



The Effort of Turjawali Traffic Units to Prevent Traffic Accidents at Purwakarta Police Area

Muhammad Arif Rahman

Master in Police Science, Universitas Indonesia, Indonesia

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Abstract

According to Article 13 of Law No. 2 of 2002 on the Indonesian National Police, the National Police of the Republic of Indonesia (Polri) is entrusted with maintaining public security and order, upholding the law, and providing protection, protection, and services to the community. It refers to the responsibility for ensuring public order and security. The National Police have a unique role in the community to avoid road accidents, as outlined in Traffic and Road Transport Law No. 22 of 2009. According to data on the number of road accidents in Indonesia, the number of accidents continues to rise year after year. The resort police in the Purwakarta legal area, particularly the Turjawali Satlantas unit, have undertaken numerous attempts to prevent and overcome traffic accidents in the area in an effort to prevent traffic accidents, particularly in the Purwakarta area. The inquiry was conducted at the Purwakarta Police Station, and the article was written qualitatively, focusing on the work of the Turjawali Traffic Unit of the Purwakarta Police in preventing traffic accidents (Poles Purwakarta). Based on the study's findings, the Turjawali Traffic Unit used three stages to make various efforts to prevent traffic accidents in Purwakarta Police in general, namely repressive, preventative, and preventive measures. In addition to the findings, violations are the root cause of many accidents. Traffic offenses can arise as a result of carelessness or purposeful rule infringement, such as disregarding traffic signs. In addition to insufficient vehicle factors, traffic accidents can occur as a result of human negligence in driving.

Keywords: *Traffic Police Unit; Traffic Accidents; Efforts; Prevention*

Introduction

In everyday life, people carry out activities that require them to move from one place to another in order to fulfill their needs. To facilitate these activities, people need vehicles to move places. Vehicle is a means of transportation on the road which consists of motorized vehicles and non-motorized vehicles (Damanik, 2019). With this vehicle, traffic activities on the highway appear which are progressing day by day along with advances in science and technology. Traffic activities are a major need for people's lives. Traffic here as quoted from Law No. 22 of 2009 concerning Road Traffic and Transportation can be interpreted as the movement of vehicles and people in the Traffic Room.

Along with the times, the needs of the community can be met so that the level of community welfare is increasing (Kusuma, 2013). The increasing welfare of the community also has an impact on the number of existing vehicles. The increasing number of vehicles causes the traffic space to be smaller and congested. Traffic space here is in the form of roads and supporting facilities for traffic activities. With the narrow traffic space, traffic problems arise that affect security, order and smoothness in traffic such as congestion, traffic accidents to criminal acts related to traffic.

Among the problems that arise, traffic accidents are very common. Traffic accidents as quoted from Law no. 22 of 2009 concerning Road Traffic and Transportation is an incident on the road that is unexpected and unintentional involving a vehicle with or without other road users resulting in human casualties and/or property loss (Kusuma, 2013). Traffic accidents are caused by several factors, one of which is the human factor. The community as road users is the factor that causes the most traffic accidents both caused by the negligence of the community and as a result of the public's disorganization towards good and correct traffic procedures. The lack of quality and availability of traffic infrastructure such as potholes, bumpy roads and the wrong placement of signs and road markings can be one of the triggers for accidents. Human negligence as road users is also a trigger for accidents such as drivers who do not have a driver's license, drivers under drugs, distractions while driving, such as playing with mobile phones, calling, and texting (Triansih, 2020).

Road users who do not have an orderly traffic are the duty and responsibility of the officers on duty and in authority, especially the police. In this case, the police provide services to the community to overcome the problem of public disorder in traffic by monitoring and providing knowledge to the community related to traffic order. In order to create a situation where the road user community is truly orderly with the applicable regulations, it takes hard work by the police because in our country there is still a culture to be monitored. Road users will obey traffic rules if there are officers watching them. The existence of supervision from officers indirectly causes traffic accidents to be prevented. From the data on the number of traffic accidents that occurred in Indonesia in the period 2017 to 2019 the number of accidents continues to increase from year to year (Police Academy, 2019). According to data from the Central Bureau of National Statistics, it can be seen the number of accidents and can compare the number of accidents that occurred from 2014 to 2019 in Indonesia according to what can be seen in the following table:

