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ACTIVE OPTIMIZATION OF ROAD SAFETY PARTNERSHIP ACTION (RSPA) BY BEKASI CITY METRO POLICE TRAFFIC UNIT TO SUPPORT THE RESOLUTION OF TRAFFIC AND ROAD TRANSPORTATION PROBLEMS IN THE BEKASI CITY AREA

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ABSTRACT

As a developing country, Indonesia has traffic issues. Bekasi City, which serves as a buffer for Jakarta, is one of the cities experiencing high traffic jams. The Bekasi City Metro Police Traffic Unit cannot solve various traffic challenges and obstacles on its own; synergistic cooperation among stakeholders is required. Bekasi City Metro Police Traffic Unit efforts to reduce various traffic problems in Bekasi City, one of which is undertaken through the Road Safety Partnership Action activity. This research aims to examine the active optimization of the Road Safety Partnership Action by the Bekasi City Metro Police Traffic Unit in addressing traffic and road transportation issues. This study uses a qualitative approach with analytical descriptive to provide a detailed description of the situation that occurred. The data used uses data primary and secondary. Data collection techniques are observation, interviews, and document studies. Evaluation of data reliability and validity through triangulation. The results of the study show that Bekasi City is faced with high traffic problems seen from the large number of traffic violations and accidents. Road Safety Partnership Action activities are still not optimal due to poor planning, organization, implementation and control. Then, when active RSPA is faced with a number of obstacles such as the lack of quality and quantity of human resources, lack of budget support, lack of support for facilities and infrastructure, and the process of agreement regarding the active Road Safety Partnership Action is only understood at the leadership level.

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1. Introduction.

The birth of Law Number 22 of 2009 concerning Road Traffic and Transportation (also known as LLAJ), is a regulation to realize security, safety, order and smooth traffic (*Kamseltiblan car*) so that economic development and regional development can run in balance and harmony (Akaseh et al., 2021). But despite the fact that there have been various efforts and regulating regulations, the reality is that traffic problems, particularly in terms of safety and order, have not yet been resolved.

Problems in the field of traffic, namely traffic violations, traffic jams and traffic accidents have become a big problem because the number of victims of traffic accidents occupies the third position in

Indonesia as the cause of death, where the number of deaths due to traffic accidents each year \pm 4.000 people, this number does not include victims of serious injuries and material losses, while traffic congestion has occurred evenly, especially in big cities such as the national capital DKI Jakarta, Bandung, Surabaya, and including Bekasi City and various other cities. This is due to the fact that the annual increase in the number of motorized vehicles is not matched by a proportional development in infrastructure like roads and other amenities, and because of the lack of discipline among vehicle drivers (Sidjabat, 2015).

Even so, traffic violations and accidents are also at high rates, which is ironic given the high volume of traffic (Wisnubroto et al., 2019). And this is especially true in the Bekasi City area, where a lack of community discipline in traffic is the primary cause of traffic disruptions (Hermawan, 2016). Loss of control, failure to maintain a safe following distance, a failure to anticipate hazards, and driver fatigue are just some of the most common causes of accidents. Besides that, the next most common cause of accidents involves vehicles, specifically issues with the brakes or tires. Road factors include the very low shoulder, poor visibility, an inconsistent number of lanes, and a lack of warning signs, all of which contribute to the occurrence of accidents. Last but not least, environmental factors such as dense fog, winding, steep roads, and narrow, steep roads are all a result of living in mountainous regions.

The factor of road users as one of the causes of the increasingly complex problems in the field of traffic necessitates efforts so that road users can better obey and comply with various traffic rules that can keep them away from various traffic violations, traffic jams, and even traffic accidents, with discipline in the traffic of road users against the rules and norms of traffic and road transport implementation in accordance with law No. 22 of 2009 concerning traffic and road transport (LLAJ). In an effort to realize the discipline of road users in traffic, the National Police has pursued various steps that can foster the discipline of road users, one of which is by conducting public education in the field of traffic (Yahiji et al., 2018).

