

THE EFFECTIVENESS OF POLICE GOES TO SCHOOL EDUCATION PROGRAM IN NUSA TENGGARA BARAT PROVINCE

Efektivitas Program Edukasi Polisi Masuk Sekolah di Provinsi Nusa Tenggara Barat

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Abstract

The present study aimed to evaluate the effectivity of the Police Goes to School in order to enhance students' road safety. The research was conducted in Nusa Tenggara Barat (NTB) province with population is the Region Police of NTB with ten resort police stations. The chosen sample was Resort Police in Mataram and Lombok Barat. We also gathered the data from the schools in the work area of the resort polices with criteria of junior and senior high schools experienced and has no experience related to the Police Goes to School program. The total participants were 340 people consist of 320 students, 16 schools' officers and 4 polices. The instrument employed in the study was interview sheet for police and school's officers and questionnaire for the students. The data were analyzed using descriptive qualitative and quantitative methods. From the analysis, it was found that the traffic accident rate in the students' age range decreased. Furthermore, the students and school's office view that the program brings a lot of benefits and important to be continued.

Keywords: police goes to school, education, traffic

Abstrak

Tujuan penelitian ini adalah untuk mengevaluasi keefektivan program edukasi Polisi Masuk Sekolah dalam meningkatkan keselamatan berlalu lintas di kalangan pelajar. Lokasi penelitian adalah di Provinsi Nusa Tenggara Barat (NTB) dengan populasi penelitian adalah Polda NTB yang terdiri atas 10 Polres. Sample yang diambil adalah Polres Mataram dan Polres Lombok Barat. Selain itu, dilakukan penelitian ke sekolah dengan kriteria SMP dan SMA yang pernah dan belum pernah mendapat program edukasi Polisi Masuk Sekolah. Total partisipan yang terlibat dalam penelitian ini adalah 340 orang yang terdiri atas 320 siswa, 16 pengelola sekolah dan 4 orang polisi. Instrumen yang digunakan adalah lembar wawancara untuk polisi dan pengelola sekolah dan angket untuk siswa. Data yang diperoleh dianalisis dengan deskriptif kuantitatif dan kualitatif. Dari hasil penelitian diketahui diketahui terjadi penurunan angka kecelakaan lalu lintas di usia pelajar. Selain itu siswa dan petugas sekolah menilai kegiatan ini bermanfaat dan penting untuk dilanjutkan.

Kata kunci: Police Goes to School, edukasi, lalu lintas

INTRODUCTION

Trraffic accident is one of the major cause of death, after infectious disease, of children and adults (5 – 29 years old) in the world (WHO, 2018). In line with the study, Kusdarwati & Hartono (2017) found that the case also happened in Indonesia where traffic accident is the top nine of the killers. Furthermore, Saputra (2017) explained that traffic collision is the most common vehicle accident in Indonesia. According to the study, the accident mostly occurred in a peak time, between 12PM to 6PM.

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There are several factors that influence the high number of traffic accidents, including the low awareness of road safety. Utomo (2012) distinguished the factors into four dominant groups based on the sides of driver, vehicles, road segment and environment. Also, Hidayati & Hendrati (2016) highlighted that the high number of traffic accident is mostly caused by the lack of traffic safety behavior awareness and knowledge in among the citizen. Specifically, according to Setyowati, Firdaus & Rohmah (2018) the traffic accident in senior high school students in Samarinda is caused by the indiscipline behavior in vehicle riding such as using handphone to call and text while driving, obeying traffic light and sign, smoking and using motorcycle for more than two people at once.

The case of high number of accident can be solved using three activities, including deterrence, prevention and prosecution. The activities on deterrence and prosecution are having the same goals to establish the laws as regulation for the citizen to obey the intended behavior. Meanwhile, the prevention program is conducted in form of socialization activities which aimed to the mentality change. The study of Apandi & Asmorojati (2014) found that the prevention program is highly impacted to reduce the traffic indisciplinary behavior.

