

THE TURJAWALI UNIT'S CONTRIBUTION TO THE POLICE STATION OF PURWAKARTA'S EFFORT TO PREVENT TRAFFIC ACCIDENTS

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Abstract

A high number of accidents in Purwakarta Regency can be traced back to the region's growing population and accompanying rise in traffic density, both of which are effects of the widespread availability of personal motor vehicles and the slow pace at which the region's transportation infrastructure has been able to catch up with that growth. Article 226 of Law 22 of 2009, which regulates traffic and transportation, includes provisions for preventing accidents. The investigation was carried out at the Purwakarta Police, and articles were published that were of a high quality. The articles focused on the measures undertaken by the Turjawali Traffic Unit of the Purwakarta Police to prevent the occurrence of vehicle accidents (Poles Purwakarta). According to research findings, the Purwakarta Police Department has taken three strategies to limiting the number of traffic-related deaths and injuries among young people: (1) preemptive steps, such as implementing a national traffic safety program and a child-friendly police and law enforcement force; (2) preventive measures, like holding an annual traffic safety awareness event called Turjawali; and (3) repressive measures, like responding to accidents after they have already occurred.

Keywords: Traffic Police Unit, Traffic Accidents, Efforts Prevention

INTRODUCTION

The National Police of the Republic of Indonesia is one of the state government's entities responsible for maintaining public order and security, enforcing the law, protecting the public, and providing community service (Law Number 2 of 2002 concerning the Indonesian National Police Article 2). Law No. 2 of 2002 pertaining to the Indonesian National Police also includes provisions for the execution of police responsibilities.

The role and function of the police in traffic is defined by Law No. 22 of 2009 concerning Road Traffic and Transportation as education, engineering, law enforcement, registration and identification of drivers and motor vehicles (registration and identification), and as a center for K3I (Command, Control, Coordination, and Information) of traffic. Article 59 paragraph 2 of Chief of Police Regulation No. 23 of 2010 on the Organizational Structure and Working Procedures of the Resort Police and the Sector Police Sector Level specifies that "The traffic unit is responsible for carrying out traffic Turjawali, traffic community education (Dikmaslantar), registration and identification services for motor vehicles and drivers, investigation of traffic accidents, and law enforcement."

An unexpected or intentional occurrence involving vehicles and/or other road users that results in injuries and/or property damage is considered a traffic accident (Law No. 22 of 2009 concerning Road Traffic and Transportation). Human error, poor vehicles, and hazardous roadways are the three most common reasons for traffic accidents (Budiyanto & Fernanda, 2020; Hammad et al., 2019). Accidents can also be triggered by the environment, specifically the weather (Iqbal et al., 2020). In almost all cases, it is the human factor that causes the accident.

Officers on duty and in authority, especially the police, have a duty and responsibility to deal with road users who disrupt the flow of traffic. By keeping an eye on things and spreading

information about traffic laws, the police help the public function more smoothly and safely. Since there is still a culture to be monitored in Indonesia, achieving a situation in which the road user community is truly orderly with the current laws requires significant effort on the part of the police (Bagasatwika, 2020). When officers are present, drivers are more likely to follow the rules of the road. As a consequence, the presence of police surveillance directly reduces the number of traffic accidents.

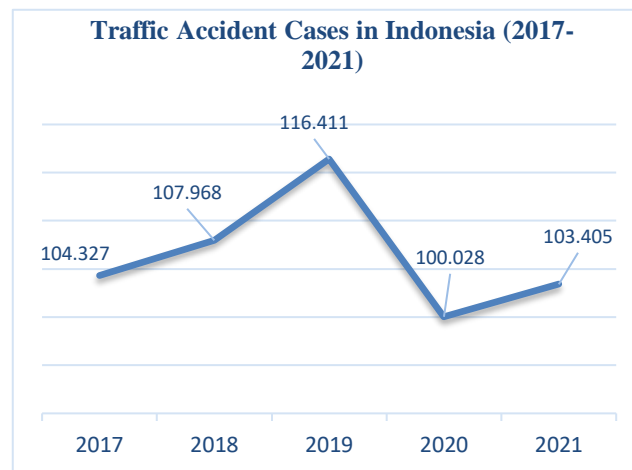


Figure 1. Data on traffic accident cases in Indonesia (2017-2021)(Dihni, 2022)

According to information derived from the Polri Traffic Corps that was made public by the Ministry of Transportation, the total number of traffic accident cases in Indonesia reach 103.645 in the year 2021. This number is greater than the statistics from the year 2020, which was 100.028 cases.

