

# Traffic Police Management to support Security, Safety, Order and Smoothness (Kamseltibcar Lantas) in DKI Jakarta Province, Indonesia

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## Abstract

The work of police as an institution is clear, to ensure safety, balance, order, and justice in a society. This paper will dive into the role of traffic police management and community policing to ensure order in DKI Jakarta. Policemen in Jakarta have different roles and different targets to achieve, some work to ensure justice is served to criminals and perpetrators by conducting investigations on reports. Some oversee daily lives of civilians in the province by ensuring traffic laws are being obeyed, and other activities that involve the lives of civilians. This concept is more recognized as community policing. In this study, qualitative methods through data collection and interviews are used in the research methods. Public and community transportation will also be taken into consideration as one of the concepts in the study as it is used as the theoretical lens.

**Keywords:** Traffic Police Management, Security, Safety, Order and Smoothness

## Introduction

A society consists of a set of roles carried out in accordance with prevailing norms. From this perspective, police activities are closely related to solving The police perform their duties through policing. In this policing context, the police can be seen as an institution or system between the relations of norms and roles that function in a society that requires them (Suparlan, 2003). Through policing, community policing becomes the reference for this writing, especially those related to security (in this case, traffic order) actions or activities, both at the management and field officer levels. At the management level, police officers carry out managerial activities so that social order can be maintained efficiently and effectively.

At the level of implementing field tasks, traffic police officers carry out police actions that can be classified as follows: (1) pre-emptive, which is a proactive activity that actively involves the community in preventing crime and seeking solutions to problems. Social problems that can disrupt social order; (2) preventive measures to prevent past kamseltibcar (security, safety, order and smoothness) problems; and (3) repressive, namely various forms of action by police officers in conducting investigations and criminal investigations to enforce the law. In this study, traffic police management

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refers to a set of activities that include planning, regulation, supervision, and control of traffic. The researcher's understanding of these issues is related to several factors.

Organization and management are two things that are interrelated with each other. The term management is often used interchangeably with administration (Saputra, 2017);(Kurniawan & Martadisastra, 2022). Literally, the word organization comes from the Greek "organon" which means tool or instrument. The meaning of this word implies that the organization is a tool (Rony, 2021);(Darmawan, 2016). Robbins provides a more comprehensive definition by explaining that: "Organization is a social unit that is intentionally established for a relatively long period of time, consisting of two or more people who work together and are coordinated, have a certain structured work pattern, and are established to achieve common goals or a set of predetermined goals" .

Management in this paper is a way that is considered effective in mobilizing all organizational resources to achieve efficient results (Robbins & Coulter, 2017). Management also includes cultural considerations in patterning the management 'style' that will be applied, or to understand the existence or movement of an organization (Said, 2018);(Wahyudi, 2022);(Afandi, 2021). Stoner suggests management is a process of planning, organizing, directing and monitoring the efforts of organizational members and the use of other organizational resources in order to achieve organizational goals that have been set (Yuniza & SH, 2021);(Wibawa & Putu, 2020).

Terry (2004) explains that management sources can be explained through 6 (six) M namely Men, Materials, Machines, Methods, Money, Market). describes that in the development of management various management functions which include planning (planning), organizing (organizing), actuating and supervision / control (Sukmadewi, YSukmadewi, Y. D., & Utama, 2022). Style is the complexity of determining the basic long-term goals and objectives of an organization, the acceptance of a series of actions and the allocation of resources (resources) to realize these goals. More specifically, Sedarmayanti (2016) states that style refers to the way in which the leader achieves organizational goals (Munjiati, 2015).

Transportation, the type of means of movement taken is not distinguished. This means that it is not only limited to the type of vehicle / mode of transportation, including pedestrians. Theoretically, the performance of the transportation network system refers to economic theory, namely the law of supply and demand. In the flow of the road network, travel time and other user costs are associated with the segment. In the concept of the transportation network, there are several routes, namely; (a) Single path, the simplest situation consists of a single path connecting two points; (b) Two paths connecting two points; (c) Two alternative routes between two traffic zones; (d) Multiple requests.

Transportation for urban life serves as the lifeblood of the city's economic, social, and mobility development that occurs in various sectors. Thus, for a city, transportation fulfills two functions, namely as a driver of development (the prompting function) and a service function for ongoing economic activities (the servicing function). This urban transportation is carried out through cooperation between two main elements, namely,

first, basic facilities in the form of roads and traversed by transport vehicles and terminals for transit places for loading and unloading services and other needs for the transportation process. Second, the means (operating facilities') in the form of transport vehicles in moving goods and passengers from the place of origin (the origin) to the destination (the destination).

