

Analysis of Road Users' Awareness and Compliance with No U-Turn Signs: A Case Study on Jalan Nasiolal (Magelang Street) Sleman

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Abstract

Violations of no-u-turn signs are a traffic law issue that affects order, safety, and the effectiveness of transportation policies in public spaces. This study aims to analyze the factors that cause violations and the efforts made to address them, with a case study on Jalan Magelang Km 7.5 and Km 8.5, Sleman, Yogyakarta. This study uses an empirical legal method. The results of the study indicate that there are three main factors driving violations. First, the distance between the no-turn zone and the official U-turn location is considered too far by road users. Second, time efficiency considerations drive rational decision-making despite being contrary to the law. Third, the role of traffic volunteers (*supeltas*) socially legitimizes violations by signaling safe U-turns at prohibited locations. On the other hand, efforts to address violations are carried out through three main strategies: police presence during peak violation hours as a form of prevention and direct law enforcement, a persuasive approach through on-site education for violators, and the installation of road barriers as a physical intervention to block access to illegal U-turns. These three efforts not only represent repressive actions but also illustrate structural and educational strategies aligned with situational crime prevention theory, deterrence theory, and community policing. The research findings emphasize that effective law enforcement cannot rely solely on penalties but must also consider technical, social, and cultural aspects of society to foster sustainable compliance with the law.

Keryword; Police; Legal Compliance; Legal Awareness

INTRODUCTION

Law universally functions as a normative system that aims to create order, justice, and certainty in social life.(Galih Orlando, 2022, hlm. 53) In the context of modern states, law not only serves as a tool for social control but also as a means of social engineering to encourage changes in societal behavior toward greater order and structure.(Sulthan dkk., 2023, hlm. 1174) The ideal function of law is to provide guidelines for behavior that can be understood, obeyed, and implemented by all members of society without repressive coercion.(Saleh dkk., 2020, hlm. 5)

Law in society has a more comprehensive role. Law is not only a formal instrument of the state but also a reflection of living and evolving social values. Law serves as a bridge between the state and society in building a harmonious social order.(Dewi, 2025, hlm. 6) The existence of traffic laws, for example, not only regulates the technical aspects of vehicle travel but also reflects the values of safety, compliance, and shared responsibility in public spaces. Therefore, traffic laws must be understood as an integral part of the legal system that aims to protect the right to life and safety of road users.(Hadi & Malagano, 2021, hlm. 27)

The relationship between society and law is reciprocal. On the one hand, law is shaped by evolving social dynamics; on the other hand, law also shapes social behavior. (Sundari et al., 2024, p. 5) In this context, the effectiveness of law depends heavily on public legal awareness and legal compliance, which are reflected in everyday behavior, including driving on the road. (Ahadi, 2022, hlm. 116). Low compliance with traffic rules indicates low public legal awareness of applicable social laws, which can lead to various forms of violations and potential accidents. (Amelia & Lewoleba, 2024, hlm. 111)

The phenomenon of traffic violations is a latent issue occurring in almost all regions of Indonesia. These violations encompass various forms of actions, ranging from not wearing helmets, running red lights, driving against traffic, to ignoring traffic signs. Data from the Indonesian National Police indicates that traffic violations are one of the leading causes of traffic accidents, resulting in loss of life and property. The high incidence of these violations reflects weak traffic discipline culture, low legal awareness, and inadequate enforcement of the law on the ground.

One form of violation that frequently occurs but receives little attention is the violation of no-u-turn signs. This phenomenon is commonly observed in densely trafficked areas such as Jalan Magelang in Sleman Regency (National Highway 14), Yogyakarta Special Region. The violation occurs in the south-to-north direction, specifically from the Jombor Flyover area toward the Sleman Regional Government Office (Beran). The no-u-turn zones are located at KM 7.5 and KM 8.5. Despite the clear installation of no-u-turn signs by the relevant authorities, many drivers continue to violate them, either for reasons of time efficiency or because they consider the rules irrelevant.¹ These violations not only disrupt traffic flow but also increase the potential for accidents and reflect low legal discipline in society.

