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Implementation of Medan City Government Policies in Overcoming Traffic Congestion and Density (Case Study of Traffic Intersection, Medan Tembung District)

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ABSTRACT

This research was conducted to find out that transportation development aims to improve efficient, effective, reliable, quality, safe, affordable transportation services. Realizing integrated national transportation with regional development, a distribution system that can provide community services, increasing adequate rural-urban networks (RPJM Dirjendat Kemenhub RI). The method used in this research is literature study in which information is obtained from various reading sources such as books, journals, and websites that are still related to research studies. The results of this study are the way Pemko Medan in overcoming traffic jams that occur in Medan City, especially traffic jams that occur at Simpang Aksara, Medan Tembung District based on applicable laws

Keywords: Transportation, congestion, Pemko

Introduction

Transportation development aims to improve efficient, effective, reliable, quality, safe and affordable transportation services. Realizing integrated national transportation with regional development, a distribution system that can provide community services, increasing adequate rural-urban networks (RPJM Dirjendat Kemenhub RI). The arrangement of Medan City transportation is related to institutional and regulatory aspects, human resources, technology, investment funding, capacity, and operation and maintenance. In institutional and regulatory aspects, inefficiency in the management of infrastructure development, coordination and division of roles, inter-agency functions, relations between regulators, owners and operators. On the funding aspect, transportation infrastructure requires investment with a long payback period. The implementation of transportation infrastructure is monopolized by the government. The integrated transportation system creates orderly, safe, secure, comfortable, fast, regular, smooth, affordable transportation, sustainable transportation management (sustainable development); accessibility, equity and environmental impact. Accessibility is pursued by planning an integrated transportation network. Equality through the provision of affordable transportation, fair competition, distribution of space use, use of infrastructure, transparency in policy making. Reduction of negative environmental impact and safety priority. Law No. 22 of 2009 regulates the integration of traffic management and road transportation between the Ministry of Public Works, the Ministry of Transportation and the National Police. Medan City, being the center of government and trade activities, attracts mobility of residents from the suburbs of Medan City; Binjai and Deli Serdang. The growth of motorcycles dominated 86.29%, passenger cars 7.91%, goods cars 4.50% and buses 1.30%. In 2015 there were 5,605,495 motorized vehicles. The length of the highway in the city of Medan; good condition 2,984.5 Km; damaged and heavily damaged condition 191.2 Km. Although the number of roads that are not good, 6.4% of the total, is enough to cause congestion. Driver behavior that occurs especially at the literal intersection, Meda Tembung traffic jam, ranging from motorcyclists, pedicabs, cars violating traffic signs, stopping at prohibited signs, walking and parking on the sidewalks.

Conditions for the availability of supporting facilities; road markings, traffic control lights, street lighting, pedestrian bridges, pedestrian facilities, condition of transportation facilities and infrastructure. The traffic management policy in Medan is carried out comprehensively, smoothing community mobility, suppressing urbanization, creating a city spatial structure, adding to the road network, traffic control facilities, pedestrians and cycling, as well as mass public transportation. The transportation system does not meet the criteria of sustainability, low quality of roads and public transport, high number of accidents, congestion, reduced speed during rush hour, pollution and high cost of transportation.

According to Asropi (2011), congestion occurs due to weaknesses in the traffic light control system, crossroads, vehicles taking to the road, season and road conditions. Overcoming traffic congestion by adding road facilities, constructing toll roads, flyovers, tunnels, ATCS (Area Traffic Control System) light control systems. Transportation is very closely related to the expansion of land. The relationship between transportation development and land expansion (Drewe): Congestion starts to occur when the traffic flow approaches the capacity of the road. Congestion increases when the current is so large that vehicles are very close together. Total congestion occurs when the vehicle has to stop or is moving very slowly. One model of public policy is the incrementalism model. This model is based on past policies with a few changes adapted to the constitution as the executor of the executive duties of the government in charge of the region (Nawawi, 29). Public policy is regulated in Law No. 12 of 2011 concerning Formation of Legislation. Article 7 of Law No. 12 of 2011, the hierarchy of laws and regulations is as follows; UUD 1945; MPR Decree; Law/PP in Lieu of Law; Government Regulations; Presidential Regulations; Provincial Regulations, and; Regency/City Regional Regulations. Law No. 22 of 2009, concerning road traffic and transportation, has a strategic role in supporting development, national integration as an effort to advance public welfare; road traffic and transportation services that are safe, secure, orderly, smooth, integrated with other modes of transportation to encourage the national economy, general welfare, unity and integrity, uphold national dignity; traffic ethics and national culture; and law enforcement and certainty. Law No. 38 of 2004 concerning Roads; Law No 22 of 1999 concerning Regional Government Law No 32 of 2004.