Table 1. Traffic Accident Data in Indonesia during 2014 – 2019: (Komite Nasional Keselamatan Transportasi, 2021)

| Year | Number of accidents |
|-------------|----------------------------|
| 2014 | 95.906 |
| 2015 | 98.970 |
| 2016 | 105.374 |
| 2017 | 98.419 |
| 2018 | 103.672 |
| 2019 | 107.500 |

This shows an increase in traffic accidents that occurred in Indonesia from 2014 to 2019. In 2019 data from the Central Statistics Agency showed that of the 107,500 accidents that occurred in Indonesia,

West Java Province contributed 7,217 accidents from 33 provinces. This means that 7.75% of accidents in Indonesia in 2019 occurred in West Java Province.

With so many accidents that occur, the community demands that the Police can provide the best in protection, protection and service to the community. In carrying out protection, protection and service to the community, one of the tasks of the Police is implemented in the field of traffic through the technical function of traffic. The Traffic Technical Function is an implementing element whose duties are responsible for guarding, regulating, patrolling and escorting, public education, traffic engineering, registration and identification of motorized drivers/vehicles, investigation of traffic accidents and law enforcement in the field of traffic, in order to maintain security, safety, order and smooth traffic. As referred to in Article 14 paragraph (1) of Law Number 2 of 2002, in carrying out the main tasks as referred to in Article 13, the Indonesian National Police are tasked with:

- a. Implementing regulation, guarding, escorting and patrolling community and government activities as needed.
- b. Organizing all activities to ensure security, order and smooth traffic on the road.
- c. Fostering the community to increase community participation, legal awareness of the community and the obedience of community members to laws and regulations.

The role of the National Police, particularly the Traffic Unit, is critical in preserving traffic order so that road users can enjoy order, security, and safety. The decrease in the frequency of accidents and traffic violations in the area demonstrates the Traffic Unit's success in preserving traffic order. To do this, all necessary parties, including the police, government agencies, and the general public, must work together. Efforts to prevent traffic accidents cannot be carried out by one party alone; they require the support and coordination of other agencies as well as the community.

A variety of questions arise from the context of the issues discussed, including: (1) How is the situation of Traffic Accidents in the Purwakarta Police Area?; (2) what are the factors that cause traffic accidents in the jurisdiction of the Purwakarta Police?; and (3) What are the efforts of the Traffic Unit Turjawali to prevent traffic accidents at the Purwakarta Police?

This article was written in a qualitative manner, concentrating on the efforts of the Turjawali Traffic Unit at the Purwakarta Police Department in preventing traffic accidents, with the research taking place at the Purwakarta Resort Police Department (Polres Purwakarta). The theory of attitude development, deterrence theory, cooperation theory, the notion 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 used in this study's analysis. This paper is likely to add to the literature on police efforts to avoid road accidents, particularly the Turjawali Satlantas unit.

Discussion

1. Traffic Accidents in the Purwakarta Police Area

To begin with, in this chapter we shall analyze the high number of traffic accidents in the Purwakarta Police jurisdiction, both of which led in minor injuries, serious injuries, and even death, in this part.

According to the statistics, there were 390 (three hundred and ninety) traffic accidents in Purwakarta Police in 2017, with 183 (one hundred and eighty-three) fatalities and 32 (thirty-two) seriously injured. Minor injuries to 487 (four hundred eighty-seven) individuals, 408 (four hundred eight) instances for two-wheeled vehicles, and 274 (two hundred seventy-four) cases for four-wheeled vehicles, with a total material loss in 2017 of up to Rp2,183,500,000,000.00 (two thousand one hundred eighty-three million five hundred thousand rupiah).

