

IMPLEMENTATION OF TRANSPORTATION POLICIES IN THE MAINTENANCE OF PUBLIC STREET LIGHTING EQUIPMENT IN THE CITY OF SUKABUMI

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ABSTRACT

This study aims to analyze the implementation of transportation policies in the maintenance of public street lighting (*PJU*) in Sukabumi City, *PJU* is a very important public facility to support the safety and comfort of road users at night. Therefore, *PJU* maintenance must be carried out optimally in accordance with applicable policies. This research used qualitative method with descriptive approach, data collection technique through field observation, interview, and documentation. Informants were determined by non-probability sampling technique and snowball sampling method. This research uses the theory of Van Meter Van Horn (1975). The results of this study indicate that the implementation of transportation administration policies in maintaining *PJU* in Sukabumi City is still not optimal. Such as budget constraints, lack of coordination between related institutions, and lack of community participation. However, improvement efforts continue to be made to improve the quality of *PJU* services in Sukabumi City.

Keywords: *Implementation, Policy, Maintenance, Public Street Lighting.*

A. INTRODUCTION

Public Street Lighting (*PJU*) is one of the public utilities needed by the community both in cities and regencies, especially at night. The existence of Public Street Lighting can function to prevent accidents and crime at night, especially for road users. In carrying out the construction and installation of public street lighting, careful planning is needed so that the installation of public street lighting can be efficient, provide adequate lighting and reduce operational costs. To achieve this goal, that is by selecting the appropriate type of lamp for public street lighting. The light intensity of public street lighting lamps must comply with the specified criteria to ensure proper functioning of the lamps. This

has become the obligation and responsibility of the city and district governments as a form of service to the community. (Azmi. et. all, 2020)

The *Peraturan Menteri Perhubungan Republik Indonesia Nomor 27 Tahun 2018* concerning Street Lighting Devices aims to improve the efficiency of public road infrastructure in the form of street lighting devices. This step aims to ensure the security, safety, order, and efficiency of traffic so as to make it easier for road users to drive. This is in accordance with the *Peraturan Daerah Kota Sukabumi Nomor 5 Tahun 2018* on the Implementation of Transportation. It specifically discusses the procurement, installation, repair and maintenance of road equipment directly related to road users as stated in Article 32 paragraph (3).

Implementation of the *Peraturan Daerah Kota Sukabumi Nomor 5 Tahun 2018* concerning the implementation of transportation in Sukabumi City still has many obstacles in Public Street Lighting. Currently, Sukabumi City has a total of 5278 Public Street Lighting (*PJU*) in 7 sub-districts. From 2019 to 2023 there has been an increase in *PJU* damage in Sukabumi City.

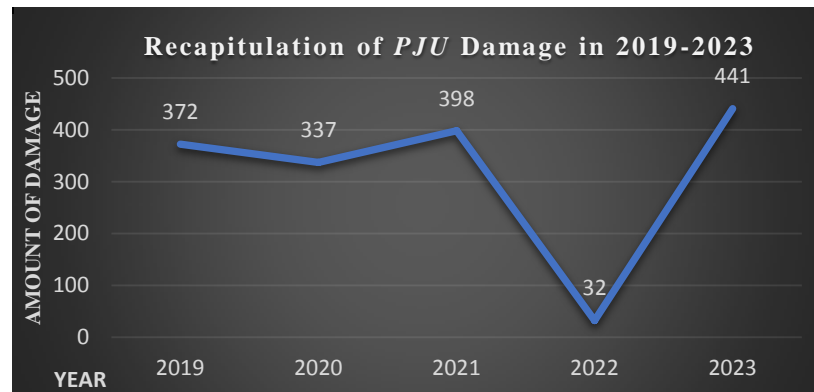


Figure 1 Recapitulation of *PJU* Damage 2019-2023 (Source: Sukabumi City Transportation Office, 2023)

