

Perceptions of Trans Padang bus drivers on type A terminal location case study: Anak Air type A terminal

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<https://doi.org/10.24036/jptk.v5i3.28223>

Abstract—Since the inactivity of the Bingkuang Regional Terminal in 2009, the city of Padang no longer has a bus terminal, which causes many shadow terminals in the city of Padang. In 2021, the Type A Terminal in Padang City was completed and tested immediately since not October 2021. However, since the trial until now this terminal is still quiet for buses and the public to visit. Then in 2021, the Type A Terminal in Padang City was completed and tested immediately since not October 2021. However, since the trial until now this terminal is still quiet for buses and the public to visit. Anak Air Type A Terminal is still quite due to its location which is far from the city center, and access to the Anak Air Type A Terminal is considered quite difficult. The formulation of the problem in this study is how the perception of the Trans Padang bus driver on the location of the Anak Air Type A Terminal and the completeness of the facilities it has. The standard used in this study is the Decree of the Director General of Land Transportation No. 31 of 1995 concerning Road Transportation Terminals. The purpose of this study was to find out and provide the opinion of bus drivers on the existence of Anak Air Type A Terminal in Padang City and determine the feasibility of the Anak air Terminal based on the facilities it has. The method used in this research is qualitative type. The sample in this study was the Trans Padang bus driver. The data were collected by using interview techniques with Trans Padang bus drivers who enter the Anak Air Type A Terminal every day, observations at the terminal location to record the facilities that this terminal already has and documentation in the form of photographs. The results of the research that has been carried out through interviews with Trans Padang bus drivers found 3 keywords, namely the location of the terminal which is considered appropriate, access to the terminal is difficult to pass and there are still many facilities that are not yet available at Anak Air Type A Terminal.

Keywords: *Perception, Trans Padang bus, Type A Terminal*

I. INTRODUCTION

Padang City is the capital city of West Sumatra Province and at the same time the largest city in West Sumatra. Besides being the largest city in West Sumatra, Padang City is also one of the main destination cities in terms of government affairs, education, economy, and tourism. This also has an impact on the population and community activities that continue to grow. Along with the increasing number of residents in the city of Padang, the need for transportation modes for the community also increases to support the smooth running of activities in daily activities. Increased economic development is a pull factor, resulting in a high level of population mobility using land transportation, thereby increasing

the demand for land transportation facilities, especially buses.

In 1972, the city of Padang had a terminal, namely the Lintas Andalas Terminal, located on Jalan Pemuda which is now converted as a luxury mall, Plaza Andalas. In 1998, the Bingkuang Regional Terminal was tested, located in Aia Pacah, the area was designated as a strategic location because it served as a liaison between Teluk Bayur Harbor and Minangkabau International Airport. However, a number of Oto Companies (PO) refused to move to a location on Jl By Pass Aia Pacah because of the distance and location far from the center of Padang City and the lack of transportation modes to the city center, then in 2002, the Bingkuang Regional Terminal was operated again for the second time,

instructions to vacate the Lintas Andalas terminal must be followed which causes the economic death of the community around the terminal. However, the Bingkuang Regional Terminal did not go as planned and in 2009, it was converted into the Padang City Hall. In 2018, the Anak Air Type A Terminal began to be built, which was located on Jalan Anak Air, Koto Tengah sub-district. This terminal has just been tested on October 1, 2021. The trial of the Anak Air type A terminal is still running until now. However, there have been many complaints from bus drivers, one of them from Mr. Bambang who complained about the narrow size of the road making it difficult for drivers to get to the terminal, the location of the terminal which was felt to be less strategic according to the bus driver and passengers. This terminal has a large area but the capacity is small because many parts of the terminal cannot be fully utilized.

Besides that, the intersection entering the terminal from the main road also has a very sharp intersection shape, besides the presence of a rail crossing at the intersection becomes an obstacle to get to the location of the Anak Air terminal. According to several bus drivers, the location of the Anak Air Type A Terminal is hidden because it is not on the main road, which causes people to not know where the new Anak air Terminal is. Based on the Decree of the Director General of Land Transportation No. 31 of 1995 concerning Road Transportation Terminals, a Type A terminal should be located on an arterial road with a road class of at least class III A but the fact is that at this terminal the location is not in accordance with the decision, another thing that is not right is that the terminal access road to the main road exceeds 100 m, the results of preliminary observations that the distance from the terminal to the gate to the outside is ± 158 m while the distance from the terminal to the main road which is a type III collector road is ± 505 m. based on this distance the requirements for the establishment of a terminal have not been fulfilled because the distance exceeds 50 m.

