

Urgency of District Head's Policy in the Implementation of the Use of Trotoar and Edge of the "Jalan B.J Habibie" In Bone Bolango District of Gorontalo

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ABSTRACT

This article analyzes the right policies to avoid the occurrence of criminalization, traffic congestion, environmental cleanliness that is not maintained and irresponsible behaviour along the sidewalks and curbs of Prof. B.J Habibie, Bone Bolango district. The policy of the regional head in making the function of the roadside and sidewalk useful for the community is a necessity or a necessity to protect the public from the disturbance of security, comfort, and order. No matter how good the existence of roads and sidewalks without being supported by government policies in their utilization, it will not guarantee the comfort of the user community, because, without a policy that guarantees safety and comfort for users and the community, the facilities built will bring disaster to the community and facility users.

Keywords: policy, district head, public facility, road facility, Bone Bolango

INTRODUCTION

Since the construction of the sidewalk and widening in some of the "Jalan Prof. B.J Habibie" in Bone Bolango district by the Regional Government, it made the area one of the alternatives chosen as a place of entertainment or recreation while enjoying food and drinks, visited by Gorontaloese public. The street visited by people who came from various villages, not only from the district of Bone Bolango but also visited by others from the districts of Gorontalo such as,

Boalemo, Pohuwato, North Gorontalo, and even visitors who come from outside the province of Gorontalo. Road widening and the existence of sidewalks that have been made have been used as a relaxing place, a means of exercise such as gymnastics, biking, selling food and drinks, music performances and playgrounds for children so that it further adds to the interest of the community or visitors to come to the intended location. Usually, the crowds along the roadside and sidewalks start at 16:30 until late at night. Along the edge of the road used as a vehicle parking lot for visitors and sellers of food and drink, and other activities often make the flow of traffic experience obstacles. The use of sidewalks should be used by pedestrians has been converted into many other purposes. The purposes such as a place for selling and cooking, placed tables and chairs; table to eat; mat covered with a place to lie down, so that in terms of aesthetics and traffic rules considered inappropriate—even more draining the piles of garbage, kettles and glass used drink containers scattered around the sidewalk and the smell of urine around the road just left by the visitors. Views like this leave a dirty impression even though trash bins have been provided in the area. The janitors were overwhelmed by cleaning the sidewalks and sidewalks even though the janitors since the morning before 6:00 had finished their task of cleaning and lifting trash as proof of their responsibility to maintain environmental cleanliness. The

awareness of visitors to dispose of trash in its place is still less attention by policymakers. In terms of safety and comfort, quarrels, songs and music entertainment with loud volume often occur and alarming security, the comfort of residents or residents around the location of the road. Although viewed from an economic perspective, sidewalks and roadsides are used as a place to sell to increase income. However, disturbances or threats in terms of security, the orderliness of road users and the comfort of residents around are inevitable because activities at these locations seem less prioritizing the convenience of road users or surrounding residents (Widyanti & Suryahadi, 2008; Boston & Callister, 2005; Bromley, 2000). Considering the above phenomenon, it is necessary to make a restrictive policy by the regional head; therefore, road widening and sidewalk construction not only benefit sellers and visitors only. This study aims to highlight the sidewalks and the existence of roads which expected to make it easier for road users to be more comfortable in driving vehicles, pedestrians the feet are more comfortable using the sidewalk and especially the local people do not feel disturbed by the noise of entertainment that sometimes lasts until late at night even before dawn.

Safety, the comfort of the community, and road users become a standard that is enforced in an orderly manner to prevent accidents. By-Law Number 22 the Year 2009 article 45 explained that the sidewalk definition is one of the supporting facilities for traffic management (see also Nugroho, 2018). The Article 131 stipulates that pedestrians are entitled to the availability of supporting facilities such as sidewalks, crossings and other facilities. Other regulations on sidewalks are regulated in the 2006 Government Regulation on Roads. It states that sidewalks are only intended for pedestrian traffic. Based on these reviews the authors argue that the sidewalk is not a public facility that can be used carelessly by anyone including selling activities, cooking, entertainment attractions, gymnastics and

others that are not related to the use of the sidewalk as stipulated in traffic rules and regulations government (see also Marume, 2016; Bromley, 2000; Boston & Callister, 2005).

To avoid the use of roadside and sidewalks that are not appropriate, the regional head's policy is very active in supporting traffic regulations and government regulations in maintaining the security and order of road users and pavements as well as ensuring stability and disruption of criminal acts that occur along the roadside and sidewalk. The policy was made not only to protect road users and sidewalks from inconvenience, but the policy was also implemented as a form of care in protecting the general public who use the road and residents who live around the roads and sidewalks from various kinds of disturbances.

REGIONAL HEAD POLICY

Before discussing the concept of implementing government policy, it is first discussed about the level of implementation of public policy as explained by Nugroho in Bilondatu (2019: 39), namely:

First, public policy has broad characteristics as a fundamental policy, namely the 1945 Constitution, Laws / Regulations, Government Regulations, Presidential Regulations and Regional Regulations.

