

Action against Traffic Violations during the Pilkada Campaign Period by Traffic Officers in the Context of Realizing Traffic Security and Traffic Security in the Jurisdiction of the Surakarta Police

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Abstract

This research was motivated by the high number of traffic violations committed by participants in the 2015 Pilkada campaign. These traffic problems occurred due to low traffic awareness among the people of Surakarta. Considering the high number of traffic violations by students, the Surakarta Police Traffic Unit should prioritize taking action against violations against participants in the 2015 regional election campaign. This research was carried out to obtain an overview of the process of taking action against students by taking action against violations by the Surakarta Police Traffic Unit officers. This description includes the causes of traffic violations committed by campaign participants then with the available concepts and theories including law enforcement theory, routine activity theory and Law number 22 of 2009 concerning Road Traffic and Transportation to find out the picture of action against traffic violations. Carried out and taking into account the factors that influence the prosecution of traffic violations carried out by traffic officers within the jurisdiction of the Surakarta Police in order to create an increase in road traffic security.

Keywords

*traffic violations;
pilkada; traffic traffic
security; Surakarta police*



I. Introduction

Sovereignty in the hands of the people or called democracy, has the most obvious form in democratic life, namely with general elections or what is usually abbreviated as Election. Based on "Law number 22 of 2007 concerning the Implementation of General Elections", which is referred to as "General elections, which are called elections, are a means of implementing people's sovereignty which are held directly, publicly, freely, confidentially, honestly and fairly in the Unitary State of the Republic of Indonesia based on Pancasila and the Constitution of the Republic of Indonesia."

Elections themselves are divided into several types of elections, including elections for members of the people's representative council, elections for President and Vice President, elections for regional heads and deputy regional heads or what is usually abbreviated as Pilkada. The regional elections themselves consist of the election of the provincial governor and deputy governor, mayor and deputy mayor and regent and deputy regent. In carrying out general elections, election candidate pairs, in accordance with Law number 32 of 2004 concerning "Regional Government article 1 paragraph 23, election candidate pairs can carry out campaigns, campaigns are activities in order to convince voters by offering a vision, mission, and candidate pair programs". The campaign is carried out to convince the voters, and the voters themselves are the people, so that the candidates for Regional Head and Deputy Regional Head have their own supporters.

In the lead up to the regional elections, namely the campaign period, the campaign is carried out involving large numbers of people. This is supported by basic intelligence from the Surakarta Police stating that the population in 2010 was 503,421 people and with a density level of 11,370 people/km². One form of campaign that is usually carried out in Surakarta is by using many vehicles and carrying out a procession carrying flags or pictures of the respective regional head candidate pairs. Many of these supporters also come from outside the city of Surakarta, this is because the Surakarta Residency consists of the areas of Surakarta City, Karanganyar Regency, Sragen Regency, Wonogiri Regency, Sukoharjo Regency, Klaten Regency, Boyolali Regency.

The campaign can be carried out in a procession on the streets with quite a large number of personnel, using motorized vehicles, be it buses, cars or two-wheeled vehicles, but what happens in the field is that many campaign participants commit traffic violations without wearing helmets. , riding in a vehicle with more than 2 people, using an exhaust that sounds too loud, passengers in four or more wheeled vehicles exceeding the capacity of the vehicle so they ride on top of a car or bus, and many others. This can cause traffic accidents for the drivers themselves and the risk of accidents for people who carry out daily activities that are not intended to campaign. Apart from accidents, what will definitely happen are traffic jams which will prevent other people from carrying out their activities.

Based on Law number 2 of 2002 concerning the State Police of the Republic of Indonesia, article 13 states that "the main duties of the State Police of the Republic of Indonesia are to maintain security and public order, enforce the law and provide protection, guidance and service to the community". It can be explained more in depth in article 14 of Law number 2 of 2002 concerning the duties of the "State Police of the Republic of Indonesia",

- a. Carrying out regulations, guarding, escorting and patrolling community and government activities as needed.
- b. Organizing all activities to ensure safety and smooth traffic on the road.

