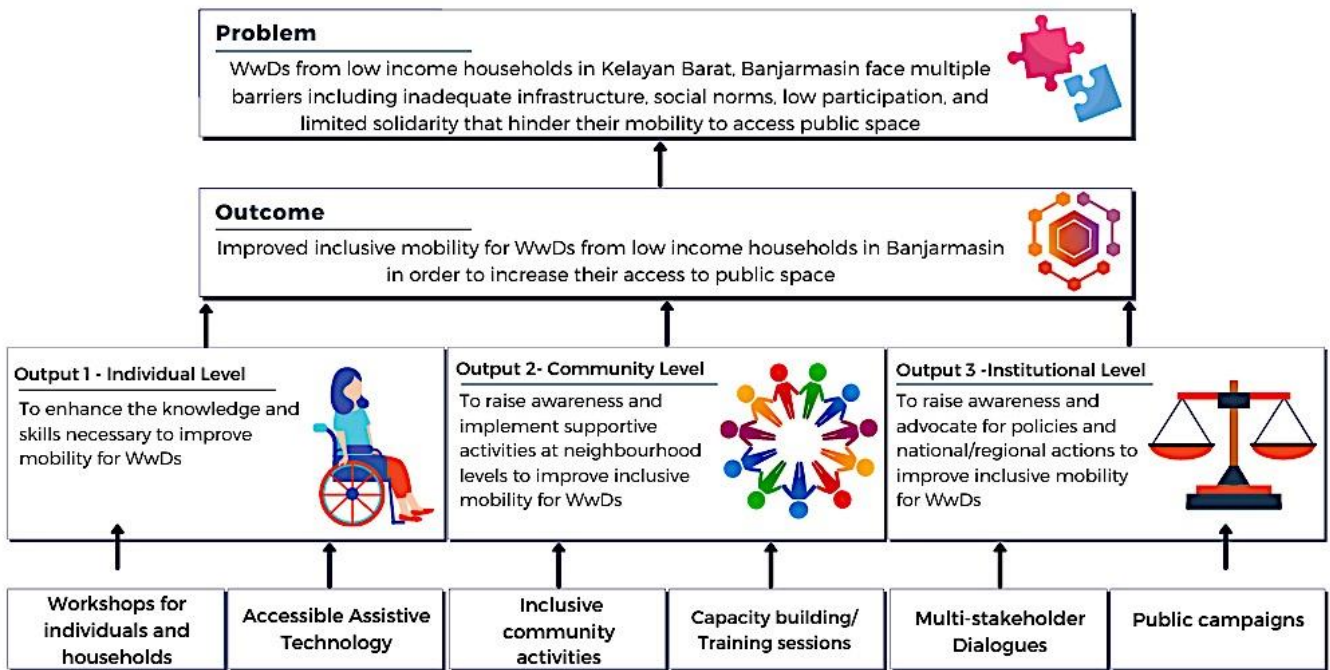
It appears that the communities where our interviewed WwDs reside do not offer sufficient recognition and activities to support the inclusive mobility of WwDs.

Overall, our research has shown low accessibility and affordability, lack of social recognition and layered social discrimination, restricted participation in the process, and limited community solidarity as major barriers hindering the inclusive mobility for WwDs in Kelayan Barat.

5. RECOMMENDATIONS

Based on the key findings coupled with the legislative foundation of relevant laws and policies, we propose a number of interventions at individual, community, and institutional levels as illustrated in Figure 4.

⁸ Data from Kota Kita 2018



Source: Authors

Figure 4. Theory of Change

5.1. Individual level

Capacity Building Workshops for Individuals and Households

One of the salient hindrances mentioned is how WwDs lack confidence to go outside, especially alone. While this is attributable to numerous factors, it is essential to provide WwDs with necessary knowledge and skills to improve their awareness about their rights, enhance their mobility capacity, and boost their socialising ability.

Additionally, while family support has been paramount to their mobility, some WwDs have been prohibited from going outside by families. This suggests the need to approach not only WwDs individually but also their households. Therefore, capacity building workshops need to also be conducted for female and male members of families with WwDs to raise awareness about their rights and their specific needs, and to equip them with skills to better support WwDs' mobility.

Proposed relevant stakeholders (PRS): DSA, DISHUB, DPPPA, RT/RW leaders, NGOs, WwDs and their family members.

Accessible AT

AT has been found to play an important role in improving mobility of WwDs in both AT2030 Phase 1 and our research:

“ We hope that the current development (of AT) can support and facilitate our own mobility (...) at least we can do mobility independently”

– Head of HWDI.

Considering how WwDs tend to receive less support than their male counterparts (Smith 2008), resources must be invested into advancing AT, providing subsidy, and better distribution of AT for WwDs.