In accordance with the mandate of Law no. 22 of 2009 concerning road traffic and transportation, the traffic police have the responsibility to conduct public education in the field of traffic (Fina et al., 2022). However, the responsibility does not necessarily fall on the traffic police. All stakeholders in the traffic sector also have a big responsibility in building traffic discipline. Various institutions and organizations related to traffic management, in fact, are still faced with a system that is not yet integrated with one another. Related institutions/organizations in the main line are Regional Development Planning, Research and Development Agency (Bappeda) or City Planning Office which represent authority in spatial planning and land use policy; Kanwil/Public Works Service having authority over the policy of meeting the needs of transportation infrastructure; Regional Office of Transportation/Traffic and Road Transport Service which has the authority on the policy of meeting the needs of the Transportation and Police cq. Traffic police unit and DLLAJ (Road Transport Traffic Service) are in charge of traffic engineering and traffic management, traffic education and traffic law enforcement and supervision (Traffic Law Enforcement).

Thus, solving road safety challenges requires a multi-sector partnership approach to create sustainable change in road safety. Synergy between related agencies is the most important thing and is a priority. This is clearly recognized in the UN resolution on road safety which states: "Solutions to the global road safety crisis can only be implemented through multisectoral collaboration and partnerships" (World Health Organization, 2006). Hence, in this article the researchers examine the active optimization of the Road Safety Partnership Action (RSPA) by the Bekasi City Metro Police Traffic Unit to support the resolution of traffic and road transport problems in the Bekasi City area.

2. Literature Review.

2.1 Road Safety Partnership Action (RSPA).

It is one of Polri's flagship programs intended to build cooperation between stakeholders in the implementation of Law Number 22 of 2009 concerning Road Traffic and Transportation. The RSPA program at Polri is carried out to see how far Polri has built partnerships with relevant stakeholders in realizing security, safety, order and smooth traffic (Sugeng, 2013). Because, in realizing *kamseltibcar* then it cannot be done by one party alone, but synergistic cooperation and partnerships are needed between agencies in the field of traffic and road transportation.

2.2 Traffic.

Based on the Regulation of the Head of the National Police of the Republic of Indonesia Number 23 of 2010 concerning Organizational Structure and Work Procedures at the Resort Police and Polres Police Levels, Traffic Units are one of the elements implementing the main tasks under the Police Chief. Police traffic unit is tasked with carrying out traffic tour, community traffic education (*Dikmaslantas*), registration and identification services for motorized vehicles and drivers, traffic accident investigation and law enforcement in the traffic sector. Traffic police in accordance with Article 59 paragraph (3) Regulation of the Head of the National Police of the Republic of Indonesia Number 23 of 2010 concerning Organizational Structure and Work Procedures at the Resort Police and Police Police Levels carry out the function of fostering police traffic; fostering community participation through cross-sectoral cooperation, *Dikmaslantas*, and study of problems in the field of traffic; implementation of police operations in the field of traffic in the context of law enforcement and security, safety, order, smooth traffic (*Kamseltibcarlantas*); administrative services for registration and identification of motorized vehicles and drivers; conducting highway patrols and taking action against violations and handling traffic accidents in the framework of law enforcement, as well as guaranteeing *Kamseltibcarlantas* on the highways; security and rescue of road users; and care and maintenance of equipment and vehicles .

2.3 Road Traffic and Transportation Problems,

Traffic problems in developing countries like Indonesia are more complex. Wilonoyudho et al. (2017) provides an illustration of how complex traffic problems are in Indonesia. First, it begins with an imbalance between the increase in the number of vehicles and roads and their completeness. Second, there are weaknesses in the law in the field of traffic, such as the minimum threat of punishment for traffic violators. Third, the discipline of road users is minimal, marked by the high number of traffic violations. Fourth, social factors with different strata also cause differences in the means of transportation used, giving rise to mixed traffic with all the problems that are difficult to regulate and control. Finally, urbanization is a problem in almost all developing countries. Relatively rapid population growth with differences in the social, economic and educational backgrounds of road users, is more pronounced in the field of traffic in big cities.

2.4 Optimization.

Based on the Big Indonesian Dictionary of 2009, "Optimization" comes from the word optimal which means the best, the most profitable; make the best. In other words, the meaning of optimization means an action to make a condition that already exists through the power of motion which accelerates faster so that it always adapts to the situation. Optimization in the context of this writing is interpreted as an effort to make active Road Safety Partnership Action (RSPA) attempt by the Bekasi City Metro Police Traffic Unit in supporting better resolution of traffic and road transportation problems.