Meanwhile, traffic accident cases in 2021 have killed 25.266 victims with material losses reaching IDR 246 billion. On the other hand, the number of seriously injured victims due to traffic accidents last year was 10.553 people, and 117.913 people with minor injuries.

Based on the type of vehicle, motorcycles were the most involved in traffic accidents with a percentage of 73%. The second order is freight transportation with a percentage of 12%. This causes problems such as high accident rates, congestion, over-dimensional over-loading (odol), infrastructure damage, and air pollution. However, what is currently the focus of attention is toothpaste because it also has an impact on other problems

On this basis, the Directorate General of Land Transportation has taken steps to address the toothpaste problem by carrying out activities, including normalizing motorized vehicles, requiring the use of proof of passing motor vehicle electronic tests, encouraging the implementation of safety management systems for public transport companies, law enforcement, and building safety partnerships.

If we look at the trend since 2017, traffic accident cases in Indonesia tend to fluctuate. The highest cases occurred in 2019 which reached 116.411 cases, and the lowest occurred in 2020, namely 100.028 cases.

In the field, a police officer can make decisions and take actions based on his conscience, and he must also be able to judge for himself whether he should act or not without violating the law, human rights, and the public interest, whenever he is confronted with situations and circumstances that require immediate action (Vani et al., 2016).

The preceding scenario is an example of discretion. The discretionary privileges of police personnel in Indonesia are governed by Law No. 2 of 2002 pertaining to the Indonesian National Police and Law No. 8 of 1981 pertaining to the Criminal Procedure Code. To the extent that the National Police of the Republic of Indonesia is empowered to perform other responsibilities within the purview of police tasks by other laws and regulations (Harryarsana, 2019; Riyadi et al., 2020).

In Article 13 of Law Number 2 of 2002 governing the Indonesian National Police, the roles and powers of the police are laid out, including 1) maintaining public order and security; 2) enforcing the law; and 3) providing safety, shelter, and service to the community.

The Traffic Unit's efforts to maintain traffic order have paid off, as seen by a decline in collisions and infractions in the area. The people, government, and law enforcement must all cooperate to achieve this goal. All levels of government and the general public must work together to reduce traffic accidents, something no single organization can do on its own.

The context of the issues raises a number of questions, such as (1) what the current state of traffic accidents is in the Purwakarta Police Area, (2) what factors contribute to traffic accidents in the Purwakarta Police area, and (3) what measures the Turjawali Traffic Unit is taking to prevent the number of traffic accidents in the Purwakarta Police area.

RESEARCH METHODS

This qualitative paper focuses on the efforts of the Turjawali Traffic Unit at the Purwakarta Police Department to avoid traffic accidents (Moleong, 2015). The research was conducted at the Purwakarta Resort Police Department (Polres Purwakarta). In the examination of this study, the theory of attitude development, the theory of deterrence, the theory of cooperation, the concept of effort, the concept of traffic accidents, the concept of traffic police, and the concept of Traffic Law Enforcement Against Traffic Violations on Highways are all employed. This work has the potential to contribute to the existing body of research on the efforts made by the police to reduce the number of accidents that occur on the roads, namely those made by the Turjawali traffic units.

RESULT AND DISCUSSION

Traffic Accidents in the Purwakarta Police Area

According to data on road accidents in Purwakarta from 2017 to 2021, 2018 saw the most incidents with 861 occurrences, resulting in 148 fatalities, 34 serious injuries, and 679 minor injuries.