Based on the picture above, in 2019 there were complaints of *PJU* damage with 372 complaints, then in 2020 there was a 3% decrease, namely 337 complaints of *PJU* damage, in 2021 there was a 4% increase with 398 complaints of *PJU* damage, while in 2022 the number of complaints of *PJU* damage decreased by 23% with 32 complaints, while in 2023 the number of complaints of *PJU* damage increased again by 26% with 441 complaints. Reports related to complaints of *PJU* damage can be accessed through the Super Application owned by Diskominfo Kota Sukabumi. The public can also submit complaints through social media such as WhatsApp, Instagram and Facebook, and the public can also come directly to the Sukabumi City Transportation Office. The complaint of *PJU* damage on the Super Application can be seen in Figure 2 as follows:



Figure 2 Complaints through the Super App (Source: Sukabumi City Transportation Office, 2023)

There are many complaints of damage to public street lighting reported by the public. The damage is caused by lamp damage, network damage, pole damage and other components. This is the role of the Transportation Agency which has the responsibility and function of building public facilities, managing and maintaining Public Street Lighting (*PJU*) which according to *Peraturan Wali Kota Sukabumi Nomor 71 Tahun 2020* concerning the position, organizational structure, main tasks, functions and work procedures of the Sukabumi City Transportation Agency. Public Street Lighting maintenance activities are directly carried out by the *KLLPJ* (Traffic Safety and Road Equipment) field through the Public Street Lighting section of the Transportation Agency The number of *PJU* damage in 2023 can be seen from table 1 below:

Table 1 Total Damage of *PJU* in Sukabumi City in 2023

No.	Location	Number of Lights	Total Damage
1	Baros Subdistrict	592	45
2	Cibeureum Sub-district	966	62
3	Cikole Sub-district	903	79
4	Citamiang Sub-district	616	71
5	Gunungpuyuh Sub-district	712	55
6	Lembursitu Sub-district	681	59
7	Warudoyong Sub-district	808	70
Total		5278	441

(Source: Sukabumi City Transportation Office, 2023)

In addition to complaints of damage, there are also requests that have not been realized in order to install Public Street Lighting in several locations that do not yet have Public Street Lighting. Currently there are 24 locations for *PJU* installation requests, but of the 24 locations only a few have been realized, namely

the Perbata Complex, Pokdakan Kp. Kadulawang, Kodim 0607 Jl. R.A Kosasih, Dormitory Gd. Panjang, Al Muhanna Mosque, and Benteng RW 09. While other locations have not been maximally realized. The request is made so that locations that do not yet have Public Street Lighting (*PJU*) can be installed immediately. The main function of Public Street Lighting is to facilitate road users when driving at night. In addition, if the streets are dark, it can endanger road users and is at risk of triggering crimes such as robbery, motorcycle gangs and so on. This is proof that the importance of installing Public Street Lighting (*PJU*).

As a study and comparison that can be a differentiator with previous studies, researchers have reviewed several studies that are relevant to this research. The first previous research was written by Kristyan Dwijosusilo and Erwin Isdianto (2018) entitled "Public Complaint Services regarding Public Street Lighting at the Technical Implementation Unit for Public Street Lighting of the Surabaya City Sanitary and Park Service". The results of this study are *UPT* Public Street Lighting has carried out *PJU* complaint services systematically. In complaints submitted directly or indirectly, therefore the service is open for 24 hours every day. However, there are still limitations in the number of human resources and facilities and infrastructure that are not comparable to existing complaints, this is an obstacle to handling services.

Then in the research of A Raghav Alfatiy (2018) entitled "Implementation of Public Street Lighting (*PJU*) as a Review of the Concept of Public Services in Tangerang City", the results of this study are that the Tangerang City Government has made flows and procedures for providing public street lighting services to the public if there are complaints. Based on the results of the respondents, it has been well organized at 64.86%. Utilization of public street lighting tax must be carried out optimally because funds for *PJU* from the community are already available.

Furthermore, this research was conducted by Azmi Hafzrana Bedasari and Said Nuwrun (2020) entitled Implementation of the *Peraturan Menteri Perhubungan Nomor 27 Tahun 2018* concerning Public Street Lighting Equipment in Pasir Panjang Village, West Meral District, Karimun Regency. The result of this study is the Implementation of the *Peraturan Menteri Perhubungan Nomor 27 Tahun 2018* concerning Public Street Lighting Equipment in Pasir Panjang Village, West Meral District, Karimun Regency is considered not good, this is based on the calculation of a total score of 512 through the rating scale method which shows a poor category. The supporting factors in its implementation are permits regarding the installation, addition and expansion of public street lighting to *PERKIM*. While the inhibiting factors are the public street lighting budget from the Regional Government which has not been maximized, and also the reluctance of the community to coordinate the installation of public street lighting.

