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Analysis of layout, space-filling, and decorative elements in Indonesia transit hotel rooms

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ABSTRACT

Transit hotels provide short-term accommodation for passengers between transportation schedules, requiring rest and minimal entertainment facilities before continuing their journey. Unlike conventional hotels, no explicit standards govern the layout, space-filling, and decorative elements of transit hotel bedrooms, particularly in Indonesia. This study aims to analyze how these three elements are applied in Indonesian transit hotel bedrooms and how they correspond to visitor activities, behavior, and needs. A descriptive qualitative method was used, employing a comparative case study of three transit hotels representing different transportation nodes: an airport hotel, a train station hotel, and a toll-road rest-area hotel. Data were collected through direct observation, staff interviews, and documentation, then analyzed using a servicescape framework. The results show that room layout and furnishing must be adapted to the duration of stay and visitor profile rather than following a single standard. Decorative elements enhance the perceived liveliness of the space; airport hotels, bound by star-hotel classification, offer more complete space-filling elements, while station and rest-area hotels, which fall outside formal star classification, adopt more minimal, space-efficient configurations such as pod rooms.

KEYWORDS

Transit Hotel
Room Layout
Space-Filling
Elements
Decorative Elements
Visitor Behavior

1. Introduction

The growing mobility of people for work, education, and leisure continues to drive demand for short-term accommodation that supports passengers between transportation schedules. Indonesia's domestic transportation sector reflects this scale: throughout January–December 2025, national rail services carried 549.9 million passengers, an increase of 8.88 percent year-on-year, while domestic air travel served 59.8 million passengers over the same period, with December alone recording a 9.02 percent month-on-month rise to 5.5 million passengers (Badan Pusat Statistik, 2026). Such volumes underscore the recurring need for short-term rest facilities at transportation nodes, where passengers must wait for connecting schedules, recover from long-distance travel fatigue, or simply pause before continuing their journey. Transit hotels have emerged as a direct response to this need, providing temporary lodging for passengers who require rest, communication, or minimal entertainment facilities before continuing their journey, typically located near airports, train stations, or toll-road rest areas.

Unlike conventional star hotels, which are regulated under a single national standard, transit hotels in Indonesia operate across inconsistent regulatory categories depending on their location. Toll-road rest-area hotels, for instance, were only formally permitted to include lodging facilities through Permen PUPR No. 28 Tahun 2021 tentang Tempat Istirahat dan Pelayanan pada Jalan Tol, which limits such facilities to a maximum stay of 12 hours and 100 rooms (PUPR, 2021). Meanwhile, conventional star-hotel classification in Indonesia continues to follow Permenparekraf No. PM.53/HM.001/MPEK/2013, a standard that was not designed with short-stay, transit-specific visitor behavior in mind. This regulatory gap means that no explicit design standard governs the layout, space-filling elements, and decorative treatment of transit hotel bedrooms — despite the fact that transit visitors' needs, length of stay, and behavior differ substantially from those of conventional hotel guests.

To address this gap, this study undertakes a comparative case study of three transit hotels in Indonesia, each representing a distinct transportation node — an airport, a train station, and a toll-road rest area — to examine how room layout, space-filling elements, and decorative elements are applied in practice, and how these applications correspond to the actual activities, behavior, and needs of transit visitors. Conceptually, this study draws on the servicescape framework (Bitner, 1992), which positions the physical environment as a non-verbal communicator that shapes occupants' cognitive and emotional responses (Serrano-Baena et al., 2023). Recent applications of this framework in the hotel industry confirm that ambience, spatial layout, and decorative authenticity remain significant predictors of guest evaluation and satisfaction (Lee & Chuang, 2022). This premise finds parallel support in other built-environment research in Indonesia, where material and spatial choices—whether through ornamental presence or deliberate restraint—have been shown to function as semiotic resources that communicate cultural identity and shape occupants' experiential engagement with space (Asran et al., 2026). The pod-room format adopted by several transit hotels in this study is also informed by emerging literature on capsule accommodation, which positions minimalist, space-efficient room design as a deliberate strategy to serve budget-conscious and time-constrained travelers rather than a compromise on comfort (Chen & Wei, 2022).