PRS: DSA, private sector, service providers, NGOs, WwDs.

5.2. Community level

Inclusive Community Activities

An inclusive community, i.e. caring and supportive neighbourhood, has the potential to significantly increase WwDs’ mobility. Collective community activities such as meetings or informal gatherings should always be carried out with the participation of WwDs, especially when collective decisions are made. Contacts for sign language interpreters, care givers, and NGO representatives must be made available for community leaders and meeting organisers to ensure such inclusivity.

PRS: BAPPEDA, RT/RW leaders, NGOs, WwDs.

Capacity Building/ Training Sessions

With better understanding about WwDs and their mobility, neighbourhood leaders could make significant changes in improving inclusive mobility. Thus, it is crucial to carry out capacity building activities with neighbourhood leaders to raise awareness and provide them with skills to better support the mobility of this population.

Furthermore, social stigma was emphasised as one of the major barriers to WwDs’ mobility, signifying the urgency to increase social acceptance towards WwDs to improve their mobility. Training sessions on disability etiquette⁹ should be carried out with service providers, especially in education, employment, and healthcare for immediate attitude and behaviour change towards WwDs. Moreover, lessons on disability etiquette should be integrated in schools to shift long-term harmful norms against WwDs.

PRS: DSA, DPPPA, Department of Education, RT/RW leaders, service providers, academia, NGOs, WwDs.

⁹ Also suggested by Kota Kita (2019b).

5.3. Institutional level

Multi-stakeholder Dialogues

The lack of WwDs' participation in the design/planning of related policies/programmes seriously violates human rights and UNCRPD. Multi-stakeholder dialogues must be held officially and regularly to bridge such gap. All policies/programmes at all levels affecting the lives of WwDs must be revised by WwDs and their organisations before validation. These activities must be legally regulated and enforced by the government with close social criticism by academia and the media.

PRS: DSA, DISHUB, DPPPA, BAPPEDA, law enforcement, NGOs, WwDs, academia, the media.

Public Campaigns

Increasing the positive visibility of WwDs will likely improve social acceptance towards this population, which helps enhance their mobility as earlier demonstrated. An excellent idea suggested by OHANA Indonesia¹⁰¹¹ is a public parade of PwDs on Valentine's Day. Having more opportunities as such to present themselves would also enhance WwDs' social status and agency, promote diversity, and expand advocacy for this population.

PRS: DSA, NGOs, WwDs, the media.

The comprehensive set of actions at different levels proposed will help raise awareness and shift the harmful social norms about WwDs, call for more supportive national and local policies/programmes, and ultimately improve inclusive mobility for WwDs in Kelayan Barat.

6. CONCLUSION

The research has demonstrated highly prevalent need for mobility and the multiple barriers hindering this aspiration of WwDs in Kelayan Barat including inadequate infrastructure and transport/AT, lack of social recognition and prevalent social stigma associated with disabilities and gender, low active participation of WwDs in the planning and design of policies/programmes on mobility, and limited community awareness and collective actions in supporting WwDs' mobility. A number of

¹⁰ <https://www.ohanaindonesia.org/>

¹¹ At "Inclusive Planning and Design – City Scale Strategy" roundtable event on 6 May 2021.

recommendations at different levels have been proposed to address these gaps. In light of how COVID-19 worsen inequality (Blundell et al. 2020) and further restrains mobility (Barbieri et al. 2021), drastic efforts are urgently required to improve the inclusive mobility for WwDs in order to increase their access to public space. Only by doing so could the rights of WwDs be protected, and Banjarmasin as well as other cities truly become a city for all.

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APPENDIX A. Remote Knowledge Co-Production Guideline

APPENDIX B. Abbreviations

AT	Assistive Technology
BAPPEDA	Banjarmasin City Level Planning Agency
DISHUB	Department of Transportation
DPPPA	Department of Women Empowerment and Child Protection
DSA	Department of Social Affairs
GDI	Disability Innovation Hub
HWDI	Himpunan Wanita Disabilitas Indonesia
NGO	Non-governmental Organisation
OPE	Overseas Practice Engagement
PUPR	Ministry of Public Works and Housing
PwDs	People/Persons with disabilities
RT	Neighbourhood unit in Kelayan Barat
UCA	Urban Citizenship Academy
UCL	University College London
UNCRPD	United Nations Committee on the Rights of Persons with Disabilities
WwDs	Women/Woman with disability/disabilities