The urgency of this research lies in the need for a deeper understanding of the factors causing violations of the no-u-turn signs and how efforts have been and can be made to address this issue systematically. By identifying the root causes of the problem and evaluating the effectiveness of law enforcement and traffic education measures, it is hoped that this research can make a real contribution to improving the traffic system in Indonesia, especially in the area under study.

Previous researches have discussed the issue of law enforcement against traffic violations, which serves as an important foundation for strengthening the significance and novelty of this research. The first study is by Anny Yuserlina, titled "Traffic Violation Enforcement by the Traffic Unit of the Bukittinggi Police Department Against Students," published in the *Journal of Legal Studies*, Volume 4, Issue 2, March 2019. This study concluded that although the Bukittinggi Police Department's traffic unit has carried out its duties in accordance with the law, the effectiveness of law enforcement has not been optimal due to the lack of firmness of the authorities in dealing with violations committed by students. One of the important findings is the intervention of the parents of the offenders, which hinders the legal process, so that the authorities prefer a compromise approach rather than consistent law enforcement. This finding highlights the social dilemma faced by officers when legal norms clash with social pressure from the violators' environment. (Yuserlina, 2019)

The second research was conducted by Rosalina Indah Putri, I Ketut Sukadana, and Ni Made Sukaryati Karma, titled "Road User Compliance with Traffic Regulations

¹ Hasil observasi peneliti selama kurun waktu 6 bulan terakhir

in the Denpasar Police Jurisdiction,” published in the Journal of Legal Construction, Volume 2, Number 3, September 2021. This study highlights the low level of road users' compliance with Article 281 of Law No. 22 of 2009 and evaluates various preventive measures taken by the Denpasar Police, such as education through the Polsanak (Police Friends of Children) program, outreach to banjar communities, engagement with students on campus, and dissemination of information through social media platforms like Facebook and Instagram. This strategy aims to foster a culture of traffic discipline from an early age and expand the reach of legal education to a broader segment of society. (Putri dkk., 2021)

Compared to the aforementioned studies, this research offers a distinctive contribution through its analytical focus, theoretical framework, and empirical depth. First, this study examines a specific and often overlooked form of traffic violation – non-compliance with no U-turn signs at a micro-location level (Jalan Magelang Km 7.5 and 8.5, Sleman), allowing for a more nuanced understanding of spatial and behavioral dynamics often absent in broader analyses of traffic violations. Second, the research is grounded in a sociological-empirical legal approach combined with Rational Choice Theory, Situational Crime Prevention Theory, and Deterrence Theory, thereby providing an interdisciplinary lens that captures the complex interplay between individual decision-making, social legitimacy, and regulatory enforcement. Third, the study reveals the role of informal traffic actors (*supeltas*) who, despite lacking formal authority, exert significant influence over road user behavior and inadvertently legitimize rule violations, an element rarely addressed in existing literature. This incorporation of informal actors into the legal analysis introduces a critical dimension in understanding the gap between normative expectations and empirical realities on the ground. Therefore, the novelty of this research lies not only in its empirical object and methodological integration, but also in its theoretical insight into how legal compliance is shaped by the convergence of infrastructure design, rational behavior, and informal socio-legal practices. This study contributes to the growing discourse on empirical legal studies by highlighting the need for structural and participatory reforms in traffic law enforcement, especially in urban contexts marked by both institutional limitations and social adaptations.

Based on the legal issues described above, this study focuses on one main research question: “What are the factors that influence violations of the no U-turn signs on Jalan Magelang Km 7.5 and Km 8.5, Sleman, and what efforts are being made to address them?” This formulation serves as an explicit boundary for the study, which specifically addresses the causes and mitigation of violations of the no-u-turn sign, without expanding the scope to other forms of traffic violations or different areas. In line with this, the objective of this study is to analyze in depth the factors that drive violations of no-u-turn signs and to evaluate the steps taken by the police and relevant stakeholders in addressing them. The urgency of this study lies in the need for an empirical and sociological legal approach to explain the gap between traffic law norms and the actual behavior of the community in the field. Repeated violations at the same location indicate that the presence of no-u-turn signs does not automatically create legal compliance. The mismatch between traffic policy design and the practical needs of road users, as well as the role of informal actors such as traffic police who influence legal perceptions in society, are important reasons why this research needs to be

conducted. Thus, the results of this study are expected to contribute to the formulation of traffic policies that are more adaptive, participatory, and based on social reality.