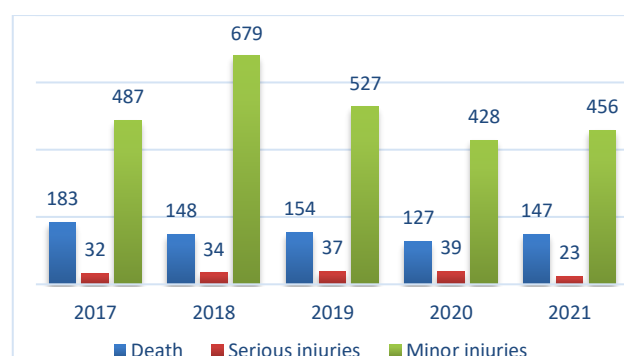


Figure 2. Traffic Accident Data in Purwakarta for 2017 – 2021

In 2019, there were 718 fewer accidents, with 527 minor injuries, 37 serious injuries, and 154 fatalities. The number of accidents has fallen to 594 incidents in 2020, with 127 fatalities, 428 victims suffering mild injuries, and 39 victims suffering serious injuries. In contrast, the number of accidents

grew to 626 in 2021. Throughout the entirety of 2021, 146 individuals perished as a consequence of accidents. In 2021, 23 persons were reported to have had serious injuries, while there were also minor injuries.

Data previously presented indicates that the police, and in particular the Turjawali Satlantas unit of the Purwakarta Police area, need to make greater efforts (CNN Indonesia, 2019).

Factors of traffic accidents in the jurisdiction of the Purwakarta Police

Since there are many potential causes of accidents, there is no single best solution for dealing with high-risk locations (Shinar, 2019). Paying close attention to the reasons at stake, road conditions, and the temporal sequence of accidents in high-risk locations can help doctors determine the most appropriate action to take.

a. Aside from the fact that accidents happen because inexperienced drivers impose a moment of drowsiness while driving, there are a number of other factors that contribute to accidents, including the state of the vehicle, the environment, and the community at large. The Purwakarta Police area is hindered by human factors that frequently violate the rules that are in place. Then there is the issue of uneven and uphill/downhill roads, weather conditions that are typically caused by rain, which reduces vision, and occasionally there is frequently fog, which also reduces visibility. Accidents that occurred in Purwakarta district claimed many victim's underage who did not have a driver's license such as students and also often occurred in productive ages.

b. Means factor

Means of transportation as the main tool for moving goods and people in this case are vehicles. Vehicles are tools that can move on the road, consisting of motorized vehicles and non-motorized vehicles. According to article 1 of Government Regulation No. 44 of 1993 concerning Vehicles and Drivers, as an implementing regulation of the Road Traffic and Transportation Act, a motorized vehicle is a vehicle that is driven by technical equipment in that vehicle. Motorized vehicles can be grouped into several types, namely: motorcycles, passenger cars, bus cars, freight cars and special vehicles. The importance of safety considerations has been incorporated into the design of factory-produced motor vehicles to assure driver safety, but the vehicle will be susceptible to causing accidents if the preparation / maintenance procedures are not adhered to.

c. Infrastructure Factor

Road transportation relies on a well-developed and regularly maintained infrastructure to ensure the public's safety. There have been several conclusions drawn on the state of transportation infrastructure and their role in causing accidents. a) Accident hotspots that haven't been addressed by authorities; b) bad roadwork and design; c) a crumbling bridge; d) unauthorized or unrestricted access; e) a dearth of traffic signs, lights, markings, and signals to keep drivers safe.

d. Environmental factor

Due to its essential role in allowing for the transport of people and things, this component is intrinsic to all such events and activities. The geometry of the road, such as sections that bend, climb, and descend; the terrain conditions, such as dense trees and/or foggy weather conditions, which will reduce or interfere with the driver's view; the mixed traffic, which includes both fast and slow vehicles; and c) mixed traffic are all things to keep an eye out for in order to reduce the likelihood of road accidents.

Table 1. Road length according to road conditions in Purwakarta

Kondisi Jalan <i>Condition of Roads</i>	2018	2019	2020
(1)	(2)	(3)	(4)
Baik/Good	494,667	499,477	508,554
Sedang/Moderate	137,595	139,797	132,054
Rusak/Damage	86,947	83,700	32,44
Rusak Berat/Severely Damage	9,715	5,950	55,876
Jumlah/Total	728,924	728,924	728,924

Source: <https://purwakartakab.bps.go.id/indicator/153/99/1/panjang-jalan-menurut-kondisi-jalan.html>