If the duties of the Police are related to Law number 22 of 2009 concerning "Traffic and Road Transportation" article 1 paragraph 40 states that "The Head of the State Police of the Republic of Indonesia is the leader of the State Police of the Republic of Indonesia and is responsible for carrying out police functions which include the areas of security and public order, law enforcement, protection, protection and service to the community." This means that carrying out order, law enforcement and road services is also the task of the National Police of the Republic of Indonesia. Law enforcement is carried out to create security, safety, order and smooth traffic. One form of law enforcement carried out by the Surakarta Police Traffic Unit is by taking action against traffic violations. According to Government Regulation number 80 of 2012 concerning "Procedures for Inspecting Motorized Vehicles on the Road and Taking Action against Traffic and Road Transport Violations" article 1 paragraph 2 states that "action against Traffic and Road Transport violations is a series of actions carried out by investigators from the State Police of the Republic of Indonesia or Civil Servant Investigators in the field of Road Traffic and Transportation regarding Traffic and Road Transportation Violations." The regulation explains that the Traffic Unit and civil servant investigators in the fields of traffic, transportation and roads have the authority to take action against traffic violations.

So that the implementation of the regional elections during the campaign period next year can be better, with the results of this research it is hoped that the Surakarta Police Traffic Unit officers will be ready to take action against traffic violations appropriately in accordance with existing procedures. What is meant by researchers with appropriate

procedures are those stated in Law number 22 of 2009 concerning "Road Traffic and Transportation" and Government Regulation number 80 of 2012 concerning "Procedures for Inspecting Motorized Vehicles on the Road and Taking Action against Traffic and Transportation Violations". With the situation of the post-conflict local elections during the campaign period with traffic violations being committed en masse by participants supporting each candidate's campaign, it is hoped that the Surakarta Police Traffic Unit Officers will be better prepared to handle the campaign in the future so that traffic violators do not repeat their violations again. and foster legal awareness and discipline in traffic and it is hoped that this can reduce traffic jams and accidents in traffic with traffic violators.

II. Review of Literature

2.1 Routine Activity Theory (routine activities theory)

In a book by Robert K. Cohen and Marcus Felson (1979) stated that "Routine activity theory is a theory that explains that there is an indirect opportunity for people to become victims." In this theory, a crime can occur if there are 3 things that must be present, namely:

a. Motivated Offender (motivated performer)

What is meant by motivated offender or in Indonesian is "motivated individual or group perpetrators are people or groups who not only have the ability to carry out criminal acts, but also have the intention and plan to do so (Felson, 1994)".

b. A Suitable Target (suitable target)

What is meant by suitable target or target to be aimed at is "a target for which criminal acts can be committed due to the presence of a weakness or vulnerability (Felson, 1994)". The targets or targets referred to in this theory can be "A person), An object (thing), and A place (place, such as public facilities and so on) (Burke, 2009)".

c. The Absence of Capable Guardians (conditions where there is no security)

"The risk of becoming a victim of crime can increase if safeguards are weakened (Felson, 1979)". Capable guardians here can be defined as "the presence of guards who can fight crime and provide protection (Burke, 2009)".

2.2 Law Enforcement Theory

According to La Farve in Soerjono Soekanto's book (2004:8) factors that can influence law enforcement are:

1. The legal factor itself

In the case of violations or crimes that occur, whether the law applied is in accordance with what society needs or not. In traffic violations, whether the traffic law can cover all the needs of the community or not, can fulfill a sense of justice, usefulness and legal certainty or not.

2. Law Enforcement Factors

Enforcement is the parties who form or implement the law. These law enforcers are capable or appropriate to carry out law enforcement against community violations or are not a determining factor in the law enforcement process.

3. Facilities or Facility Factors

To support effectiveness and efficiency in the implementation of law enforcement, facilities and infrastructure play a role in making this happen. By utilizing technology that is developing in this era, it can help officers carry out law enforcement. This also includes the facilities or facilities of the violators themselves which can make it difficult for law officers to enforce the law.

4. Human or Community Factors

The level of legal awareness possessed by the community or what can also be called the level of compliance with the law in the environment or community habits is an indicator that indicates whether existing laws are functioning or not.

5. Cultural Factors

According to Soerjono Soekanto, culture has a big influence on society. Culture is able to regulate humans in acting or determining attitudes towards other people or towards situations and conditions. Because culture is habits that have developed for a long time and have been passed down from generation to generation.

These five factors are related to one another and have an influence on prosecution or law enforcement.