Second, Public Policy has medium level characteristics or explains laws/regulations. The form of this policy can be implemented through Ministerial Regulation, Ministerial Circular, Regional Head Regulations consisting of Governor and Mayor/Regent Regulations. The policy can take the form of a Joint Decree (SKB) between Ministers, Governor and Mayor Regulations and Regents.

Third, small-scale public policies are policies that organize the implementation or application of the policies above. The policy model created is a regulation issued by public officials under the Minister, Governor, Regent, and Mayor.

Sativa (2019) argues that public policy is an essential element functioning as a pillar to support the development of the nation and the state starting from the national, regional, and even rural areas. Public policies are formulated and implemented in order to guarantee the achievement of prosperity for all people through strengthening the people's income economy, cultural preservation and customs, religious life, social and guaranteeing the stability of security and public order, fulfilment of quality of education, quality health services, availability of political rights and democracy for everyone, law enforcement without justice.

Pambagio (2018) explained more clearly that public policy is the government's strategy to compile and implement the rules and regulations that apply in running the leadership and governance as a form of concern and responsibility for the interests of all the people they lead. Without a clear public policy, the government cannot facilitate every actor of development so that development programs do not run smoothly as the expectations expressed in the vision and mission of the government both the central and regional governments.

From the explanation above, the level or level of public policy and the meaning of public policy, the author argues that public policies are made, reviewed and applied in the interest of the public to ensure the realization of measurable services, right on target, and humane involve all elements of interest in various development sectors starting from the level of village government or *kelurahan*, sub-district government, regional government, and the national government.

Development involving elements of interest is closely related to involving the participation or role of the community that prioritizes the moral and ethical thinking, attitude and action both directly and indirectly in implementing and overseeing development programs is needed in order to facilitate the achievement of development direction and objectives. To streamline and

streamline services to all people in each development sector, all components of the central government and regional governments have the task and authority in making public policies that support the achievement of the overall program that is planned. Likewise, the elements of government and bureaucrats under the leadership structure of the Regent and Mayor have the authority to make policies that are technical in nature supporting the regulations and policies that have been issued by the government above it (Bromley, 2000: 16-21).

Public policy and its level distribution can ease the duties and authority of decision-makers to do various things through the analysis of issues that develop in the community and evaluate the possibilities that occur after the application of policies towards the achievement of development programs, especially on meeting the basic needs of the community. In analyzing and evaluating policies, policymakers should choose and implement strategies, mechanisms or approaches that are considered right on target so that the policies taken have more impacts that are positive on society.

The regional heads, in this case, the Regent and Mayor, have duties and authority based on Law Number 23 of 2014, (see Arif Hidayatullah, 2019) broadly have the task to lead in the administration of government at the Regency and City level according to policy jointly compiled by Regency with City DPRD members.

In Law Number 23 of 2014 article 65 paragraph (1) mandates a Regent and Mayor to have the following duties and responsibilities:

Lead the implementation of regional government affairs based on statutory provisions and policies determined by the DPRD;

Maintaining public order and order;

Prepare and submit a draft Perda on the RPJPD and a draft Perda on the RPJMD to the DPRD to be discussed with the DPRD as well as to compile and determine the RKPD;

Prepare and submit a draft Perda on APBD, a Draft Perda on amendments to the APBD, and a draft Perda on accountability for implementing the APBD to the DPRD for joint discussion;

Representing the area inside and outside the court, and can appoint a legal representative to represent it under statutory regulations;

Propose the appointment of deputy regional head, and;

Carry out other tasks in accordance with statutory provisions.

The authority of the Regent or Mayor is regulated in Law Number 23 of 2014 article 65 (2), as follows:

Submitting draft law;

Establish a Regional Regulation that has been approved by the DPRD;

Establish Local Elections and decisions of Regents / Mayors;

Take specific actions in urgent situations that are needed by the region / or the community, and;

Carry out other authorities in accordance with statutory provisions.

Following the law governing the duties and authority of the Regent or Mayor as officials and leaders in the regions, it is clear that the Regent / Mayor is responsible for and is responsible for the welfare of the people in the government area he leads through regional development programs. Highlighting the duties of the regional head that limits the duties and authority of the Regent, especially in article 65 (1) point 2, which is maintaining the peace and order of the community, the authors believe that the peace and order of the community is needed as a pillar to support other government development programs.

The creation of a safe and orderly society will facilitate services in the education, economy, and health sector. Security stability and controlled order spur the enthusiasm of the community to study and work without feeling burdened by various threats and disturbances to security, comfort so that education programs and economic income,

health and other programs will be increased and of course strongly influenced by local government policies as implementers development.

Local government policy, according to Frederich Naumann (2017) in Arifriwan (2017) explained that government policy is an attitude formed in acting proposed to individuals, groups, or governments in an environment or organization with various models of obstacles, constraints, threats or opportunities and opportunities that are provided to minimize any problems that arise as a strategy, approach to achieve the desired goals and expectations (see also Boston & Callister, 2005: 37).