In addition, the current location of the terminal is very far from the city center, which is 19 km so that people are very far from going to the terminal location, which causes people as bus passengers to prefer to wait for buses at crossroads and go to shadow terminals that already exist. Based on the problem above, the writer is interested in conducting research on this problem. This final project is entitled "Trans Padang Bus Driver Perception of the Type A Terminal Location".

II. METHODS

A. Type of Research

In this study, the research design used was qualitative. Qualitative research products and processes descriptive data, such as interview transcripts and observations.

B. Time and place

The research was conducted in April 2022 and took place at the Children's Terminal Aia Padang City on Jl. Anak Air Lubuk Crocodile, Kec. Koto Tengah, Padang City, West Sumatra. In this study, the researchers set the Trans Padang bus driver as the sample of this study.

C. Population and research sample

The population in this study are all people who are in the type A Anak Air Terminal, the sample in this study is the Trans Padang Bus driver who stops at the Anak Air Type A Terminal.

D. Data sources

According to LOfland, the main data sources in qualitative research are words and actions, the rest are additional data such as documents and others. Researchers who enter the field are directly related to the situation and the person being investigated has been determined which includes various matters relating to the situation and location of the Aia Anak terminal in Padang City. While the secondary data in this study came from related books and ministerial regulations.

E. Data collection techniques

1. Interview

According to Sugiyono (2016: 317) interviews are used as a data collection technique to find problems that must be investigated and also if researchers want to know things from respondents more deeply.

2. Observation

Observations made by researchers are observing a number of complete facilities owned by Terminal Type A Anak Air. The completeness of this facility is based on the Decree of the Director General of Land Transportation No. 31 of 1995 concerning Road Transportation Terminals.

3. Documentation

According to Sugiyono (2016: 329) documentation technique is a complement to the use of observation and interview methods in qualitative research. Through this technique, researchers can find out the entire condition of the completeness of the facilities at the terminal type A for the children of Air.

F. Data collection tools

1. Interview guide
2. Recorder and camera
3. Stationery

G. Data analysis techniques

Data analysis is an ongoing process that requires continuous reflection on the data, using analytical questions, and writing short notes throughout the study. The steps taken in data analysis are processing and preparing data for analysis. This step involves a transcript of the interview from the subject, as well as the results of the observations that have been made. The second step is coding the interview transcript and making it a resume so that it is easy to see the facts found.

III. RESULTS

This study aims to determine the perception of Trans Padang bus drivers to the location of the Anak Air Type A Terminal and to find out the location of the Anak Air Type A Terminal through the completeness of the facilities they have. These are the results of this study:

A. Interview

Table 1. Terminal Facilities and Equipment

Research interview findings
1. Location no problem (W1O1P1,1-2)
2. The location is right, strategic and near the city (W2O2P1,1-2)
3. The location is good and strategic (W3O3P1, 1-2)
4. Located on the edge of the city in remote areas of the city (W4O4P1, 1-4)
5. The location is far from the reach of the community (W3O3P5, 13-14)
6. Because the location is far from the reach of the community (W4O4P4, 14-15)
1. Access is lacking, it should have lane 2 (W1O1P1, 2-3)

2. Access is difficult because the entrance is small (W1PO1P2, 4-5)
3. The reason behind this is that passenger access prefers to wait for the bus on the side of the road (W1O1P5,12-14)
4. Because the route is difficult (W1O1P3, 7-8)
5. Difficult to enter through the intersection from Lubuk Buaya (W2O2P2, 3-4)
6. Access is quite difficult for large buses (W3O3P2, 3-4)
7. Big buses can be quite difficult because of the narrow roads (W4O4P2, 6-7)
1. The policy of AKDP and AKAP mandatory stopovers is good but passengers who really don't want to enter (W1O1P3, 6-8)
2. If you just go in for a ride, there is no caregiver (W2O2P3, 5-6)
3. Does not have a significant impact on the Anak Air terminal (W3O3P3, 7-9)
4. The policy is good because it can inform the public (W4O4P3,8-10)
5. There are no passengers from the AKDP and AKAP buses to get on and off at the terminal (W2O2P5, 13-16)
1. The terminal is not yet because there is still a lot of vacant land that should be able to function (W1O1P4, 9-11)
2. Not yet perfect, there is still a lot of land that has not been utilized (W2O2P4,10-12)
3. Not yet because there is still a lot of vacant land that should be able to function (W3O3P4, 10-12)
4. Not yet because there is still a lot of vacant land it should be able to function better (W4O4P4, 11-12)
1. No, because the Trans Padang bus only stops by and just passes by (W1O1P6, 15-17)
2. There is a slight disturbance in the travel time (W2O2P6, 17-19)
3. Trans Padang buses just stop by and just pass by (W3O3P6, 15-17)
4. Trans Padang buses just stop by and ride through (W4O4P6, 16-18)