2.5 Management Theory.

Based on Management Theory by George R. Terry, it is said that management has elements of man, money, material, and method. Man refers to the human resources owned by the organization (Terry & Rue, 2010). Money or money is one element that cannot be ignored. The material consists of semi-finished materials (raw materials) and finished materials. Method or method is a work procedure that expedites the manager's work. This management theory consists of planning, organizing, implementing, and controlling functions.

3. Research Methods.

This study uses a descriptive analysis method that describes the symptoms and facts found by the author in the field related to the existing problems, then these facts were discussed and analyzed using relevant concepts and theories in solving the problem (Sugiyono, 2017).

This study uses a qualitative approach with analytical descriptive to provide a detailed description of the situation that occurred (Sukandarrumidi, 2009). The data was sourced from data primary and secondary. Data collection techniques were carried out by means of observation, interviews, and document studies. Evaluation of data reliability and validity were done through triangulation techniques.

4. Research Results and Discussion.

4.1 Condition of Bekasi City.

To provide an overview of the conditions for the implementation of the Road Safety Partnership Action (RSPA), in order to solve current traffic and road transportation problems, it is necessary to first explain the situation and conditions of the Kamseltibcar Lalu in the Bekasi City area, as well as the conditions of the Bekasi City Metro Police Traffic Unit, in order to be able to provide an overall picture, taking into account the strength, workload.

The City of Bekasi has 12 (twelve) Districts with an area of 210.49 km²/210.490 HA or 210.498.970 m², with boundaries to the North: Bekasi Regency, North Tambun district, Babelan and Taruma Jaya, West side: DKI JAYA / East Jakarta Duren Sawit sub-districts, Makassar and Cakung sub-districts, East side : Bekasi Regency South Tambun sub-districts and Setu sub-districts, and to the south: Bogor District, Cilengsi and Depok Municipalities, Cimanggis sub-districts (Suprpto, 2015).

Bekasi City is geographically located at 107°27'29" East Longitude and 6°10'-6°15' South Latitude with an altitude of 10 meters above sea level. In general, the Bekasi City area has a tropical climate with an average summer temperature of 33 °C and an average rainy season of 24 °C. The jurisdiction of Bekasi City has 2 (two) rivers/streams, namely the Bekasi River/Calime with an average depth of 2,5 meters flowing from the south to the north through the district, Bantar Gebang, Jati asih, Rawa Lumbu and East Bekasi leading to Bekasi district (Kebalen sub-district) heading to the sea and river/Kalimalang with an average depth of 1,5 meters flowing from the east of Bekasi district (South Tambun sub-district) heading west into the city of Bekasi passing through the sub-district, East Bekasi, South Bekasi and Jati bening Pondok Gede heading to East Jakarta. The total population is 2.464.719 with the following details: The male population is 1.250.435, and the female population is 1.130.618. The rapid growth of population areas, Perum BTN (housing), Real estate and shophouses resulting in a reduction, rice fields, dry fields / fields while the industrial area shifted to the Bekasi district area, that the city of Bekasi has an average average plain, no mountains or hills, with a flat elevation - average less than 50 meters above sea level who have an average livelihood as private employees/employees, traders and farmers. While contributing to regional income, the existence of an industrial area in this city is able to become an engine of economic growth, with industry as the leading sector, followed by trade and agriculture.

4.2 The condition of Kamseltibcar Then in Bekasi City.

Traffic on the road is part of people's daily lives, every citizen has the right to carry out traffic activities according to his own interests. Nonetheless, so that individual rights within the community do not conflict, the government as the organizer of the state establishes different traffic laws and regulations. These laws and regulations aim to create safe, orderly and smooth traffic. Every community uses its individual rights to traffic, at the same time it has an obligation to obey all traffic regulations.

The condition of the land traffic lanes in the Bekasi area is as shown in the table below:

Table 1. Data on the Length of Roads for the Bekasi Region

No	Road Type	Road Length
1	National/Country Roads	19,2 KM
2	Provincial road	23,3 KM
3	City/District Road	229,8 KM
4	Toll road	8,5 KM

Source: Bekasi City Metro Police Traffic Unit

The condition of road traffic and transportation in the Bekasi area is increasingly experiencing various complex problems, where this is motivated by the very slow development of infrastructure such as the construction of various facilities and infrastructure, the very high level of ownership of motorized vehicles which has almost increased by 500% every year as well as the low awareness and discipline of the public to be able to traffic safely, prioritizing safety, upholding order and smoothness. The increasing need for transportation for residents and the ease of obtaining motorbike loans from leasing parties has resulted in an explosion in vehicle ownership, both 2-wheeled and 4-wheeled armored vehicles and the

rest can have the potential to share security disturbances and traffic order. The level of the number of vehicles can be seen from the table as follows.