APPENDIX C. Relevant legislations

National Legal Framework on PwDs

- Law 4/1997 on Persons with Disabilities
- Law 19/2011 concerning Ratification of the UN Convention on the Rights of Persons with Disabilities (CRPD)
- Law 8/2016 concerning Persons with Disabilities
- Presidential Decree 36/1990 concerning the Ratification of the Convention on the Rights of the Child (CRC)
- Regulation of the Minister of Women Empowerment and Child Protection No. 4/2017 concerning Special Protection for Children with Disabilities
- Regulation of the Minister of Public Works 30/PRT/M/2006 on Technical Guidance of Facilities and Accessibility for Buildings and Environment
- Regulation of the Minister of Public Works and Housing of the Republic of Indonesia No. 14/PRT/M/2017 on Access Requirements for Building Facilities

(Kota Kita 2021, UCA Training Module)

Accessibility

Law 19/2011 concerning Ratification of the UNCRPD	Article 9	To enable persons with disabilities to live independently and participate fully in all aspects of life, States Parties shall take appropriate measures to ensure access for persons with disabilities , on an equal basis with others, to the physical environment, transportation, information and communications , including information and communication technologies and systems, and to other facilities and services open or provided to the public, both in urban
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		<p>and in rural areas.</p> <p>These measures, which shall include the identification and elimination of obstacles and barriers to accessibility, shall apply to, inter alia:</p> <p>(a) Buildings, roads, transportation and other indoor and outdoor facilities, including schools, housing, medical facilities, and workplaces;</p> <p>(b) Information, communications and other services, including electronic services and emergency services</p>
Law 8/2016 on PwDs	Article 18	<p>Persons with disabilities' rights on accessibility include</p> <p>a) accessibility to utilize public facilities</p> <p>b) decent accommodation as a form of accessibility for individuals.</p>
	Article 19	<p>Persons with disabilities' rights on public service include</p> <p>a) reasonable accommodation in public services in an optimal, reasonable, and dignified manner without discrimination</p> <p>b) assistance, translation, and the provision of easily accessible facilities at public services without additional fee.</p>

	Article 97	Both national and regional governments have to guarantee accessible infrastructure for persons with disabilities, including accessible buildings, roads, settlements, parks, and cemeteries.
Mobility		
Law 19/2011 concerning Ratification of the UNCRPD	Article 20: Personal Mobility	States Parties shall take effective measures to ensure personal mobility with the greatest possible independence for persons with disabilities , including by: <ul style="list-style-type: none"> (a) Facilitating the personal mobility of persons with disabilities in the manner and at the time of their choice, and at affordable cost; (b) Facilitating access by persons with disabilities to quality mobility aids, devices, assistive technologies and forms of live assistance and intermediaries, including by making them available at affordable cost; (c) Providing training in mobility skills to persons with disabilities and to specialist staff working with persons with disabilities; (d) Encouraging entities that produce mobility aids, devices and assistive technologies to take into account all aspects of mobility for persons with disabilities.
Law 8/2016 on PwDs	Article 23	The right to live independently and to be involved in society for Persons with Disabilities includes the rights: <ul style="list-style-type: none"> a. personal mobility by providing Assistive Devices and easy access e. get access to various services, whether provided in the house, in residential areas, or in

		the community.
	Article 41	<p>(1) The Government and Regional Governments in implementing and / or facilitating inclusive education and special education as referred to in Article 40 paragraph (2) are required to facilitate Persons with Disabilities to learn basic skills required for independence and full participation in education and social development.</p> <p>(2) Basic skills as referred to in paragraph (1) include: b. orientation and mobility skills ^[L]_[SEP]</p>
Women with Disabilities		
Law 19/2011 concerning Ratification of the UNCRPD	Article 6: Women with disabilities	<ol style="list-style-type: none"> States Parties recognize that women and girls with disabilities are subject to multiple discriminations, and in this regard shall take measures to ensure the full and equal enjoyment by them of all human rights and fundamental freedoms. States Parties shall take all appropriate measures to ensure the full development, advancement and empowerment of women, for the purpose of guaranteeing them the exercise and enjoyment of the human rights and fundamental freedoms set out in the present Convention.
Law 8/2016 on PwDs	Article 5	<p>(2) Women with disabilities have the right:</p> <ol style="list-style-type: none"> on reproductive health;

