

Implementation of the Safety Riding Program to Reduce Traffic Accidents in Wamena City

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Abstract

The purpose of the study was to analyze the implementation of the Safety Riding program to Reduce Traffic Accidents in Wamena City which was carried out at the Jayawijaya Police Traffic Unit. This type of research is descriptive with qualitative methods. The informants used were 12 people. The implementation of the Safety riding program in Wamena City, Jayawijaya Regency has been carried out by the agency or institution designated to implement and implement the program, but in its implementation it still needs a lot of improvement on several factors. In particular, the most dominant inhibiting factor that affects the implementation of the objectives in this program is Human Resources, both from the side of the program implementers themselves, as well as the quality of human resources from the Wamena City community as users or objectives of this Safety Riding program. Then other factors in terms of supporting facilities such as facilities and infrastructure which are still very lacking. And communication between organizations and implementing activities, this factor is also the most basic in this implementation, such as from the Satlantas and the Transportation Service sometimes there is no synchronization when implementing programs related to this program in the field. Many people in Wamena City feel that information related to Handling Traffic Safety Problems is still unclear so that many people, especially vehicle users, feel that they have been treated unfairly during the implementation of security activities related to this program on the highway.

Keywords

implementation; program; safety riding; traffic accident



I. Introduction

Road safety issues are closely related to traffic such as accidents that result in fatalities and other material losses. There are several factors that cause traffic accidents including human factors, vehicles, road conditions, environment and weather, but the most dominant factor triggering traffic accidents on the highway is the human factor or who is driving.

The government as a state administrator, which is currently increasingly faced with various kinds of public problems, is required to be able to resolve existing public problems. In this regard, the policy that has been set by the government is Law Number 22 of 2009 concerning Road Traffic and Transportation, which is then supported by Government Regulation Number 37 of 2017 concerning Traffic and Road Transportation Safety.

Policy implementation according to Erwan, Dyah in Pressman and Wildavsky (2015: 20) the following key words are interpreted: to carry out the policy (to carry out), to fulfill the promises as stated in the policy document (to fulfill), to produce output as stated in the

policy objectives (to produce), to complete the mission that must be realized in the policy objectives (to complete).

Meter and Horn in Hiplunudin (2017:36) define the implementation of public policies as actions taken by individuals or government or private groups that are directed to achieve the goals that have been set in policy decisions.

Policy is the responsiveness of public services regarding aspects of the formulation and implementation of public policies and the process of public management, both of which relate to society, the values that develop the need for excellent service of opinions and available choices. to achieve this goal, workers suggest ideas about flexibility, entrepreneurship, and a better willingness to adopt new, more creative ideas (Andrews & Van de Walle, 2013). If government policy is right on target, then the main possibility is that the main problem lies in the community itself (Dewi, 2018).

Public policy was action with intention determined by actor or several actors in overcoming a problem or task (Wu et al., 2017). Public policy was meant as state wisdom, a decision meant to overcome certain problem, to conduct certain activity, or to achieve certain activity, which was done by the authorized institution as part of implementation of state's task and development. (Syakur, A. et al. 2020)

Likewise with Grindle in Hiplunudin (2017:37) who views that the study of policy implementation is not only concerned with the mechanism of elaborating political decisions into routine procedures through the bureaucracy, more than that it concerns issues of conflict, decisions and who gets what from a policy.

Based on several concepts that have been put forward by the experts above, in this study the implementation of public policy is defined as a step in the stage of implementing a policy to achieve the goals that have been set which results in an impact from the policy process itself.

The explanation of article 203 paragraph 2 letter a is that one form of the Traffic and Road Transportation Safety Program is one of them is how to drive safely (Safety Riding). according to Kusmagi (2010:40), the essence of safety riding is to prioritize safety, namely the safety of yourself and other road users.

This is in line with what was stated by Sumiyanto (2013:4) as he said that Safety Riding is designed to increase rider awareness of all possibilities that occur during driving. Safety riding is an ideal way of riding that must have a level of safety and driving safety for you and for others.

In the opinion of Dian Afrilla in Dine Wahyu Prima (2015:372) Safety Riding is a driving effort which pays more attention to the safety of drivers and other road users to reduce accidents and the consequences of traffic accidents.

From the above understanding, it can be understood that when we drive a vehicle on the highway, it must create a rationale that prioritizes and prioritizes safety, both for ourselves and for others.

As a follow-up effort taken by the Government in dealing with problems related to road traffic safety, the implementation of the Safety Riding program through the Indonesian National Police (POLRI) has developed programs and actions that serve as guidelines, policy directions and activity programs for all levels of the Police. in this case the Traffic Police Unit (Satlantas) to carry out the handling of road safety in a coordinated manner in line with the description of the road safety measures simultaneously throughout the territory of the Republic of Indonesia.