METHODS

This research uses an empirical legal research method, which is an approach that aims to understand the law in practice and examine how the law functions within society. In this context, law is not only understood as a set of formal norms or regulations but also as a social phenomenon that evolves in accordance with human interactions in daily life. Since the primary focus of this study is human behavior related to compliance with traffic signs, this empirical approach is also known as sociological legal research. (Muhaimin, 2020, hlm. 83)

The approach used in this study is a sociological approach to law. This approach is intended to analyze law in a social context, with an emphasis on the reciprocal relationship between legal norms and the realities of community life. Through this approach, law is viewed not merely as a normative system, but as part of a social structure influenced by the values, culture, customs, and behavior of the community. (Solikin, 2021, hlm. 68)

This research was conducted in Sleman Regency, specifically focusing on the area around Jalan Magelang at Km 7.5 and Km 8.5, where frequent violations of no U-turn signs have been identified. The data sources in this study consist of primary data as the main data and secondary data as a supplement. Primary data was obtained directly from the field through observation techniques of road user behavior, particularly by observing repeated patterns of U-turn violations and the presence of both formal (police) and informal (supeltas) traffic regulators. Secondary data was obtained from literature studies covering legal literature, policy documents, legislation, and previous research results relevant to the theme of this study. (Sigit Sapto Nugroho dkk., 2020, hlm. 60)

The data collection method employed in this study includes non-participant observation and documentation of visual conditions on site, supported by field notes. The data analysis process was carried out qualitatively by categorizing and interpreting observed behaviors, cross-checking them with legal norms. Finally, the conclusions were drawn through an inductive process, by synthesizing empirical findings and theoretical frameworks to answer the formulated research problems.

DISCUSSION AND RESULT

The Constitutional Court (MK) has the position of *guardian of the constitution*, which is an institution that maintains the integrity and supremacy of the 1945 Constitution through its authority to review legislation. This is stipulated in Article 24C paragraph (1) of the 1945 Constitution, which affirms the authority of the MK to review laws against the Constitution in a final and binding manner. (Asshiddiqie, 2004) The authority of the Constitutional Court (MK) in reviewing laws against the 1945 Constitution is confirmed in Article 24C paragraph (1) of the 1945 Constitution, which states that the Constitutional Court has the authority to review laws against the Constitution, decide on disputes over the authority of state institutions, decide on the dissolution of political parties, decide on election result disputes, and decide on the House of Representatives' opinion regarding alleged violations of the law by the President and/or Vice President. (Riyah, 2024)

Legal awareness is an individual's understanding of applicable legal values and their relevance to personal and social life. The term "awareness" itself implies understanding, experiencing, and knowing a situation comprehensively. In law, this awareness reflects a person's level of knowledge and understanding of legal rules, their functions, and their role in maintaining order and protecting the common interest. Thus, legal awareness encompasses the awareness that law is not only present as a formal norm but also as an instrument for protecting various interests of society. Individuals with good legal awareness will realize that law is made to ensure social order and that everyone has interests that deserve protection through the existence of law. (Fadlail, 2023, hlm. 332) In an ideal situation, a society with a high level of legal awareness will obey the law not because they fear sanctions, but because they believe that compliance is part of their responsibility as good citizens. (I Made Sila, 2024, hlm. 8)