2.3 Concept of Enforcement of Traffic Violations

The concept of taking action against traffic and road transportation violations is regulated in the Government Regulation of the Republic of Indonesia Number 80 of 2012 concerning "Procedures for Inspecting Motorized Vehicles on the Road and Taking Action against Traffic and Road Transportation Violations". In Government Regulation Number 80 of 2012 concerning "Procedures for Inspecting Motorized Vehicles on the Road and Taking Action against Traffic and Road Transport Violations" in article 1 paragraph 2 what is meant by taking action against traffic and road transport violations is a series of actions carried out by State Police investigators Republic of Indonesia or Civil Servant Investigators in the Field of Road Traffic and Transportation regarding Traffic and Road Transportation Violations.

Article 23 of the Republic of Indonesia Government Regulation Number 80 of 2012 concerning "Procedures for Inspecting Motorized Vehicles on the Road and Taking Action against Traffic and Road Transport Violations" states that action against Road Traffic and Transport Violations is based on the results of:

- a. Findings in the process of checking motor vehicles on the road
- b. Reports and/
- c. recording electronic equipment

According to article 2 of the Government Regulation of the Republic of Indonesia Number 80 of 2012 concerning "Procedures for Inspecting Motor Vehicles on the Road and Taking Action against Traffic and Road Transport Violations", that checking motor vehicles on the road and taking action against traffic and road transport violations aims to:

- a. Fulfillment of technical requirements and roadworthiness of Motorized Vehicles.
- b. Fulfillment of complete registration and identification documents for drivers and motorized vehicles as well as licensing documents and completeness of public transport motorized vehicles.
- c. Supported disclosure of criminal cases.
- d. Creating compliance and a culture of security and traffic safety.

According to Government Regulation number 80 of 2012 concerning "Procedures for inspecting Motorized Vehicles on the Road and Taking Action against Traffic and Road Transport Violations" article 1 paragraph 4, "evidence of a violation known as a ticket is evidence of certain violations in the field of traffic and road transport by specified format". This is confirmed in Government Regulation number 80 of 2012 concerning "Procedures for Inspecting Motorized Vehicles on the Road and Taking Action against Traffic and Road Transport Violations" article 24 paragraph 3 states that "procedures for examining criminal acts of certain violations of the Road Traffic and Transport Law implemented by issuing a ticket."

The traffic ticket form as intended should at least contain a regarding column

- a. The identity of the violator and the motor vehicle used
- b Provisions and articles that are violated.
- c. Day, date, time and place where the violation occurred.
- d. Evidence confiscated.
- e. The amount of the fine deposited with the bank.
- f. Place or address and/or telephone number of the violator.
- g. Granting of power of attorney.
- h. Signed by the violator and the inspection officer.
- i. Brief minutes of handing over the fine letter to the court.
- j. Day, date, time and place to attend the court session.
- k. Enforcement officer's notes.

2.4. Traffic Officer Concept

In the Government Regulation of the Republic of Indonesia number 80 of 2012 concerning "Procedures for Inspecting Motorized Vehicles on the road and taking action against traffic and Road Transport violations" that what is meant by "inspecting officers are officers of the State Police of the Republic of Indonesia and Civil Servant Investigators in the field of Traffic and Road Transport". Regarding the prosecution of traffic and road transport violations, Law number 22 of 2009 concerning "Traffic and Road Transport" states that "in the case of prosecuting violations and investigating criminal acts, investigators from the State Police of the Republic of Indonesia, other than those regulated in the Criminal Procedure Code and the Law on the National Police of the Republic of Indonesia, in the field of Road Traffic and Transportation, has the authority:

- a. Stop, prohibit, or suspend operations and temporarily confiscate motorized vehicles that are reasonably suspected of violating traffic regulations or are tools and/or proceeds of crime.
- b. Carrying out checks on the correctness of information relating to the investigation of criminal acts in the field of Road Traffic and Transportation.
- c. Request information from the Driver, Owner, Motorized Vehicle and/or Public Transport Company.
- d. Confiscate driving licenses, motor vehicles, cargo, motor vehicle registration certificates, motor vehicle test certificates, and/or test pass certificates as evidence.
- e. Take action against criminal violations or traffic crimes according to the provisions of laws and regulations.
- f. Create and sign inspection minutes.
- g. Stop the investigation if there is not enough evidence.
- h. Carry out arrests related to traffic crimes.
- i. Carry out other actions according to law responsibly.