Table 2. Traffic Accident Data in Purwakarta during 2017 – 2019:

| Year | number of vehicles | victim died | Serious injury | Minor injury | Material loss (in million rupiah) | the vehicles involved | |
|-------|--------------------|-------------|----------------|--------------|-----------------------------------|-----------------------|--------------------|
| | | | | | | Two wheeler | four-wheel vehicle |
| 2017 | 390 | 183 | 32 | 487 | 2.183,5 | 408 | 274 |
| 2018 | 478 | 148 | 34 | 679 | 1.409,95 | 492 | 334 |
| 2019 | 358 | 154 | 37 | 527 | 3.948,9 | 377 | 290 |
| Total | 1226 | 485 | 103 | 1693 | 7.542,35 | 1277 | 898 |

Source: Purwakarta Police Area

In 2018, there were 478 (four hundred and seventy-eight) traffic accidents in the Purwakarta Police area, with 148 (one hundred and forty-eight) deaths, 34 (thirty-four) serious injuries, and 679 people, for two-wheeled vehicles up to 492 (four hundred and ninety-two) cases and four-wheelers up to 334 (three hundred and thirty-four) cases, with a total material loss of Rp. 1,409 (one thousand four hundred nine million nine hundred fifty thousand rupiah).

In 2019, the number of traffic accidents in the Purwakarta Police area was 358 (three hundred and fifty-eight) cases, with 154 (one hundred and fifty-four) people killed, 37 (thirty-seven) people seriously injured, and 527 (five) people, one hundred and twenty-seven) people with minor injuries, 377 (three hundred and seventy-seven) cases of two-wheeled vehicles and 290 (two hundred and ninety) cases of four (three thousand nine hundred forty-eight million nine hundred thousand rupees). The data presented indicates that traffic accident cases in the Purwakarta Police area are variable. This is a significant situation that must be confronted, as well as overcome and avoided.

Further, the following are examples of cases of traffic accidents that occurred in the Purwakarta Police area:

- a. Cases of traffic accidents on the Purwakarta-Bandung Arterial Road as a result of noncompliance with traffic regulations. Two of the three students in Purwakarta Regency were killed in a traffic accident (accident) on the Purwakarta-Bandung Arterial Road, more specifically in Cimuntuk Village, Rt 04 Rw 01, Sukatani Village/Sub-district, Purwakarta Regency. On Saturday, May 12, 2018, at approximately 11.45 a.m. WIB. Aldi, a 14-year-old inhabitant of Cikadu Village, Sukatani Sub-district, and Fahmi Saepul Mukti, a 15-year-old resident of Cilalawi Village, Sukatani District, were killed in the accident. Meanwhile, Vina Melina, a 14-year-old resident of Cipetir Village, Liunggunung Village, Plered District, Purwakarta Regency, was gravely hurt. The collision occurred while a Honda Beat motorcycle with the license plate T-2269-BA from Ciganea was traveling to Cianting. Upon arriving at the scene, it is thought that the two-wheeled vehicle lost control due to the vehicle's noncompliance with national regulations and the fact that the driver and passengers were not wearing helmets, and subsequently fell to the right, surpassing the center line of road markings. Narwan, a resident of Kobak Biru Village, Karang Mulya Village, Telukjambe District, Karawang Regency, drove the Tronton truck with the registration number PolosiT-9326-DE from the opposite direction, and the truck ran over the three victims. Aldi, the motorcyclist, and Fahmi Saepul Mukti, the passenger, perished at the spot, while Vina Melina, a survivor, was transferred to Bayu Asih Hospital in Purwakarta for medical care (Halim, 2020).