In the Legal Territory of the Papua Regional Police (Polda Papua) for the number of Traffic Accidents (Laka Traffic) throughout 2017 starting from January to December 2017, there have been a total number of 1,236 traffic accidents, with the victim Died (MD) as many

as 269 people, as well as serious injuries (LB) as many as 767 people, and minor injuries (LR) as many as two hundred people. <http://traspapua.com/2018/11/upgrade-keamanan-dirlantas-polda-papua-rakernis-2018/>. (Accessed 11 May 2018)

In Wamena City itself, in daily traffic activities there are still a lot of vehicle drivers, especially motor vehicle users who do not behave disciplined in traffic, and there is no willingness to comply with driving rules properly which in this case such actions are one of the causes of the occurrence of traffic accidents. an accident, or in other words that the cause of an accident always begins with a violation of traffic rules. Traffic violations that often occur in this area include not wearing a helmet, removing the rearview mirror, passing red lights, and being reckless on the highway which is actions that are not in accordance with the applicable regulations.

II. Research Methods

The study was conducted in the City of Wamena, Jayawijaya Regency with a case study on the Jayawijaya Police Traffic Unit with the use of Purposive Sampling as many as 12 people. Based on the objectives to be achieved, this study uses a qualitative descriptive method. Data collection techniques through Indepth Interview, Participation Observation, and Documentation.

The data analysis is carried out with the following steps: 1) Data reduction, summarizing the data in the raw data is selected, simplified and the essence is taken. 2) Data display, data is presented in writing based on factual cases that are interrelated. Display data is used to understand what is actually happening in the organization. 3) Data verification, drawing conclusions on the regularity and deviation patterns that exist in the phenomenon, then making predictions on the next possibility.

III. Result and Discussion

3.1. The Purpose of the Implementation of the Safety Riding Program in the City of Wamena

The implementation of the Safety Riding Program is a series of program activities whose implementation in the field is fully carried out by the Indonesian National Police, in this case the Jayawijaya Police Polantas in collaboration with relevant agencies and does not escape the participation of the community to support the running of this Safety Riding program in Wamena City, Jayawijaya Regency. . With the Safety Riding program carried out by Polantas in collaboration with the Jayawijaya Regency Transportation Service, it is hoped that the number of traffic accidents, especially on motorcycles, will decrease or can be avoided.

Based on the results of interviews with several informants, it was concluded that the program Safety Riding implemented and implemented in the City of Wamena, the main goal in its implementation is an effort to reduce the death rate due to traffic accidents triggered by violations or the behavior of vehicle users who neglect to comply with traffic rules signs.

3.2. The Success Rate of the Implementation of the Safety Riding Program in the City of Wamena

Based on a review of field observations for those in Wamena City, it cannot be denied that driving safety has not shown a positive response from some vehicle users when driving on the highway, in this case the level of awareness or compliance with discipline in traffic in Wamena City. still very less.

According to the results of interviews with several informants, it was concluded that related to the success rate of the Safety riding program in Wamena City, it was said that it had not been successfully implemented. As the description of the research results and also the previous analysis of the goals and objectives of the program with the level of success described above, that is related to the first condition in the Standard variable (basic measures) and the policy objectives proposed by the Van Meter and Van Horn implementation models. implemented in the implementation of this program As the purpose of implementing this program is to reduce the number of accidents, realize safe, safe traffic, and create awareness and good driving discipline.

3.3 Factors Inhibiting the Implementation of the Safety Riding Program in Wamena City

The stages of implementing the Safety Riding or Driving Safety Program in Wamena City, Jayawijaya Regency, in its application in the field, of course, will not run easily as expected, there are many factors that influence the implementation of this program. Or in other words, the challenges that become obstacles for the implementing parties are certainly there. Factors that hinder the implementation of the Safety Riding or Driving Safety Program in Wamena City, Jayawijaya Regency, include:

a. Human Resources

Based on the results of interviews with several informants, it was concluded that related to the implementing Human Resources (HR) in the implementation of this Safety riding Program in Wamena City, both from the Jayawijaya Police Traffic Unit and from the Transportation Service in the context of implementing this program, there was still very little. In particular, the Jayawijaya Police Polantas In the field of human resources, there are challenges including the problem of adding and reducing personnel which is still not balanced, the quality of the Jayawijaya Police Polantas human resources which are not fully in accordance with the competency standards and the Jayawijaya Police Personnel's welfare which is completely still inadequate, plus the area a task that is certainly a challenge in itself as it is known that the Jayawijaya Police still oversees several regencies such as Yalimo Regency, Nduga Regency,

Then from the Department of Transportation itself related to the quality of existing human resources that are currently still low, apart from the problem of the number of personnel, this is influenced by the problem of employee competence when carrying out activities in the field, as stated that the Department of Transportation is included in the technical service, which should be automatically has its own specifications related to this field, but based on the facts in the field, currently there are very few competent employees.

Information from several informants further concluded that the Human Resources owned by the recipient of the program, in this case the community as vehicle users, were also a separate obstacle experienced by the implementing parties of this program in Wamena City, understanding or awareness of the community regarding the objectives of this program. also greatly influences its implementation in the City of Wamena, such as that even though the Safety riding program is implemented but the existing community as recipients of this program do not understand or respond well to the purpose and usefulness of the benefits of this program, the implementation carried out will still not have an impact. to the objectives in the implementation or implementation of the program itself.

b. Availability of Sources of Funds or Budget

Availability of sources of funds is also an important factor in any policy implementation. Availability of funds will affect the provision of implementing personnel, development of technical implementation of activities, administration of implementation and control management to ensure obtaining support and compliance from the community as users and objectives of this program.

