Consistency Of One-Way System Program In Jember District

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Abstract. One-way System (SSA) is the merging of two lanes to create smooth traffic flow. The one-way system program is an alternative to traffic congestion. Jember Regency uses the One-Way System in the campus area. The One-Way System is based on Ministerial Regulation No. 96 of 2015 and Jember Regent Regulation No. 4 of 2021. The implementation of One-way system program reaps cons among the community, students and micro, small and medium enterprises. Descriptive qualitative research, data collection through interviews, field observations, and literature studies. The research discussion was based on Merilee S. Grindle's theory. The research findings are the implementation of the One Direction System (SSA) program in the University of Jember area is not running properly. The nature of SSA to overcome congestion turned out to have a negative impact. Recommendations the research, the Jember Regency Government needs to involve students in the evaluation of the one-way system program.

Keywords: Program Implementation, One-way System, Public Policy

1. Introduction

Indonesia is one of the developing countries in Southeast Asia with an area of 1,919,440 km², and a population of 270.20 million as of September 2020 (Central Bureau of Statistics, 2021). The vast geographical conditions and large demographic numbers are actually a challenge for the Central Government and Regional Governments to create an orderly regional spatial layout. Based on Law No. 26/2007 on Spatial Planning, Indonesia's spatial planning has three levels, namely national, provincial and district spatial planning. Spatial planning at the national and provincial levels is carried out by developing spatial structures and spatial patterns through policy strategies. One of the policy strategies to create an orderly regional spatial governance can be done through traffic engineering management. The traffic engineering management policy is contained in Ministerial Regulation No. 96/2015 on Guidelines for the Implementation of Traffic Management and Engineering Activities. In this policy, traffic engineering can be implemented with the One-Way System (SSA). The purpose of SSA is to reduce accident rates and increase road capacity. However, the implementation of SSA also needs to consider several things such as the effect on public transport services, goods distribution and activity centers located around the road markings.

The One-way System (SSA) has been implemented in several districts or cities in Indonesia. One of them is Jember Regency. The implementation of the One Direction System (SSA) is based on Jember Regency Regent Regulation Number 4 of 2021 concerning the Position, Organizational Structure, Duties and Functions, and Work Procedures of the Jember Regency Transportation Agency. On October 2, 2023, the Jember Regency Transportation Agency (Dishub) conducted a One-Way System (SSA) trial on the road around the University of Jember (UNEJ) campus including Jalan Jawa, Jalan Kalimantan, Jalan Mastrip and Jalan Riau. The SSA trial on the road around the University of Jember (UNEJ) campus aims to reduce congestion that often occurs during peak hours. However, the Jember District Government has received various responses from the community regarding the SSA trial that has been ongoing for several months. This response is shown by the contradictory attitude of the community towards the program.

Public policy is defined as a series of decisions taken by a person or group to achieve goals in society (Taufiqurokhman, 2014). Thomas Dye (2017) explains public policy as "whatever government chooses to do or not to do". In line with this, Edward & Sharkansky define public policy as "what government says and does, or not to do,. It is the goals of purpose of government programs". The reason why public

policy is so important is because of the function of public policy to maintain state sovereignty, as well as efforts to avoid conflict (Ravyansyah, et al, 2022).

2. Methods

This research uses qualitative methods, according to Sugiyono (2013) qualitative research is research used to examine natural object conditions where the researcher is the key instrument. The data used are primary data obtained through observation and interviews, as well as secondary data in the form of documents and literature. Interviews were conducted to road users, especially Jember University students and the community around the University of Jember campus area. Document data was collected through various sources such as government regulations, books, journals, and mass media. According to Miles and Huberman (2014), there are three analysis techniques, namely data reduction, data presentation, and drawing conclusions.

3. Results and Discussion

Public policy is defined as a decision in the form of deliberate actions or non-actions of a government or equivalent authority to achieve certain goals (Weible and Sabatier, 2018). Policy elites articulate goals for society and government activities in strategizing to make positive changes (Grindle and Thomas, 1991). The policy strategy is top down from the central to local governments (Agranoff and Kolpakov, 2023). The one-way system refers to the guidelines of the Minister of Transportation Regulation No. 96/2015. This policy was enacted to reduce accident rates and increase road capacity. This regulation explains that the implementation of a one-way system must at least be equipped with road markings and signs. So that traffic engineering management can be an effective solution by utilizing existing infrastructure (Karimi, et al, 2021).

Traffic conditions at road intersections in several cities/districts are very dependent on the conditions of each region. One of them is the condition of the road intersection during peak hours which will result in congestion. This is a cause of conflict points and should be a concern for the local government (Wibisono, et al, 2022). The implementation of strategic decisions requires a lot of money, time, and direct impact on the environment. Among the various methods that are useful for reducing congestion, the method of converting a two-way street into a one-way street is often used by traffic experts because of its low cost (Zhang, et al 2020). Therefore, traffic engineering management is required.