Reflect to that, the traffic division of Indonesian National Police created an educational program called Police Goes to School. The program is aimed to provide lesson about road's regulation and safety for the students to increase their awareness of the traffic. The program already run for several years, but there is no evaluation yet. Therefore, the traffic division of Indonesian National Police conducted the present study to evaluate the overall program in Indonesia. Several province have been selected as the sample of the study, one of them is Nusa Tenggara Barat (NTB). The evaluation was employed in all aspects of the program, including the process, organizer, institution involved, struggles and obstacles, and the implication of the program toward the global goal.

The results of this study is aimed to draw a clear image of the program effectivity of Police Goes to School and evaluate the obstacles and weakness to be improved in the future. For the long term goal, the purpose of the study is to increase the road safety and decrease the number of traffic accident in Indonesia.

METHOD

The method of the study is Survey, Interview and Observation toward the Police Goes to School Education Program in Nusa Tenggara Barat province. The population of the study are the traffic division of Police Department in NTB consist of 10 resort police areas, which are the traffic division of Mataram, Lombok Barat, Lombok Tengah, Lombok Timur, Lombok Utara, Sumbawa, Sumbawa Barat, Dompu, Bima and Bima Kota. From those resort police, two were chosen as sample, which are Mataram and Lombok Barat resort polices.

Besides that, the population of the school involved in the study are all of the junior and senior high schools (or equivalent) in the NTB province. The sample were chosen by using *purposive sampling* method, by selecting four schools in each resort police working area which fulfilling the following criteria..

1. One junior high school (or equivalent) who experienced with Police Goes to School Education Program (code P & T).
2. One junior high school (or equivalent) who not experienced with Police Goes to School Education Program (code R & V).

3. One senior high school (or equivalent) who experienced with Police Goes to School Education Program (code Q&U).
4. One junior high school (or equivalent) who not experienced with Police Goes to School Education Program (code S & W).

The instruments employed in the study consists of questionnaire sheet to gather the data about students' respons and interview guidelines to gather the data about school management (Headmaster or Teacher) and Police Officers (educational department in traffic division). The interview conducted in each resort police offices and sample schools with total 20 informants. Meanwhile the questionnaires were distributed to 40 students for each sample schools with total 320 respondents.

The whole data from questionnaires and interviews were analyze quantitatively and qualitatively to answer the research question. From data analysis, it was found that the sample were in range age of 11 to 19 with proportional number of male (56.3%) and female (43.8%).

RESULTS AND DISCUSSION

Types of Activity in Police Goes to School Education Program in NTB

There are several educational program of Police Goes to School in NTB, including: (1) sharing, counseling and awareness raising program, (2) flag ceremony supervisor, (3) extracurricular activities supervisor, e.g. scouting and security school team, and (4) road safety simulation.

In each program, usually there are 3 to 4 police officers involved. The activity usually be conducted in the school's hall, classroom or field yard with total participant around 100 students for each event. The socialization took form of lecturing, sharing or talk show and discussion that generally conducted for 2 to 2.5 hours. To support the students in understanding the content better, the police officer usually prepared the materials in presentation slides. The topics chosen were mostly about the Traffic Law, Traffic Rules, Traffic Signs and the important of lane discipline. The example of the program can be observed in the following Figure 1.



The Representative of Resort Police Mataram Served as Supervisor for Flag Ceremony



The Representative of Resort Police Lombok Barat Served as Speaker for School's Talk

Figure 1. Example of activity in Police Goes to School Program

Effectivity of Police Goes to School Education Program in NTB

Instrument A

One of the instrument employed in the study was aimed to investigate the students' point of view related to safety road using the following indicators.