		<p>b) accept or reject the use of contraceptives;</p> <p>c) get more protection from layered discrimination treatment; and</p> <p>d) to get more protection from acts of violence, including violence and sexual exploitation.</p>
	Article 126	The Government and Local Governments are required to provide special protection for women and children with disabilities in accordance with the provisions of laws and regulations.
<p>Regional Legal Framework on PwDs</p> <p>Province level:</p> <ul style="list-style-type: none"> • South Kalimantan Provincial Regulation 17/2013 concerning Protection and Fulfillment of the Rights of Persons with Disabilities • South Kalimantan Provincial Regulation 63/2018 concerning Protection and Fulfillment of Rights for Persons with Disability • South Kalimantan Provincial Regulation No. 4 of 2019 Concerning the Protection and Fulfillment the Rights of PwDs <p>City level:</p> <ul style="list-style-type: none"> • Banjarmasin Regional Regulation 9/2013 on Protection and Fulfillment of Rights for Persons with Disability • Mayor of Banjarmasin Decree No. 352/2016 on Establishment of Working-Unit Forum of Disability in Banjarmasin <p style="text-align: right;">(Kota Kita 2021, UCA Training Module)</p>		
Mobility		

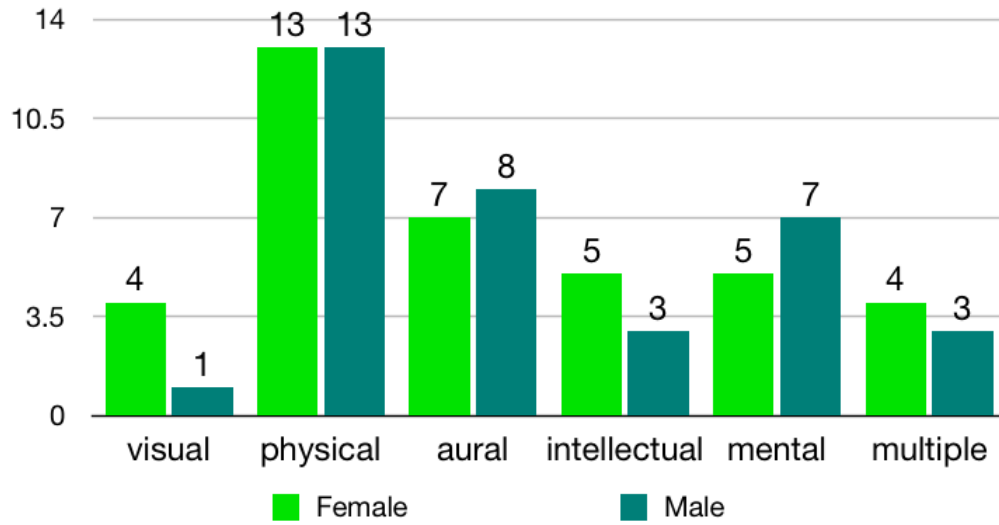
<p>South Kalimantan Provincial Regulation 17/2013 concerning Protection and Fulfillment of the Rights of Persons with Disabilities</p>	<p>Article 58</p>	<p>Social rehabilitation as referred to in Article 57, is carried out in the family and community environment by:</p> <p>a. provision of adaptive tools to support mobility, functions and social participation of Persons with Disabilities</p>
<p>South Kalimantan Provincial Regulation No. 4 of 2019 Concerning the Protection and Fulfillment the Rights of PwDs</p>	<p>Article 17</p>	<p>(1) Regional Government in organizing and or facilitating inclusive education and special education facilitates Persons with Disabilities to learn the basic skills required for independence and full participation in taking education and social development.</p> <p>(2) Basic skills as referred to in paragraph (1) include: (a) Braille writing-reading skills and mobility orientation for persons with visual disabilities;</p>
	<p>Article 113</p>	<p>(1) The right to live independently and be involved in society for Persons with disabilities include the right:^[11]_[SEP]</p> <p>a. personal mobility with the provision of Assistive Devices and convenience for get access;^[11]_[SEP]</p>
<p>Transportation</p>		
<p>South Kalimantan Provincial Regulation No. 4 of 2019 Concerning the Protection and</p>	<p>Article 86</p>	<p>(1) Regional Government and society are obliged to realize and facilitate the realization of accessibility to the use of public facilities for persons with disabilities in accordance with their authority.</p> <p>(2) Public facilities as referred to in paragraph (1) include:</p>

<p>Fulfillment the Rights of PwDs</p>		<ul style="list-style-type: none"> a. Building; b. Street; c. Settlement; d. Green open space; and e. Public Transportation.
	<p>Article 97</p>	<p>(1) Public transportation as referred to in Article 86 paragraph (2) letter e includes public transportation provided by local governments such as city transportation, school buses must be equipped with:</p> <ul style="list-style-type: none"> a. the condition for entering and leaving the terminal must be gentle b. firecracker conditions that can be used by persons with disabilities and sick people without the help of other parties; c. procurement of special access points in and out of the terminal; d. construction of a public transportation stop that is parallel to the surface of the entrance to public vehicles; e. providing convenience in purchasing tickets; f. at the public transport terminal is equipped with an information board about the list