Local government policy consists of policies to improve the economy and people's welfare, policies to improve the quality of education, policies to create security and order, humane health service policies, and policies that support other development programs in the region. Related to the duties of the Regent and Mayor more specifically responsible for maintaining security and public order, it is necessary for a Regent and Mayor as the policymaker to issue a Regional Regulation which is assessed and believed to be more in favour of meeting the needs of the people or the wider community, especially in the security, order and comfort sector people who live in district and city areas. For example, local regulations regulate the use of the road, sidewalk, bridge, entertainment venues, hotels, lodging and public facilities that are vulnerable to traffic accidents and crime.

MATERIALS & METHODS

This research was conducted in December 2019, using a qualitative descriptive method. It based more on the level of importance, urgency and popularity of the problems solved through more specific research in the form of values, attitudes and behaviours, law, which occur and develop in the social context in question. The data collection techniques used interviews, observation, documentation and triangulation as suggested by Sugiono (2007: 241), carried out by combining

various existing techniques and data sources to obtain data validity and check the truth or credibility of the data.

RESULT

BONE BOLANGO DISTRICT: A BRIEF OUTLOOK

Based on data obtained through the Gorontalo provincial government official website (2017), Bone Bolango district is an area located in the eastern part of Gorontalo province. Bone Bolango is a result of the proliferation of Gorontalo as a "mother" district, which established following Law No. 6 of 2003 concerning the Formation of Bone Bolango district and Pohuato district, Gorontalo province.

The geographical location of Bone Bolango Regency is bordered by Bolaang Mongondow Regency, North Sulawesi Province, and North Gorontalo Regency, South is bordered by Tomini Bay, and Gorontalo Regency and Gorontalo City border west. Bone Bolango Regency has 18 districts, a total area of 1,984.58 km², or 16.24% of the total area of Gorontalo province with a population of 160,154 people.

As a district, Bone Bolango has a vision and mission of 2016-2021 development agenda: containing five program agendas, namely: firstly to reduce the number of poor people with a percentage of poverty below 10 per cent or less than 9 per cent. Secondly, it is to accelerate village development (independent village growth), third, sustainable infrastructure development including increasing availability and quality of infrastructure, fourth, increasing quality public services including performance accountability and increasing community satisfaction index (*Indek Kepuasan Masyarakat* - IKM), access to quality education and health and fifth, increasing productivity the economy includes an economy growing than 8 per cent, superior products develop, people's incomes increase significantly (Antara Gorontalo, 2016).

IMPLEMENTATION OF LOCAL GOVERNMENT POLICY IN CREATING COMMUNITY RULES AROUND TROTOAR OF THE "JALAN PROF B.J. HABIBIE"

"Jalan Prof. B.J. Habibie" in Bone Bolango is one of the liaisons accesses to-and-from the region of Bone Bolango district with Gorontalo municipality and other areas in Gorontalo province. In 2019, the road was extended, and its sidewalks were constructed. Recently, the sidewalks have been used as relaxing places, entertainment venues, and even places for selling culinary, and fruits and so on. The presence of the sidewalk is seen as beneficial for some people, especially traders who use the location as a place to sell to supplement their income. From the results of observations and interviews with visitors, it can be stated that the existence of sidewalks is considered very beneficial, especially for culinary sellers due to a large number of visitors who come to the place while ordering food or various types of soft drinks.

Therefore, the visitors who come to the sidewalk area besides enjoying the surrounding scenery, some of the visitors who come also promote various types of businesses such as the sale of motor vehicles, promotion of acceptance of new students at schools, courses, and others. In addition, there are also some of the visitors using the sidewalk as a place of entertainment and gymnastics attractions for teenagers and adults, music band and karaoke performances, single organ and a bicycle playground for children. Even visible seats in the form of iron chairs placed along the sidewalk are used as a reclining area by visitors.

Seeing the existence of sidewalks and curbside that have been used as places to sell, entertainment venues, promotional venues, and playgrounds, the researchers are of the view that sidewalk facilities have increased in function not only as a medium for pedestrians but also as facilities to meet other interests as mentioned before. Increasing the function or utilization of sidewalks and roadside is considered disturbing pedestrians

who need comfort and safety on the road. Almost every afternoon until the evening around the location an increase in the number of vehicles parked on the side of the road so that it is feared to trigger traffic congestion and make road users feel uncomfortable driving. In addition, related to the use of sidewalks and roadside according to an informant whose house is close to the location, they were conveying the crowd and the sound of entertainment music that is played until late at night is felt to be very disturbing during sleep and rest time for residents.

Another complaint conveyed is the concern of residents around the sidewalk location becomes an arena for children, adolescents, adults and even elderly to gather without considering the time so that it is feared that undesirable things such as fights, brawl, adultery and other community diseases. According to Heryansyah (2017: 1), community disease is a deviant disease that occurs due to several factors.

First is the socialization factor. One of the causes of deviant behaviour is due to the absence of communication about the rules and essence of an assessment of attitudes or behaviour by other people or social organizations that are concerned. Therefore, the perpetrators of irregularities do not know the attitudes and actions that he does contrary to the rules or ethical values of religion and social life.