As an inseparable relationship, legal awareness and legal compliance influence each other. Experts state that the level of legal compliance basically stems from the level of legal awareness possessed by individuals and society. In this case, legal awareness can be reflected in two main forms. First, legal consciousness as within the law, which is legal awareness reflected in compliance with applicable legal rules because individuals internalize these legal values and consider the law to be a legitimate mechanism for regulating social life. In this form, individuals view the law as something that must be respected and obeyed because its existence is in line with common interests and values. Second, legal consciousness as against the law, which is legal awareness that emerges in the form of resistance or opposition to the law because the law is considered unfair, biased against the people, or does not reflect the values believed by certain individuals or groups. In this context, non-compliance does not mean a lack of legal awareness, but rather a form of critical legal awareness of the discrepancy between formal law and substantive justice. These two forms show that legal consciousness not only encourages obedience but can also give rise to criticism of the law for the sake of improvement and adjustment to the aspirations of society. (Fuadi Isnawan, 2021, hlm. 36)

Factors Contributing to Violations of No U-Turn Signs

Traffic violations of the no U-turn sign on Jalan Magelang are not merely indicative of motorists' non-compliance with various traffic regulations, but also demonstrate a mismatch between traffic policy design and the real needs of road users. The distance between the no U-turn point and the official U-turn location is considered too far for motorists, resulting in a gap between the law in books (written rules through signs) and the law in action (the actual behaviour of the community in the field). The main purpose of these rules is to maintain order and safety for motorists, but in practice they are often ignored because they are considered to be at odds with considerations of time efficiency and driver comfort. Based on field observations, there are at least three main factors that contribute to these violations, namely the distance

between the official U-turn and the no-turn point, road users' considerations of time efficiency, and the role of traffic officers who, in some cases, are permissive towards these violations. These three factors not only explain the reasons for the violations but also reveal the tension between traffic policy design and the social realities faced by the public on a daily basis.

1. First, the distance between the prohibition and the official U-turn point plays a crucial role in triggering violations. One of the critical factors causing violations of the no-U-turn sign on the Magelang Road section, particularly at kilometers (Km) 7.5 and Km 8.5, is the mismatch between the distance between the no-U-turn zone and the officially permitted location for performing a U-turn maneuver, which is at Km 9. This regulation effectively requires road users, especially those traveling from the south toward the north, to travel an additional distance of approximately 1 to 1.5 kilometers. For individuals with high mobility and tight schedules, such as workers, students, or local business owners, this situation creates a sense of inefficiency and burdens their daily commuting routines.

In practice, this normative traffic engineering policy does not always align with the empirical needs of the community in the area. The placement of official U-turn points that are too far apart not only extends travel time but also increases fuel consumption, travel time, and the risk of congestion on subsequent road sections. The imbalance between traffic policies and social realities encourages drivers to take shortcuts by violating no-U-turn signs, even though they are aware that such actions are against the rules.

The researchers' direct observations of conditions on the ground further reinforce this assumption. By attempting to follow the official routes as required, the researchers directly experienced the additional time burden and inconvenience faced by drivers. This indicates that the one-way policy without U-turns at these points needs to be re-evaluated from the perspective of effectiveness and public convenience. Ideally, the planning and reorganization of the traffic system should take into account principles that facilitate road users. If not, loopholes for legal violations will remain open, along with the growing perception that the policy is irrelevant and burdensome to the community.

2. Second, the factor of time efficiency is a rational element that serves as a common justification for violators. Many of the road users who violate the rules are workers who live or work around the 7.5 and 8.5 km areas. The factor of time efficiency for road users is one of the reasons often cited by road users for making U-turns on Jalan Magelang. In short, this reason seems rational because the official distance given to road users to make a U-turn is considered too far, thus adding to their travel time. This violation arises as a practical measure to save travel time, especially for workers who pass through the 7.5 to 8.5 kilometre area every day. In this case, time constraints become more dominant than compliance with traffic signs, which are perceived as irrelevant to their needs. This phenomenon aligns with the rational choice theory, where

individuals choose actions they deem most pragmatically beneficial, even if they contradict legal norms.(Reza Saputra dkk., 2024, hlm. 44)

