



## Awareness Level of Traffic in the Mukomuko Regency

**Sutiono Mahdi<sup>1\*</sup>**

<sup>1</sup>*Study Program of English Literature, Faculty of Cultural Sciences, Universitas Padjadjaran, Sumedang 45363, Indonesia*

*\*Corresponding author email: [sutiono.mahdi@unpad.ac.id](mailto:sutiono.mahdi@unpad.ac.id)*

---

### Abstract

The problem is even though law enforcement management of motor vehicle violations in Mukomuko Regency already exists based on Law Number 22 of 2009 concerning Road Traffic and Transportation, the level of public awareness of traffic in Mukomuko Regency is still not effective. However, there are still signs of an irresponsible person, such as a driver who constantly violates traffic rules. This is the result of the habit of people who are not allowed to ride motorbikes. This study aims to measure public knowledge about traffic problems and identify challenges faced by law enforcement. In order to create a thorough and accurate picture of the problem under investigation, sociological legal research is the type of research used. This is because this type of research is carried out directly at the location or place under study. All parties involved in the problem under study became the sample population for this study which was conducted in Mukomuko Regency. Primary, secondary, and tertiary sources of information were used. In this research, data collection methods are observation, interviews, and literature review. From this research, it is possible to draw conclusions on a number of fundamental issues. First, depending on traffic laws and regulations there is relatively little public understanding of traffic in Mukomuko Regency. Secondly, based on Article 77, Paragraph 1, of Law Number 22 of 2009 Concerning Road Traffic and Transportation, the challenges that the Police must overcome in order to raise public awareness of traffic. The police must contend with motorists that disobey and break traffic laws.

*Keywords:* Level of Public Awareness, Traffic

---

### 1. Introduction

Transportation is a process of moving, transporting, and diverting, and this process cannot be separated from the requirement for transportation infrastructure (roads) to guarantee the efficient transfer process in accordance with the desired time. In all of Indonesia's regions, regencies, and cities, including those in the province of Bengkulu, traffic laws are in effect (Zang & Lu, 2020). However, most district/city regions, local government, and village roadways, including recently created areas, do not enforce traffic laws. Forms of violations in the field of two-wheeled motorized vehicle traffic in Mukomuko Regency are not fulfilling the driving requirements stipulated in the traffic law including violations of not wearing a helmet, violation of not turning on the main light, violation of not carrying goods certificate of motorized vehicle number, violation of not have a driver's license, and violation of traffic markings and signs.

In Mukomuko District, traffic offenses are frequent. There are various infractions, such as failing to complete motor vehicle paperwork, not donning a helmet, and driving without a valid license (Truitt, 2008). From the description of the background explanation, the researcher is interested in conducting research on Traffic Violations with the title Level of Community Traffic Awareness in Mukomuko Regency. The purpose of this research is to measure public knowledge about traffic problems and identify challenges faced by law enforcement. This research can be used as input into the role of the traffic unit police in dealing with the legal awareness of the community in traffic in Mukomuko Regency.

### 2. Materials and Methods

#### 2.1. Materials

The type of research that will be used is sociological legal research, which seeks to understand the relationship between law and society in order to determine how effectively laws are implemented in society. In this type of research, the researcher conducts research directly at the site or location being studied in order to present a complete

and accurate picture of the issue being studied. This study was carried out in Mukomuko Regency because there were a lot of two-wheeled vehicle traffic offenses there as a result of a lack of legal awareness among the general people.

## **2.2. Methods**

### **2.2.1. Population**

The population is the entire thing or a collection of things with similar properties (Weeks, 2008). All parties involved in the issues this study is examining make up the population. The participants in this study include the leader of the last police unit to cross the resort in the Mukomuko District, the leader of the cross-resort traffic police unit, and those responsible for crossing traffic infractions.

### **2.2.2. Sample**

The population that will be utilized as the population object includes the sample. Using the Census technique and purposive sampling, the sample was determined. The goal of the purposive sampling approach is to identify the number of samples that accurately reflect the population as a whole, whose sample categories were selected by the author specifically for this research, i.e., samples that are knowledgeable in the subject.