The urban transportation system is a transportation system that can accommodate as much as possible accessibility and support the mobility of the city population, which at the same time, can reduce the negative impact of transportation on the environment, as well as guarantee equality and access for all citizens. Often also referred to as a sustainable urban transportation system. Transportation is a system consisting of three sub-systems which include an activity system, a network system and a movement system (Kusbiantoro, Herawati, & Ahza, 2005). In the activity sub-system the focus is on the population and their activities. The higher the quantity and quality of the population with their activities, the higher the movement produced in terms of quantity (volume), frequency, distance, capital and the level of concentration of capital as well as the level of temporal and spatial concentration.

Based on the definition of organization as mentioned above, the organization can be identified through its five characteristics, namely: (a) as a social unit/entity. Although it is not classified as a physical reality, it does not mean that the organization does not need physical facilities. (b) consists of at least two people. These characteristics indicate that the formation of an organization is possible to be established by several people who have the ability, knowledge and other means; (c) equipped with a structured work pattern. This means that being a gathering place for a number of people cannot be said to be an organization if there is no coordination or structured work pattern between them: (d) have goals to be achieved.

In essence, the organization was founded because humans as social beings, it is difficult to achieve their individual goals if everything has to be done alone; (e) have self-identity. An organization can be identified through variables that are informal in nature which are (somewhat) difficult to understand but their existence cannot be doubted. Organizations also have characters that show how organizational behavior distinguishes them from other organizations (Supriyadi & Zaharuddin, 2023). Meanwhile, the contextual dimension refers to the characteristics of the organization as a whole which is determined by the size (big/small) of the organization, the technology used, the organizational environment, its goals and culture (Elda Rizky, 2023).

Function of the police can be seen from 3 main functions, namely preemptive (community development), preventive and repressive functions (Alfian, 2020);(Rabbani, 2021). The preventive function or community development is all the effort and community development activities to increase community participation, community legal awareness, and community compliance with laws and regulations. The task of the National Police in this field is only 20%, while 80% is the task of other agencies, community organizations, religious leaders and so on. In this context, the National Police prioritizes community policing.

Preventive functions are all efforts and activities in the field of preventive police to maintain security and public order, maintain the safety of people, objects and goods, including providing protection and assistance, in particular preventing violations of the law. The implementation of preventive functions is carried out by regulating, guarding, escorting and patrolling techniques. The task of the National Police in this field is approximately 50% and 50% are other agencies, such as siskamling, security guards, civil service police and trantib. In certain circumstances, the Police are assisted by the TNI. And, the repressive function is a law enforcement function which is divided into non-judicial and judicial repressive. Non-judicial repression is carried out based on the plechtigheid principle, which is a discretionary authority regulated in Article 18 paragraph 1 of Law Number 2 of 2002 and Article 7 of the Criminal Procedure Code.

Furthermore, to operationalize these tasks, the National Police are given the authority, namely the general police authority, the authority given based on the laws and regulations and the authority in criminal proceedings. This authority is the basis for the role of police officers in carrying out police functions. Policing is a professional activity to solve a problem that exists in social life from various perspectives and fields of science (Marthauli, Pratiknjo, & Mawara, 2022). As previously explained, the police carry out their duties through policing. Policing, as described previously, is basically any effort or effort to maintain security, prevention and control of crime, through supervision or guarding and actions to provide sanctions or legal threats (Waruju, 2017).

Community policing is a form of policing with the most widely adopted policing innovations in the last decade. However, as a form of conception it is very difficult to define: Definitions vary over time and between police agencies. The community policing approach enables the police to utilize a much wider range of resources in carrying out police functions than those found in traditional police law enforcement powers.

Management in relation to the organization can be seen as a process of regulating, directing, organizing and supervising institutions related to the pace of organizational development and the implementation of its functions need to be reviewed from the managerial implementation process and vice versa. This paper is focused on the problems: a) First, until now, researchers have understood that few studies have specifically discussed issues regarding traffic management in Indonesia; b) security, safety, order and smoothness (kamseltibcar Lantas) of traffic management is specific purposed to be achieved by the traffic police management system.

## **Research Method**

This study uses qualitative methods by data collection and observation. This study also conducts interviews and focus group discussions with a number of informants that are identified in this study.

## Result and Discussion

The function of the police is the functionalization of human life in society and the state. The function of the police needs to be seen in the perspective that individuals, communities and their respective countries constitute a system that as a whole processes inputs for development programs to produce outputs in the form of prosperity, justice and welfare. This means that the function of the police is to ensure that the expected output is in accordance with the objectives to be achieved and to ensure that individuals, communities, and the state are the main and sacred elements in these processes and are not disturbed or harmed.