The Rational Choice Theory developed by Clarke and Cornish (1986) states that crime is the result of a rational decision-making process by individuals who carefully weigh the risks and benefits of an action. Within this framework, offenders or criminals are positioned as agents with the capacity for logical thinking and the ability to evaluate various behavioral alternatives based on the most beneficial outcomes for themselves. This means that deviant behavior or legal violations do not arise solely from emotional impulses, social pressure, or unintended consequences, but rather are the result of a conscious calculation of what can be gained and the risks that must be faced. The fundamental principle of this theory is that individuals are more likely to commit violations if they assess that the benefits obtained outweigh the potential legal or social consequences. Therefore, rule-breaking behavior can be understood as a rational strategic decision, especially when legal norms are considered inefficient, irrelevant to practical needs, or not consistently enforced.(Priambada, 2025, hlm. 11)

The Rational Choice Theory approach as presented by George C. Homans provides a relevant theoretical framework for understanding traffic sign violations in the Magelang Sleman area. Homans states that every individual will essentially consider their actions rationally to obtain the most beneficial results in the most efficient way according to their thinking capacity. In this case, violations of U-turn signs are not solely based on ignorance or apathy towards the law, but rather a rational decision made by individuals facing practical choices in a limited social space. When the official U-turn distance is too far and causes time inefficiency, most drivers choose to violate the prohibition as a strategy to save travel time and avoid unwanted situations. This choice is consciously made because it is considered the fastest and easiest solution to achieve their goals, even though the action deviates from the applicable rules. From a Rational Choice perspective, this violation reflects the instrumental logic of individuals who do not fully view the law as an obstacle but rather as a variable that can be negotiated when it conflicts with their personal rational interests.(Harwika dkk., 2021, hlm. 7)

However, analysis of data sourced from the field can be understood if not all road user behaviour can be explained solely by this rational theory. They do not only consciously weigh up the risks and benefits, but because they are accustomed to doing so repeatedly without any sanctions being imposed on them. These violations have become a kind of habit (habitual disobedience) because people have become accustomed to not seeing any real risks or penalties after committing these violations. In this case, there is a classic quote about law that states that 'it is always to one's advantage to obey... continuous or habitual disobedience may destroy the state.' This statement emphasises that continuous disobedience to rules, even if considered trivial, can ultimately erode the legitimacy of the law and have a destructive impact on social order

and the authority of the state. In other words, habitual disobedience in Sleman is not merely a matter of dissatisfaction with policy (the U-turn distance is too far), but also reflects the gap between law in books and law in action. If left unchecked, repeated violations will be considered normal by the community and form a culture of non-compliance. (Belaief, 1965, hlm. 513)

These conditions provided an opportunity for the emergence of Supeltas. On the one hand, the existence of Supeltas can be understood in the context of community policing, whereby the community actively takes the initiative to maintain traffic order. However, on the other hand, the role of Supeltas can also be interpreted as a symptom of informal anomie, as it demonstrates the weakness of formal legal authority, leading the community to take the initiative to establish alternative authorities that have no legal basis. In practice, the role of traffic wardens is not always in line with applicable traffic regulations. Observations in the field show that they often help drivers make U-turns in locations where it is prohibited, such as in areas with no U-turn signs. This action makes drivers feel as if they have 'permission' to break the rules. This situation creates an irony, as the figures who are supposed to maintain order are facilitating violations. When linked to the theory of anomie, this reflects the weakness of formal law. The public tends to follow traffic wardens because they are considered more practical and in line with daily needs, rather than obeying official rules that are perceived as irrelevant to the actual situation on the road.