This study aims to analyze how room layout, space-filling, and decorative elements are applied in Indonesian transit hotel bedrooms, and to identify how these elements should be adapted to the specific duration of stay, visitor profile, and regulatory context of each transportation node. It is expected that the findings will offer interior designers and hotel developers a more grounded reference for designing transit hotel bedrooms that are responsive to visitor needs rather than adapted wholesale from conventional star-hotel standards, while also contributing to the limited academic literature specifically addressing transit-hotel interior design in the Indonesian context.

2. Method

This study employs a qualitative descriptive method through a comparative case study design, an approach increasingly recognized in architectural and interior design research for examining design decisions and spatial meaning within their real, situated context rather than through isolated variables (Salura & Clarissa, 2024). Case study research in the built-environment field gains rigor when each case is bounded by explicit selection criteria and read comparatively rather than in isolation (Kalua, 2024). Three transit hotels representing distinct transportation nodes in Indonesia were selected as cases: an airport hotel, a train station hotel, and a toll-road rest-area hotel. The three cases were selected through purposive sampling, in which the researcher determines specific case characteristics that correspond directly to the research objective rather than relying on random selection (Firmansyah & Dede, 2022). Each case represents a transportation node operating under a distinct regulatory and locational context, allowing the analysis to capture both shared patterns and node-specific variation in transit visitor needs.

Primary data were obtained through direct observation of the three hotels, complemented by semi-structured interviews with hotel staff and documentation in the form of photographs and field notes. Semi-structured interviews were chosen for their balance between guided thematic focus and the flexibility to explore unanticipated insights raised by respondents (Fix et al., 2022; Ruslin et al., 2022; Vaux & Wang, 2020). Secondary data were drawn from related regulatory documents and industry sources to contextualize the primary findings. Data were analyzed using Bitner's (1992) servicescape framework, which classifies the physical environment into three interrelated dimensions: ambient conditions, spatial layout and functionality, and signs/symbols/artifacts. This study draws specifically on the latter two dimensions as the basis for comparing room layout, space-filling elements, and decorative treatment across the three cases, consistent with how recent hospitality research continues to apply this framework to evaluate guest-facing physical environments (Lee & Chuang, 2022). Data were processed through descriptive qualitative analysis: findings from each case were decomposed according to the three analytical categories above, then compared across cases to identify patterns and divergences attributable to differences in length of stay, regulatory context, and node-specific visitor behavior (Borman et al., 2012).

3. Results and Discussion

3.1 Profile and Regulatory Position of the Three Case-Study Hotels

The three transit hotels examined in this study occupy markedly different regulatory positions, which proves consequential for nearly every finding that follows. Case study 1, located within Yogyakarta International Airport under PT Angkasa Pura I, is certified as a 3-star hotel comprising 55 rooms across three room types (double twin, double Murphy, deluxe double), and therefore falls under the Ministry of Tourism and Creative Economy's hotel classification standard (Peraturan Menteri Pariwisata dan Ekonomi Kreatif No. PM.53/HM.001/MPEK/2013 tentang Standar Usaha Hotel). Case studies 2 and 3, by contrast, operate outside this classification system. The station hotel (Rail Transit Suite, Gambir Station, under PT KAI Wisata) and the rest-area hotel (Kedaton 8 Express, KM 19 Jakarta–Cikampek Toll Road, under PT Puri Sentul Permai) are unclassified, non-star accommodations.

Table 1. Room rental duration across case-study hotels

	Case Study 1 (Airport Hotel)	Case Study 2 (Station Hotel)	Case Study 3 (Rest Area Hotel)
Visitor Transit Duration	Special transit guest rooms at this hotel can only be rented for a maximum of 4 hours if you want to stay for a short time. However, it can be rented per day as well.	This hotel accepts guest room rental orders for a minimum of 4 hours, 8 hours, and 12 hours to a day.	Accepts a minimum room rental duration of 3 hours and a maximum of 12 hours. And it cannot be rented for a full day because it considers the E toll road that will expire.