B. Observation

Table 2. Terminal Facilities and Equipment

No.	Terminal Facilities and Equipment	Yes	No
1	Entrance gate	✓	
2	Security post		✓
3	Terminal Staff Office	✓	
4	Environmental Management Facility		✓

No.	Terminal Facilities and Equipment	Yes	No
5	Safety Surveillance Facility		✓
6	Facilities Place of Use Technologies		✓
7	Parking Area	✓	
8	Bus Arrival and Departure Line	✓	
9	Bus Parking		✓
10	Bulletin board		✓
11	Departure Information Board	✓	
12	Information Signs		✓
13	Deposit box		✓
14	Luggage Service		✓
15	Ticket Purchase Counter	✓	
16	Passenger Waiting Room	✓	
17	Emergency Evacuation Line		✓
18	Room for People with Special Needs		✓
19	Bus Driver and Crew Rest Place		✓
20	Ramp Heck Facilities		✓
21	Vehicle Lodging		✓
22	Workshop Facilities		✓
23	Health Room		✓
24	Worship place		✓
25	Toilet	✓	
26	Fire extinguishers	✓	
27	Canteen	✓	
28	Places to eat	✓	
29	Smoking area	✓	
30	Kids Room		✓
31	Place of Complaint	✓	

IV. DISCUSSION

A. Location of anak air type a terminal

Anak Air Type A Terminal has met the requirements, such as the distance between Type A Terminals in the province of West Sumatra, fulfilling the requirements for the establishment of a Type A Terminal, which is a minimum of 30 km for the island of Sumatra. The land owned by this terminal is 4.5 ha, this land area does not meet the requirements of government regulations, namely at least 5 ha for the island of Sumatra. The Anak Air Type A Terminal is not located on an arterial road with a road class of at least class III A but is located on the Primary Collector Road. Interview result 3 of the 4 drivers stated that the current location of Terminal II was

correct based on the views of the Trans Padang bus driver.

B. Access to Anak Air Type A Terminal

The Anak Air Type A Terminal has a distance of 150m from the terminal building, while the distance from the terminal to the main road which is a type III collector road is ± 505 m. Interview result to the Trans Padang bus driver all of them complained about the obstacles that made it difficult for them to get to this terminal, namely access to enter from the main road to this terminal which was quite difficult to pass by bus

C. Feasibility and Completeness of Anak Air Type A Terminal

The new Anak Air Type A Terminal has completed 14 out of 31 of the number of facilities that have been determined. The results of interviews that have been carried out on Trans Padang bus drivers at the Type A Anak Air terminal not perfect because there are still many vacant lands that have not been used, for example parking facilities that are not wide enough and other facilities that do not yet exist.

D. AKDP and AKAP as well as Trans Padang are required to enter the Anak Air Type A Terminal

Interview result 3 of the 4 drivers stated that the current location of Terminal II was correct based on the views of the Trans Padang bus driver. Terminal. This can be a promotional media for the public to know the existence of the Type A terminal in the city of Padang, but this policy is less effective because it does not have a significant impact on the number of visitors at the terminal.

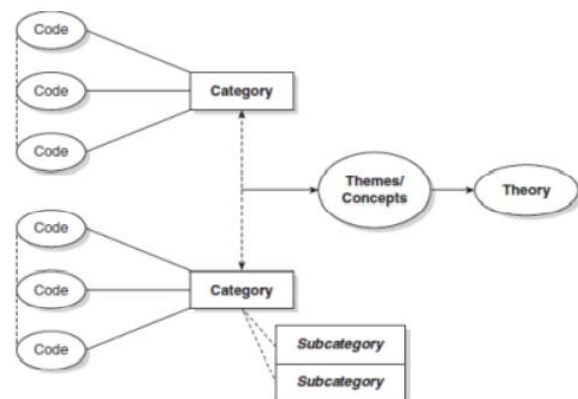


Figure 4. Coding Model Flow

V. CONCLUSION

Based on the results of research that has been carried out through interviews with Trans Padang bus drivers, 3 keywords are obtained, namely the location of the terminal which is deemed appropriate, access to the terminal is difficult to pass and there are still many facilities that are not yet available at Anak Air Type A Terminal. Based on the observations of the Anak Air Type A Terminal regarding the completeness of facilities and the requirements for the establishment of a type A terminal according to the Decree of the Director. General of Land Transportation No. 31 of 1995 concerning Road Transportation Terminals, this terminal is far from perfect due to the many facilities that must be in the Type A terminal. not yet available at the Anak Air Type A Terminal.

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