The relationship with inspection officers in taking action against violations is as stated in Government Regulation Number 80 of 2012 concerning "Procedures for Inspecting Motorized Vehicles on the Road and Taking Action Against Traffic and Road Transportation Violations" in article 1 paragraph 2 which is referred to as "taking action against traffic violations." Road traffic and transportation is a series of actions carried out by investigators from the Indonesian National Police or Civil Servant Investigators in the Road Traffic and Transportation Sector regarding Traffic and Road Transportation Violations." Because the person who can take action against violations is an investigator from the National Police of the Republic of Indonesia or a Civil Servant Investigator in the field of traffic and road transportation, the investigator himself has requirements that must be met, the requirements for the investigator himself are regulated in Government Regulation Number 58 of 2010 concerning "Implementation of the Book Article 2 of the Criminal Procedure Law states that "investigators are Officials of the National Police of the Republic of Indonesia and Civil Servant Officials". Article 2A paragraph 1 states that in order to be appointed as an investigating officer for the National Police of the Republic of Indonesia, a prospective investigator must fulfill the following requirements:

- a. The lowest rank is Second Inspector of Police and a minimum education of a bachelor's degree or equivalent.
- b. Served in the field of investigative functions for a minimum of 2 (two) years.
- c. Attend and pass specialization development education for criminal investigation functions.
- d. Physically and mentally healthy as proven by a doctor's certificate.
- e. Have the ability and high moral integrity.

Meanwhile, article 3 paragraph 1 of the Government Regulation of the Republic of Indonesia number 58 of 2010 concerning "Implementation of the Criminal Procedure Code", states that what is meant by assistant investigator is the State Police of the Republic of Indonesia who fulfills the following requirements:

- a. The lowest rank is Second Police Brigadier.
- b. Attend and pass specialization development education for criminal investigation functions.
- c. Serve in the field of investigative functions for a minimum of 2 (two) years.
- d. Physically and mentally healthy as proven by a doctor's certificate.
- e. Have the ability and high moral integrity.

In article 264 of Law number 22 of 2009 concerning "Road Traffic and Transportation", inspection of motorized vehicles on the road is carried out by a. Police officers of the Republic of Indonesia and b. Civil servant investigator in the field of Road Traffic and Transportation. In article 265 paragraph 3 of Law number 22 of 2009 concerning Road Traffic and transportation, it is stated that to carry out motor vehicle inspections as in paragraph (1), officers of the Republic of Indonesia State Police have the authority to

- a. Stop motor vehicles.
- b. Ask the driver for information.
- c. Carry out other actions according to the law responsibly.

So it can be said that some examining officers have the authority to take action against traffic violations and some do not have the authority to take action against traffic violations because they are not investigators.

2.5 Concept of Regional Election

According to Law of the Republic of Indonesia Number 8 of 2015 concerning "Amendments to Law number 1 of 2015 concerning Government Regulations in lieu of Law number 1 of 2014 concerning the election of Governors, Regents and Mayors into Law" article 1 paragraph 1 states that "Election of Governors and Deputy Governor, Regent and Deputy Regent, as well as Mayor and Deputy Mayor, hereinafter referred to as election, is the implementation of popular sovereignty in provincial and district/city areas to elect the Governor and Deputy Governor, Regent and Deputy Regent, as well as Mayor and Deputy Mayor directly and democratically".

III. Research Method

A research method is a design that contains operational data collection and data analysis techniques, can be carried out by researchers and is flexible (Afrizal, 2014: 132)". Data collection techniques are adjusted to the content of the data to be collected (it is best before designing how data will be collected, called data collection techniques, that researchers first discuss what data or information will be collected to achieve the research objectives), write down the details of the data collection techniques that will be used. planned to be carried out but allows for exploration.

The research approach can be a quantitative approach or a qualitative approach. The research used by researchers used a qualitative approach. Qualitative research according to Afrizal (2014: 13) is defined "as a social science research method that collects and analyzes data in the form of words (oral and written) and human actions and researchers do not try to calculate or quantify the qualitative data that has been obtained and thus do not analyzing numbers". Researchers used a qualitative approach because the data collection technique used was in-depth interviews Strauss and Corbin (2003:4-5) in Afrizal. Researchers are trying to be able to explore the activities to take action against violations carried out by Surakarta Police traffic officers on the roads of campaign participants in order to create traffic security and traffic jams in the jurisdiction of the Surakarta Police.