This distinction is not incidental — it is regulated. The rest-area hotel's rental ceiling of a maximum 12 hours as stated in Table 1 is not an operational choice but a legal constraint: Permen PUPR No. 28 Tahun 2021 tentang Tempat Istirahat dan Pelayanan pada Jalan Tol, Pasal 39 ayat (1), explicitly limits toll-road rest-area lodging facilities to a maximum stay of 12 hours and 100 rooms. The case study 3 hotel's 12 rooms and 3-to-12-hour rental window observed in this study fall precisely within that legal envelope. This regulatory grounding — absent from earlier analyses of this kind — explains why this hotel's space-filling provisioning (discussed in 3.4) is structurally minimal rather than simply under-resourced: the regulation itself does not anticipate or accommodate extended stays, so there is no functional demand for furniture supporting longer occupancy (e.g., wardrobes, mini-fridges). The airport hotel's classification under PM.53/HM.001/MPEK/2013, conversely, obligates it to meet a fuller set of product and service criteria associated with star status, which is consistent with its more complete furnishing and broader range of guest facilities (meeting rooms, gym, spa) observed in this study.

3.2 Room Layout

Room dimensions presented in this study were reconstructed from researcher-drawn floor-plan sketches based on field observation and photographic documentation, rather than from direct on-site measurement with a measuring instrument, and should therefore be read as close approximations rather than as architecturally certified measurements.

Table 2. Hotel bedroom layout

Case study 1 (Aiport hotel)	Case study 2 (station hotel)	Case study 3 (hotel rest area)
This hotel is a 3-star hotel and has three types of rooms with a total of 55 rooms. 1. Double twin room	This hotel has five types of rooms and a total of 23 rooms. There are 14 single rooms, four double rooms, four twin rooms, one executive room, and a 20-bed pod room.	This hotel has no stars and this hotel has three types of rooms, with a total of 12 rooms. 1. Twin bed

Fig. 1. Sketch layout double twin room (Azkia, 2023)

It measures approximately 26.52m^2 with an ensuite bathroom.

1. Pod room

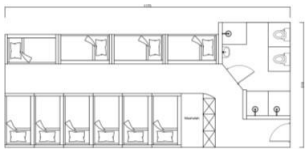


Fig. 2. Sketch layout pod room (Azkia, 2023)

Approximately 60m2 in size, already equipped with a bathroom, toilet, and prayer room.

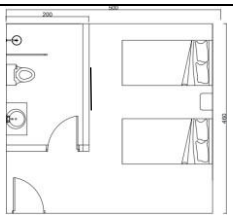


Fig. 3. Sketch layout twin bed (Azkia, 2023)

Approximately 23m^2 in size with an attached bathroom.

2. Double Murphy room

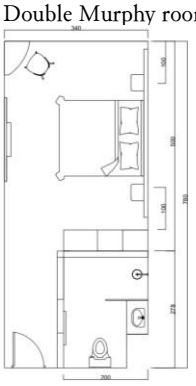


Fig. 4. Layout sketch of Double Murphy Room (Azkia, 2023)

It measures approximately 26.52m^2 with an ensuite bathroom.

2. Single room

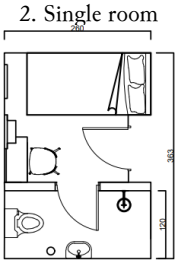


Fig. 5. Layout sketch of single room (Azkia, 2023)

Approximately 9.4m^2 in size with an attached bathroom.

2. Double bed

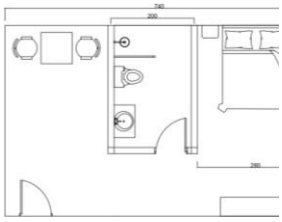


Fig. 6. Layout sketch of double bed (Azkia, 2023)

Approximately 34m^2 in size with an attached bathroom

3. Deluxe Double room

Fig. 7. Layout sketch of Deluxe Double Room (Azkia, 2023)

It measures approximately 26.52m^2 with an ensuite bathroom.