Table 1. Research instrument for students (Part A)

No.	Statement	VD	D	A	VA
1.	We need a driving liscence to drive on the road				
2.	Following the traffic rules will reduce the traffic accidents number				
3.	Riding motorcycle in the most right side can be dangerous for ourselves				
4.	The traffic light is useful to decrease the traffic collision				
5.	We need to give priority to the pedestrian to ensure their safety				

The students' responses were classified into Very Disagree (VD), Disagree (D), Agree (A) and Very Agree (VA) and be converted to the scale 1-4 respectively. The average score for each statements in Table 1 were (1) 3.4, (2) 3.6, (3) 3.04, (4) 3.59 and (5) 3.39. It means, in general, the students' awareness to follow the traffic rules are in Good and Very Good categories. The comparison between the schools experienced with Police Goes to School Education Program (blue) and the schools which are not (orange) can be observed in the Figure 2.

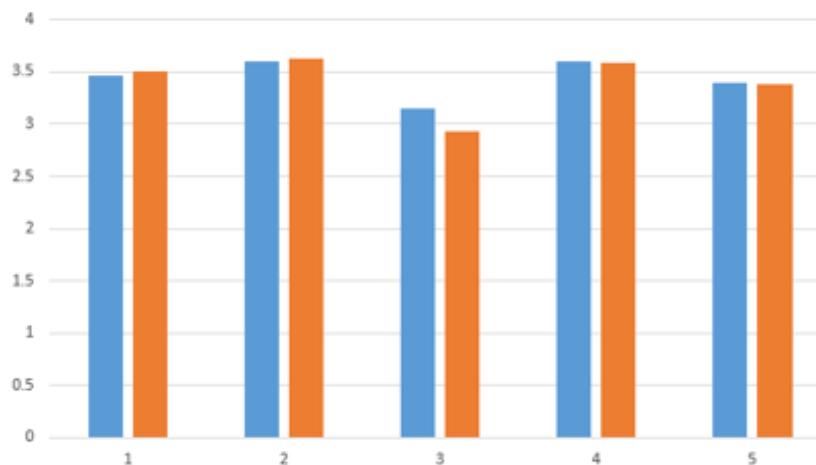


Figure 2. Recapitulation of total score in instrument A

Instrument B

Instrument B was related to the students' behavior pattern in riding the vehicles. The instrument was formulized in 15 question items. For each question, we compared the responses of the students whose schools were exposed with Police Goes to School Education Program and those who were not. To help in evaluation process, the criteria for each statement (Never (N), Rare (R), Often (O) and Frequent (F)) can be quantified using score conversion from 1-4 or reverse, as in Table 2.

Table 2. Research instrument for students (Part B)

No.	Statement	N	R	O	F
1	Crossed the road at the zebra cross	1	2	3	4
2	Rode the motorcycles without driving licences	4	3	2	1
3	Borrowed motorcycle to your friends' ride	4	3	2	1
4	Diobeyed the traffic light while riding the motorcycle	4	3	2	1
5	Drove car without supervisor	4	3	2	1
6	Involved in a traffic accident	4	3	2	1
7	Wore helmet while riding motorcycle on the road near to home	1	2	3	4
8	Wore hanphone while riding motorcycle or driving car	4	3	2	1
9	Contraflow traffic violations	4	3	2	1
10	Got arrested in a police patrol	4	3	2	1
11	Increased the speed at a flashing yellow light	4	3	2	1
12	Stopped when the traffic light turn to red	1	2	3	4
13	Wore helmet while riding as a passanger	1	2	3	4
14	Secured seatbelt when travelling with car (as driver or passanger)	1	2	3	4
15	Let yourself or your friend to ride the motorcycle with more than 60 km/h speed while in hurry	4	3	2	1

The total scores of the students whose schools were experienced the Police Goes to School Education Program and whose shools were not were 3.13 and 2.91 respectively. Hence, it can be concluded that the school with Police Goes to School Educational Program showed batter performance. Not only in total score, the students whose school were participated in the educational program by the police were also got better score in each question item, except in Question 11 about increasing speed in yellow light. The comparison for each number questions can be observed in the following Figure 3 (blue = had the program, orange = not).