- b. **Traffic Accidents Caused by Noncompliance with Traffic Regulations on the Cipularang Toll Road KM 9** The tragedy happened on the Cipularang Toll Road KM 91 Line B, which connects Bandung and Jakarta. The route includes Cibodas Village, Sukatani District, Purwakarta Regency, West Java. A sequence of collisions involving at least 18 automobiles occurred on Monday, September 2, 2019. According to sources, the accident on the Cipularang KM 91 Toll Road occurred about 12.30 WIB, and the chronology of the disaster began when the driver of a dump truck lost control on the KM 91 Cipularang Toll Road, which connects Bandung and Jakarta. As a result, the sand-filled dump truck with the license plate number B 9763 UIT overturned. A long line of vehicles formed along the KM 91 Cipularang Toll Road as a result of the event. A second dump truck, B 9410 UIU, arrived shortly after and collided with the queued vehicle. According to police reports, the accident involved 18 vehicles, including two dump trucks, 11 cars, one PO Budiman bus, two box trucks, one Hino truck, and one light truck. At the time of the incident, the driver of the overturned garbage truck perished on the spot. DH was the driver of the dump truck that had overturned (Dedi Hidayat). S (Subana), the driver of the dump truck behind us who was apparently involved in a vehicle crash, was injured. Subana noted in his report that the two dump trucks involved in the accident were delivering sand from Cianjur Regency to East Bekasi. The driver of the wrecked garbage truck, according to Subana's confession, was a friend. The dump truck had a defective brake in the first accident on the Cipularang Toll Expressway. According to Subana, her companion opted to move the dump truck into the right lane after passing her vehicle because numerous trucks were traveling slowly in the left lane. Many automobiles were speeding up when she was in the right lane. However, just as she was ready to track him down, Subana's friend's garbage truck flipped over. She was unable to avoid the collision after that. Minor injuries, significant injuries, and even death resulted from the traffic accident, which were rushed to Thamrin Hospital. Seven people have died and 24 have been injured. Bruises, broken bones, and burns were among the injuries sustained by the victims. Foreigners from South Korea were among the 24 injured (CNN Indonesia, 2019).

Based on data that has been described priorly, it shows that the police, particularly the Turjawali Satlantas unit in the Purwakarta Police area, need to put in more effort based on the data.

2. Factors of Traffic Accidents in the Jurisdiction of the Purwakarta Police

In general, human negligence in the usage of the vehicle being driven can cause traffic accidents, such as the victim not paying attention to passing vehicles or not paying attention to driving equipment, possibly because he does not care. or you don't give a damn. should be aware of. The majority of accident casualties are the result of violations, specifically infractions made by humans and automobiles. The following are some of the variables that contributed to road accidents in the Purwakarta Police District.

a. Human aspects of violations result accidents.

Humans include pedestrians and persons who drive motorized or non-motorized vehicles, also known as drivers. The human violation factor is the most dominant factor in the incidence of accidents, as humans were the first to drive. And the majority of the accidents that occur are caused by people who do not follow traffic regulations; these infractions are caused by human intention or a failure to pay attention to the restrictions outlined in the Traffic and Road Transport Law No. 22 of 2009.

Table 3. Traffic Accidents Due To Human Factors

| Human factor | Period | | | Total |
|--------------------|--------|------|------|-------|
| | 2017 | 2018 | 2019 | |
| Racing | 4 | 2 | 0 | 6 |
| Speed | 37 | 30 | 14 | 81 |
| Using mobile phone | 15 | 12 | 6 | 33 |
| Under alcohol | 5 | 3 | 3 | 11 |
| undisciplined | 9 | 24 | 10 | 43 |
| Others | 2 | 4 | 1 | 7 |
| Total | 72 | 75 | 34 | 181 |

b. Infractions caused by vehicular factors

One of the elements that contribute to the occurrence of traffic accidents is the automobile. We must use an appropriate car or a complete vehicle when driving because if it is not complete, such as not utilizing rear view mirrors, good tires, not turning on the main or turn signals, modified or modified vehicles that produce noise, we will be in danger. The sound of a noisy vehicle can risk our lives and cause minor accidents, catastrophic accidents, or death if other users of the vehicle do not notice the given signal, such as ringing a bell. The researcher will then give a table triggered by the vehicle factor.