3. Double Room

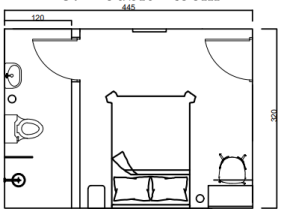


Fig. 8. Layout sketch of Double Room (Askia, 2023)

It measures approximately 14.24 m^2 with an ensuite bathroom.

3. Triple Bed

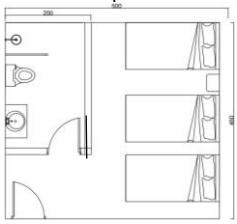


Fig. 9. Layout sketch of Triple Bed (Azkia, 2023)

Approximately 23 m^2 in size with an attached bathroom.

4. Twin Room

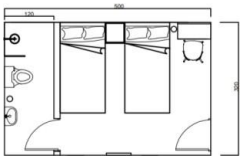


Fig. 10. Layout sketch of Twin Room (Azkia, 2023)

Approximately 16m² in size with an attached bathroom.

5. Executive Room

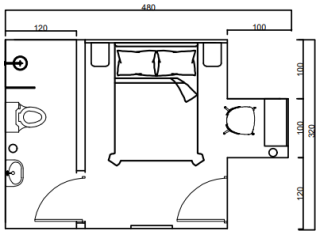


Fig. 11. Layout sketch of Executive Room (Azkia, 2023)

Approximately 13.16m² in size with an ensuite bathroom.

Across the three cases, room dimensions ranged from 9.4 m² (case study 1's single-stay configuration is not applicable here — correction: 9.4 m² applies to case study 2's single room) up to 26.52 m² (case study 1's double-occupancy room types). The airport hotel's three room types are uniform in floor area (26.52 m² each) and differ only by bed configuration, suggesting that — consistent with star-hotel practice — floor area is standardized to a baseline regardless of room name, with differentiation handled through bed type rather than spatial allocation. The station and rest-area hotels show the opposite pattern: floor area varies by room type (9.4 m² to 16 m² at the station hotel; 23 m² to 34 m² at the rest-area hotel), suggesting space is allocated need-by-need (solo traveler vs. family-sized triple bed) rather than standardized.

3.3 Decorative Elements: Presence, Absence, and Identity

Table 3. Decorative elements across case-study hotels

Element	Case Study 1 (Airport Hotel)	Case Study 2 (Station Hotel)	Case Study 3 (Hotel Rest Area)
Decorative element	 **Fig. 12.** Wall Painting Depicting Traditional Yogyakarta Transportation in an Airport Hotel Guest Room (agoda, 2022)	-	 **Fig. 13.** Floral Wall Mural Behind the Bed Headboard in a Toll-Road Rest-Area Hotel Guest Room (kedaton8express.com, 2022)
Motif theme	Regional transportation.	-	Organic floral ornament (place-generic)
Placement	Wall above bed headboard	-	Wall directly behind bed headboard
Variation across rooms	Same motif theme across room types	-	Different color palette per room

The three cases reveal three distinct decorative postures rather than a single shared pattern. The airport hotel's wall paintings depict region-specific motifs — the *andong* and *becak* (traditional Yogyakarta transport) and figures in traditional dress — functioning as what recent servicescape research describes as a deliberate signaling device: decorative authenticity that communicates place-identity to guests and remains a measurable predictor of guest evaluation in hotel settings (Lee & Chuang, 2022; Ma, 2022).The rest-area hotel's floral murals, by contrast, are decoratively present but place-generic — they enliven the room atmospherically without referencing the toll road's specific location or the region's cultural identity. The station hotel has no decorative element at all in any room type.