3. Third, the role of supeltas (volunteer traffic controllers) also reinforces the pattern of violations that occur.

Supeltas, or volunteer traffic controllers, are individuals from the community who spontaneously and voluntarily take on the role of regulating traffic flow, especially at strategic points such as U-turns and intersections. In practice, they give signals or visual cues to drivers to help facilitate mobility in locations that tend to be congested and lack supervision from official authorities. The public refers to them as "Pak Ogah" or "Polisi Capek," informal terms that reflect their role as unofficial replacements for traffic police. The emergence of Supeltas is a social phenomenon that has grown out of practical needs in society, where infrastructure or the presence of formal authorities is deemed insufficient to regulate traffic optimally. Despite lacking legal authority, their presence is often considered beneficial by some road users as they can alleviate traffic congestion or expedite vehicle movement in high-risk areas. However, since they operate without a legal basis, technical training, or institutional oversight, the role of Supeltas often raises legal and social dilemmas. On one hand, they are seen as helpful, but on the other hand, they have the potential to encourage traffic rule violations and create legal uncertainty in public spaces. (Silvia Kirani dkk., 2025, hlm. 51)

The phenomenon of supeltas as voluntary traffic controllers is interesting to study. On the one hand, their presence is considered a practical solution born out of the needs of the community when roads are congested, and formal supervision is limited. Supeltas are often seen as helping to smooth traffic flow,

giving signals to drivers, and even creating a sense of security for some road users. However, when examined critically, *supeltas* reveal serious gaps in the functioning of the state, particularly in the area of traffic regulation. The consistent absence of official authorities at vulnerable points during peak traffic hours is filled by informal figures who have no legal authority. This can be interpreted as a failure of the state to enforce the law in accordance with the principle of legal certainty. The role of *supeltas* also has the potential to weaken the rule of law. Instead of encouraging compliance with applicable traffic signs, practices in the field show that people often obey the instructions of *supeltas* more than official rules. It is not uncommon for *supeltas* to facilitate drivers to make U-turns in areas that are clearly prohibited by signs. Thus, figures who are helping to maintain order actually give social legitimacy to law violations. This situation creates a paradox: the public feels as if they have been given 'permission' to violate the law because they are directed by traffic wardens. From a sociological perspective, this shows the weak internalisation of legal values in everyday life. Instead of formal laws being used as guidelines, the community prefers to follow informal rules that are considered more in line with practical needs, such as time and distance efficiency. If this phenomenon is allowed to continue, the presence of traffic police will no longer be merely an emergency solution but could turn into an alternative structure that reduces state authority and creates legal uncertainty in public spaces.

These three factors interact to form a system of violations that occurs not only because of individual disobedience to the law, but also because of infrastructure design and the involvement of social actors in traffic regulation. Therefore, addressing violations of U-turn signs in this area cannot be resolved partially through repressive approaches alone (such as fines), but must be done structurally through revising the layout of U-turn points, strengthening coordination between local governments and traffic authorities, and training and mentoring traffic police so they do not become a source of legitimacy for violations.

Efforts taken to address violations of U-turn signs

Violations of traffic signs, particularly the no U-turn rule, are one of the challenges in traffic management that can impact safety, congestion, and the overall effectiveness of the transportation system. In the area of Jalan Magelang Km 7.5 and Km 8.5, located near the Jombor Flyover, violations of the no U-turn sign occur repeatedly, especially during peak hours. Based on direct observations in the field, there are three forms of intervention actively carried out by police authorities to reduce the number of violations: police presence during peak hours, persuasive approaches through warnings and guidance, and the installation of road barriers as physical barriers. Here is an explanation::

1. Police Presence During Peak Violation Hours

One of the main strategies in preventing violations of the no-u-turn sign on Magelang Road, Sleman, is the deployment of police officers during hours identified as peak violation times, particularly between 6:30 AM and 9:00 AM.

This timeframe was chosen based on the increasing mobility of the public engaged in routine activities such as work, school, or other economic activities. The increase in vehicle volume during this period often leads to dense and competitive traffic conditions, prompting some road users to take shortcuts, including violating traffic signs to save time.

The presence of police officers during these high-risk hours creates a direct deterrent effect through the physical presence of law enforcement officers on-site. This aligns with the Deterrence Theory, which states that the likelihood of facing swift and certain legal penalties can reduce individuals' intent to commit violations. The presence of police at strategic locations enhances the perception of enforcement risk among road users, ultimately influencing their behavioral choices regarding traffic rules. Consistent warnings, fines, and threats of administrative sanctions serve as both repressive and educational instruments in building a culture of traffic orderlines. (Apel, 2022, hlm. 206)

The presence of police also has a symbolic dimension as a manifestation of social control over the community. In this case, the police not only act as law enforcers but also as actors who internalize legal norms in the social life of the community. Road users who see uniformed officers actively conducting surveillance tend to experience psychological pressure to comply with the rules, even if there is no direct interaction. Therefore, visual surveillance and the physical presence of officers are important elements in shaping the legal behavior of the community.

