

Internalizing Traffic Culture through Education by Traffic Police in Minimizing Traffic Threats at Provincial Jakarta

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ABSTRACT: *This paper focuses on the role of traffic police, an implementing element that has the task of carrying out police duties especially on regulating security, safety, smoothness and order in traffic infrastructure. The previous writings focused more on law enforcement carried out by the Traffic Police, both in preventive and preemptive activities institutionally (Direct enforcement by the police at the scene). However, there is no writing that focuses on describing development strategies that are more cultural in nature, especially in instilling the values of traffic order. This writing uses a qualitative approach based on interpretive methods. Writing with a qualitative approach essentially emphasizes understanding a symptom from the perspective of the actor himself or the emic view. This writing focuses on the efforts of traffic police in shaping a traffic culture for the people of DKI Jakarta. The author uses the Literature review methodology. The paper shows that Community education is not a stand-alone phenomenon, but its implementation is related to other symptoms or devices. These tools are closely related to the role and function of the Police in dealing with traffic problems as regulated in the 1992 LLAJ Law. The interpretation of the cultural approach proposed in this book is an educational process which then functions to integrate the various roles and functions of policing.*

KEYWORDS: *Community Policing, Culture Internalization, Traffic Police*

I. INTRODUCTION

The traffic police is an implementing element that has the task of carrying out police duties including regulating, guarding, patrolling and escorting, traffic engineering and public education, investigation of traffic accidents, registration and identification of drivers or motorized vehicles, law enforcement in the field of traffic, to maintain order, safety and smooth traffic (Law on the State Police of the Republic of Indonesia, 2002: 8). This paper focuses on the role of traffic police (Polantas) in developing strategies to shape and develop the internalization of traffic culture in Provincial DKI Jakarta. According to the Indonesian Law No. 2 of 2002, the police or police officers have a function as protectors, protectors and law enforcers who are responsible for maintaining order and crime so that the community can be in a safe and peaceful condition (Bahtiar, 1994).

The authority in the field of traffic is regulated in Law 14/1992 article 4, paragraph 1 which states that road traffic and transportation is controlled by the state and its guidance is by the government (c.q the Minister of Transportation). Law 14/1992, article 51 paragraph 1 reads that the government can hand over part of government affairs in the field of traffic and road transportation to the Regional Government. The Criminal Code, the Criminal Procedure Code (Law No. 8 and PP No. 27 of 1993), Law No. 28 concerning the National Police states that the National Police is responsible for the human sector (the driver), which includes the administration of administrative services and law enforcement. Regional Regulation No. 12/2003, article 49 states that traffic includes planning, regulation, supervision and control of traffic and public transportation. The Traffic Directorate (or abbreviated as Ditlantas) of the Greater Jakarta Metropolitan Police is the main implementing element of the Greater Jakarta Metropolitan Police which is under the Greater Jakarta

Metropolitan Police Chief. Ditlantas is in charge of organizing and fostering police traffic functions which include guarding, regulating, and patrolling. Apart from that, it also organizes social education services, traffic engineering registration and identification of drivers/motor vehicles. Then also conduct traffic accident investigations and law enforcement in the field of traffic, in order to maintain security, safety, order and smooth traffic. Security in this sense includes the use of traffic infrastructure is one of the things desired in the social life of the community. This paper aims to explain the strategic tactics carried out by the Traffic Police in shaping the traffic culture to the people of DKI Jakarta to advance the Traffic Security Service which is a collaboration between Polantas as the implementing organ, supervisors and administrators of traffic security and the people of DKI Jakarta as road users.

II. METHODS

This writing uses a qualitative approach combined with systematic literature methods. A literature review is a survey of scientific articles, books, and other sources relevant to a particular problem, field of research, or theory, and as such, provides a description, summary, and critical evaluation of these works (Ramdhani et al., 2014: 48). The literature review is designed to provide an overview of the sources that have been explored while researching a particular topic and to show the reader how the research fits into the larger field of study (Ramdhani et al., 2014: 48). The aim of a systematic literature review is to provide as complete a list as possible of all published and unpublished studies relating to a particular subject area. In contrast to traditional reviews which seek to summarize the results of a number of studies, systematic reviews use explicit and strict criteria to identify, critically evaluate and synthesize all the literature on a particular topic (Cronin, et al, 2008).

This paper focuses on the internalization of traffic culture through education by the police traffic to minimize the traffic threats in Provincial DKI Jakarta.

III. RESULTS AND DISCUSSION

Policing is an effort carried out by law enforcers in solving problems that exist in social life from various scientific perspectives that can be used as guidelines (Suparlan, 2004: 16). Policing includes managerial actions to organize and plan operational and implementation activities carried out by police officers (operational level). The role of the civil police being a medium for government institutions in carrying out policies to maintain security for the community. Police who prioritize partnership and function as problem solvers. By displaying these two characteristics, a police officer can show his humanistic identity and be able to communicate with the community, to reduce public fear, both against the threat of criminals, disturbances in public order and the appearance of the police themselves (Maimunah, 2010: 1155).