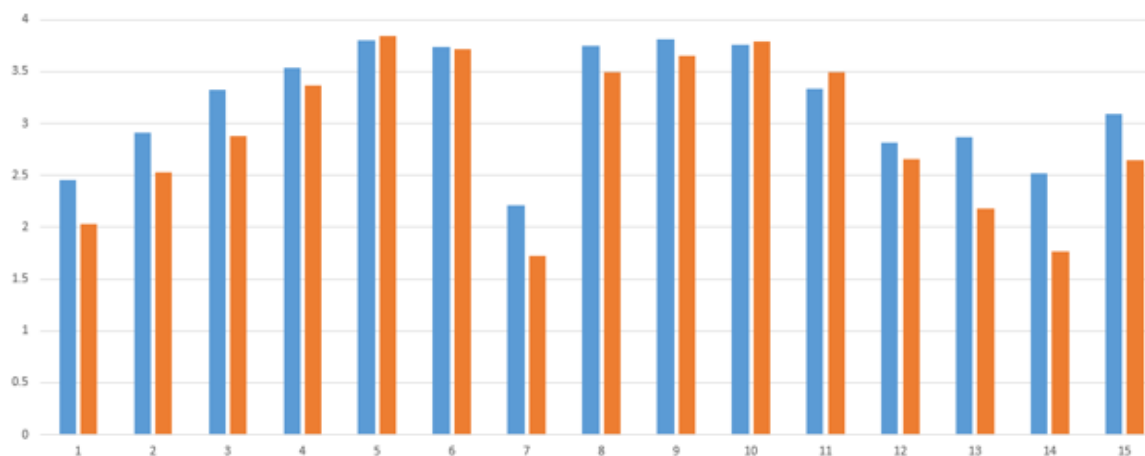


Figure 3. Recapitulation of total score in instrument B

Instrument C

The third part of the instrument were given in the multiple choice problem format. There are 12 question items to measure the students’ understanding in safety and traffic rules. The average score of the students was 8/12. Therefore, the understanding rate was 66.67%. The comparison for each school level based on the schools’ experience of the Police Goes to School Education Program can be seen in Table 3.

Table 3. The comparison of students’ scores

Level	Junior High School		Senior High School	
	Experienced	Inexperienced	Experienced	Inexperienced
Score	7.47	6.65	9.17	8.71

If we compare it accumulatively, we can notice that the students whose schools were participated in Police Goes to School got a better result compared to the students whose schools were not participated.

There was interesting finding from the students’ questionnaire responses in which most of the answer related to the driving liscence needed for the motorcycle driver is SIM C but they called it SIM A. It means, the students were not familiar with the driving liscence. Moreover, the students were also tend to get wrong in answering the question of *why can’t you take a contraflow while riding a vehicle*. Instead of thinking that it is violation of the rule, the students said the reason as they don’t want the police to catch them.

We conducted an interview with the police and school officers afterward to confirm the result. Surprisingly, the officers were not surprise with the result because the citizen in Mataram and Lombok Barat were usually follow the rules, such as not taking a contraflow and wear helmet, because they are afraid of the police.

Another insigful finding was that the students’ were misunderstood with the function of sidewalk for pedestrian. The fact in reality they used to see the sidewalk were functioned as place for food seller and alternative road for the motorcycle in traffic jam contributed to this issue.

Instrument D

The last part of the instrument on this study were related to the students’ mastery in traffic sign.



Figure 4. The traffic sign questions

On average, the sample were correctly answer 2 from 6 problems with understanding rate of 33.33%. Moreover, the comparison for each school level based on their experience in the Police Goes to School Education Program can be evaluated in Table 4.

Table 4. Comparison of students' score in answering traffic sign problems

Level	Junior High School		Senior High School	
	Experienced	Inexperienced	Experienced	Inexperienced
Score	2.16	1.8	2.56	3.2

If we compare the accumulative score of the students whose school were followed the educational program from the police and whose school were not, we obtained that the later group performed better with score equal to 5. The first group were reached point of 4.72 only. From the given six figures, it was revealed that the students have difficulties in stating the meaning of the fifth figure which is related to the sign for the train. It is very likely to happen since NTB is having no train route. Therefore, the students were not familiar.