Table 2. Number of motorized vehicles in the Bekasi Region

NO	Motor Vehicle Type	Private	General	Government
1	Passenger Car	224.363	13.986	995
2	Car Loads	34.333	4.527	421
3	Bus	752	2.136	39
4	Motorcycle	1.099.460	0	2018
Total		1.358.908	20.649	3.473

Source: Traffic Police, Bekasi City Metro Police Traffic Unit

The high population and the increasing number of motorized vehicles which continue to experience growth and are not accompanied by additional road sections will result in a lot of congestion and traffic violations which can have an impact on traffic accidents. If this is not immediately anticipated, it could lead to disruption of the traffic control situation in the Bekasi area.

Traffic problems in the jurisdiction of Bekasi City Police Resort are inseparable from the rapid development of population growth, the economy and the number of motorized vehicles, of course it will have an impact on traffic jams, violations and traffic accidents as well as traffic jams, as shown in the data below:

1) Traffic Violation

Table 3. Data on Traffic Violations for 5 Years in the Legal Area of the Bekasi Police Resort

No	Year	Send to State court
1	2018	37.629
2	2019	67.472
3	2020	21.058
4	2021	30.230
5	2022 - September	44.355

Source: Bekasi City Metro Police Traffic Unit

The data above shows that traffic violations in Bekasi City are still high, even though there was a sharp decline in 2020 and 2021 due to the covid-19 pandemic. Meanwhile, at the end of 2022 there will be no ticketing due to a rule from the National Police Chief that there will be no manual ticketing. The majority of traffic violations for 2-wheeled vehicles include violating road markings (stop lines), not turning on the lights during the day, not having a driver's license, taking red lights and angkot drivers who still pick up and drop off passengers in the wrong place.

2) Traffic accident

Table 4. Bekasi Police Traffic Accident Data for 5 Years

No	Period	Total of Traffic accident	Victim			Loss
			MD	LB	LR	
1.	2018	524	52	86	471	Rp. 1.072.350.000,-
2.	2019	580	57	142	513	Rp. 726.690.000,-
3.	2020	345	79	147	255	Rp.540.600.000,-
4.	2021	445	87	152	399	Rp. 630.400.000,-
5.	2022	654	98	202	707	Rp. 1.593.950.000,-

Source: Traffic Unit Report of Bekasi City Metro Police

Based on the above data, it can be seen that the level of awareness and discipline of the people of Bekasi in good traffic is still very low, which is caused by less than optimal efforts to increase awareness and discipline in traffic, such as the implementation of the Road Safety Partnership Action (RSPA) by the Bekasi City Metro Police Traffic Unit is still not optimal, especially with the passing of Law No. 22 of 2009 regarding LLAJ which should be implemented by the community in organizing LLAJ.

Quantitatively, traffic accidents are recorded with a trend that is still high, even though in the last two years there have been various restrictions due to Covid-19. This shows that efforts to prevent accidents and improve the quality of safety have not shown optimal results. The high number of accidents and the severity of traffic jams and the absence of an orderly culture in traffic have become homework for the Polantas and related agencies to overcome this. The Bekasi Regional Government and other stakeholders continue to carry out all aspects in an effort to deal with complex problems related to traffic in Bekasi.

The National Police has developed the Road Safety Partnership Action (RSPA) Program in which it is hoped that road safety issues can be resolved effectively and efficiently due to synergy between stakeholders while still paying attention to applicable legal signs. RSPA activities are more emphasized on efforts to coordinate between stakeholders in solving problems related to road safety from planning, operationalization, to the evaluation stage to determine further policies. In order to solve traffic and road transportation problems and to create an Orderly Traffic Area, the Bekasi Police held the Road Safety Partnership Action Competition program. This competition aims to motivate all stakeholder agencies in the field of traffic in all regions to compete to improve security, safety, order and smooth traffic. Every year, this competition is held 3 times. However, the implementation of the Road Safety Partnership Action (RSPA) so far has not gone as expected.