This three-way split is, in itself, the most analytically interesting finding in this category, because it cannot be explained by length of stay alone (the station hotel, after all, permits stays up to a full day — longer than the airport hotel's 4-hour transit rooms). A more plausible explanation is that decorative investment correlates with an operator's incentive to build *destination identity* — the airport hotel benefits from marketing a "Yogyakarta experience" to transiting tourists, while the station and rest-area hotels, positioned purely as transactional waypoints rather than destinations, have comparatively little commercial incentive to encode place-identity into the room. This interpretation is consistent with, though not identical to, recent Indonesia-based findings that airport physical-environment quality shapes passenger emotion and onward travel intention (Roslan et al., 2025).

3.4 Space-Filling Elements: Minimalism as Strategy

Table 4. Comparative checklist of space-filling elements

Element	Airport Hotel	Station Hotel	Rest-Area Hotel
Mattress	✓	✓	✓
Open closet/wardrobe	✓	—	—
Locker	—	✓ (pod room only)	—
Mini-fridge	✓	—	—
In-room safe	✓	—	—
TV	✓	✓ (except pod room)	✓
Table & chairs	✓	✓	✓ (double room type only)
Side table	✓	✓ (except pod room)	✓
En-suite bathroom	✓	✓ (except pod room)	✓

Note. "—" indicates the element is absent. Pod room (station hotel) deviates from the hotel's own pattern by substituting a shared bathroom, storage lockers, and a prayer room for the standard en-suite configuration. Data derived from direct observation and documentation (2022–2023).

The three hotels diverge sharply in furniture completeness—a pattern this section argues reflects deliberate calibration to regulatory category and length-of-stay rather than uneven resourcing.

3.4.1 Airport Hotel

The airport hotel offers the most complete furniture inventory of the three cases. Each of its three room types — double twin, double Murphy, and deluxe double — shares identical furnishing (open closet, mini-fridge, in-room safe, LED TV, Wi-Fi, en-suite bathroom), differing only in bed configuration: two double beds (120×200 cm, capacity 2) in the double twin room, a double-and-single bed combination (150×200 cm and 120×200 cm, capacity 3) in the double Murphy room, and a single queen bed (160×200 cm, capacity 2) in the deluxe double room.


(a) Double Twin Room


(b) Double Murphy Room


(c) Deluxe Double Room

(d) Interior area of each room in Airport Hotel

(e) Bathroom in each room of Airport Hotel

Fig. 14. Representative guest room interior, Airport Hotel (Azkia, 2022)

This completeness is consistent with the hotel's 3-star classification under PM.53/HM.001/MPEK/2013 (see 3.1), which obligates a fuller standard of guest provisioning regardless of the visitor's actual transit duration. Beyond regulatory obligation, this completeness also tracks the airport hotel's visitor composition. Section 4.5 identifies government visitors and business travelers as a recurring segment at this location, typically staying more than a day and using the hotel for meeting and desk purposes. The in-room safe and mini-fridge are not generic 3-star amenities applied by default — read against this visitor data, they map onto a specific need: travelers carrying valuables or work materials over a multi-day stay, in a way that a 4-hour transit guest would not require. This suggests the airport hotel's furnishing logic is doubly determined — by classification standard and by an actual visitor segment whose needs happen to align with that standard, rather than the standard alone explaining the outcome.

3.4.2 Station Hotel

The station hotel's five room types — pod, single, double, twin, and executive — share a simpler baseline (table, chair, TV, en-suite bathroom) than the airport hotel, with bed size as the primary point of differentiation: a single bed (100×200 cm, capacity 1) in the single room; a queen mattress (140×200 cm, capacity 2) in the double and executive rooms; and two single beds (100×200 cm) in the twin room. The pod room departs from this pattern entirely: it substitutes a stacked, capsule-style single bed with an under-bed storage drawer for a conventional bed, and replaces the en-suite bathroom with a shared bathroom, storage lockers, and a prayer room.