		<p>of road transport routes is accompanied by a recording soundable prompts when needed (or written with braille letters);</p> <p>g. at a public transportation stop, it can be equipped with the route list is equipped with a recording that can be sounded when required (or written in braille);</p> <p>h. at a road crossing which is controlled by means of a tool a traffic signaling person with disabilities frequently traveled blind, can be equipped with a sound signaling device at the time of the tool the pedestrian signal is green or red;</p> <p>i. a space specially designed and provided for persons disabled and sick people in order to provide ease of movement; and</p> <p>j. other facilities as regulated in law.</p>
<p>South Kalimantan Provincial Regulation No. 4 of 2019 Concerning the Protection and Fulfillment the Rights of PwDs</p>	Article 100	<p>(1) The Government and Regional Governments guarantee the availability of Public Services which is easily accessible by Persons with Disabilities in accordance with the provisions legislation.</p> <p>(2) Public services as referred to in paragraph (1) include services public transportation services.</p>
	Article 102	<p>(1) Transportation services as referred to in Article 100 paragraph (2) consisting of land transportation services, rail transportation, sea transportation, and air transportation.</p>
<p>Banjarmasin City level</p>		
<p>Banjarmasin Regional Regulation 9/2013 on</p>	<p>Clause 49</p>	<p>(1) The provision of non-physical accessibility to public facilities and infrastructure as</p>

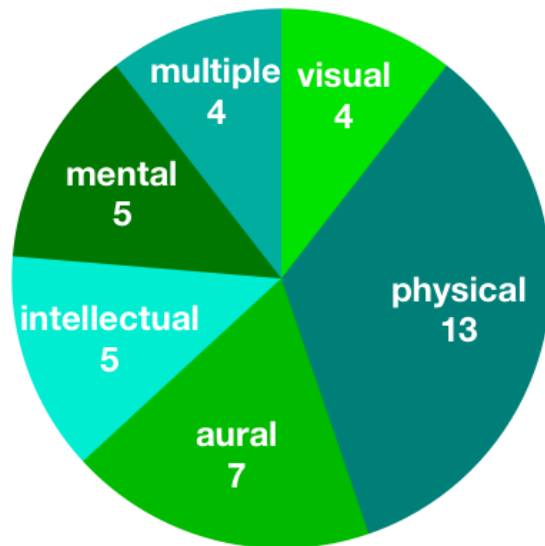
<p>Protection and Fulfillment of Rights for Persons with Disability</p>	<p>referred to in Article 47 paragraph (2) letter b includes:</p> <ul style="list-style-type: none"> a. information services; and b. special service. <p>(2) Information services as referred to in paragraph (1) letter a shall be in the form of explanations through media in accordance with the conditions and needs of persons with disabilities in terms of using existing facilities in public buildings and their facilities, traffic facilities and public transportation.</p> <p>(3) Special services as referred to in paragraph (1) letter b are in the form of assistance provided specifically to persons with disabilities in accordance with their conditions and needs in terms of using existing facilities in public buildings and their facilities, traffic facilities and public transportation.</p>
<p>Roadmap Banjarmasin Inclusive City</p>	<p>“An inclusive city is cities that can provide services and ease of mobility for everyone to have social ^[L]_[SEP]interaction.”</p> <p>”Ensuring all transportation infrastructure and equipment provided by the government and the private sector to support everyone's mobility independently.” ^[L]_[SEP]</p>

APPENDIX D. Data on PwDs and WwDs in Kelayan Barat 2018



Source: Authors based on data provided by Kota Kita

Figure 1: PwDs by gender and disability type in Kelayan Barat 2018



Source: Authors based on data provided by Kota Kita

Figure 2. WwDs by disable type in Kelayan Barat 2018

APPENDIX E. Pictures illustrating methods

Pictures illustrating face-to-face interviews during our research (Photos taken by Kota Kita with consents from all participants):



Photo 1. Students from UCA conducting a face-to-face interview with a RT leader (Taken on 29 April 2021) (left)