### **2.2.3. Data Collection Technique**

There are various methods for gathering research data. Through direct question and answer sessions with the respondents, the author collects data through interviews. Using a list of questions that are related to the issue being researched, a questionnaire is a means of gathering data. Literature study, a technique for gathering data, establishes the researchers' active engagement in reading works of literature that are related to the issue being researched. This technique is employed in the field of sociological legal research to support primary data from secondary sources.

### **2.2.4. Data Analysis**

The analysis used in this study was quantitative analysis, or the analysis of data based on sentence descriptions or data that was not analyzed using statistics, mathematics, or other techniques of a similar nature, such as what respondents wrote or said out loud, and real behavior that was researched and studied in its entirety.

## **3. Results and Discussion**

### **3.1. Level of Community Legal Awareness in Traffic in Mukomuko Regency.**

Currently, Mukomuko's public legal awareness of traffic is not operating at its highest potential in compliance with traffic rules. The Mukomuko Regency traffic police have nevertheless enforced the law against traffic offenses by repressive measures, which comprise two legal and educational initiatives. action that is intended to educate, including warnings and other forms of action against violators. While legal, such a course of action is carried out by citations or penalties as well as the culprits of accidents that result in casualties, utilizing the investigational guidelines as outlined in the Criminal Procedure Code (Schulhofer, 1973). Laws that are currently in effect in society, according to C.S.T. Kansil, must be scrupulously followed because they have both regulatory and coercive elements. Motor vehicle infractions that do not satisfy the standards for driving from the ages of 16 to 21, then from the ages of 22 to 30, constitute one of the crimes that happen in Mukomuko Regency. Whenever an inspection fails to reveal the necessary driving skills as prescribed by Law Number 22 of 2009 regarding Road Traffic and Transportation (Stanton & Salmon, 2009). The motorized vehicle violators are warned by the police. Following that, for traffic offenses that don't fully comply with highway driving, direct legal sanctions should be used in addition to instructional efforts reprimands. Most of those who violate the rules and ignore the safety of motorcyclists from school children and adolescents aged 22 to 30 years, among other forms of traffic violations (Masoumi et al., 2016):

- 1) Does not comply with the provisions of the road traffic laws and regulations regarding vehicle equipment. In article 291 which reads: Everyone who drives a motorbike does not wear an Indonesian national standard helmet as referred to in Article 106 paragraph (8) shall be subject to imprisonment for a maximum of 1 (one) month or a fine of a maximum of IDR 250,000.00 (two hundred and five tens of thousands of rupiah).
- 2) Driving a motor vehicle without displaying a valid driving license (SIM), STNK, or vehicle police number is punishable under Article 281, which states: Anyone who operates a motor vehicle without a valid driving license as defined in Article 77 paragraph (1) is subject to a maximum penalty of 4 (four) months in jail or a fine of IDR 1,000,000.00 (one million rupiah). others in compliance with any applicable laws.

- 3) Using the road in a way that could jeopardize convenience and orderly traffic. One of them is that the car lacks a turn signal, as stated in Article 112 Paragraph 2: "Drivers of vehicles that are going to change lanes or move sideways shall be alert to the traffic conditions in front, beside, and behind the vehicle and shall give a signal."
- 4) Leaving motor cars on the road without a proper license plate that corresponds to the car's number. A maximum penalty of 2 (two) months in prison or IDR 500,000.00 (five hundred thousand rupiah) in fine applies to anyone who operates a motor vehicle on the road without having a motorized vehicle registration certificate or a motorized vehicle trial certificate issued by the Indonesian National Police as specified in Article 106 paragraph (5) letter a.
- 5) Violation of orders given by road traffic control officers, signs, or signs on the road surface.

As a result of the explanation above, it may be inferred that a person will have legal awareness if they have legal attitudes and behave in a way that complies with the law. Theoretically, if these three measures of legal awareness are low, then legal knowledge, legal attitudes, and legal behavior are also likely to be low, or vice versa (Gillman, 2001). Additionally, Law Number 22 of 2009 regulating Road Traffic and Transportation, Articles 264 to 272, regulates the absence of regulations pertaining to the inspection of motorized vehicles on the road. So that those who struggle in traffic make it a habit.