(a) Pod Room

(b) Single Room

(c) Double Room

(d) Twin Room

(e) Executive Room

(f) Ensuite bathroom in each room

Fig. 15. Representative guest room interior, Station Hotel at (Azkia, 2022)

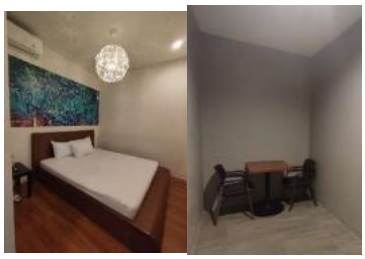
The pod room's minimalism is consistent with recent literature framing capsule accommodation as a deliberate strategy serving budget-conscious, time-constrained travelers rather than a comfort compromise (Chen & Wei, 2022) — a fit reinforced by this hotel's visitor profile of backpackers and short-transit travelers (3.5). The station hotel's standardized baseline furniture — present with only minor variation across single, double, twin, and executive rooms — reads as an efficiency choice suited to a visitor base that, per Table 5, ranges from backpackers to business travelers to families, none staying long enough to justify room-by-room customization. The pod room, however, breaks from this uniform logic entirely, and that break is itself informative: by offering a structurally different,

lower-cost format alongside its conventional rooms, this hotel is effectively running two accommodation models under one roof — a standard-room tier serving travelers with conventional comfort expectations, and a pod tier serving cost-sensitive, short-transit backpackers who Chen and Wei (2022) describe as actively seeking minimalist accommodation rather than merely tolerating it

3.4.3 Rest-Area Hotel

This hotel offers three bed configurations — twin, double, and triple — across which furniture is otherwise identical, differing only in mattress type and quantity. The twin room provides two single beds (100×200 cm) with a shared small table for personal items or a lamp; the double room provides one queen bed (160×200 cm) with a bedside table and a separate table-and-two-chair set; the triple room provides three single beds (100×200 cm) sharing one table. No room type includes a wardrobe.

(a) Twin Room



(b) Double Room

(c) Double Room

(d) Ensuite bathroom

Fig. 16. Representative guest rooms, Rest-Area Hotel (Azkia, 2022)

The absence of a wardrobe across all room types is functionally coherent with this hotel's regulatory ceiling of a maximum 12-hour stay (Permen PUPR No. 28/2021, Pasal 39) and its predominantly fatigue-driven visitor profile (3.5): guests have neither the legal duration nor the practical need to unpack. This minimalism is consistent not only with the 12-hour regulatory ceiling but with the hotel's self-service operational model noted in 3.1 — independent check-in, cashless payment, and vending-machine facilities. A low-furniture room is logistically compatible with a low-staff, high-turnover operation in a way that a fully furnished room is not: less furniture means less housekeeping time between the short, regulation-capped stays this hotel is designed to cycle through. Read this way, the missing wardrobe is not an isolated omission but one piece of a coherent operational logic that runs from check-in to room turnover — which also aligns with the hotel's stated public-safety purpose of minimizing fatigue-related toll-road accidents (Kim et al., 2026): the design optimizes for fast, frictionless rest rather than for amenity richness, because frictionless rest is the actual service being sold.

3.5 Transit Visitor Behavior Needs

Table 5. Behavior, character, and necessity by transit visitor category

Visitor Type	Character	Necessity
Backpacker — Flashpacker	Travels with adequate equipment and electronic facilities; budget is a secondary concern; uses budget accommodation; focuses on meeting other travelers; follows flexible, self-organized itineraries; travel time longer than a short vacation; favors informal, participatory activities	Hourly-stay room/pod room; practical furniture; en-suite bathroom; communal area
Backpacker — Gap-packer	Backpacks across several countries within a short period	(as above)