Operationally, through a qualitative approach, the author focuses on the functions and roles in realizing the Traffic Security and Security Affairs at the management and operational levels or police officers. At the management level, the author will focus on the ability of managerial groups in stages, including the Chief of Police and Deputy Chief of Police, and Kapolda and Deputy Chief of Police; Dirlantas and Wadir then; The Heads of Subsidies (Dikyasa, Gakkum, and Regidents include the Head of SIM section, Head of STNK section, Head of BPKB section and Head of SSB section); The heads of the center (PJR, Patwal and Traffic) and Resik Min (administration).

DKI Jakarta Province is a lowland province with an average height of approximately 7 meters above sea level (from point 0 Tanjung Priuk), and 5-50 meters above sea level (from Flood Canal to the southern boundary of DKI Jakarta), located at position 106° 22' 42" East Longitude to 106° 58' 18" East Longitude and 05° 19' 12" South Latitude to 06° 23' 54" South Latitude. The area of DKI Jakarta Province is in the form of a land area of approximately 661.52 km<sup>2</sup> and a sea area of approximately 6,997.5 km<sup>2</sup>. The administrative area of DKI Jakarta is divided into 5 municipalities and 1 administrative district, namely South Jakarta Municipality with an area of 145.73 km<sup>2</sup>, Central Jakarta 47.90 km<sup>2</sup>, East Jakarta 187.73 km<sup>2</sup>, West Jakarta 126.15 km<sup>2</sup>, Jakarta North is 142.20 km<sup>2</sup> and the Thousand Islands Administrative district is approximately 1.81 km<sup>2</sup>.

The development of these socio-economic dynamics has practically made the city of Jakarta no longer just a center of government for the capital city of the Republic of Indonesia. Jakarta is increasingly developing into a city center for trade, investment center, industrial center, tourism center, entertainment center, transportation center, track center, and at the same time as a city center with all other economic activities. As a metropolitan city inhabited by residents of various ethnic backgrounds, conflict, competition and cooperation are the features of relations between these ethnic groups. Conflict can be seen as a struggle between individuals or groups in achieving a goal that they both want to achieve.

Although the steps to develop the road network in DKI Jakarta Province continue to be carried out, in terms of road area performance / city area (Road Ratio) DKI Jakarta is still very low. The ideal value of the road ratio that is widely accepted for a city is 20%, while up to 2001 the DKI Jakarta Road Ratio only reached 6.28%. In detail, the road ratio according to road status in DKI Jakarta can be seen in table 3 below.

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**Tabel 1. Road Ratio DKI Jakarta menurut Status Jalan in 2020**

Road Function	Length (m <sup>2</sup> )	Area (in <sup>2</sup> )	Road Status	Road Ratio (%)
Toll	160.350	4.009.950	Non-Status	0,3741
Primary Aliens	101,869	2.140.040	National	0,3238
Primary Collector	51,631	671.385	National	0,1016
Secondary Artery	501,179	8.283.908	Province	1,2534
Secondary Collector	823,914	6.970.938	Province	1,0547
Local Road	4.963.928	20.988.104	Municipality	3,1755
<b>Total</b>	<b>6.528.481</b>	<b>41.527.055</b>		<b>6,283</b>

**Source:** Personal Data Processing

In 2016, the Indonesian government estimated that the Jabodetabek population would reach 32 million people. Especially for Jakarta, the population is 12 million people and other cities in the buffer zone have a population of more than 20 million people. The high population density cannot be matched by the development of traffic system construction, facilities and infrastructure in Jakarta and its surroundings. This can be seen from the 1985 data from 300,000 number of motorized vehicles, the development of the provision of road facilities was only 305 km. When the number of vehicles in Jakarta jumped more than 200 percent to reach 1,100,000 vehicles in 2000, the development of road facilities provided by the government was only 585 km. The limited provision of road facilities has made the metropolitan city of Jakarta trapped into a congested and chaotic trajectory.

Jakarta is the city of the Transjabodetabek route. At the same time, Jakarta is also a city on the Trans Java-Sumatra route. Every vehicle from Trans Java that wants to go to Sumatra must pass through the city of Jakarta, and vice versa. It's no wonder that in the middle of Jakarta, precisely on the Jakarta inner-city toll road, you can see container trucks, inter-city buses, inter-provincial buses, private transportation or other transportation from time to time. Various types of vehicles that pass from two directions, from the west (Sumatra) and from the east (Central Java). People from the Bekasi area who want to go to Tangerang still have to enter the city of Jakarta. Likewise, the people of Bogor and Depok who want to go to Bekasi still have to pass the route within the city of Jakarta. The high population and high mobility of the community encourage social conflicts in the form of congestion and further traffic accidents. The table below shows data on cases of traffic accidents that occurred from 2021-2023

**Table 2 Traffic Accident Data from 2021-2023**

Year	Total Cases	Death	Serious Injury	Light Injury	Community Losses
2021	8.294	615	1.523	7.719	15.832.150.000
2022	10.482	708	1.704	10.211	19.865.800.000
Until April 2023	4.055	221	1.025	3.677	6.627.920.000