Table 4. Traffic Accidents Due To Vehicle Factors

| Human factor | Period | | | Total |
|------------------------------|--------|------|------|-------|
| | 2017 | 2018 | 2019 | |
| Bad tires | 5 | 8 | 4 | 17 |
| Mirrors | 7 | 5 | 1 | 13 |
| vehicle lights | 3 | 2 | 0 | 5 |
| machine | 4 | 8 | 4 | 16 |
| Unworthiness of a motorcycle | 11 | 2 | 2 | 15 |
| Total | 30 | 25 | 11 | 66 |

The following are the findings of the author's inquiry at the Purwakarta Police, particularly the Laka sector of the Purwakarta Police, into the causes and consequences of traffic accidents in the Purwakarta Police area: (Hartanto, 2021; Naufal, 2018)

- a. The causes of accidents that usually occur in the Purwakarta Police area are due to human factors that do not comply with the applicable regulations; even the residents of Purwakarta ignore the regulations that must be followed, in addition to the fact that accidents occur because the driver is incompetent in driving and then forces himself when he is sleepy. Other elements that contribute to accidents include the vehicle's condition, as well as the road's unevenness and uphill/downhill gradient. Furthermore, the weather component is frequently due to rain, which reduces visibility. restricted, and fog frequently occurs, limiting visibility.
- b. One of the variables is the vehicle factor; many accidents occur because the car is no longer fit to be driven or is not utilized, and the driver forces the vehicle and does not examine it before usage, for example. failure of the brakes

- c. The Purwakarta Regency accidents claimed numerous casualties in the age of children who did not have a Driver's License (SIM), such as students, and also commonly occurred during productive ages.
- d. The impact of traffic accident losses in the Purwakarta Regency region includes casualties ranging from mild injuries to major injuries to fatalities, as well as damage to various public structures.

3. The Efforts of The Traffic Unit Turjawali To Prevent Traffic Accidents At The Purwakarta Police

The Purwakarta Police, particularly the Traffic Unit, plays a key role in preventing high traffic accidents within the Purwakarta Police area. In order to prevent traffic accidents, the Traffic Units, particularly the Turjawali Unit, use actions that are consistent with police procedures, namely: preventive actions, such as guarding, regulating, escorting, and patrolling, repressive actions, such as taking action against traffic violations, and educative actions, such as encouraging road users to behave orderly.

The efforts to prevent traffic accidents carried out by Turjawali Unit in Purwakarta Police Area, there are 3 (three) stages, namely pre-emptive, preventive, repressive, as follows:

a. Pre-emptive Measures

The police made the initial attempt to prevent criminal acts from occurring. This means that the first stage is to provide an explanation or comprehension of what traffic rules to observe and what to bring, as well as the integrity of the vehicle to be utilized. There are two methods for socialization: direct socialization and indirect socialization (Bogra, 2016). With these two socializations, it is expected that if people do not participate or are not present at the time of direct socialization at school or in their local town, they can watch television, read on social networks, or post on Facebook or Instagram because it is not uncommon for people to not have cell phones or social media users. You can also gaze out the window to warn others to drive cautiously. The police's socialization efforts, particularly the Turjawali unit in the Purwakarta Region, are critical for the community or students, since they raise knowledge and alertness regarding the usage of cars. Because socialization is a sort of orientation for humans, it tells or provides understanding and explanations about how to use a good and right vehicle, what things should be considered when driving, and what things are prohibited to drive. The goal of this development is to raise the level of living by adhering to traffic laws and regulations. The person in charge of the Traffic Unit (Satlantas) of the Purwakarta Police, in partnership with the Education Office (Disdik) of the Purwakarta Regency, carries out the Diffusion of Traffic Education and Traffic Accident Prevention agenda for Primary School Teachers.

Purwakarta Police's Traffic Unit continues to provide and disseminate road safety information. Socialization can be done directly by contacting vehicle drivers on various occasions, or indirectly by putting road safety billboards, for example. The phrase inscribed on billboards and banners is "'Stop Violation.' No traffic accidents. Safety for human being" (*Stop Pelanggaran. Stop Kecelakaan. Keselamatan Untuk Kemanusiaan*). Then, billboards and security banners were installed in an effort to reduce accidents in the Purwakarta Police jurisdiction. In addition to billboards and safety banners, the Purwakarta Police Traffic Unit has erected a Traffic Accident Monument in an effort to remember and reduce accidents. Drivers are encouraged to be cautious and prioritize road safety since causes of accidents other than vehicle, road, and nature or weather variables, human factors, or human mistake, are the primary causes. Because if you are not cautious, it is possible that you will be involved in a traffic accident (Fatubun, 2017).

b. Preventive Measures

Preventing crime or bad things that are not wanted is the goal of this preventive measures. Preventive efforts carried out by the Turjawali unit of the Purwakarta Police Satlantas include: First, conduct traffic operations or raids in various locations, such as Ciganea, Sadang, Cibening, Jalan Basuki Rahmat, Jalan Jendral Ahmad Yani, in specific areas and at specific times in Purwakarta district police, and take direct action against motorists who fail to comply with the transit order or regulation.