Traffic Safety Attitudes and Driving Behavior of Students in NTB

It was found that 65.7% of sample of the study were younger than 17 years old. However, from total participants, 83.125% were able to ride the motorcycle. Meanwhile, from those 83.125%, only 15% who have driving lisence. Furthermore, 30% of sample were riding motorcycle to the school. It means, most of the students were using motorcycle to different activities, not to support their mobilities to the school. Moreover, only 26.5% who have driving lisence.

In addition, from the data taken from traffic division of resort police, it was found that traffic accident rate involving the age range of school students was reached the number of 31.3%. From the interview, we revealed that the accidents were usually caused by the violence of traffic rules such as not wearing helmet while riding motorcycle, exceeding the motorcycle speed limit and running a red light. Notably, 10.6% students experienced in got penalty since they were driving motorcycle without legal lisence. We surprised that the number was low even though a lot of students were driving motorcycle regularly. From the interview with school management, it was found that the students were having a relatively good knowledge towards alternative route that enable them to avoid police patrol in the major road.

After got the aforementioned insight, the researcher looking for supporting data related to the behavior pattern of Mataram and Lombok Barat citizen. The data in each resort police were divided into six different groups based on the age range, which are: (a) 0 – 9 years old, (b) 10 – 15 years old, (c) 16 – 30 years old, (d) 31 – 40 years old, (e) 41 – 50 years old, (f) 51 years old and above. Since the age range of our sample in the present study were on (b) and (c) groups, we selected the data traffic accident involving people in 10 to 30 years old. From the data, it can be concluded that the number of traffic accident on the selected groups' ages were decreased from 2016 to 2018 (see Table 5).

Table 5. Traffic accident rate data of the selected group in 2016 – 2018

No.	Location	2016	2017	2018
1.	Lombok Barat	94	24	47
2.	Mataram	158	126	93
3.	Total	252	150	140

Table 5 indicated the decline of traffic accident rate in the school age groups. Hence, it can be concluded that the Police Goes to School Education Program played important role to reduce the accident performed by students in the road. It means, the programs were beneficial to improve the safety attitude and driving behavior of the youth.

Schools' Responses towards the Police Goes to School Education Program in NTB

The interview result with the school management boards revealed that the school communities agreed about the benefits of the Police Goes to School Education Program. It is occurred due to the impact of the program towards the students' awareness in following the traffic rules. According to the school teachers, if the students keep themselves safe on the road, they will be more ready to following the lessons at the school. Hence, the school management enthusiastically welcoming the program and looking for its continuity in the future.

The schools' positive responses can be seen from their regularity in sending official invitation to the head of the resort police to support the curricular activities in the school. Besides the regular schedules provided by the resort police, the schools also requested additional schedules. For instance, to be supervisor in a flag ceremony, scouting activities and security school team and also to welcome the freshman students. This good collaboration is aimed to enhance the students' discipline behavior on road safety. Therefore, the number of traffic accidents and violations can be decreased.

According to the schools, the police attendance in a face to face meeting with students gave a motivation for the students to learn further about traffic signs and rules. Hence, they will be more careful when driving and prioritize the safety of themselves and others on the road. Usually, the students were actively participate with the program, especially if there is discussion session during the event. The schools also support the positive effect of the Police Goes to School Education Program by providing some additional rules at school, such as the regulation of wearing helmet if the students enter the school yard using motorcycle.

Struggles and Obstacles in the Implementation of Police Goes to School Education Program in NTB

In general, there is no primary obstacles and struggles during the implementation of the Police Goes to School Education Program in NTB. However, actually the effectivity and the success of the program is highly determined by the contribution of the parents to emphasize the traffic safety values given by the police.