**Source:** Personal Data Processing

Traffic is the lifeblood of people's lives that supports the activities of citizens in order to prosper their lives. If traffic is disturbed, of course it will affect the safety of productivity and can even turn off productivity. The police in carrying out their duties are through policing. In a basic and general sense, the police are part of the government administration whose function is to maintain order and order in society, enforce the law, detect crimes and prevent crimes from occurring. The interpretation of this definition shows that the main and the reference for various other functions of the police is to maintain order and order in society, especially urban communities. Especially urban communities where customary institutions are no longer functional to be used as a goal in regulating and maintaining social order will require police officers to overcome various social problems that harm the community.

Policing refers to various police actions at the management level and at the operational level, with or without coercion in an effort to realize and maintain the Traffic Security and Security Affairs. In the context of this policing, Therefore Kamseltibcar Traffic is a model of policing in the field of traffic that is oriented to problem solving. Within the culturally heterogeneous scope of Jakarta's society, kamseltibcar is then a guideline or blueprint for realizing and maintaining traffic security and order. As a guideline, the kamseltibcar then contains a set of norms and rules that are interrelated with one another in patterning the various roles for the traffic police in realizing and maintaining the kamseltibcar.

In line with the development of the existing society, there has been a paradigm shift in the police force from what was previously oriented to conventional policing to a shift in orientation to the paradigm of modern policing. Conventional policing is rooted in reactive policing, in addition to prioritizing law enforcement (crime fighter). The conventional policing model is also characterized by fire brigade policing, paramilitary policing and dial cop policing. The shift to a new paradigm is to better understand the desires of the people (citizens).

In addition, his actions are always based on the rule of law, provide guarantees and protection of human rights, are transparent and place more emphasis on prevention. Referring to David Bayley's writing, the police only act as a catalyst or as a facilitator who together with the surrounding community try to prevent or anticipate disturbances to security and order in the environment. Referring to his opinion Fitriani (2020) community policing is essentially a policing system that emphasizes more on empowering the community in overcoming crime.

As an addition, this system is also intended to provide support for such rapid regional development in Jakarta and its surrounding cities. The unstoppable process of urbanization has caused Jakarta and its surroundings to grow rapidly and even seem out of control. The growth of this city is not only marked by the swelling of Jakarta's population due to migration flows that occur in various forms, both contemporary and permanent. Then developed a variety of supporting infrastructure and specializations for the fulfillment of the lives of its citizens.

The distribution of roads according to their status in each municipality within the DKI Jakarta area is quite varied, as follows: East Jakarta Municipality is a city that has the largest length and area of toll roads and provincial roads in DKI Jakarta, meanwhile national roads and municipal roads, South Jakarta municipality tops the list for the length and breadth of national roads and municipal roads. The development of the road network system in DKI Jakarta is directed to achieve the following objectives: 1) The construction of an efficient and effective road network. 2) Improve the smoothness of traffic and transportation. 3) The implementation of safe, orderly, comfortable, orderly, smooth and efficient transportation services. 4) The implementation of goods transportation services in accordance with the development of transportation facilities and technology of transportation of goods transportation. 5) Increased integration between sea, air, and land transportation systems as well as between land transportation modes. 6) Increased discipline of road users and transportation users.

The use of the roads are crowded with the use of private and public transportation. The operation of public transportation in DKI Jakarta is carried out by several public transportation companies, each of which operates city buses, taxis, and microbuses. Meanwhile, three-wheeled public motorized vehicles which are also called type IV transportation vehicles in their operations are carried out in the form of companies and some are also carried out by individuals. What is more important in carrying out traffic police management is regulating people/communities who carry out activities using vehicles, whether two-wheeled, four-wheeled, public transportation (bus, LRT or MRT) as a unified view that must be seen comprehensively. because if you see it as partial, you won't be able to handle the problem well.

The interconnection of roads, toll roads, public transportation or public transportation must be seen as a flow of cargo going from one direction to another. Bottlenecks or narrowing of lanes could occur and cause disruption to security, safety, order and smooth traffic in DKI Jakarta. Activities between residents using various alternative modes of transportation are the main cause of severe traffic jams or even interlocking between road intersections. This is of course due to the activity and density of the existing community members. so the traffic jams must be slowly resolved one by one by Traffic Security.

## **Conclusion**

The conclusions in this article include, firstly, there needs to be a match between population density, road development, and strategic points that can become obstacles in



supporting security, safety, order and smooth traffic / Kamseltibcar Then. Second, there is a need to map the points of the road network, the network of various centers of human/citizen activity and the density through which they pass. Third, the urgency to collaborate cross border activities and stakeholders such as Ministry of General Work, Local government and others.

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