Second is the anomie factor. Anomie has a meaning as a condition that is a person or group of citizens who have no legal basis. According to Emile Durkheim in Heryansyah defines anomie as a condition without rules and guidelines for life, so that in the environment the residents or the community are not able to align between desires and social facts encountered. This condition occurs in groups of people or communities that have accumulated rules and values, but the norms and values or values are not related to each other, which in turn leads to conflicting values, and there is no understanding of values. A group of people or people who experience this condition is

challenging to get a handle on the rules or guidelines in social life.

The third is the differential association factor. One cause of the occurrence of deviant attitudes or actions is due to the existence of differential associations, which means that associations of perpetrators of crime are not the same between one association with other crime groups. When a group of people interacts with a criminal group, the higher, the interaction will lead to deviant behaviour or attitudes depending on the influence that is implanted on a person or group. The success of influencing other people or groups of people in deviant actions is supported by the intensity and length of time and strategies taken in influencing a group of people or others. The author is of the view that the occurrence of deviant actions usually begins with frequent meetings in public places such as on the streets and sidewalks which are used as entertainment and selling locations, especially at night. Groups will form which compete with one another. The group of street fenders, visitors, and others should be regulated with public policies based on public safety and security and order for users.

In fact, it is also possible for residents who feel disturbed by the presence of visitors or roadside users and sidewalks who come from various places, have different characters, can take reckless action to forcefully disperse the visitors and sellers around the location that are seen to disturb security and order. The point is that the more often a person or group of people meets with a crime gathering, the easier it is for a person or group of people to be influenced to be a criminal. Seemingly, there is no guarantee that every visitor who comes to a crowd and entertainment location is a moral person who is responsible and cares for the safety, cleanliness and environmental order and the safety of others. The fourth is labelling or naming factor. Labelling factor is given to the perpetrators of crime or deviant behaviour, the higher the courage of the perpetrators of the crime of deviant behaviour. For example, the naming or designation of a modern child is given to

individuals or groups of people who like to hang out while drinking liquor. This indicates that if you want to be known by other people or be known in the community, you must be diligent in hanging out and brave for a party.

At this point, the author proposed one method or approach, which is expected to solve the overlapping function, the Jalan BJ Habibie. It is primarily along the sidewalk that becomes the locus of research, namely the Regional Head in this case the Regent of Bone Bolango based on his duties and authority as leaders and officials at the district level can implement rules or policies to keep sidewalks and curbs in line with their functions and uses.

First, the local government encouraged restoring the use of sidewalks in accordance with their functions that have been regulated according to applicable regulations. Then, providing a particular location for culinary sellers, various soft drinks and disciplining visitors who use sidewalks and curbside as entertainment facilities, sports facilities and so on so as not to interfere with road users and sidewalks and residents around it.

Furthermore, instruct the security and order officers through the municipal police to schedule active and ongoing monitoring of visiting the location of roads and sidewalks that have been used as places for recreation, selling and entertainment or sports facilities. Furthermore, making the order for road and sidewalk users to pay attention to security, order, cleanliness at the location of the road and sidewalk so that it does not interfere with the comfort and safety of vehicle drivers and residents who live around these locations.

Equally important, finally, is to postulate strict sanctions for those who damage road and sidewalk facilities, including visitors who carry out dangerous actions for the safety of others.

The importance of formulating and implementing regional head policy is intended to ensure security and order for the public who use road and sidewalk facilities or residents who live around the site.

Formulating in advance the legal objectives in our country, namely, protecting the rights and fairness of everyone in social life or community life, safeguarding social institutions that contain widespread meaning including institutions in the fields of economy, social, education, a culture that are based on the realization of justice and prosperity for all. In connection with the purpose of the law, the regional head's policy emphasizes the issuance of regulations governing social and social livelihood mechanisms in an area that prioritizes the protection of the rights and responsibilities possessed by everyone.

Policies or regulations issued by regional heads do not run away from a goal, which is to create security, order and public convenience as a means of communication and information between government and society. Community complaints related to inconvenience, disruption of security and order in the community reported to the government are a form of concern for the establishment of a safe and peaceful environment. Likewise, the response of the regional government or regional heads in responding to community complaints is a form of responsibility towards the government's authority to guarantee the peace of the community. The mechanism of making and applying regulations by the government that considers constructive suggestions, ideas and criticisms submitted by the public have been regulated in Law Number 32 of 2004 concerning Regional Government which reads:

The community has the right to give input verbally or in writing in the context of preparing or discussing the draft law.

Preparations for the formation, discussion, and ratification of a draft law are guided by legislation.

Based on this law, it can be stated that in carrying out various development programs in the regions, it is not free from the role and participation of the community so that every regulation and policy made by the regional

head is truly in favour of the community's needs rather than the interests of particular groups or groups. Likewise, the issuance and implementation of regional head policies regarding the use of sidewalks and roadsides should be based on the magnitude of community needs and the positive impact resulting from a policy. Comprehensive studies on the use of curbs and sidewalks about who uses them, what they use, the aims and benefits of using them, how to use them and the impacts that occur when using curbs and sidewalks should be the basis for consideration of the birth of a policy. Allowing the use of roadsides and sidewalks without being regulated in policy is considered more detrimental to the community, especially if irresponsible elements misuse the place. The obligation of all stakeholders including the regional head is to protect the community so that they are not deviant from the behaviour that drags every criminal into the realm of law and bears all consequences resulting from criminal threats (telingasemut.blogspot.com, 2016).