Based on the interview with police officer and school management, it is known that the majority of NTB citizen permit their under-age children to drive vehicles, especially motorcycle. It means, many children were driving without any legal licence. Besides that, the citizen usually absent is wearing helmet. For majority of them, wearing helmet is not to self-safety but to avoid the police patrol. This pattern is imitated by the children and become the primary reason of not wearing helmet while riding motorcycles.

To overcome the struggles and obstacles, the resort polices in NTB, for instance Mataram and Lombok Barat, plan to conduct an extended sharing talk to the parents related to the traffic safety education in the future. By that, the police officers wish to get support from the parents to encourage their children to obey the traffic rules and laws. Hence, the traffic violation can be reduced. Furthermore, schools' managements also reinforce the program by checking the helmet of students who enter the schools with their motorcycles. The schools

expect additional facility from the police traffic division to get a special counter at school for the students who want to request a driving licence. This feature will be applicable for the senior high school students who usually pass the minimum age requirement but not having driving licence. By that, the students' awareness to complete the administration matters to obey the traffic laws will be increased.

The school managements also mentioned some factors that influenced the students' tendency to ride the motorcycle by themselves are: (1) social status, a number of children refused to go to the school if their parents do not provide them a motorcycle (2) permissive parenting pattern, (3) some parents have no time to pick their children to school and there is no public transportation access from home to school, (4) some schools are located in the rural areas and have many alternative routes to school so even if the children riding motorcycle, they will not meet the police patrol and (5) even though most schools were prohibit the under-age students to ride motorcycle to the school, they still be able to do so by parking near to the school, in neighbour's park land (fee applied).

Therefore, to enhance the effectivity of Police Goes to School Education Program, the school managements suggest the government to provide more public transportation facilities to and from school, especially in rural areas. Hence, the under-age students are expected to not riding the motorcycle by themselves. This suggestion is also in line with the recommendation of Prasetyo, Djakfar & Abusini (2015) and Kameswara & Wiratomo (2018).

The Strategy to Foster the Quality of Police Goes to School Education Program

From the interview, it was found that the students are mostly enthusiast when the program is formatting in simulation. Therefore, it is suggested to the police officers to increase the simulation activities in the future. Besides simulation, the students also admiring the short movies related to the traffic regulations. To produce a high quality and meaningful short movies, the traffic division can collaborate with people from media. Furthermore, the distribution of the movie can be enhanced by the support from schools, social media and transportation division of the province.

The police officers also need to consider other types of program that will attract the students in junior and senior high school level, for instance the school security system (Pravitasari, Yumarni, Hasyim, 2017), scientific writing and innovative ideas competition. Another alternative is mobile games to let the students simulate in riding or to learn about the traffic sign. One example of the mobile games is already build by NTB citizen who live in Mataram. The game is called Sitala (Simulasi Tertib Aman Berlalu lintas – simulation for road safety) that have been awarded MURI record (koranntb.com).

Another advice from the police officer is to organize the data about the education program in a better structure, by including the date, place, agenda and the total participants completed with the photos of event. From the schools' observation and interviews, we found that the education department in traffic division of the police resort already conducted the program in most of the schools in Mataram and Lombok Barat but the document were not recorded properly in the police station. By a structured documents, it is expected for the traffic division to record their data better.

CONCLUSION

From the data analysis, it can be summarized that the Police Goes to School Education Program is running well and regularly conducted from year to year. The type of activities provided in the program were varied, for instance socialization, sharing, counseling and awareness raising program, supervision for flag ceremony supervisor and extracurricular activities supervisor, e.g. scouting and security school team, and road safety simulation. The data showed that the students whose schools were experienced with the program were performed better in answering the instrument related to knowledge, attitude and behavior in traffic activities. Also, the schools' managements were positively support the continuity of the program since the benefits can be seen in the students' improvement of awareness towards road safety.

For the future activities, it is expected that the program can reach more schools in rural areas, add more sharing talk with parents to increase their awareness in supporting the program and another interesting activities to catch the students' attention such that by creating computer or handphone based game or innovative and scientific writing paper competition.

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