Field observations show that the presence of police at points prone to violations, particularly in no-U-turn zones, has a significant effect on driver behaviour. Many drivers feel afraid or cautious about committing violations when they see police on duty, especially during the busy morning hours. This shows that direct supervision can encourage public compliance with traffic signs. However, researchers observed an interesting phenomenon. Some drivers, due to carelessness or unawareness of the U-turn ban, still attempted to make U-turns even when the police were present. In these cases, the police immediately reprimanded and instructed the drivers to make U-turns at official and safe locations, namely at designated points. This interaction not only enforced the rules directly, but was also educational, providing drivers with an understanding of the correct locations for making U-turns. Thus, the presence of the police not only served as passive supervision, but also as a facilitator of understanding of the rules in the field. This demonstrates that the effect of police presence is situational, meaning it is effective in preventing violations when they are present, but does not always foster long-term compliance when police are not at the location.

2. Persuasive Guidance and Warnings

In an effort to create traffic order, a persuasive approach is one of the important strategies employed by the police in addition to repressive measures. This approach emphasizes humanistic intervention that prioritizes education, awareness, and community participation. When a driver is seen about to commit a violation, such as violating a U-turn sign, the officer does not

immediately impose a penalty but instead stops the driver directly to provide guidance and explanation. This process begins with polite communication and open dialogue aimed at explaining why U-turns are prohibited at certain points, such as causing traffic congestion or disrupting the flow of vehicles from the opposite direction.

The communication style used is dialogic, non-intimidating, and focused on long-term behavioral change. By providing education at the scene, officers also instill important values in traffic behavior, such as mutual respect, safety, and compliance with rules for the common good. This strategy demonstrates a transformation in the role of the police from mere enforcers to agents of social change who build legal awareness through participation.

This approach is also in line with the concept of Community Policing, a modern policing model that places harmonious relations between the police and the community as the main foundation for maintaining security and order. (Saharuddin dkk., 2022, hlm. 29) Through this method, the community is not only regulated but also involved as active participants in maintaining traffic order. (Rinaldi Ramadhan dkk., 2021, hlm. 276) When the community feels valued and is not treated harshly by the authorities, trust and respect for the law and the institutions that enforce it will grow.

This persuasive approach has a long-term effect in shaping the intrinsic awareness of the community to obey the law not because they are afraid of being punished, but because they feel that the law has rational and fair objectives. (Fadillah & Aka Kurnia, 2023, hlm. 165) D In the long term, this strategy contributes to the formation of a strong legal culture, where the community voluntarily obeys regulations without always being monitored or threatened with sanction. (Andi Bau Mallarangeng dkk., 2025, hlm. 5)

3. Installation of Road Barriers as Physical Intervention

As part of the traffic violation prevention strategy, the installation of orange road barriers is a form of physical intervention that is systematically applied at points prone to violations, especially at locations where U-turns are prohibited. These barriers are strategically installed by the police in collaboration with the Transportation Agency as part of inter-agency synergy in realizing traffic safety and order. Technically, the barriers are positioned in such a way as to form a physical barrier that directs vehicle movement only to permitted lanes. Vehicles from prohibited directions will automatically be prevented from performing illegal maneuvers, as there are no physical gaps to cross or turn around arbitrarily. This makes traffic violations not only legally prohibited but also physically impossible to commit easily.