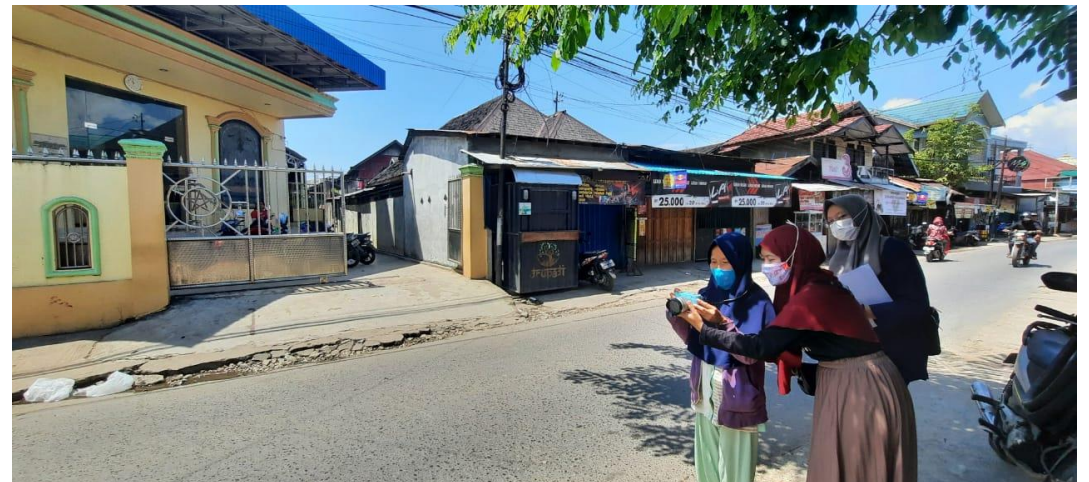
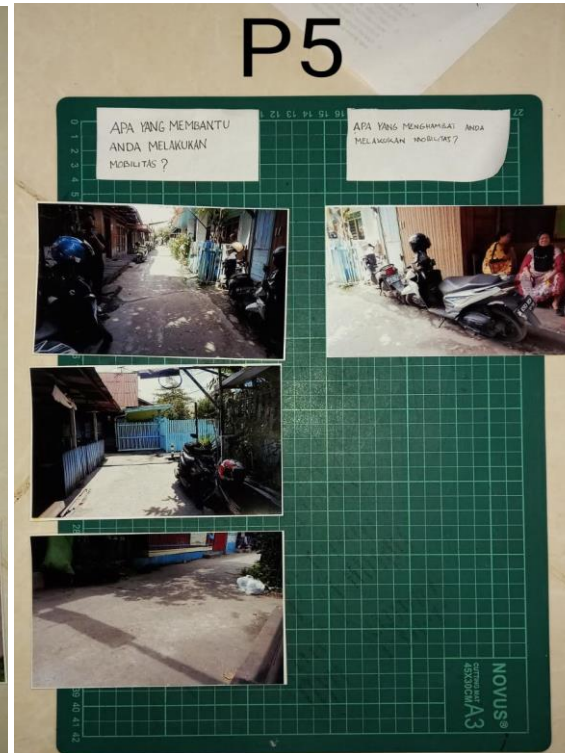
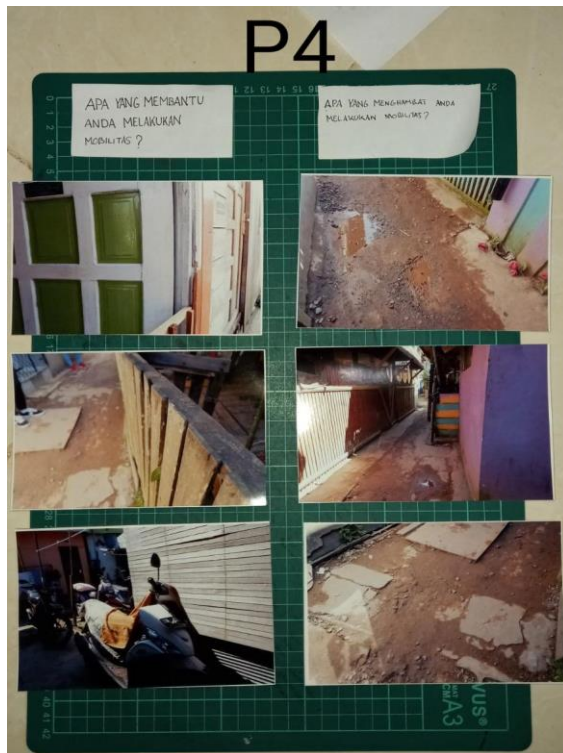


Photo 2. Students from UCA and a WwD conducting photo voice (Taken on 30 April 2021) (right)

Results of Photovoice Method (taken in April 2021)