Because of their importance in carrying out the growth process, the aforementioned points are highly crucial to understand. Stability in all areas is required for a development program to succeed, which is seen as the condition of compatibility between components of culture and society (Paul, 1987).

### **3.2. Obstacles Faced by The Police in Handling Community Legal Awareness in Traffic in Mukomuko Regency**

The police face a challenge in dealing with the lack of legal awareness and lack of understanding among the driving public, who sometimes even disobey traffic laws or drive on the highway. In Mukomuko Regency, there are still a lot of drivers of motorized vehicles who do not wear helmets or other safety equipment, and it appears that this is a common occurrence (Lutfi, 2020). This low legal awareness will become an obstacle in the implementation of the law, both in the form of high levels of law violations and lack of community participation in law enforcement (Abrego, 2011).

Most drivers do not understand the provisions for the completeness of motorized vehicles, as stipulated in Law No. 22 of 2009 concerning Road Traffic and Transportation. So as a result these drivers continue to violate the rules and ignore the safety of other road users. Especially for the riders themselves, this should be a concern of the government to evaluate policies on the completeness of motorcycle riders, both in regulation and in practice, so that the objectives of the law which consists of three elements, namely: justice, benefit and certainty can be achieved or aspired to aspire (Ang et al., 2019).

Lack of awareness in traffic that ignores traffic rules. Indeed, there are still many people in Bengkulu Province who pay little attention to traffic rules, especially in Mukomuko Regency. This is due to a lack of understanding of motorcycle riding equipment such as helmets, and legal awareness which is not good for the safety of the riders themselves, so it becomes a habit for people to ignore these rules.

According to Soerjono Soekanto that high legal awareness resulted in citizens complying with applicable legal provisions. Conversely, if legal awareness is very low, then the level of compliance with the law is also not high. This relates to the functioning of law in society or the effectiveness of legal provisions in its implementation. Someone who has legal awareness will have a judgment on the law which he judges in terms of his goals and work. Lack of discipline and minimal or low public legal awareness of traffic regulations. When crossing at an intersection there is hesitation to cross. So driving discomfort arises, due to the fact that there is no real order in handling traffic.

According to information the author collected from some of the offenders and the general public, as well as observations made by the author, it appears that law enforcement officials continue to be present. This can lead to unrest in the community and a lack of law enforcement agency oversight of traffic, which results in a lack of legal and law enforcement authority. Specifically, respect for the law in other words, the equality before the law idea is present in law enforcement. Justice and truth must be proclaimed, felt, seen, and actualized within the framework of law enforcement by all law enforcement agencies (human inclusive).

### 3.3. Police Interventions to Raise Legal Awareness Among the Public in Mukomuko Regency

The efforts made by the Police to overcome the low legal awareness of the community, namely preventive efforts, are efforts made by the Police to prevent the occurrence of criminal acts of traffic violations in Mukomuko. Each unit has the same task, namely to carry out efforts to prevent crime, regarding the importance of safety and completeness of driving as stipulated in the traffic law.

In this case, the police carry out activities in the form of coaching to all elements of society, both organized and unorganized communities. Providing traffic counseling to schools and the public about the importance of orderly traffic as stipulated in Law Number 22 of 2009 concerning Road Traffic and Transportation. So that traffic orders and road traffic transportation take place regularly in accordance with the rights and obligations of each road user (Suwitno, 2018).

During the one-on-one operation of the Mukomuko Regency Police, the number of traffic violation cases was very high. The data obtained from interviews with related parties included preventive and repressive efforts. Prevention efforts can be called preventive actions, the goal is to maintain traffic order, in this effort actions are also taken to reduce and minimize traffic violations in Mukomuko Regency. Due to the lack of legal awareness of the community in traffic. This prevention effort is carried out in a systematic, planned, integrated, and directed manner so that good cooperation is needed with the parties, the government, the police, and the community.