IV. Result and Discussion

The occurrence of traffic violations during the campaign period at the Surakarta Police, based on the results of the author's observations and interviews, found that there were strong links between individuals or personal ties with groups to intentionally commit violations. This is caused by:

1. They want to show their own abilities or the abilities of their supported group to other people or society, that their group is able to act freely on the streets, even if they think traffic officers can't. Be brave with the group.
2. A violator dares to commit a violation during a campaign because he is strengthened by false solidarity. Seeing that his colleague deliberately violates, for example not wearing a helmet and looks good in his eyes, then becomes an example in campaigning. When looking at a model for carrying out an action, what can be used as motivation by someone is the previous campaign period.
3. Lack of awareness of campaign participants who deliberately violate traffic safety. Some campaign participants have awareness created from other people's or their own experiences regarding traffic safety. However, some campaign participants do not know the dangers of committing various violations on the road in groups.

4. Feel brave because there will be someone to protect you if the officers catch you. The campaign participants believe that when they are caught, they even think that the coordinator will solve all their problems, including the amount of fines they incurred when they committed the violation, which will be paid by the coordinator.

The campaign period on the highway is the right moment to commit traffic violations together according to the campaign participants' thoughts. For campaign participants who deliberately commit violations, they think that the campaign period is a good opportunity to show the strength of group solidarity and togetherness. By taking advantage of the campaign period where the culture is that violations are annulled, the campaign participants look for busy streets where many people can see them, the more they attract public attention, the more proud the violators will be of their annulled violations. These places are targets that have been planned before the convoy is carried out with activities that have been determined to also attract the public's attention. The target is to show the strength, cohesiveness, number, promotion of the party or candidate pair for Mayor and Deputy Mayor that is supported.

The final factor that causes violations to occur is a safe situation and conditions, supportive conditions, and favorable conditions for carrying out a campaign that feels free to commit violations. This happened during the 2015 Pilkada campaign in Surakarta, based on observations and interviews that officers actually did not fully take action against violations with tickets. There are officers who only take action in the form of a warning, there are officers who just let it go. Some people were even ridiculed for not taking any action at all. Conditions and situations like these are what make campaign participants confident, happy and proud to commit these intentional violations. Conditions where there is no security action from traffic officers, there is no firmness from officers, or there is no courage to take action according to campaign participants. However, if the police issue a ticket, the campaign participants will look for a route where there are no traffic operations. Campaign participants tend to avoid it.

According to the author's analysis, these three factors are related to each other, namely, between the human motivation factor or the desire of the violator himself, the target or target factor that is suitable for committing the violation, and the factor of the officers who carry out security measures that support the violator. . To prevent traffic violations, there must be factors that weaken these 3 factors. The minimum that is weakened is one of these factors to prevent violations. Several ways that can be used to carry out prevention based on activity theory are by first carrying out outreach and coaching for the Community and Community Services by providing socialization regarding firm action to take action against traffic violations during the campaign period against violators on the highway, giving fines to violators. during the campaign period or not so that there is a deterrent effect so that traffic violators do not want to commit violations again. This is to reduce the motivation of potential traffic violators. To weaken the second factor, namely the target factor or an appropriate target, is to place traffic officers in busy areas so that traffic violators who convoy to campaign choose another, quiet route, so that the targets they want to take action, not in line with what the campaign participants want. To weaken the third factor, namely security officers who give the impression of ignoring traffic violations, namely by taking action against traffic violations on highways and in places that are alternative roads for campaign participants to cross.

From this statement it can be said that there are 3 related factors that cause traffic violations committed by campaign participants during the 2015 regional elections on the highway. With these three interrelated factors, namely the factor of the perpetrator being motivated, the factor of the presence of targets in the form of people, objects or places that

are appropriate, suitable or profitable for committing violations, and the factor of the security and security situation carried out by officers directly or indirect support for taking action against traffic violations. Therefore, to reduce the causes of traffic violations that occur, actions are needed that can eliminate, reduce or weaken these factors. One way is to take action against traffic violations.