Backpacker — Megaloping	Relies on public transportation as the primary mode of travel	(as above)
Traveller — Business	Values practicality and time savings; prioritizes service and facility quality; cost has become a more important consideration than before; uses the hotel for accommodation, food, and functional facilities (meetings, entertainment, relaxation); city-oriented; not highly price-sensitive; non-seasonal	Item storage cabinets; television; en-suite bathroom; storage cabinets; decorative elements; work area/workbench; closet/hanger; practical furniture; in-room safe
Traveller — Solo	Prioritizes location and price; predominantly young travelers with limited spending capacity	(as above)
Traveller — Couple	Travels to mark special occasions; tends to prioritize rest over activity	(as above)
Traveller — Family	Decisions influenced by breakfast provision and suite-type availability; travels with children or parents	(as above)
Non-overnight visitors	Cost-conscious; rest briefly while awaiting departure; visit primarily for meals; leave only items; have limited time	—
Overnight visitors	Face long waiting periods before departure; have ample time; are typically fatigued; carry substantial luggage; travel alone or in groups	—

Visitor behavior diverges sharply across the three transportation nodes, and this divergence — more than any single design feature — is what ultimately explains the furnishing and decorative patterns documented in Sections 3.2–3.4. At the airport hotel, staff interviews identify a recurring segment of government and business visitors who typically stay more than a single day and rely on the hotel's meeting rooms for work and desk-based activity rather than for rest alone. This visitor profile aligns closely with the "Business Traveller" category in Table 5, whose necessity profile — storage cabinets, a dedicated work area, an in-room safe, decorative elements — maps almost directly onto the airport hotel's furniture inventory described in Section 3.4.1. The fit is sufficiently close that it raises a fair question about causal direction: it is plausible that the hotel was furnished to this 3-star standard primarily to satisfy its regulatory classification (Section 3.1), and that this furnishing happens to also suit its business-traveler segment, rather than the furniture having been deliberately designed around this visitor profile from the outset. The data available cannot fully resolve which came first, but the resulting alignment is, in either case, functionally coherent.

The station hotel presents a more heterogeneous and more transient visitor base. Observation and interviews place backpackers and flashpackers — who rent lockers and a shared bathroom primarily to store belongings and freshen up before continuing their journey — alongside longer-staying international tourists who remain for up to three days and use the hotel chiefly as a base for exploring nearby attractions rather than as the destination itself. This bifurcation is consistent with the hotel's two-tier furnishing logic identified in Section 3.4.2: the pod room's minimal, locker-and-shared-bathroom configuration corresponds closely to the flashpacker/backpacker necessity profile in Table 5, while the hotel's four conventional room types correspond more closely to the standard traveler profiles that require an en-suite bathroom and uniform baseline furniture. Read this way, the station hotel is not simply offering "five room types" arbitrarily, but appears to be segmenting its furnishing to track two visibly different visitor populations passing through the same location.

The rest-area hotel's visitor base differs from both of the above in being defined primarily by physiological state rather than by trip purpose or budget. Staff interviews describe a temporal pattern: overnight guests are typically fatigue-driven drivers prioritizing sleep above any other activity, daytime visitors more closely resemble brief staycationers who depart again in the early morning, and overnight occupancy rises further around holiday periods when more travelers choose to rest before continuing home. None of these patterns map onto the "Backpacker" or "Business Traveller" categories in Table R5 particularly well — they correspond most directly to the "Overnight visitors" row, characterized by fatigue, long waiting periods, and minimal need for anything beyond rest. This is the clearest behavioral evidence supporting the argument advanced in Sections 3.1 and 3.4.3: the rest-area hotel's minimal furnishing — no wardrobe, no entertainment provisioning beyond a basic TV — is not a

resourcing shortfall but a reasonably accurate match to a visitor population whose dominant and near-exclusive need is uninterrupted rest within a legally capped window of no more than twelve hours.

Across all three cases, then, visitor behavior functions less as a separate finding and more as the explanatory variable that ties the preceding sections together: regulatory category (3.1) sets the outer boundary of what each hotel is permitted or obligated to provide, while visitor behavior determines which portion of that boundary is actually filled with furniture, decoration, and service.