It is crucial to consider the law against the perpetrators of crimes even more so to ensure order stability and security for the community absolutely must be considered. Therefore, it is necessary to foster shared responsibility between governments and the community so that it is always addressing and considering the factors that cause crime. One effort that can be done is to prioritize attention to shifts in values such as the increase in the association of children, adolescents, and adults who are increasingly changing and far from the values of religion and law in our country. As a result of deviant associations often lead to deviations of behaviour such as free sex, gambling, alcohol, drug use, theft, robbery, brawl fights and various other forms of crime. This value shift is closely related to external impacts, namely the sophistication of information and communication flows that are difficult to contain.

The occurrence of deviant behaviour due to shifting values in religious and community

life can be sure to give birth to conflicts not only felt by the perpetrators but also deviations of behaviour or acts of crime will also be felt by families and communities. The acute attention of every policymaker and stakeholders is considered able to minimize the development of deviant behaviour that is increasingly troubling. Collaboration and awareness of all stakeholders or related elements can be a fortress for the entry of harmful actions that tear the rights of others to live quietly, peacefully and far from worrying about their safety, and family safety or the safety of the surrounding community.

For policymakers, in this case, the local government, the district head is expected to continue to produce policies that are more in favour of ensuring the creation of public safety and security. The author believes the difficulty of improving the economy and people's welfare is influenced by the discomfort experienced by some people to work for reasons of security, comfort in addition to the lazy nature of making a living. Not a few people leave the house, especially at night just to look for additional income to discourage or desire because they are haunted by a sense of worry when meeting with criminals. Perpetrators do not only act on quiet streets but often crime is also found in crowded places, including on the highway. It is appropriate that raids and extra-strict guarding at every entertainment venue utilizing roads and sidewalks receive the same attention as raids conducted by officers at bars, inns, and hotels.

From my point of view, crimes that occur at entertainment venues that utilize roadside and sidewalks are vulnerable to revenge and repetitive crimes for perpetrators of crimes if routine patrols and raids are not carried out. Likewise, the sales of illegal traders are increasingly increasing so that it will be complicated to control and ultimately worsen the situation. Crime is rampant, traffic congestion is increasing, comfort is difficult to feel, and aesthetic values or the beauty of roads and sidewalks are used by irresponsible and unsuitable people who

prioritize the principle of the basic needs of people to live quietly, safely and in an orderly manner. If the purpose of widening the road and building sidewalks to overcome traffic congestion and comfort for pedestrians in Jalan BJ Habibie of Bone Bolango, the roadside and sidewalks should be returned to their actual function to better help, overcome traffic congestion. It is mainly because the road access is a public facility that many vehicles pass by and from the city, Gorontalo Regency, and vice versa. The use of roads and sidewalks should be made by the regional head, at least returning to their original function. If the widening of the road and the construction of the pavement is also intended as a means of entertainment and a means of selling, then the distribution of the selling locations should be made clear so that the sellers do not fight over the place. The data collection of people who sell on the sidewalks and the rules and mechanism of selling at the location should be immediately made and implemented.

Equally important is that the use of curbs and sidewalks are intended to increase entertainment facilities and places of sale for the community. In the opinion of the author, the intensity of the traffic flow at the study site is increasingly increasing so that it is feared that widening the road can not minimize the crowds of vehicle flow, on the contrary, the obstacles to the flow of traffic will occur because of the many vehicles parked on the edge of the road. The comfort of driving might be disturbed with visitors passing by around the road. Consequently, it affects the aesthetics of the use of curbs and sidewalks to reduce neatness and road cleanliness.

I am observing and evaluating the use of roads and sidewalks while continuing to prioritize public interests that are more meaningful and useful because these actions can minimize deviant behaviour that occurs in these locations in order to ensure the creation of a beautiful, clean, safe, orderly, and comfortable environment. The policy issued by the regional head is considered

urgent in order to create a clean, orderly, orderly, safe, and controlled social condition. According to Hodijah (2016), community order indicates an orderly, harmonious, and balanced community life with its role and benefits as a citizen. The harmony and order of the community concerning the community's concern for the importance of the realization of adequate economic, educational and security life is much supported by security and order stability that is maintained through government regulations or policies regarding security and public order.

In connection with the benefits of implementing local government policies in order to ensure security, comfort and order for the community, especially in the research location, it is necessary to establish policies stipulated in the Perda so that they can be carried out with a full sense of responsibility for each visitor who uses the road and sidewalk facilities.

This is in line with the function of the implementation of public policy according to Tahir (2017) in Rifa'i (2018: 25), arguing that public policy is understood, made and implemented by the government as a public official, directed at concrete attitudes or actions of the government, not merely as a matter of desire. Nevertheless, the policy is more than that - analysis of the impact caused by policies made into separate considerations in implementing each policy taken.