4.3 Discussion.

A safety system requires solid cooperation and division of responsibilities among stakeholders, traffic safety partners and all road users. The concept of implementing a road safety system combines 5 related elements in road safety, namely:

- 1) Road safety management;
- 2) Roads that are safe (Safer road);
- 3) Safe vehicles;
- 4) Safe Road Users (Safer people); and
- 5) Post Crash Response.

Structurally, Law Number 22 of 2009 has explained the division of tasks for developing road traffic and transportation by related parties. In article 226, Law No. 22 of 2009 mandates the preparation of a Traffic Accident prevention program to be carried out by the Road Traffic and Transportation forum under the coordination of the National Police. Even though Law No. 22 of 2009 has proclaimed cohesion, at the implementation level it is not necessarily easy to realize. This is due to the lack of optimal coordination between implementing agencies in anticipating any problems both in the field of transportation management and in the field of law enforcement. In such a context, the traffic police and road transport must be able to become a driving factor towards cohesiveness. There must be a collaborative approach to improving road traffic and transportation across government agencies and law enforcement in order for it to be implemented successfully.

The RSPA concept in this collaboration includes: first, accident prevention cooperation which includes socialization of traffic education, equal distribution of accident-prone areas, engineering of accident-prone areas, strict and consistent law enforcement and implementation of turjawali (regulation, guarding and escorting traffic cross). Second, cooperation in dealing with accidents which includes Call centers, Speed to TKP (Crime scene), TKP/TPTKP (Crime scene/ First Action at the Scene of Crime) Security and assistance to victims and the third is cooperation in post-accidents which includes investigations/files, accelerating the insurance claim process and carrying out audits.

To be able to carry out comprehensive RSPA activities, the Bekasi City Metro Police Traffic Unit needs to pay attention to the following:

- 1) Planning
 - a) Compilation of various needs that are supporting elements for the implementation of RSPA, including software and hardware as well as preparation of facilities and infrastructure.

b) There is planning and discussion in the form of an agreement / Mou between agencies that explicitly regulate the implementation of tasks in solving traffic and road transportation problems.

c) Conducting debriefing of personnel directly related to the expertise required in terms of RSPA

2) Organizing

a) There is a clear job description that regulates the coordinative relationship between the Police Traffic Unit personnel on duty.

b) In terms of involving members, they have also seen the competencies possessed by each personnel so that the benefits of having members involved can be seen.

c) Increasing the organization of inventory and analysis of traffic flow situations, especially at certain times and places in order to guarantee the process of managing traffic flow.

3) Implementation

a) The collaboration that is forged is not only understood at the leadership level and is elaborated and socialized to members in the field.

b) In the effort of kamseltibcar to be included in the RSPA, it has been regulated in the law. And in its implementation, there is no difference in perceptions and views where each agency is responsible for each task implementation.

c) Provision of recommendations on the implementation of management and resolution of traffic and road transportation problems to the relevant agencies is often carried out.

4) Control

a) The implementation of supervision both periodically and incidentally has been carried out by the leadership so that the real conditions of obstacles and obstacles encountered in the implementation of solving traffic and road transport problems are encountered.

b) Optimum use of technology in RSPA as an effort to improve security, safety, order and smooth running of society.

c) Preparation of objective reports in accordance with the final results of the implementation of activities in the field.

4.4 Research Findings.

1) Planning aspect

Bekasi City Metro Police Traffic Unit has carried out various preparations to support the implementation of the RSPA. However, planning is still general and conditional, meaning that it is not well-organized within the annual term, be it for the needs of buildings and infrastructure, debriefing of staff, or other activities. As said by Head of Bekasi City Metro Police Traffic Unit, AKP Indira in the interview that "In active RSPA, we usually carry out planning in accordance with joint partnership activities. For example, a helmet use campaign event that involves all agencies. So far, we have not planned annual activities and provided training to personnel regarding solving traffic problems. However, a Memorandum of Understanding between agencies in the field of traffic in the Bekasi City area has been drawn up under the direct command of the Mayor and Chief of Police."

2) Organizational aspect

The organization for the RSPA is carried out based on the competence of the Bekasi City Metro Police Traffic Unit personnel who are in line with or intersect with the various activities of the RSPA. Further, AKP Indira also highlight that "In carrying out the duties of the RSPA, usually those deployed are personnel from the Bekasi City Metro Police Traffic and Safety Security Unit. This is because the activities that have been organized so far are more of an appeal. For prosecution, it does sometimes involve ticket members. However, so far, the most dominant are Kamsel personnel.