The one-way system program in Jember Regency is supported by Regent Regulation Number 4 of 2021 related to the duties and functions of the Jember Regency Transportation Agency. With this, the Transportation Agency stipulates the implementation of a one-way system in the University of Jember campus area. The one-way system program is intended to overcome the congestion that often occurs in the University of Jember campus area. District government intervention is needed to manage and address local road maintenance and traffic control issues (Merilee S. Grindle, 2007). The University of Jember campus area often experiences congestion caused by traffic density at certain hours. Traffic congestion is a condition where the flow of vehicles moves very slowly. As a result, traffic jams make motorists and the surrounding community feel uncomfortable (Andika, et. al., 2022). There are several congestion points that often occur in the University of Jember campus area, namely on Jalan Jawa, Jalan Kalimantan, and Jalan Mastrip. This congestion problem shows that the number of people in the campus area is not in line with the capacity of the roads that have been provided.

Students of the University of Jember often mobilize in the area of the road where the one-way system program is implemented. The large number of students in the area has an influence on the smooth flow of traffic in the University of Jember campus area. An increase in the number of vehicles that is not matched by infrastructure development in an area will have an impact on road conflicts (Yola, et al, 2023). The application of traffic direction is very sensitive to condition dependence (Y.H. Chow, et al, 2021). With this, the Jember Regency Government with the Jember Regency Transportation Office designed an alternative to overcome the congestion problem in the University of Jember campus area.

The one-way system (SSA) program has been implemented since October 2, 2023, in its implementation the one-way system program was carried out through more than two trial stages. In the early stages of the trial, the one-way system was enforced for 24 hours with a monitoring mechanism at several road points carried out by the Transportation Agency. The implementation of the one-way system program reaped cons among natives and students. Most students considered that the 24-hour

one-way system policy in the campus area was ineffective and actually caused losses to road users. Policy planners should listen to contradictory arguments so that programs and policies can run well (Moran, et al, 2006).

With various rejections from residents, the one-way system trial was carried out again with a two-session implementation mechanism. The first session was applied at 06.00 - 08.00 WIB and the second session was applied at 16.00 - 18.00 WIB. In the implementation of the one-way system with these two sessions, the Transportation Agency maintains at several points to open and close the road when the one-way system is in effect. The consistency of the implementation of the one-way system can be seen from the supporting infrastructure provided by the Jember Regency Government such as the availability of traffic signs. The reality shows that the Jember District Government is not ready to implement the one-way system program.

3.1. Inhibiting Factors of the One-Way System Program

In general, the results of government activities are realized through the successful implementation of public policies. According to Merilee S. Grindle (1980), there are two factors that influence the success of policy implementation, namely policy content and implementation environment. Policy content focuses on interests, degree of change, program implementation, and resources. Merilee S. Grindle (1980) explains that the implementation environment is an analysis in the field that is needed by stakeholders in determining policies and evaluating a program.

The success or failure of a program can be evaluated based on the capacity to implement the program that has been designed. Overall policy implementation can be evaluated by measuring program results and comparing them with policy objectives. The study of policy success reviews how the government's role in influencing the implementation of decisions, changes before and after the implementation of the one-way system, the role of stakeholders in realizing the success of the one-way system program, the implementation of resource-driven programs, both the community as natives and students as immigrants.

The implementation of the one-way system program as a solution to the congestion that occurs in the University of Jember area is one of the traffic engineering alternatives made by the Jember Regency Government together with the Transportation Department. The purpose of the one-way system program is to reduce congestion and minimize traffic accidents.

3.2. Implementation of a One-way System, according to Merilee S. Grindle (1980)

Policy theory according to Merilee S. Grindle (1980) explains that policy content contains several indicators, namely interests, benefits, degree of change, location of decision making, program implementation, and resources. First, the interest indicator explains the intervention of the Jember Regency Government with the Jember Regency Transportation Agency in creating a one-way system program as an alternative to low-cost road engineering. Interest groups that are directly affected such as the community, students, and SMEs demanded that the government abolish the One Direction System (SSA). The rejection attitude by these interest groups is motivated by the fact that the One-way System is not effective in solving the congestion problem, precisely after the One-way System (SSA) is implemented, pedestrian communities and students have difficulty crossing. Congestion in the University of Jember Campus area is caused by the density of traffic flow during peak hours such as work departure and return hours (06.30-07.30 and 16.00-18.00 WIB). During these hours, people mobilize with the aim of going to school, work, or doing daily activities. In addition, congestion also occurs during the return flow at 16.00 to 17.00 WIB. Traffic density is dominated by two-wheeled and four-wheeled vehicles.

Second, the indicator of the degree of change can be seen from the implementation of the One-Way System program before and after the program is implemented. Based on the data obtained, it is known that traffic conditions on the road in the University of Jember campus area are congested. This congestion is centered at the roundabout of the Regional People's Representative Council (DPRD) Office, the intersection of Mastrip Road, and the intersection of Tidar Road. The congestion affected the smooth flow of traffic, with many cars unable to move forward for several minutes. After the one-way system program was implemented, the congestion at the DPRD roundabout was resolved. However, the congestion shifted to Jalan Mastrip because it does not have the same road width as Jalan Jawa and Jalan Kalimantan. This shows that congestion on the road in the University of Jember campus area is not maximally resolved.