The results of interviews with several informants in this study concluded that the availability of sources of funds owned by the implementers of the Safety Riding Program in Wamena City, both from the Police Agency, in this case the Jayawijaya Police Polantas itself, as well as the availability of funds at the Transportation Service, concluded still very lacking or inadequate, this is influenced by the budget for implementing the program that has been budgeted for by the government while the level of costs at the place of implementation of this program is still relatively high or not in accordance with operational costs or implementation in the field with the amount of budgeted funds. Another thing that has an influence in this case is that the local government has not fully paid attention and responded seriously to the problems that exist in the City of Wamena.

c. Facility/Facilities and infrastructure to support the implementation of the Safety Riding Program in Wamena City

In supporting the smooth implementation of the Traffic Safety Handling Program in Wamena City, Jayawijaya Regency, in addition to sources of funds and human resources, other facilities and facilities are also supported. Based on document review data from BPS Jayawijaya Regency in 2017, Jayawijaya Regency has 4 terminals, namely one type C terminal located at Jibama Market, and 3 shadow terminals located at Sinakma Market, Wouma Market, and the shadow terminal in front of BRI.

The length of roads in Jayawijaya Regency in 2016 reached 552.45 km. Based on the management, 72.76 percent are district roads, 8.69 percent are state roads and 18.37 percent are provincial roads. Based on the type of surface, 30.2 percent of all roads in Jayawijaya Regency are asphalt roads, 28.24 percent are non-asphalt roads, and 41.56 percent are other roads. In addition, 30.39 percent of all roads in Jayawijaya Regency are in good condition, 33.58 percent are in moderate condition, 29.70 percent are in damaged condition, and 6.34 percent are in severe condition. One of the causes of the difficulty of road management is the frequent occurrence of landslides in the district.

Facilities and infrastructure referred to are facilities and infrastructure used for operations in the implementation phase of this program which includes buildings (vehicle inspection sites) as it is known that the number of motorized vehicles registered in Jayawijaya Regency is 21,711 units of vehicles which are dominated by two-wheeled vehicles, BPS Jayawijaya (2017:297). Traffic safety demonstration equipment, road facilities such as lighting at night, segment conditions (road width) and facilities, all of which are to support and facilitate the implementation or implementation of this program.

The existing facilities for the sustainability of the Safety riding program in Wamena City, the facts on the ground show that the existing facilities are still insufficient to meet the needs of the implementation of this program activity, then also considering the work area, in this case the Jayawijaya Police Polantas which is still in charge of several districts. such as Nduga, Yalimo, Tolikara, and Lanny Jaya Regency, all of which have long distances and take a long time, this is a separate obstacle for the implementor to facilitate their work.

Based on the results of interviews with several informants, it was concluded that the facilities and infrastructure owned by the implementers as supporters of this program were still not sufficient, the facilities for its operational implementation such as vehicles and other

equipment were still inadequate, which could be used by the implementers so that the implementation of this program could run well.

d. Communication between the Implementing Parties of the Safety Riding Program in Wamena City

Based on the results of interviews with several informants and the results of observations made, it is concluded that for communication between the implementing parties of the Safety Riding program in Wamena City, it is said to be still not optimal, as in fact in its implementation in the field from the Department of Transportation and Polres for the implementation of this program, sometimes -sometimes there is no good synchronization or it only works independently, or it is only done to fulfill what is already a necessity in terms of duties and responsibilities in other words that some of the goals of the implementers of this program are not sourced from the willingness and desire of the implementers who are truly for and want to devote themselves in the main functions and tasks to change, direct society, in order to have good behavior or high discipline in road traffic.

IV. Conclusion

Based on the results of the research and discussion in the previous chapter, it can be concluded that, in general, the implementation of the Safety riding Program in Wamena City, Jayawijaya Regency has been implemented by the agency or institution appointed to implement and implement the program, but in its application there are still many improvements needed in several areas factors such as: Size and objectives, as the objectives of this program are sourced from Law Number 22 of 2009 concerning Road Traffic and Transportation as a reference or basis which is well understood by implementing staff but there are no clear measures or indicators to assess the implementation process in particular on this program. Then program resources, when viewed from human resources and financial resources, it is clear that it can be said that they are still lacking.

In particular, for the most dominant inhibiting factor that affects the implementation of the objectives in this program, namely Human Resources, both from the side of the program implementers themselves, as well as the quality of human resources from the Wamena City community as users or objectives of this Safety Riding program. Then other factors in terms of supporting facilities such as facilities and infrastructure which are still very lacking.

And communication between organizations and implementing activities, this factor is also the most basic in this implementation, such as from the Satlantas and the Transportation Service sometimes there is no synchronization when implementing programs related to this program in the field.

Many people in Wamena City feel that the information related to the Handling of Traffic Safety Problems is still unclear so that many people, especially vehicle users, feel that they have been treated unfairly during the implementation of security activities related to this program on the highway.

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