This means, in active RSPA in Bekasi City, the Bekasi City Metro Police Traffic Unit only relies on existing members. There are no personnel who specifically handle RSPA. In fact, RSPA personnel must have special competence in the field of communication and coordination because they will be involved intensely with other institutions related to road traffic and transportation in the Bekasi City area.

3) Implementation aspect

In the implementation of the RSPA, the City of Bekasi Metro Police Traffic Unit has actually gone all out in all fields. This is evidenced by the title of champion in the RSPA competition both at the jurisdictional level of Polda Metro Jaya and at the national level.

It's just that, there are still a number of problems related to RSPA activities that are less than optimal, such as:

a) The cooperation that was established was only understood at the leadership level and was not elaborated and socialized to members in the field.

b) Basically, in the effort of *Kamseltibcar* to be included in the RSPA, it has been regulated in the law. However, in its implementation there are still differences in perceptions and views where each agency seems to be shifting this responsibility to one another.

c) Provision of recommendations on the implementation of management and resolution of traffic and road transportation problems to relevant agencies is still rarely implemented.

4) Aspects of supervision and control

Supervision is not intended to judge, but rather emphasizes that the results are beneficial for the long term, so progress must be monitored quickly. Supervision and control in the form of supervision Periodic and incidental management is not carried out by the leadership so that the real conditions of obstacles and obstacles encountered in the implementation of solving traffic and road transportation problems are lacking. In addition, the preparation of reports is often less objective in accordance with the final results of the implementation of activities in the field.

4.5 Creative Breakthrough in Active Road Safety Partnership Action.

In carrying out Road Safety Partnership Action efforts, the Bekasi City Metro Police Traffic Unit has implemented a number of creative breakthroughs such as:

1) Creating a Junior Police for Bekasi City Metro Police involving various agencies in the education sector. Not only educating students, even the Junior Police of the Bekasi Metro Metro Police have won various events organized by Polda Metro Jaya, as well as being the mascot of traffic order in Bekasi City.

2) Carrying out coffee morning at the city hall by inviting all stakeholders in the field of traffic and road transportation led directly by the Mayor and the Police Chief to share traffic problems in Bekasi City to get a comprehensive solution.

3) Doing community raising including students, workers, motorcycle taxi drivers, and so on to become a forum for campaigning for orderly traffic by involving all stakeholders in the traffic sector.

4.6 Obstacles in Enterprising Road Safety Partnership Action.

In carrying out the active Road Safety Partnership Action, the Bekasi City Metro Police Traffic Unit is faced with various challenges and obstacles such as:

1) The lack of quantity and quality of personnel for the Bekasi City Metro Police Traffic Unit in carrying out the Road Safety Partnership Action.

Table 5. Number of Bekasi Police Traffic Unit Personnel

No	Rank	DSP	RILL
1	Police commissioner (Kompol)	1	1
2	AKP (Adjunct Commissioner of Police)	5	4
3	IP	10	6
4	BA	129	115
5	Civil Servant	2	1
Total		147	127

Source: *Traffic Unit Report of Bekasi City Metro Police*

From the data above it can be seen that the number of Bekasi City Metro Police Traffic Unit personnel still does not meet the DSP, namely as many as 147 people while the real condition is only 127 so there is still a shortage of 20 personnel. Besides that, from general education, Police education as well as the Department of Education and Training are also not maximized so that it affects the abilities, skills and even the personality of personnel in supporting the implementation of the activities of the Bekasi City Metro Police Hospital as an effort to support the resolution of road traffic and transportation problems.

a. There are still some personnel who do not have a good understanding of legal instruments and software related to the RSPA implementation mechanism.

b. Weak ability of personnel in communicating and coordinating with the Transportation Agency both in terms of attitude and grammar so that it becomes an obstacle in collaborating with the Transportation Agency regarding the implementation of the RSPA at the Bekasi Police.

2) The lack of budget support for the active implementation of the Road Safety Partnership Action by Bekasi City Metro Police.