The vision of the Traffic Police is to ensure the rule of law on roads characterized by protection, and enforcement of democracy and human rights in the context of legal certainty and the realization of a traffic law and order. The mission of the Traffic Police is to protect and serve the community through traffic Community Education activities, enforcement of other traffic laws, and assessment of traffic problems. registration and identification of drivers on motorized roads.

The Directorate of Traffic (Ditlantas) is tasked with organizing and fostering traffic police functions which include guarding, regulating, controlling and patrolling. The Directorate of Traffic (Ditlantas) is an element carrying out the main tasks at the Polda level which is under the Kapolda. Ditlantas is in charge of: organizing traffic activities which include Community Traffic Education (Dikmas Lalu), law enforcement, reviewing traffic problems, administration of drivers and STNK, carrying out highway patrols between regions, and ensuring security, safety, order and smooth traffic.

There are several issues pointed out related in this paper: 1) guidance held by the police traffic; 2) fostering community participation through cross-sectoral cooperation, public education, problems assessment of problems in the traffic sectors; 3) implementation of traffic police operations in the context of law enforcement

and traffic order; 4) implementation of road patrols and enforcement of violations; 5) security and rescue of road users; 6) collecting and processing data; 7) conducting highway patrol; 8) preventive and controlling actions in order to avoid threat which may occur in the flow of traffic as conducted by Patwal officers / traffic police include but not limited to routine patrols, special patrols, and others; 9) Community traffic education (Dikmas Traffic Police) which aim to provide education / awareness to the community to obey traffic rules / inviting the public to be orderly in traffic police and / or public interest. Public education must be planned and carried out continuously, consistently as part to prevent social problems specifically handled by the traffic police to create a culture related to traffic problems. It is important to obey traffic laws and regulations through the creation of security, safety and smoothness of traffic conditions. In internalizing the traffic culture conditioned by the police, traffic must be grounded for the purpose of the community / public. Article 22 of the Road Traffic and transportation Law (UU LLAJ) states that for the safety, security, smoothness and orderliness of traffic and road transportation are part of the traffic problem assessment (Jianmas Lantas); 10) acceptance of public reports relating to traffic social problems such as traffic jams, incidents, accidents, are also important; 11) repressive measures are any action made by police traffic in order for controlling security, safety, order and smoothness of traffic including traffic law enforcement, ticketing, traffic accident investigation, street crimes, etc; 12) maintenance and management;

Regarding the internalizations of the traffic culture, traffic police were using: 1) Child Friends Police; an engagement from the police traffic to inculcate awareness and order in traffic of the society from an early age as well as to build a positive image of the police towards children. The objectives are students to recognize good and correct traffic procedures, and students to recognize traffic signs; 2) School Safety Patrols intended for students to practice and learn the root of social problems in the school environment include traffic problems, fights between students, narcotics or illegal drugs, free sex, and so on. it is hoped that children will also become partners with the police in finding the root of the problem and the right solution. The purpose of PKS education is as a manifestation of the Police's concern for education and humanity as well as students as partners and mentors in order to create a sense of security and comfort in the teaching and learning process in the school environment. 3) Police goes to campus; Police goes to campus activities can be carried out through visits, discussions, seminars, public debates, traffic safety campaigns and so on; 4) Safety Riding Campaign; These activities include education and training in driving skills, tips for safe driving, driving skills and skills that are trained and organized by the police in collaboration with the business sector, media, NGOs, aimed at students, the general public, public transport drivers or anyone who cares about driving safety issues; 5) Traffic Park as a place to play and learn traffic both for children and anyone who cares and wants to learn about traffic; 6) Driving School; a place for prospective drivers which is part of an effort to provide knowledge and skills in driving; 7) Saka Bhayangkara; Is a forum for activities between the police and Scouts related to traffic, both operational fields such as guarding or regulating traffic safety campaigns; 8) Special operation of Police Traffic; Police special operations in the field of traffic are activities to deal with various traffic problems that are special in nature and are an improvement from routine operational activities; 9) traffic Safety Campaign; Traffic safety campaign is a joint activity (partnership between the police and stakeholders) as a form of preemptive activity and to develop traffic awareness. Its implementation is carried out through direct lighting, counseling, making posters, leaflets, stickers, manuals, comics, competitions and art and so on. The purpose of the Traffic Safety Campaign is to foster a mental attitude of obeying traffic regulations; 10) Traffic board; a place to find the root of the problem and deal with various traffic problems; 11) Traffic Management Center; utilization of information technology and communication to support the traffic culture internalization; whether as gathering data, control, communication and information.

IV. CONCLUSION

This paper emphasized the importance of community education in the formation of a traffic order culture in order to realize and maintain security and order in the field of traffic. This educational process is important to do considering the strong symptoms of lawlessness by some city residents (road users) in Jakarta. The reciprocal relationship in the form of cooperation between the police (traffic) and the surrounding

community is increasingly built. This reciprocal relationship provides an opportunity for traffic police to become part of the society through the education process. The internalization of traffic culture by traffic police is taking place to develop the society in order to support security, safety, order and smoothness of the traffic.

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