3.6 Synthesize

Across the three preceding sub-sections, the three case-study hotels do not occupy three points on a single quality spectrum, with the airport hotel as more "complete" and the others as comparatively under-resourced. Read together, layout, decorative treatment, and space-filling elements describe three internally coherent design logics, each calibrated to a different regulatory category and visitor profile rather than to a shared notion of hotel completeness. The airport hotel's full furnishing and Yogyakarta-specific decorative motifs answer to its 3-star classification under PM.53/HM.001/MPEK/2013 and a visitor base that includes multi-day business and government stays; the station hotel's two-tier furnishing — conventional rooms alongside a structurally distinct pod room — answers to a visibly bifurcated visitor population of backpackers and longer-staying tourists; and the rest-area hotel's deliberate minimalism answers to a fatigue-driven visitor base operating within a legally capped twelve-hour window under Permen PUPR No. 28/2021. What initially appears, room by room, as a gradient from "well-equipped" to "bare," is therefore better understood as three distinct and equally valid responses to three distinct operating conditions.

This reframing carries a theoretical implication for how the servicescape framework (Bitner, 1992) is applied to transit accommodation specifically. Bitner's model and its recent hospitality applications (Lee & Chuang, 2022) generally treat a richer physical environment — more complete signs, symbols, and artifacts — as a more favorable servicescape. The findings here complicate that assumption in the short-stay context: the rest-area hotel's near-total absence of decorative and storage elements is not a servicescape deficiency relative to the airport hotel, but an appropriately minimal environment for a visitor whose only service expectation is rapid, uninterrupted rest. This suggests that servicescape adequacy in transit hotels may need to be evaluated against a node-specific baseline — what a fatigue-driven toll-road traveler needs from a room is not what a multi-day business traveler at an airport needs — rather than against a single completeness standard borrowed from conventional star-hotel evaluation.

For design practice, this points toward transit hotel guidelines that are explicitly node-specific rather than a uniform adaptation of star-hotel standards downward. Airport hotels operating under formal classification may reasonably continue to follow star-hotel furnishing benchmarks, given their longer potential stays and broader visitor mix; station and rest-area hotels, which currently fall outside any classification system, would be better served by a distinct design reference built around short-duration, high-turnover, fatigue- or transit-driven occupancy rather than treated as scaled-down versions of a star hotel. This study's findings should, however, be read with two limitations in mind: the comparison rests on three cases selected to represent three transportation-node types rather than a broader sample within each type, and several visual and dimensional data points were reconstructed from observation and photographic documentation rather than from direct on-site measurement (see Section 3.2) Future research extending this comparison across a larger number of hotels per node-type would help establish whether the three design logics identified here generalize beyond these specific cases.

4. Conclusion

This study examined how room layout, space-filling, and decorative elements are applied in Indonesian transit hotel bedrooms across three transportation nodes: an airport, a train station, and a toll-road rest area. The comparison shows that these elements do not sit on a single completeness gradient, with one hotel simply more "finished" than the others. Each hotel instead reflects a distinct, internally coherent design logic shaped by its regulatory category, visitor profile, and operational model. The airport hotel's full furnishing and Yogyakarta-specific decorative motifs answer to its 3-star classification and multi-day business/government visitors; the station hotel's two-tier furnishing — conventional rooms alongside a minimal pod room — answers to a split population of short-transit backpackers and longer-staying

tourists; and the rest-area hotel's minimalism answers to a fatigue-driven visitor base confined to a legally capped twelve-hour stay.

These findings suggest that the servicescape framework (Bitner, 1992) cannot be applied to transit accommodation using the same completeness baseline as conventional hotels — minimal decoration and storage, as seen at the rest-area hotel, reflects an appropriate fit to visitor needs rather than a deficiency. Practically, this points toward transit hotel design guidance that is node-specific rather than a scaled-down version of star-hotel standards: airport hotels can reasonably continue following existing star-hotel benchmarks, while station and rest-area hotels — which currently fall outside any classification system — need a distinct reference built around short-duration, high-turnover occupancy. In doing so, this study contributes a regulation-grounded, comparative basis for transit hotel interior design that remains limited in the Indonesian academic literature.

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