Based on the three previous studies cited above, researchers found several differences that are certainly interesting to study, including no research that specifically discusses the maintenance of public street lighting equipment, other differences are also found in the use of theories and methods used. In this study, researchers found that the maintenance of public street lighting equipment in Sukabumi City was not optimal, as can be seen from the large number of

complaints of damage and requests for installation of public street lighting that have not been realized. Therefore, the researcher was interested in researching the problem with the title "Implementation of Transportation Implementation Policy in the Maintenance of Public Street Lighting Equipment in Sukabumi City".

B. LITERATURE REVIEW

Public Policy

Public policy includes government actions in addressing various problems in society. Public policy includes decision-making and organizing activities in various development sectors that aim to achieve national goals and public welfare.

According to Anderson in Tahir (2015: 21) defines that policy is a purposeful action taken by an actor or a number of actors to solve a problem.

Meanwhile, according to Agustino (2016: 1) public policy is the result of intensive interaction between policy-making actors based on phenomena that must be resolved.

Policy Implementation

Policy implementation is a crucial stage in the public policy process to realize the impact and objectives of policies through the actions of implementers according to the rules even though it is often faced with certain complexities and political content.

According to Van Meter & Van Horn (1975: 447) defines policy implementation as follows:

"Policy implementation encompasses those actions by public and private individuals (or groups) that are directed at the achievement of objectives set forth in prior policy decisions. This includes both onetime efforts to transform decisions into operational terms, as well as continuing efforts to achieve the large and small changes mandated by policy decisions."

According to Winarno (2021: 146) defines that policy implementation is a crucial stage in the public policy process. A policy program must be implemented in order to have the desired impact or purpose.

Meanwhile, Dwijowijoto (Delfina, 2024) defines policy implementation as follows:

"The way a policy achieves its goals, no more and no less. To implement public policy, there are two choices of steps available, namely implementing it directly in the form of a program or through the formulation of derivative policies or derivatives of these public policies. The purpose of policy in principle is to intervene. Therefore, policy implementation is the act of intervention itself"

Policy Implementation Model

According to Van Meter and Van Horn (1975: 445: 484) policy implementation runs linearly from public policy, implementors, and public policy performance. There are several variables that affect public policy implementation, namely policy size and objectives, resources, characteristics of implementing agents, attitudes/tendencies of implementers, inter-organizational communication and activities of implementers, economic, social and political environment.

Public Street Lighting

According to Saragih, Y & Putri (2020: 17) Public street lighting is a lamp used for street lighting at night. The goal is that pedestrians, cyclists and vehicle drivers can see the road and its surroundings more clearly at night. With good road lighting, road users will be easier to move and safer to drive at night. Optimal street lighting can improve traffic safety and the security of road users from criminal activities or actions".

(Effendi et al., 2018) Public street lighting has the following functions:

1. Produces a clear contrast between objects on the road
2. As a road navigation tool to find the direction of their destination
3. Improve the safety and comfort of road users, especially at night.
4. Support neighborhood safety
5. Provide beauty to the street environment.

C. RESEARCH METHODS

The research method used in this research is a qualitative method with a descriptive approach so that the results obtained can provide an overview and aim to explore the facts in depth. Determination of informants in this study using non probability sampling technique with snowball sampling approach.

According to Sugiyono (2020: 134) snowball sampling is a technique used to determine the sample in a study which at first the number is small then becomes large. The data collection techniques used in this study used two triangulation techniques to ensure the validity of the data in this study. Data validation uses source triangulation and technique triangulation. The stages of data analysis according to Miles and Huberman (2014) include data reduction, data presentation and conclusion drawing.