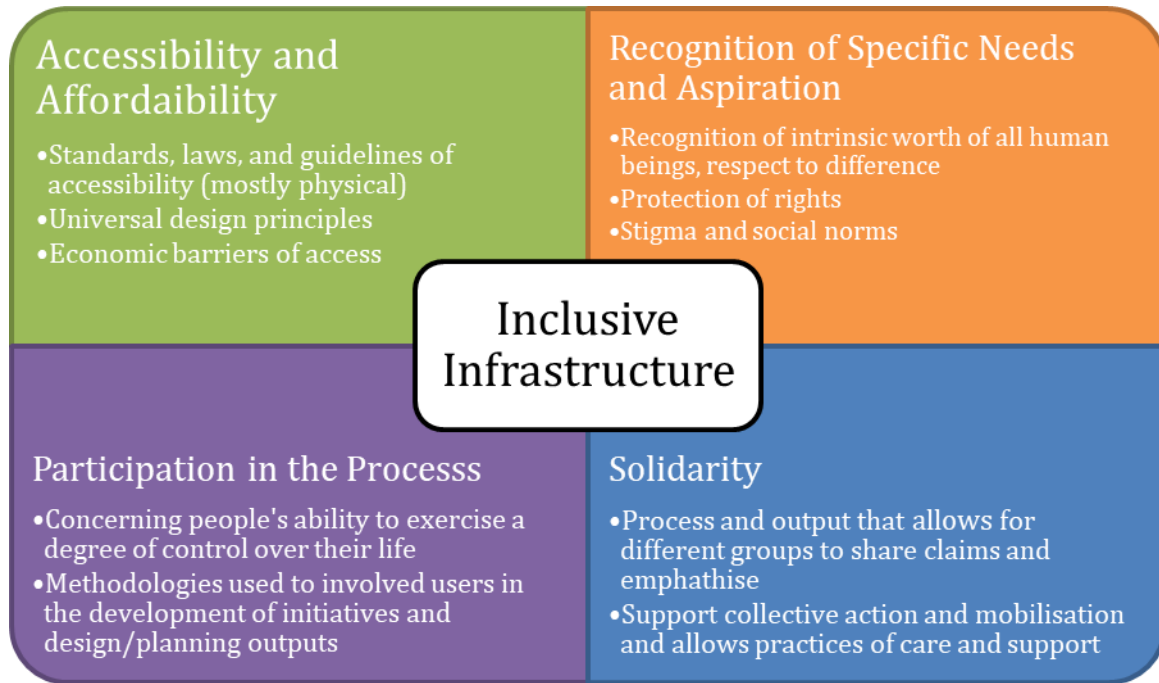


Images: From left to right: Photovoice of BK/DiF01, BK/DiF02, and BK/DiF03



Images: From left to right: Photovoice of BK/DiF04, BK/DiF05, and BK/EF06

APPENDIX F. Conceptual framework of Inclusive Infrastructure



Developed by Dr. Ignacia Ossul Vermehren for Overseas Practice Engagement (2021)



**KOTA
KITA**
A CITY FOR ALL



UNS
UNIVERSITAS
SEBELAS MARET



LETTER OF INTEREST

between

THE BARTLETT DEVELOPMENT PLANNING – UNIVERSITY COLLEGE LONDON

and

YAYASAN KOTA KITA SURAKARTA

and

Faculty of Engineering - UNIVERSITAS SEBELAS MARET, SOLO, INDONESIA

and

International Office - UNIVERSITAS LAMBUNG MANGKURAT, BANJARMASIN, INDONESIA

This letter of interest is designed to foster a friendly international cooperation between YAYASAN KOTA KITA SURAKARTA (KOTA KITA), UNIVERSITAS SEBELAS MARET, UNIVERSITAS LAMBUNG MANGKURAT and THE BARTLETT DEVELOPMENT PLANNING UNIT – UNIVERSITY COLLEGE LONDON (DPU-UCL). The scope of the collaboration relates to the MSc Social Development Practice's Overseas Practice Engagement in Banjarmasin and Solo between January to June 2021.

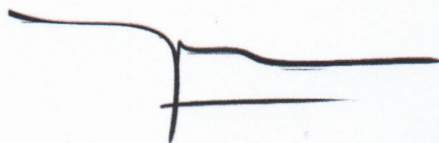
All parties agree to exercise their best efforts to develop the following forms of cooperation. No financial obligations are assumed under this agreement:

- Support students' engagement as part of the Overseas Practice Engagement
- Ensure an ethical and considered approach to research
- Participate in seminars and coordination meetings
- Exchange academic materials and other information

Each institution will designate an individual to coordinate this program and all endeavors that may derive from it. For this purpose, KOTA KITA designates **Ahmad Rifai**, UNIVERSITAS SEBELAS MARET designates **Dr Paramita Rahayu**, Head of Regional Planning Laboratory, UNIVERSITAS LAMBUNG MANGKURAT designates **Arief Budiman**, SE, MMktg, PhD, Director of International Office and DPU-UCL designates **Dr. Ignacia Ossul Vermehren**, Module Leader Social Development in Practice.

This letter of interest shall commence on the date of the latest signature and be in effect until June 2021, at which time it shall be reviewed for possible extension.