Before taking action against traffic violations, the Surakarta Police took action in the form of checking motor vehicles on the road. The provisions that should be implemented by traffic officers at the Surakarta Police are in accordance with Republic of Indonesia Government Regulation Number 42 of 1993 concerning "Inspection of Motorized Vehicles on the Road". In article 2 of the Government Regulation of the Republic of Indonesia Number 42 of 1993 concerning "Inspection of Motorized Vehicles on the Road" states that the authority to carry out inspections of motorized vehicles on the road is carried out by the State Police of the Republic of Indonesia and Civil Servants who have certain qualifications in the field of traffic and road transport. In article 3 of the Government Regulation of the Republic of Indonesia Number 42 of 1993 concerning "Inspection of Motorized Vehicles on the Road" states that "the duties of the State Police of the Republic of Indonesia, include checking only administrative requirements consisting of SIM (Driving License), STNK (Number Certificate). Motorized Vehicles), STCKB (Motorized Vehicle Trial Certificate), TNKB (Motorized Vehicle Registration Certificate), and TCKB (Motorized Vehicle Trial Certificate)", the duties of Civil Servant examiners in article 4 of the Government Regulation of the Republic of Indonesia Number 42 of 1993 concerning "Inspection of Motorized Vehicles on the Road means checking proof of passing the test, for vehicles it is mandatory to test, then carrying out a physical inspection of motorized vehicles which includes the brake system, steering, wheels, body and frame, loading, horn, lights, windshield wipers, rear view mirrors , tires, exhaust emissions, speed measuring devices, safety belts, equipment and tools." In article 21 of the Government Regulation of the Republic of Indonesia Number 42 of 1993 concerning "Inspection of Motorized Vehicles on the Road" states that "in the event that a traffic violation is found during the inspection in the form of a violation of driver administration requirements as in article 3, the Republic of Indonesia State Police inspector reports to the investigating officer "Republic of Indonesia State Police, while violations of the fulfillment of technical and roadworthy requirements as referred to in article 4, the Civil Servant examiner reports to the Civil Servant investigator."

In fact, during the inspection phase carried out by the Surakarta Police, which aims to take action against traffic violations, the Surakarta Police traffic officers carry out checks against administrative requirements, namely physical inspection of motorized vehicles. In fact, the physical inspection of motorized vehicles should be carried out by civil servants who have the skills and have passed qualifications in the field of traffic and road transportation. In fact, in every campaign, Civil Servants who have the skills and have passed the qualifications are not involved, so that the physical examination carried out by Traffic officers at the Surakarta Police is not optimal. and also the legitimacy of inspecting motor vehicles during the campaign is invalid because it does not comply with existing regulations, considering that the campaign participants are critical and seem not to want to lose. However, to date this has not been found in the field. During the 2015 Pilkada campaign, there was not a single report or complaint from the public regarding this matter.

After carrying out an inspection, if traffic violations are found, the Surakarta Police Traffic Unit will take action in the form of a warning or giving a ticket. Enforcement of traffic violations can only be carried out by Indonesian National Police Investigators and civil servants who have qualifications in the field of traffic and road transportation as

stated in Government Regulation number 80 of 2012 concerning "Procedures for Inspecting Motorized Vehicles on the Road and Taking Action against Traffic Violations and Road Transport". Enforcement of traffic violations by giving fines or warnings in the form of written warnings is also regulated in Law number 22 of 2009 concerning "Traffic and Road Transportation" regarding penalties in the form of fines that must be given or how long imprisonment must be given. In Law number 22 of 2009 concerning "Road Traffic and Transportation" there are several articles which state that violations of these articles can be given a written warning, administrative fines, suspension or revocation of permits.

V. Conclusion

With the results of research carried out by the author in the Surakarta Police Legal Area and then carrying out in-depth analysis, the author can draw conclusions based on the enforcement of traffic violations during the regional election campaign period carried out by traffic officers in the context of realizing road traffic security in the Surakarta Police jurisdiction, namely:

a. There are 3 related factors that cause traffic violations committed by campaign participants during the 2015 regional elections on the highway. That is:

1. A motivated offender (motivated performer);
2. A suitable target (target/right targets);
3. The absence of capable guardian (security conditions for supporting officers).

With these three interrelated factors, namely the factor of the perpetrator being motivated, the factor of the presence of a target in the form of a person, object or place that is appropriate, suitable or profitable for committing the offense, and the factor of the security and security situation carried out by officers directly or indirectly supporting the prosecution of traffic violations. Therefore, to reduce the causes of traffic violations that occur, actions are needed that can eliminate, reduce or weaken these factors. One way is to take action against traffic violations.

b. The implementation of action against traffic violations carried out by the traffic unit at the Surakarta Police against the 2015 Pilkada campaign participants is carried out by warning or giving fines. Giving warnings can be done based on the discretion of the Surakarta Police Traffic Unit officers, while giving fine sanctions is based on existing legal procedures. By giving fines and warnings, it is hoped that it can provide a deterrent effect and understanding of the applicable law to the public. By providing a deterrent effect felt by campaign participants, it is hoped that people will be disciplined and not take action in the future.

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