From this point, the author argues that the use of sidewalks and roads that deemed to have been diverted from their actual functions can trigger various problems, local governments must make specific policies highlighting the problem of using roads and sidewalks to safeguard the possibility of adverse events. Facts on the field can be explained in general the function of sidewalks and curbs that have been used as entertainment venues and places to sell at least feels starting to disturb public order. If the shift in the function of sidewalks and curbside is not immediately overcome through local government policy, it is feared

that sellers and visitors of roadside and sidewalk users only further aggravate the level of traffic congestion, becoming a convenient place for criminals. Community's security and safety (*Kantibmas*) disruptions increase more over time if there is no routine surveillance and raids from officers are applied to each visitor and seller that is scattered on the site. Did not rule out the location of giving birth to illegal parking attendants who do illegal levies or street thugs so that it further aggravates the comfort conditions of the vehicle driver and the people around him.

Therefore, in order to avoid problems that arise, the researcher believes that the implementation of regional government policies should be implemented as soon as possible by making the following efforts.

First, it is essential to return the use of sidewalks by their functions that have been regulated according to applicable regulations, or making and implementing other policies that are justified based on previous regulations on the use of curb and sidewalks in the public interest by considering various kinds of consequences arising from the policies taken.

Second, it is critical to proving particular locations around the road for culinary sellers so as not to disturb road users and sidewalks. Third, there must be an instruction on the security and order officers or police to schedule monitoring to the sidewalk location, which has been used as a place for recreation, sports, selling and entertainment. Fourth, it is urgently to make the Standard Operational Procedure (SOPs) for road and sidewalk users to pay attention to safety, order, and cleanliness at the location of roads and sidewalks; consequently, these activities are not to interfere with the comfort of vehicle drivers and residents who live around these locations. Finally, it provides strict sanctions for those who damage road and sidewalk facilities, including visitors and sellers who commit dangerous actions for the safety of others.

These efforts become essential. It is because local government policies are more reliable

and following the expectations of all parties, regulations or policies that are prepared and implemented for the benefit of the general public will be based on national regulations taking into account harmonization factors and synchronization between national regulations and regulations made and implemented at the regional level (Muhlizi, 2017: 16).

In connection with the urgency of the regional head's policy on the use of roadsides and sidewalks, according to the Ministerial Decree number 15 in 2019 on "Permit for the Use and Use of Spaces of Roads", firmly states that the existence of roads which are land vehicle infrastructure consisting of road sections including complementary buildings and all forms equipment is provided for traffic activities and is carried out above ground level, below ground or water level in addition to railroads and cable lines.

Roads built for public use should be used for traffic activities for the public. Whereas each section of the road consists of road use space, road rights space and road ownership space. Road use space is along the road, which is determined by barometer width and height and limited depth for the concrete road, the canal, and the protection phase. Public spaces belong to the road are the lane of the road, a line of exceptional land other than road use is designated as a lane of road functions, road expansion, improvement in the flow of vehicles in the future, including the need for columns as road protection separated by area, depth, and particular height. Therefore, road surveillance lane is a special lane other than the right of the road and usage is closely guarded by the road manager so that the sight of driving the vehicle does not obstruct the driver of the vehicle.

The regional head authority, in this case, the governor, regent and mayor as the provider and manager of the construction of provincial, regency and city road facilities in issuing recommendations and permits for roads is implemented by authorized officials. Buildings that are arranged and

made in the form of a billboard utility network, a network of information and communication facilities, building spaces in the property of the road must obey the rules and regulations. As a part of public space, buildings should not interfere with the safety and order of road users. It is stated that buildings:

Do not obstruct the driver's free vision or obscure the concentration of the driver of the vehicle;

Does not inhibit road use and configuration, damage buildings and road equipment;

Does not obstruct and reduce the use of traffic instructions and facilities;

In line with regulations or policies that have been made by the head of the region or related organization.

In addition to the construction of buildings and benefits networks in each road membrane in urban areas can be placed in the road use space in accordance with the following mechanisms and regulations:

Buildings built above or below the ground are placed outside the shoulders or sidewalks.

Set the distance of approximately 1 (one) meter from the outer edge of the shoulder of the road or sidewalk and the traffic lane.

Use buildings and networks as referred to in points 1 and 2 can be placed next to the outside space belonging to the road.

From the explanation and the suggestion above, the authority sees that for the use of the curb or sidewalks such as those in the intended location, in terms of the arrangement of the place to sell fruits, food, drinks, children's games, etc. a separate place is provided so as not to appear obscene and disturb the view vehicle driver. Similarly, the use of seats built on the sidewalk functions as a seat for visitors and is limited by distance from where to sell and still must provide a particular path for pedestrians.