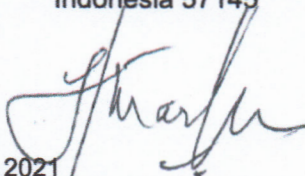
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Dr. techn. Sholihin As'ad
Dean of the Faculty of Engineering

9 March 2021
Date

YAYASAN KOTA KITA SURAKARTA
Karangasamen, Laweyan
Sukarta, Central Java,
Indonesia 57145



Ahmad Rifai
Executive Director

9 March 2021
Date

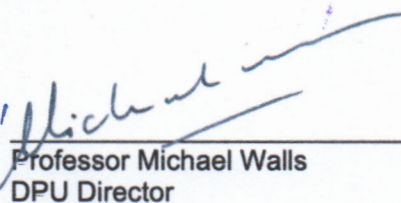
UNIVERSITAS LAMBUNG MANGKURAT
Jl. Brigjen H Hasan Basry
Banjarmasin
Indonesia



Professor Yudi Firmanul Arifin
Vice Rector for Planning,
Cooperation & Public Relation

9/3/2021
Date

THE BARTLETT DEVELOPMENT PLANNING –
UNIVERSITY COLLEGE LONDON
34 Tavistock Square, Bloomsbury, London WC1H
9EZ



Professor Michael Walls
DPU Director

5 March 2021
Date

Schedule 1 - The Work

The **Bartlett Development Planning Unit (DPU) at University College London (UCL)** is a department concerned with promoting sustainable forms of development, understanding rapid urbanisation and encouraging innovation in the policy, planning and management responses to the economic, social and environmental development of cities and regions, especially in Asia, Africa, Latin America and the Middle East. The Social Development in Practice module, part of the **MSc Social Development Practice**, is concerned with exploring through practice the ways in which a socially sensitive approach can be integrated to promote inclusive development.

Kota Kita is a non-profit organization based in the Indonesian city of Solo with expertise in urban planning and citizen participation in the design and development of cities. Kota Kita provides education, facilitates citizen participation and collective action, and work with governments to build bridges between officials and their constituencies. The **Urban Citizenship Academy (UCA)** is an initiative led by Kota Kita to engage a new generation of young leaders and support them in solving pressing urban problems. This program provides a platform for transmitting Kota Kita's approach and methodologies to youth in cities across Indonesia. The training develops young people's capacity to analyse problems, to understand that these are not inevitable, and to see that they can play an active role in addressing them to create a better future.

Universitas Sebelas Maret (Surakarta, Indonesia) Urban and Regional Planning Program, Faculty of Engineering is a program that focuses on promoting sustainable urban settlement planning within the context of challenging rapid urbanization and emphasizes the contribution of culture and collaborative approach to innovative urban and regional planning and policy in responding the global environmental challenge.

Universitas Lambung Mangkurat (Banjarmasin, Indonesia) Faculty of Engineering and Architecture Department is a public university located in Banjarmasin and Banjarbaru, South Kalimantan, Indonesia. With a vision as a leading and competitive university in the field of wetland environment, ULM has 11 faculties. In this overseas engagement program, students from multi-disciplinary majors, including Faculty of Engineering (Architecture Department) and Faculty of Education (Special Needs Education and Sociology and Anthropology Education) will be joining the process. It will be led by the International Office of ULM.

This year's DPU-UCL Overseas Practice Engagement will collaborate with Kota Kita through the Urban Citizenship Academy (UCA). This year UCA will invite students from Universitas Sebelas Maret and Universitas Lambung Mangkurat.

The engagement aims to foster learning between students from UCL and UCA about disability and inclusive planning in Indonesian cities.

The Bartlett Development Planning Unit – University College London

- Facilitate sessions on research design for UCL and UCA students.
- Have an oversight of the Overseas Practice Engagement.
- Support the engagement activities in Solo and Banjarmasin.
- Comply with UCL ethics and COVID-19 guidelines.

Kota Kita

- Provide training to Indonesian students as part of the UCA.
- Coordinate activities and stakeholders during the engagement in line with ethical and COVID-19 guidelines.
- Disseminate findings with participants and relevant stakeholders.

Universitas Sebelas Maret and Universitas Lambung Mangkurat

- Support recruitment process of students for UCA.
- Provide support to students and be accountable for their performance.
- Provide supervision through a member of staff to students during the engagement.
- Follow up on students' outputs.
- Ensure UCA students comply with university and local ethics and COVID-19 guidelines.

Outputs:

- UCA students: Deliver a poster per group
- UCL students: 5,000 words report per group
- UCL: Edit a report with UCL student's inputs, including specific inputs from Kota Kita, Universitas Sebelas Maret and Universitas Lambung Mangkurat