Second, conducting school operations or raids and partnering with the Purwakarta District Education Office - carrying out socializations or Dikmaslantas (Community Traffic Education), this is done to raise awareness and compliance with traffic regulations. This is accomplished by visiting schools and advising students not to drive two- or four-wheel vehicles.

Third, cooperate with the Purwakarta and Jasaraharja Regency Transport Services to create road markings, road signs, and banners to remind people to drive safely.

Then, the operations or raids that are carried out are continuous, that is, they are carried out on working days, that is, Monday through Friday, and they move, although there are punctual ones, if the accident rate continues to rise in a month, then the hours or days of operation or add and strengthen the raids, including operations or raids that are carried out at specific times, such as zebra operations or raids, candle operations, diamond operations, and so on.

In addition, based on the research findings, it was found that the resort police (Polres) in the Purwakarta jurisdiction also established a cooperative relationship with the Purwakarta Regency Transportation Service. The collaboration is carried out as part of an effort made as a provider of traffic facilities, as indicated below:

- 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 own 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 promptly.
- 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

According to a police source in the Purwakarta jurisdiction, crackdowns are used as a final resort after preventative and preventative measures have been exhausted. This repressive stage is the incline of the law's application (Mufidah & Jannah, 2020). As a result of this endeavor, when a person commits a breach, they are susceptible to consequences. Daily operations and joint operations, for example. This

procedure is performed to verify the integrity of the vehicle or the integrity of the vehicle's user; if an infraction is found, a fine will be issued. Where all members of the traffic working group participate in this activity. People will be more cautious when driving as a result of this normal operation.

This repressive effort is carried out by following up on violations in traffic by drivers, such as violating traffic rules, lack of driving documents, and so on. In this context, traffic violators can be followed up through a policy of raids and patrols.

Conclusion

Based on the analysis, several conclusions can be drawn from this research. The research on "The Effort Of Turjawali Traffic Units to Prevent Traffic Accidents at Purwakarta Police Area" begins with the high number of traffic accidents in the Purwakarta Police jurisdiction, both of which resulted in victims suffering minor injuries, serious injuries, and death. Society cannot avoid road accidents, but we may take actions to keep them from becoming more common.

As part of the National Police, the Purwakarta Police, particularly the Traffic Unit, plays a key role in reducing high traffic accidents within the Purwakarta Police area. In order to prevent traffic accidents, the Traffic Units, particularly the Turjawali Unit, employ police procedures such as preventive actions such as guarding, regulating, escorting, and patrolling, repressive actions such as taking action against traffic violations, and educational actions such as appealing to the public using the road to be orderly traffic in the hopes of preventing the accident earlier. This goal will be achieved if the police in this case, specifically the Purwakarta Police Traffic Unit, coordinates with relevant agencies with authority in the field of traffic, such as the Transportation Service and the Public Works Service, so that they can work together to prevent traffic accidents.

In implementing the function of the Purwakarta Police Traffic Unit Turjawali Unit in preventing traffic accidents, the author discusses it using attitude formation theory, which describes how the efforts of the Purwakarta Police Traffic Unit, particularly the Turjawali Unit, in shaping the attitudes of road users to be orderly in traffic, based on deterrence theory, which requires traffic officers to provide legal action capable of deterring traffic violators from violating order or regulations. Then there is the cooperation theory, which explains the form of cooperation between the police and side agencies, such as Department of Transportation and Department of Public Works, in order to prevent traffic accidents and achieve Traffic and Traffic Security (*kamseltibcarlantas/ keamanan, keselamatan, ketertiban dan kelancaran lalu lintas*).

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