



Mobilitas Perempuan dan Hak atas Kota: Analisis Pascaprogram *Women on Wheels* di Kota Surakarta

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ABSTRAK

Artikel ini menganalisis makna dan dampak pascaprogram *Women on Wheels* 2015 hingga 2018 di Kota Surakarta sebagai gerakan sosial berbasis gender yang menegosiasikan hak perempuan atas kota melalui praktik bersepeda. Penelitian menggunakan studi kasus kualitatif dengan pengambilan data melibatkan LSM Kota Kita, pesepeda perempuan, OPD terkait, serta studi pustaka. Data dianalisis dengan model Miles dkk. (2014) menggunakan empat lensa, yaitu feminisme eksistensial, hak atas kota, gerakan sosial baru, dan konsekuensi gerakan sosial. Temuan menunjukkan konsekuensi biografis dan kultural kuat berupa kenaikan *self-efficacy*, normalisasi perempuan sebagai pesepeda, dan efek tumpahan ke lingkup keluarga dan komunitas, sedangkan konsekuensi politik atau kelembagaan masih parsial karena keterbatasan anggaran, absennya mandat gender yang tegas, dan konsentrasi rute aman di pusat kota. Urgensi penelitian ini terletak pada dimensi sosial politik di tengah agenda pembangunan kota yang kian didominasi narasi teknologi dan infrastruktur, dimana suara serta pengalaman perempuan masih kerap terpinggirkan. Nilai artikel terletak pada penjelasan mekanisme politik kehadiran yang menghubungkan agensi individual dengan klaim ruang serta rekomendasi kebijakan yang dapat dijalankan berupa mandat lintas OPD dengan indikator peka gender, perluasan jaringan jalur sepeda terlindungi di luar pusat kota, dan skema pendanaan komunitas.

Kata kunci: mobilitas perempuan, hak atas kota, gerakan sosial, politik kehadiran, *Women on Wheels*

ABSTRACT

This article analyzes the meaning and impact of the *Women on Wheels* program from 2015 to 2018 in Surakarta City as a gender-based social movement that negotiates women's rights to the city through cycling practices. The study uses a qualitative case study approach, with data collection involving the Kota Kita NGO, female cyclists, relevant government agencies, and literature reviews. The data were analyzed using the Miles et al. (2014) model with four lenses: existential feminism, the right to the city, new social movements, and the consequences of social movements. The findings showed strong biographical and cultural consequences in increased self-efficacy, normalization of women as cyclists, and spillover effects within families and communities. In contrast, political or institutional consequences are still partial due to budget constraints, the absence of explicit gender mandates, and the concentration of safe cycling routes in the city. The urgency of this research lies in the socio-political dimension amidst the urban development agenda which is increasingly dominated by technology and infrastructure narratives, where women's voices and experiences are still often marginalized. The article's contribution lies in its explanation of the politics of presence mechanism that connects individual agency with spatial claims, as well as its actionable policy recommendations in the form of cross-agency mandates with gender-sensitive indicators, the expansion of protected bicycle lane networks outside the city, and community funding schemes.

Keywords: women's mobility, right to the city, social movements, politics of presence, *Women on Wheels*