These efforts are for the sake of creating secure security both for visitors, sellers and pedestrians, the regional head and related agencies make policies regarding the rights and obligations mechanism that must be fulfilled when conducting trading activities on the sidewalk area or the mechanism that should be passed by the sellers. The distribution of places to sell based on the type of sale is considered more effective and makes it easier for buyers or visitors to get the goods, food, drinks sought. Thus creating a comfortable atmosphere between fellow sellers, the division of places for the sellers aims to avoid misunderstandings of each other to seize the place that is considered strategic between street fenders. Furthermore, the arrangement of the place of sale is not only carried out according to the type of goods sold, but also the firmness of the regional head in addressing the functions of the roadside and sidewalks. This can be done by considering the security and order around the area is still expected to create mutual respect for the rights of fellow visitors, sellers, road users and sidewalks and residents who inhabit around the location. Therefore, the regional head's policy becomes something very urgent to regulate the use of roadside facilities and sidewalks for the sake of mutual safety. Regulations or policies determined by the local government through a mechanism are followed up with a variety of regulations that are implemented at the level of implementing policies such as the Department of Transportation (*Dinas Perhubungan*), the Department of Public Works (*Dinas PUPR*), the Office of the Environment (*Dinas Lingkungan Hidup & Satpol*), and the Satpol PP of Bone Bolango. The policies or regulations of regional heads are made and implemented by each related agency, in order to support government programs, namely creating a safe, orderly, peaceful, and comfortable society that is realized in the form of cooperation or division of tasks in each of the relevant agencies, including Public Works Agency, addressing the use of roads and surrounding

areas that have been converted into trading places or selling as permitted as stipulated in PUPR Ministerial Regulation Number 03 of 2014, on "Guidelines for Planning, Provision and Utilization of Pedestrian Network Infrastructure and Facilities in Urban Areas" (Bagaskara.co.id, 2014; see also BPK Peraturan Database, 2020). In the Minister of PUPR Regulation referred to in article 13 paragraph (1) it is stated that the utilization of pedestrian network infrastructure is carried out by considering: (a) type of activity, (b) time of utilization, (c) number of users and (applicable technical provisions. Paragraph (2) states: "Utilization of pedestrian networks is only permitted for the utilization of social and ecological functions in the form of cycling activities". Meanwhile, the Transportation Agency (*Dinas Perhubungan*) considers traffic rules regarding the use of sidewalks are one of the supporting facilities for traffic management. It is mainly for pedestrians. According to LLAJ Article 274 paragraph (2), there are 2 (two) Penalties may be imposed on people who use the sidewalk as a means to support personal activities and prevent pedestrians, such as (1) criminal threats for anyone who causes interference with the function of road equipment is sentenced to a maximum of 1 (one) year imprisonment or pay a maximum fine of Rp 24,000,000 (twenty-four million rupiah); and (2) every person who commits an act that disrupts the function of traffic signs, road markings, traffic signalling devices, pedestrian facilities and road user safety devices, convicted with imprisonment a maximum of 1 (one) month or a maximum fine of Rp 250,000 (two hundred and five thousand rupiah recovered) (see also Pramesti, 2014).

Equally important is that the function of the sidewalk should only be reserved for pedestrians said as researchers have said in the discussion above. This means that the use of sidewalks is set aside for pedestrian safety and should not be used for the benefit of individuals or groups.

DISCUSSION

In connection with supporting the cleanliness and environmental care program through the Department of the Environment, it continues to promote cleanliness and environmental care programs, including maintaining road cleanliness. Supporting development programs to improve environmental sustainability and healthy living behaviour of the people, the Bone Bolango government issued the Perda No. 5. LD. 2018 No.5 concerning "Environmental Protection and Management, one of the points listed in the Regional Regulation is to regulate environmental protection and management including regulating the principles, objectives and scope of planning, maintenance, management of hazardous substances and disruption, information systems, duties and authority, rights, obligations and, the role of the community, supervision, administrative sanctions and transitional provisions" (<https://peraturan.bpk.go.id>, 2018).

Regarding the regulation above, the researcher assessed that the formulation and stipulation of regulations for each resident in Bone Bolango were asked to be responsible for environmental maintenance, maintaining environmental cleanliness, and all public access including public road facilities. The active role of the community, in particular, maintaining the cleanliness of the road and sidewalk environment has a significant impact on the creation of cleanliness, neatness and beauty of the highway.

Regarding the regulation above, researchers are of the view that the condition of sidewalks and roadsides as one of the facilities designated for pedestrians may be used for social activities as mentioned above. However, the use of sidewalks that are the locus of this research is inversely proportional to these regulations. Pedestrians may only use regulation of the Minister of Public Works and Housing which allows the use of sidewalks for social activities, and biking, but on the other hand, Traffic rules governing the use of sidewalks.

Then, taking into account the above regulations, the researcher is of the view that road conditions and sidewalks in the Jalan B.J Habibie, as explained above, need to make a separate policy. If the regional head wishes to give citizens the right to sell along the sidewalks and roadsides, careful consideration is needed so as not to harm the public. Likewise, for visitors who enjoy entertainment venues, separate policies are made to avoid activities that harm others.

It is important to emphasize that the regional head should sit together with all stakeholders to look at the appropriate regulatory model applied so that the desires of the sellers at the location, the wishes of the visitors, the wishes and expectations of road users and residents around the study site are not overlooked. In essence, the procedures and benefits of the regional head's policy and firmness are highly anticipated. The division of tasks and education is evident and directed towards the competent authority must not be ignored. The involvement of the Department of Transportation, the Department of Public Works, the Office of the Environment, the Office of the Civil Service and other related offices such as the Office of Finance and Regional Revenues needs to be done.