Efficiency, effectiveness, use of traffic space and controlling the movement of traffic and road transportation needs to be carried out by traffic demand management. Law No. 32 of 2004 concerning Regional Government, as amended, most recently Law No. 12 of 2008 concerning the second amendment to Law No. 32 of 2004 concerning Local government. The research objective is to analyze the causes of traffic density and traffic jams in the city of Medan; Evaluating the implementation of the Medan city government's transportation policy towards transportation problems and traffic jams in the city of Medan, especially at Simpang Aksara, Medan Tembung District; Providing alternatives or solutions to improve policies in the field of transportation by the Medan city government

Research Methodology

The research method in this study uses the library study method, carried out by collecting information and also journals from the internet. Which then the author examines information related to cases of child exploitation and also journals that discuss the same matter.

Results and Discussion

Based on the calculations, the results show that the Transportation Policy in Medan City pays more attention to the government's priority criteria of 57.307%. means that Medan city transportation policy prioritizes Government policies. Medan city transportation is being improved in terms of security, order and smoothness in terms of revising local regulations to improve the road network. In second place are the people who have a priority weight of 27,549 %. This means that Medan city transportation pays great attention to the security, order and smooth running of the community. The third order is DPRD which has a priority weight of 20.145%. It means that the transportation policy in the city of Medan carries out a significant assessment of the policy of the DPRD, it does not mean that the DPRD underestimates the transportation policy of the city of Medan by placing it last. These three criteria are very important components in providing security, order and smooth transportation in the city of Medan. The main solution offered is the regulation and provision of comfortable public transportation for the community, so that they can reduce the use of private vehicles. Infrastructure improvements also need to be carried out effectively and the most important thing is coordination. In Law Number 22 of 2009 concerning Road Traffic and Transportation what is meant by Traffic is the movement of vehicles and people in the Road Traffic Space. Road Traffic Space is an infrastructure designated for the movement of vehicles, people and/or goods in the form of roads and supporting facilities. The volume of traffic jams that occur at intersections increases in the afternoon when it is time to go home from work because motorists, private cars to public transport are also the cause of the traffic jams. The order of priority can be seen as Improvement of the Road Network has the largest weight of 24,274% of the total, according to the weight of the policy priority on the biggest criterion, namely the government. Improving the Road Network is necessary and very influential because the capacity of the existing road network is felt to be lacking with the increasing volume of vehicles. The second

priority is to control public transport routes which have a percentage of 20,224%. Unorganized public transport routes are one of the causes of Medan City's transportation problems, public transport often stops to pick up and drop off passengers carelessly and is very dangerous for passengers and other motorists. Arrangement for freight transport is the third priority with 12,809%. Transportation of goods in the city of Medan, such as trucks, containers and other large vehicles, enters cities and areas that are actually prohibited, causing congestion and increasing density. This needs to be strictly regulated by the government, not only with rules but also with strict enforcement. The fourth priority is the sub-criteria for complying with road signs and markings with a percentage of 9,627%. The higher the public's compliance with traffic signs and road markings, the more it will ease the burden of transportation problems in the city of Medan. In fifth place is legislation or formation of legislation by the DPRD with 8,358% and in sixth place is an increase in community participation of 7,117%. The seventh, eighth and ninth priorities are policy oversight 6.795%, use of public transportation 5.805% and budgeting policy 4.992%. The three sub-criteria support other sub-criteria with a higher priority. The use of public transportation gets a relatively small percentage because people feel that the available public transportation is not adequate so that public transportation has not become the people's choice.

Conclusion

Every policy taken by the government will be followed by another policy as a supporter of the main policy, the main policy of which is "Policy overcoming traffic jams in the city of Medan" followed by a policy of limiting vehicles by using regulatory instruments, imposition of progressive taxes, which are economic instruments and other means relating to how to overcome congestion. It takes the government's commitment to improve transportation performance in the city of Medan. The Government's seriousness can be manifested in significant budget allocations in sectors that support increased transportation performance, additions and improvements to the road network, law enforcement, and so on. To enforce the rules, or in other words, government discipline is demanded to be firm in implementing rules according to the existing system, not influenced by local culture, which is actually counterproductive, by allowing the use of roads or road bodies for other activities that disrupt traffic with social considerations. Another alternative, if a policy is deemed to be no longer applicable, the policy in the form of a regional regulation should be revoked, so that it does not create an apathetic climate that will have a psychological effect in the future. To optimize the use and function of public transport terminals, the community is involved from the drafting process to the implementation and socialization of transportation system policies. In order to be orderly on public transport operating in the city of Medan, this can be overcome by arranging public transport routes by limiting the age of public transport or other methods by taking into account the load factor (load factor) of road capacity and strengthening coordination with local governments whose areas border the city of Medan. The availability of comfortable, smooth and safe public transportation is the main reason for people to switch from using private vehicles to using mass transportation.

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