Third, the program implementation indicator is viewed from the process of determining the one-way system program. On October 2, 2023 the one-way system program began to be enforced for 24 hours. Based on the data obtained, it is known that the Transportation Department is involved in the implementation of the program by guarding at several points of the road and helping pedestrians when crossing. The implementation of the 24-hour one-way system program received various responses from the community, most of which were negative. The community demanded that the Jember District Government hold a meeting at the DPRD building. The meeting resulted in a decision to establish a two-session one-way system program. The local Transportation Agency (Dishub) supervised the road only during the SSA operational hours using only road dividers. Therefore, there are still many drivers who violate SSA, making it prone to traffic accidents. The lack of clarity of regulations and sanctions makes a policy or program easy to violate (Culp, et al, 2003). This shows that the one-way system program is limited to trials so that there is no official program determination.

Fourth, the resource indicator. Merilee S. Grindle (1980) explains that program implementation has an impact on individuals or groups that implement. Based on the data obtained, the implementation of the one-way system program has a direct impact on the community, MSME actors, and students. The one-way system affects the surrounding community because they mobilize every day in the area of the road designated by the policy. People and students who live around the University of Jember road have to take a longer route. When students and the community around Jalan Jawa will mobilize during SSA operating hours at 16.00 - 18.00 WIB, they are forced to travel longer distances by passing Jalan Kalimantan, Jalan Mastrip, and Jalan Riau. This causes students and the community to increase fuel expenditure for motorized vehicles. Meanwhile, MSME players have experienced a lack of sales since the SSA program was implemented. Most customers prefer other merchants that are closer to their destination. Furthermore, the SSA program also has an impact on pedestrians. Motorists speed up their vehicles, making it difficult for pedestrians to cross and even causing minor accidents.

The results show that the one-way system is not effective in addressing congestion in the University of Jember area. The phenomenon of research data shows that congestion on Jalan Mastrip is inevitable. So that it has several impacts on road users such as wasting motor vehicle fuel, drivers are free to increase the speed rate which makes it difficult for pedestrians to cross until minor accidents occur. The impact of the one-way system program makes road users travel a longer distance from the location point to the destination. The one-way system program chosen as an alternative to road engineering actually allows drivers to freely increase their speed, resulting in several accidents on Jalan Jawa and Jalan Kalimantan.

Students and the community do not agree with the one-way system in the University of Jember campus area for several reasons, namely (1) They consider the one-way system to increase spending on vehicle fuel because they have to travel longer distances, (2) For students and the public pedestrians must be more careful when crossing because motorists will increase their speed in driving, (3) Many MSME players feel a decrease in customers because most buyers prefer traders who are closer to the destination location.

3.3. Implementation Environment

The implementation environment aims to achieve the results of changes in a policy. The response to these objectives can be sorted out from the various programs implemented and developed (Grindle, 1980). The One-way System (SSA) program created by the Jember Regency Government and the Jember Regency Transportation Agency (DISHUB) aims to overcome congestion on the road in the University of Jember campus area. Through this program, the Jember District Transportation Office carries out its duties to regulate traffic in accordance with Regent Regulation Number 4 of 2021. In the implementation of one-way system operating hours, the Transportation Department is tasked with opening and closing roads in several sections.

The implementation of the One-Way System program results in increased traffic speed by motorists. This makes pedestrians more careful when crossing and walking on the shoulder of the road. The One-Way System program was implemented with two sessions, during which the Jember District Transportation Office officers supervised the hours but did not participate in maintaining traffic order. This phenomenon shows that the trial of the one-way system program was not implemented properly.

The implementation of a program is important to analyze so that students and academics are encouraged to overcome problems that arise due to the establishment of a policy (R. Dye, 2017). This article aims to analyze the one-way system program in the University of Jember area. Policy analysis refers to an assessment of what should happen, in contrast to a statement about what exists (Dunn N. Wiliam, 2018). The process of implementing the one-way system program is considered to have a negative impact on road users. So it is necessary to evaluate the one-way system program, which can be done with several actions, namely: (1) The use of sidewalks previously used by street vendors (PKL) is returned in accordance with its function for pedestrian safety, (2) Providing parking lots for motorized vehicles when doing activities on the shoulder of the road, (3) Involving students in evaluating the one-way system program as a target group that is directly affected.

4. Conclusions

Traffic flow is an important aspect for road users, both motorists and pedestrians. Traffic engineering is needed to overcome congestion on several roads in the University of Jember campus area. The one-way system comes as a low-cost alternative to deal with congestion. This program is provided by the Jember District Government together with the Jember District Transportation Office in order to realize smooth traffic. Cooperation from road users and stakeholders must be prioritized to improve the one-way system program in accordance with policy success (Grindle, 1980). Obstacles to the implementation of the one-way system program can be overcome by installing traffic signs or by building speed bumps, because the effectiveness of speed bumps on road safety shows a decrease in speed. Community and stakeholder cooperation is needed to evaluate the one-way system program. Stakeholders can improve traffic facilities by providing clear signage for motorists and pedestrians.

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