Budget support for the Bekasi City Police traffic unit activity program program for the 2015 FY In accordance with the working papers of the RKA –RKL / DIPA for the 2022 fiscal year, the budget allocation is IDR 661.772.000 (six hundred sixty one million seven hundred and seventy two thousand rupiah) with the following details :

a. *Dikmas* Then active coordination activity program (1 package) budget allocation of IDR 40.000.000 (Forty million rupiah)

b. The SIM work unit operational honorarium program has a budget allocation of IDR 150.480.000 (one hundred and fifty million four hundred and eighty thousand rupiah).

c. The program organizes Turjawali Police resort activities with a budget allocation of IDR 175.200.000.

d. The program organizes Tourjawali Traffic Police (active x 18 people x 365 days) with (volume: 5.688) and (unit: person/active) budget allocation of IDR 113.990.000.

e. Traffic safety investigation and investigation program with a budget allocation of IDR 145.800.000

Judging from the description above, it can be seen that the budget for the Road Safety Partnership Action at Bekasi Police Resort is not listed in the budget DIPA, so it is hoped that there will be a special budget for the implementation of the Road Safety Partnership Action (RSPA) at Bekasi Police Resort.

3) The lack of facilities and infrastructure for the Bekasi City Metro Police Traffic Unit in supporting the active RSPA.

The infrastructure currently owned by the Bekasi City Metro Police Traffic Unit is still inadequate so that it is not able to encourage the effectiveness and efficiency of carrying out tasks. Hence, it is necessary to develop infrastructure to support performance in the implementation of the Road Safety Partnership Action (RSPA).

4) The cooperation that was established was only understood at the leadership level and was not elaborated and socialized to members in the field.

5) There is no clear task description that regulates coordinative relationships between Traffic Unit personnel in charge of solving traffic and road transport problems.

5. Conclusions and Recommendations.

5.1 Conclusions.

Based on the description of the results of the research and discussion that has been carried out, the following conclusions can be drawn:

1. Traffic and road transportation problems in the Bekasi City area are still very complex, marked by the high number of traffic violations and traffic accidents.

2. The active Road Safety Partnership Action (RSPA) by the Bekasi City Metro Police Traffic Unit is still not fully optimal. Some of the things that become a problem are due to the lack of optimal traffic safety management involving all stakeholders, both road safety management, safe roads, safe vehicles, and safe road users) and Post crash response. This is due to the active management of RSPA which is not optimal both in terms of planning, organizing, implementing and controlling.

3. In carrying out the active Road Safety Partnership Action (RSPA), the Bekasi City Metro Police Traffic Unit has implemented a number of creative breakthroughs such as:

a. Creating a Junior Police for Bekasi City Metro Police involving various agencies in the education sector.

b. Carrying out coffee morning at the city hall by inviting all stakeholders in the field of traffic and road transportation led directly by the Mayor and the Head of the Police.

c. Doing community raising including students, workers, motorcycle taxi drivers, and so on to become a forum for campaigning for orderly traffic.

4. The obstacles faced by the Bekasi City Metro Police Traffic Unit in implementing the Road Safety Partnership Action include:

- a. The lack of quantity and quality of personnel for the Bekasi City Metro Police Traffic Unit in carrying out the Road Safety Partnership Action.
- b. The lack of budget support for the active implementation of the Road Safety Partnership Action by Bekasi City Metro Police.
- c. The lack of facilities and infrastructure for the Metro Bekasi City Traffic Police Traffic Unit in supporting the active RSPA.
- d. The cooperation that was established was only understood at the leadership level and was not elaborated and socialized to members in the field.
- e. There is no clear task description that regulates coordinative relationships between Traffic Unit personnel in charge of solving traffic and road transport problems.

5.2 Recommendations.

1. Submitting a proposal to the Head of Police, so that the implementation of this RSPA can be carried out on an ongoing basis, it is necessary to make a Standard Operating Procedure (SOP) along with details of the budget and standard infrastructure facilities that must be met both for operation and maintenance.

2. Submit a suggestion to the Mayor of Bekasi City to provide rewards to all personnel in government agencies for the implementation of the RSPA so that it is hoped that this reward can motivate other personnel to continue to develop their abilities and creativity in carrying out excellent service to the community.

3. Proposed to the Police Chief to optimize cooperation with the Transportation Service of the Bekasi Regional Government and the Research and Technology Department to install CCTV in areas prone to traffic jams using technology to support improvements in motorized vehicle registration.

4. Proposing to the Bekasi Regional Government to make regulations regarding restrictions on motorized vehicles so as to reduce traffic density in the jurisdiction of the Bekasi Police Resort.

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