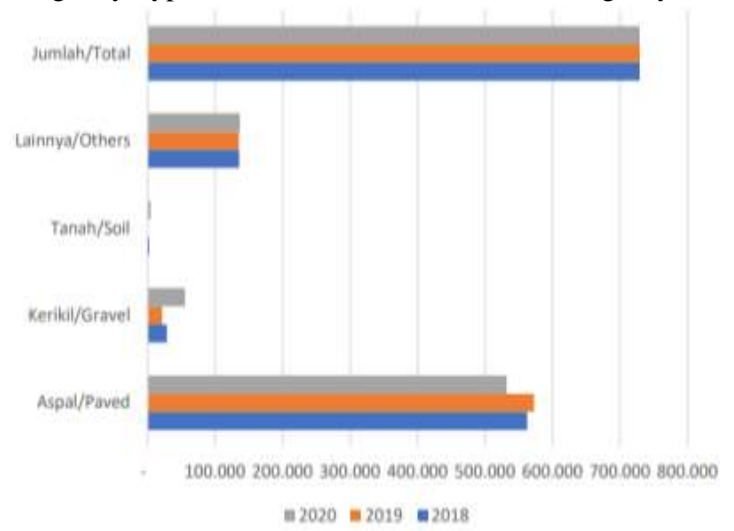
From Table 1 above it can be seen that the road length (km) increases every year, because every year the area in Purwakarta experiences development. The development of a region requires the development of road transportation infrastructure to support population movement and economic movement. By knowing the growth of road length every year, it can be determined the level of road traffic accidents.

Table 2. Road Length by Type of Road Surface in Purwakarta Regency (km), 2018–2020

Jenis Permukaan Jalan <i>Type of Road Surface</i>	2018	2019	2020
(1)	(2)	(3)	(4)
Aspal/Paved	562,504	572,399	532,161
Kerikil/Gravel	28,355	21,385	55,375
Tanah/Soil	2,420	-	4,486
Lainnya/Others	135,645	135,140	136,902
Jumlah/Total	728,924	728,924	728,924

Source: Public Works Department of Highways and Irrigation, Purwakarta Regency

Table 3. Road Length by Type of Road Surface in Purwakarta Regency (km), 2018–2020



Source: Public Works Department of Highways and Irrigation, Purwakarta Regency

The Turjawali Traffic Unit Contribution to Prevent Traffic Accidents at The Purwakarta Police

To reduce the number of accidents on the roads within the jurisdiction of the Purwakarta Police, the Traffic Unit has been essential. To reduce the number of traffic accidents, the Traffic Units, led by the Turjawali Unit, take measures that are in line with standard police practice. These include preventative measures like guarding, regulating, escorting, and patrolling; punitive measures like cracking down on traffic violations; and educational strategies like urging drivers to maintain discipline.

The activities of the Turjawali Unit in the Purwakarta Police Area to prevent traffic accidents can be broken down into three categories: preemptive, preventive, and repressive.

a. Pre-emptive Measures

The police took the first step toward preventing unlawful activities. In other words, the first step is to make sure that the person knows and understands the rules of the road, the equipment they'll need, and the condition of the vehicle they'll be using. There are two approaches to socializing: direct socialization and indirect socialization. It is not unheard of for people to not have cell phones or social media users, so it is reasonable to assume that they will be able to watch TV, read on social networks, or post on Facebook or Instagram if they are unable to participate in or attend direct socialization at school or in their local town at that time. Having a look out the window can also serve as a cautionary signal to other motorists. The socialization efforts of the police, notably the Turjawali unit in the Purwakarta Region, are crucial for the community or students, since they increase knowledge and awareness about the use of automobiles. As a form of human orientation, socialization imparts knowledge and insight into proper vehicle operation, including what to look out for when behind the wheel and what behaviors are strictly forbidden. By strictly enforcing traffic limits, this project hopes to improve residents' standard of living. In collaboration with the Education Office (Disdik) of the Purwakarta Regency, the head of the Traffic Unit (Satlantas) of the Purwakarta Police carries out the Diffusion of Traffic Education and Traffic Accident Prevention agenda for Primary School Teachers.