D. DISCUSSION

The results of this study will be described using the theory of Van Meter and Van Horn which contains 6 dimensions of policy implementation, namely policy size and objectives, resources, characteristics of implementing agents, attitudes/tendencies of implementers, inter-organizational communication and implementing activities, economic, social and political environment.

Policy Measures and Objectives

The size and objectives of the policy in this study are an important dimension, because if the implementer does not know the scope of the applied policy objectives, this will result in a mismatch between the policy formulation and the policy implementation.

Indicators of successful *PJU* management can be seen from around 90% of street lights being lit, indicating good maintenance. In addition, the Transportation Agency is committed to handling every report from the community related to *PJU*, where they can handle above 95% of reports every month. Policies related to the maintenance of public street lighting in Sukabumi City are quite good, but the implementation has not been carried out optimally. This can be seen from the fact that there are still some road points where the lighting is not optimal or inadequate, as well as road lighting equipment that is damaged or not functioning

properly. This condition shows that although policies related to *PJU* have been well established, there are still certain shortcomings or obstacles. Implementation of the policy on maintenance of public street lighting equipment in Sukabumi City, the main objective is known to both policy implementers and the community, although policies related to *PJU* have been determined, but in the field implementation there are still shortcomings and not optimal. The following is documentation of *PJU* not functioning:



Figure 3 *PJU* that are not functioning (Source: Researcher, 2024)

In essence, performance measures how well the requirements of policy objectives are met. With the existence of clear policy measures and objectives, and known by the parties involved, it will help and facilitate its implementation in accordance with what is instructed by an existing decision. In this regard, according to Van Meter Van Horn (1975: 464) to assess whether an implementation is successful, it must see what and how a job is produced and the identity or individuals involved in a job.

Resources

The availability of resources is an important factor affecting the success of implementation. If the resources that support the implementation of the policy are inadequate, then the implementation of the program or policy will not run effectively. This is because the success of the policy implementation process is highly dependent on the ability to optimally utilize available resources.

Human resources owned by the Transportation Agency, especially in the *PJU* Section, in terms of quantity are still lacking, especially in electrical engineering needed to handle the electrical aspects of *PJU*. While in terms of quality the *PJU* section has good quality and good work ethic.

Edwards III (1980: 10) resources have an important role in policy implementation. Even if the rules and regulations of a policy are clear and consistent, the policy will not be implemented properly if those responsible for enforcing the policy do not have sufficient resources to carry out their duties effectively. The availability of adequate resources for policy implementers is key to ensuring that policy implementation is carried out optimally and achieves its objectives.

Implementing Agent Characteristics

The characteristics of the implementing agent reflect the attitude of each officer who implements the policy. This attitude can be a measure for policy implementers. This can be seen from the organizational structure, norms, and relationship patterns that arise in the bureaucracy, all of which affect the implementation of a program. In this dimension, how much support from the existing organizational structure, relationships and communication that occurs affects the implementation of maintenance of Public Street Lighting (*PJU*).

In the dimension of implementing agent characteristics, the organizational structure of *PJU* maintenance must be clear with the role of each agency, so that with a clear bureaucratic structure, activity programs can be directed and can be carried out according to their respective main tasks and functions.

That there are clear mechanisms and procedures in the management of *PJU* in Sukabumi City, both for addition and maintenance. This includes the process of Musrenbang, public complaint channels, complaint handling *SOP*, coordination between *SKPD*, as well as the legal basis that technically the *Peraturan Menteri Perhubungan Nomor 29 Tahun 2018* concerning street lighting equipment. This shows the existence of regularity in *PJU* management to ensure the quality of service to the community. The following is a picture of *PJU* lamp specifications in accordance with the *SOP*:

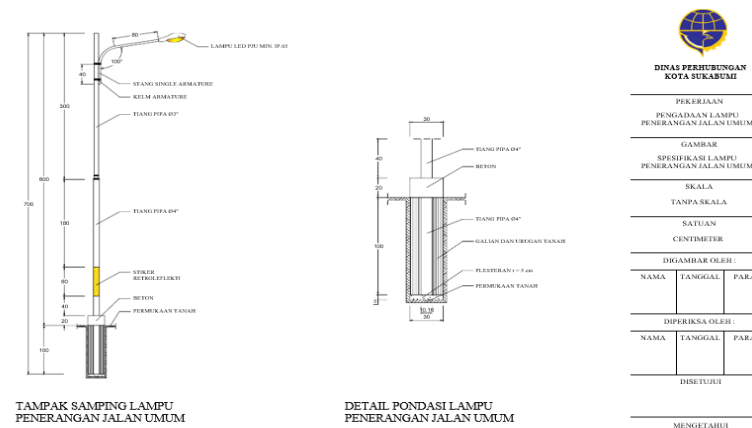


Figure 4 *PJU* Lamp Specifications (Source: Sukabumi City Transportation Office, 2024)

Attitude / Tendency of Implementers (Disposition)

According to Van Metter Van Horn (1975: 471) the tendency of implementers, namely the dominant attitude of policy implementers can be seen from several aspects, namely: First, the response, reaction of policy implementers to their understanding of the policy. Second, the understanding of the policy apparatus of the policy content. Third, the intensity of the response is the reaction of the policy implementer to the understanding of the policy.

Obstacles in the maintenance of public street lighting in Sukabumi City are limited budget and lack of coordination between related agencies. Budget limitation is a significant obstacle considering the large number of *PJU* in Sukabumi City, while maintenance and repair needs must be carried out regularly.

In addition, the lack of coordination between agencies involved in the maintenance of public street lighting also hampers the maintenance process. In order to overcome the obstacles in the maintenance of public street lighting (*PJU*) in Sukabumi City, the first step taken is to maximize the utilization of available resources, both manpower and *PJU* materials. In addition, effective coordination is required.

Interorganizational Communication and Implementation Activities

According to Van Meter and Van Horn in Agustino (2016: 135) that good communication is both a mechanism and a requirement in determining policy success. The better the communication and coordination between the parties involved in the implementation of the implementation process, the less likely an error will occur and vice versa if the communication is not good between the parties involved, the more likely a policy will fail.

In the maintenance policy of public street lighting equipment, communication with agencies has gone well. However, socialization to the community is not optimal because there are still people who do not know the implementation of *PJU* maintenance. The importance of good communication and coordination between the managing agency and related parties in the management of *PJU* or the community. Ineffective coordination and communication will hinder the speed of improvement and policy implementation, while good communication will support the achievement of optimal work results.

Economic, Social and Political Environment

Economic, social and political conditions in a region have a significant influence on maintenance and government policies related to public street lighting. When these conditions work well, the maintenance and repair of street lighting will receive more optimal support. Conversely, if these conditions are not running properly, then government policies, such as those run by the relevant agencies, will be affected and may not be implemented optimally.

PJU maintenance management in Sukabumi City has been running quite well and in accordance with Sukabumi City the *Peraturan Daerah Kota Sukabumi Nomor 5 Tahun 2018*. Service to the community is the main priority. However, from an economic point of view, it is expected that there will be policy support in the form of additional budget for *PJU*.

Although social, economic, and political conditions can have an impact on *PJU* management, the relevant agencies remain committed to providing the best service to the community in handling public street lighting constraints, without being affected by these factors.

E. CONCLUSIONS

Based on the results of research on the implementation of transportation administration policies in maintaining public street lighting equipment in Sukabumi City, it can be concluded that the dimensions of the size and objectives of the policy are not optimal, further efforts are needed to optimize the implementation of these policies in the field, both human resources and financial resources have not been fulfilled. By referring to the theory of Van Meter and Van Horn, resources are an important factor that affects the success of an

implementation, if the implementor lacks resources that can support the implementation of the policy, it will be one of the serious problems in the future in realizing the achievement of policy objectives because resources are one of the indicators that affect the success and failure of implementation. Judging from the characteristics of implementing agents in the maintenance of *PJU* equipment in Sukabumi City, it has been running with the applicable *SOP*. In the attitude dimension or the implementers are still not fast enough in the action of repairing damaged *PJU*. As well as inter-organizational communication and the activities of the implementers are good enough but socialization to the community has not been carried out. The economic, social and political environment is good but it is expected that there is government support in the form of additional budget for *PJU*.

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