Researchers assume the involvement of the Regional Finance and Revenue Service is very urgent to be implemented to prevent the illegal collection of parking fees, illegal fees to sellers or visitors by irresponsible parties which results in inconvenience. These institutions are the main components that play an active role in providing concrete ideas and actions related to the situation at the research location. The public need to be a quick attitude and action to anticipate various activities carried out at these locations, given the increasing number of sellers and visitors. Procedural surveillance and enforcement of sellers or visitors who violate the rules of security, order, and interfere with the safety of others should be implemented from now on. The socialization of the use of sidewalks so that they are not harmful to pedestrian safety, the use of roadside to avoid accidents, the rights and obligations of each visitor and

seller around the site to avoid activities detrimental to others and other regulations which are considered to be in the common interest.

In addition to the agencies mentioned above, the Police Agency in each sub-district and local region is a government partner institution that has the task and high authority in maintaining the stability of security and environmental order. Therefore, the making and implementation of the policy cannot be separated from the participation of the Police. Equalization of perceptions regarding regulations and public security (Kantibmas) socialization around the research location should be applied continuously with consideration of roads and sidewalks as public facilities that are prone to various kinds of security, order and safety disorders. Procedural division of tasks and authority to relevant agencies in handling various activities around the research location gives clarity about the government's responsibility in responding to the wishes of stakeholders. The speed and accuracy of the regional head's policy are instrumental in suppressing the tossing of responsibilities between one another, in the event of a commotion at the research locus. Negative actions by irresponsible people one of them arises due to the delay in the socialization of regulations or policies and the low awareness of perpetrators of crime.

Traffic incidents sometimes occur in an area in addition to destroying the order of the values of community and religious life, can also tarnish the right name of the area. If indeed the construction of sidewalks and road widening is also aimed at providing recreational or recreational facilities and selling places, then the management system is based on regulation and certainly involves relevant agencies as mentioned earlier. The use of sidewalks or roadside not only occurs in the district of Bone Bolango, but this phenomenon also occurs in other areas. Thus, the author argues that the use of the curb and sidewalks can be used for other social activities even though it is seen that there is

an imbalance of regulations among agencies with others.

It can be stated that even if there are differences in regulations regarding the designation of roadside and sidewalks, they can be used as the public interest with regulatory requirements made involving all stakeholders, seeking solutions and best efforts so that the facilities and infrastructure built by the government benefit all levels of society, minimal perceived adverse risk or impact. The regional head sits with the DPRD to discuss the appropriate regulations in managing the use of roadsides and sidewalks, the speed of socialization of regulations made to the sidewalk users who have changed functions through related agencies intensively and sustainably must have a significant influence on the stakeholder element.

Finally, visitors, fenders, road users, and local residents are aware of their rights and obligations towards the facilities built especially at the research site. The sellers and visitors respect each other, do not feel arrogant using the sidewalks and sidewalks, protect the rights of residents who live around the site by not making a fuss, lowering the volume of music and entertainment and respecting sleep and rest periods. Likewise, for drivers of vehicles and pedestrians, do not feel disturbed by the crowd of people passing by around the streets and sidewalks. Among visitors, sellers, road users, pedestrians and local residents are equally aware that everything that happens as a result of the development program which leads to improving the welfare of the community without ignoring the factors of safety, security, order and comfort of the community.

CONCLUSION

Based on the results of the research, analysis and description of the results of the data obtained along with theoretical support on the implementation of policies, duties and authority of the regional head, the researcher draws the following conclusions.

First, the implementation or application of policies regarding the use of roadsides and sidewalks in the public interest has been regulated for use and is attached to each agency related to the intended results. Second, the formulation and implementation of policies involving relevant agencies are considered very urgent for the realization of government and community participation in creating a conducive, safe, and controlled atmosphere. Third, the use of roadsides and sidewalks that appear to be disorderly and seem messy is due to regulations governing the rights and obligations of each seller and visitor to the location.

Accordingly, it can be concluded that the acceleration of the making and implementation of policies regarding the management of the use of sidewalks and curbs in the Jalan BJ Habibie is necessary by considering the factors of security, safety, and public order because the location is increasingly visited by people who come from various places. The increasing number of sellers and visitors from various places indicates various forms of attitudes or behaviours, such as the behaviour of visitors and sellers who have ethical, courtesy or reverse behaviour and meet in the same place, using the same facilities that use the curb and sidewalk. Coupled with the growing vehicle drivers also have different attitudes and behaviours from one another.

Ultimately, differences in attitudes, behaviours, and other backgrounds need to be watched, one of which is through the socialization and implementation of policies that clarify the rights and obligations of all road and sidewalk users so that each individual feels responsible for maintaining security and mutual safety. Attitudes and responsibilities as a form of participation of each person are more effective and efficient, promoting the principles of kinship and harmony are reflected in government regulations by considering the benefit of humans as religious beings, civilized and caring for others.

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