Traffic engineering in this context functions as a tool to control driver behavior through the manipulation of road layout and structure. Drivers are forced to comply because the physical environment does not allow for violations. This aligns with the theory of Situational Crime Prevention (SCP). SCP was first developed in the 1970s by researchers from the British Home Office Research Unit. This approach emerged as a response to the limitations of conventional

criminological theories, which placed greater emphasis on individual factors such as the social, psychological, or economic background of criminals. Instead, SCP offers a new perspective that focuses on the circumstances in which crime occurs, rather than the characteristics of the perpetrator. Clarke explains that SCP assumes that criminals are rational individuals who make decisions based on cost-benefit calculations. This means they are more likely to commit crimes if situational conditions offer favorable opportunities, minimal risk, and promising outcomes. This approach focuses on the time, place, and situational dynamics that enable a crime to occur. By understanding these dynamics, SCP then seeks to change the physical and social environment so that it no longer supports violations or crimes. (Ho dkk., 2022, hlm. 1)

In this context, the Situational Crime Prevention (SCP) strategy aims to create environmental conditions that are unfavorable for offenders to commit violations, by reducing opportunities, increasing the risk of being caught, and decreasing the benefits gained from illegal actions. For example, in the case of traffic violations such as making a U-turn in a restricted area, SCP implementation can be realized through traffic engineering that narrows illegal access (e.g., installing barriers), the presence of law enforcement during peak hours, and clear and easily understandable traffic signs. All three are forms of situational intervention that influence the rational decision-making process of offenders. When physical and social barriers are strengthened, offenders will assess that the violation is not worth the risk or effort required, and thus choose to comply with the rules. (Thompson & Magrath, 2021, hlm. 2)

Field observations show that the installation of barriers is effective in limiting drivers' movements, resulting in a significant reduction in U-turn violations at the locations where they are installed. Drivers tend to comply with the rules because the physical options for violating them are limited. In addition, barriers also help prevent potential conflicts between vehicles, especially at points prone to congestion due to unsafe U-turn manoeuvres. Thus, barriers not only function as physical barriers, but also reduce the risk of accidents and improve traffic flow. From the perspective of Situational Crime Prevention (SCP) theory, barriers act as situational interventions that change environmental conditions to minimise opportunities for violations. SCP emphasises that offence behaviour often arises not solely because of individual character, but because of situations that provide opportunity, low risk, and high reward for offenders. With barriers in place, the situation becomes unfavourable for offenders, so they are more likely to obey the rules. The effect of barriers is relatively limited in the long term to the location where they are installed. Violations may decrease at points where barriers are installed, but they may potentially occur at other points that are not monitored or do not have physical barriers. This means that barriers are effective as situational controls at specific locations, but they do not automatically solve the problem of compliance as a whole. Barriers also play a role in reducing the burden on the police, as traffic control can be carried out structurally through the physical design of roads, rather than solely through the presence of officers.

CONCLUSION

Based on the results of the study, violations of the no U-turn sign on Jalan Magelang Km 7.5 and Km 8.5 in Sleman Regency are influenced by three main interrelated factors. First, the distance between the no U-turn zone and the official U-turn location is too far, causing drivers to look for shortcuts. Second, drivers' need for time efficiency encourages them to break the rules in order to save time. Third, the role of Supeltas or traffic control volunteers, although intended to help smooth traffic flow, indirectly legitimises the violations that occur. These factors show that non-compliance is not only a matter of individual behaviour but is also related to infrastructure design and weak law enforcement. As a response, the authorities have implemented several strategies, namely the presence of police during rush hour, a persuasive approach through education and direct warnings, and the installation of physical barriers at points prone to violations. These strategies have proven to help reduce violations, but their effectiveness is still limited without comprehensive adjustments to the traffic system design and public understanding of the rules. Therefore, a more comprehensive approach is needed. Some concrete recommendations that can be implemented include: adding more official U-turn points that are closer to better suit the practical needs of drivers; formalising the role of Supeltas through community mechanisms or official cooperation with the authorities, so that they can continue to help smooth traffic flow without encouraging violations; and integrating surveillance with the electronic ticketing system (ETLE) to enforce rules consistently. With these measures, it is hoped that compliance with traffic rules will increase, and synergy between authorities, the government, and the public will be formed, thereby creating a sustainable culture of traffic order.

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