The Purwakarta Police Department's Traffic Unit keeps spreading the word about road safety. Directly interacting with motorists on a variety of occasions or indirectly, through the installation of road safety billboards, are two examples of how socialization can be achieved. A common slogan seen on billboards and banners reads "'Stop Violation.' No traffic accidents. Safety for human being". The Purwakarta Police Department also put up billboards and security banners to try to cut down on the number of accidents that occurred inside their jurisdiction. The Purwakarta Police Traffic Unit has put up a Traffic Accident Monument alongside billboards and safety banners to memorialize the victims of traffic accidents and encourage people to be more careful on the road. Since factors other than vehicles, roadways, and environmental or meteorological elements, such as human error, are typically responsible for the majority of traffic accidents, drivers are urged to exercise caution and make road safety a top priority. Simply said, being careless on the road increases the likelihood of being in an accident (Fatubun, 2017).

b. Preventive Measures

The purpose of these preventative measures is to avert undesirable occurrences such as crime. The Purwakarta Police Satlantas' Turjawali unit takes the following preventative measures: first, they perform traffic operations or raids in different regions, such as Ciganea, Sadang, Cibening, Jalan Basuki Rahmat, Jalan Jendral Ahmad Yani, at specified times and in specific locations, and they take direct action against drivers who do not follow the transit order or rule.

Second, in order to increase knowledge and compliance with traffic regulations, we conduct school operations or raids in partnership with the Purwakarta District Education Office and carry out socializations or Dikmaslantas (Community Traffic Education) in the surrounding neighborhoods. This is done by distributing educational materials and visiting schools to discourage youngsters from operating two- or four-wheeled vehicles.

Third, work with the Transport Services in Purwakarta and Jasaraharja Regency to install road markings, signage, and banners that emphasize the importance of safe driving.

If the monthly accident rate continues to climb, then the hours or days of operation or add and reinforce the raids, including operations or raids that are carried out at specified times, such as zebra operations or raids, candle operations, diamond operations, and so on.

In addition, according to the findings of the research, it was discovered that the resort police (Polres) in the Purwakarta jurisdiction created a cooperative relationship with the Purwakarta Regency Transportation Service. For the purpose of providing transportation amenities, the following activities constitute the collaboration:

- 1) Signs and road markings are provided by the Purwakarta Regency Transport Service in partnership with the Purwakarta Police.
- 2) Technically, the national road clearly meets the standard because it is a class 1 road, which allows vehicles weighing more than 12 tons to pass through. For county roads, it continues on class 3 toll roads that are still less than 8 tons because there are no additional roads in the area, so we limit it to vehicles that cross regional toll roads because it may not be possible to improve the service itself clan transport and for class 2 provincial roads.
- 3) Currently, national highways can be compared to the volume of vehicles as well as the width of the national highway, as well as provincial and regional highways.
- 4) The special road classification we are working on is for urban areas where heavy vehicles over 8 tons are not permitted to enter and only small cars are permitted to go on urban roads.

- 5) In general, everything has been done; but, as the amount of passing cars increases, changes and extra traffic lights are required, in the sense that permanent standard signals with APIs (signaling devices) must be installed at this time.
- 6) Due to the construction of roads, not all requests have been handled in general, such as those in school areas since they cannot wait for the budget to be granted precipitously.
- 7) In terms of vehicle feasibility in Purwakarta regency, regular tests, known as KIR, are still being conducted for all motorized vehicles in accordance with Government Regulation No. 55 of 2012 on Vehicles.

c. Repressive Measures

When all other preventive and preventive measures have failed, repressive are reportedly used in the Purwakarta jurisdiction as a last resort. This repressive phase is the slope of the application of the law. As a result of this effort, individuals who commit violations are subject to repercussions. For example, daily activities and combined operations. The purpose of this approach is to evaluate the vehicle's or driver's integrity; if a violation is discovered, a fine will be imposed. Participation from all members of the traffic working group. People will drive more cautiously as a result of this regular procedure.

This repressive endeavor is carried out through pursuing traffic offenses by drivers, such as traffic rule violations, lack of driving documents, etc. In this context, a policy of raids and patrols can be utilized to pursue traffic offenders.

CONCLUSION

With reference to deterrence theory, which calls for traffic officers to provide legal action capable of discouraging traffic violators from violating the law, the author discusses the contribution of the Purwakarta Police Traffic Unit's Turjawali Unit in implementing the function of the Purwakarta Police Traffic Unit in preventing traffic accidents. The second theory, known as the "cooperation theory," details the ways in which the police work with other agencies, like the Department of Transportation and the Department of Public Works, to reduce the number of traffic accidents and increase the level of traffic security and safety (kamseltibcarlantas).

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