One of the prevention efforts that can be carried out by the Mukomuko Regency Police Traffic Unit is by conducting counseling or seminars on traffic issues or traffic laws in various schools and communities in Mukomuko Regency. By holding this counseling it is hoped that students can understand and understand traffic rules. In addition to understanding, students are also expected to comply with all existing traffic regulations. In the sense of prevention, the police also provide guidance to school students by being given important insights about safety in driving both near and far, besides that the police also do not only provide guidance to students, but also provide guidance directly in the field to the community.

Then the police also did not take preventive measures only but with repressive efforts. Repressive efforts are efforts made by the police to overcome or control criminal acts, these efforts are carried out after the crime has occurred. This effort is an effort taken by the police if in an effort to prevent traffic crimes from occurring. By motorized vehicles that do not comply with the regulations stipulated in Law Number 22 of 2009 on Road Traffic and Transportation, and also regulated 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.

### 4. Conclusion

Based on the description and analysis of the problems examined, the following conclusions and suggestions can be drawn. First, the level of public legal awareness regarding traffic is minimal, even though law enforcement against motorized vehicle violations in the jurisdiction of the Mukomuko Regency Police already exists based on Law Number 22 of 2009 concerning Road Traffic and Transportation. However, many indicators of society ignore the rules and do not pay attention to the need for safety due to inappropriate habits in riding motorbikes. Second, the obstacle faced by the police in dealing with public legal awareness in traffic is that the community lacks and does not understand, and even ignores traffic rules. For example, there are still many children under the proper driving age (17) who are allowed by their parents to ride motorbikes on the main road. Then many motorized vehicle drivers were found not using riding gear which always happened without wearing helmets, in Mukomuko Regency.

The advice that can be given is that there is a need for coaching and education so that these activities are directed at every school and all elements of society, both organized and unorganized, so the program is more effective. There needs to be an increase in area operations carried out in order to support government authority and public legal awareness in certain areas, so as to minimize or minimize the forms of traffic violations that occur in Mukomuko Regency.

### References

- Abrego, L. J. (2011). Legal consciousness of undocumented Latinos: Fear and stigma as barriers to claims-making for first-and 1.5-generation immigrants. *Law & society review*, 45(2), 337-370.

- Ang, B. H., Jennifer, O., Chen, W. S., & Lee, S. W. H. (2019). Factors and challenges of driving reduction and cessation: A systematic review and meta-synthesis of qualitative studies on self-regulation. *Journal of safety research*, 69, 101-108.
- Gillman, H. (2001). What's law got to do with it? Judicial behavioralists test the "legal model" of judicial decision making. *Law & social inquiry*, 26(2), 465-504.
- Lutfi, A. Z. (2020). The phenomenon of underage motorbike riders in junior high school students: a critical review of juvenile delinquency. *Journal of Indonesian Social Sciences and Humanities*, 10(2), 121-134.
- Masoumi, K., Forouzan, A., Barzegari, H., Darian, A. A., Rahim, F., Zohrevandi, B., & Nabi, S. (2016). Effective factors in severity of traffic accident-related traumas; an epidemiologic study based on the Haddon matrix. *Emergency*, 4(2), 78.
- Paul, S. (1987). *Community participation in development projects*. Washington, DC: World Bank.
- Schulhofer, S. J. (1973). Harm and punishment: A critique of emphasis on the results of conduct in the criminal law. *U. Pa. L. Rev.*, 122, 1497.
- Stanton, N. A., & Salmon, P. M. (2009). Human error taxonomies applied to driving: A generic driver error taxonomy and its implications for intelligent transport systems. *Safety Science*, 47(2), 227-237.
- Suwitno, S. (2018). Legal Protection of Vehicle Users by Under Age (Minors) Viewed from The Perspective at Present Act No. 22 of 2009 on Traffic and Transportation. *Jurnal Daulat Hukum*, 1(2), 501-508.
- Truitt, A. (2008). On the back of a motorbike: Middle-class mobility in Ho Chi Minh City, Vietnam. *American ethnologist*, 35(1), 3-19.
- Weeks, J. R. (2020). *Population: An introduction to concepts and issues*. Cengage Learning.
- Zhang, H., & Lu, X. (2020). Vehicle communication network in intelligent transportation system based on Internet of Things. *Computer Communications*, 160, 799-806.