

## Factors Influencing Traffic Compliance

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**Abstract** - This literature review study is motivated by the existence of a phenomenon that describes traffic non-compliance behavior in Indonesia by road users from time to time which is quite concerning, especially the non-adherent behavior of adolescents. This literature is intended to theoretically analyze the factors that influence traffic compliance. The literature review method was carried out on several articles obtained from google scholar, E-resources.perpusnas, LIPI, Researchgate, Indonesia OneSearch, DOAJ, Academia.edu, ScienceDirect with keywords in finding articles namely traffic compliance and youth disobedience in traffic . The results of the literature review on several articles, the authors found that there is a close relationship with the factors that influence traffic compliance. Each result found produces fifteen major themes, namely (1) Knowledge of traffic rules, (2) Self control, (3) Aggressiveness, (4) Conformity, (5) Perceived risk, (6) Role taking , (7) Age and gender, (8) The attitude of the driver, (9) Intrinsic values, values of compassion, values of usefulness and values of justice, (10) Social support, (11) Image of the Traffic Police, (12) Strict law enforcement and effective implementation of the ticket program is humane, (13) Road-worthy technical requirements for vehicles and technical requirements for road infrastructure, (14) Cultural factors, (15) Behavior thinking about other things and driving a vehicle in a tired condition. Based on the results of the literature review, it proves that there is a decrease in the number of traffic accidents, through the fulfillment of fifteen factors that can affect traffic compliance. The conclusion from the literature review is that traffic compliance has an effect on reducing the number of traffic accidents. Recommendations for this literature review can make traffic compliance a way to reduce the number of traffic accidents.

**Keywords:** traffic compliance, traffic non-compliance, youth

### I. INTRODUCTION

The Global Status Report on Road Safety (WHO, 2015) states that every year around the world, more than 1.25 million people die as a result of traffic accidents and 50 million people suffer serious injuries. Of this amount, 90% occur in developing countries including Indonesia where the number of vehicles is only 54% of the number of registered vehicles in the world. In this case, if we all don't take any action, then 25 million victims will fall in the next 20 years (Kemkominfo Republik Indonesia, 2022).

As Police data shows that in Indonesia every hour, there are an average of three people who die as a result of road traffic accidents. The data also shows that the large number of accidents is caused by the human factor, which is around 61%. In Indonesia, the population is currently growing quite rapidly and motorized vehicle users are also increasing, especially by teenagers who drive motorized vehicles undisciplined, do not have a driver's license, do not bring vehicle equipment such as helmets, mirrors and standard exhaust. This results in fatal traffic accidents (Prayogi, 2021).

Traffic non-compliance behavior in Indonesia by road users from time to time is quite concerning, especially the behavior of non-adherence among adolescents (Rakhmani, 2016). Disobedience behavior can lead to traffic accidents, which is caused by increased violations of traffic rules, especially by teenagers when driving on the road. This indicates that there has been low traffic compliance among adolescents. The low level of traffic compliance among adolescents can result in an increase in the number of road traffic accidents in Indonesia. As stated by Djoko Setijowarno, 2021 (Chairman of Advocacy and Community Affairs for the Central Indonesian Transportation Society), which based on data on the age of the victims involved in the highest accidents in the period 2016 to 2020 are groups of students, university students and young workers amounting to 56,187 people or 43.06 percent.

Furthermore, based on the records of the Ministry of Transportation obtained from Korlantas Polri, students are the most victims of traffic accidents in Indonesia and the types of vehicles that are often involved in the period from 2016 to 2020 are motorcycles, namely 74.54 percent (Ravel, 2021). Likewise the results of previous studies, as submitted by Setyowati et al, (2019) found results that disobedience of young high school students in the city of Samarinda to traffic regulations resulted in accidents, which were caused by behavior when driving in violation of regulations such as violating lights, using the telephone, smoking and driving more than two people while driving. Then research by Gigy et al, (2019) explained the results that the disobedience of young high school students in Kupang City to traffic rules resulted in traffic accidents, which were caused by behavior when driving, often using mobile phones, often rushing to school and riding motorbikes at high speed because afraid of being late for school.

Traffic compliance is a behavior of road users in the form of obedience to rules that aims to guide road users to comply with rules in order to avoid conflicts between road users, prevent and reduce the number of traffic accidents (Tunde et al., 2012). Then according to Kulanthayan et al., (2000) Traffic compliance is a form of legal compliance in which behavior is formed through a series of processes that show obedience and orderliness to the rules of social norms. Furthermore, according to (Sadono, 2016) traffic compliance is orderly/disciplined, obedient and obedient to regulations that apply in a place where orderly traffic is a very good reflection of one's own safety and that of others and obeying the rules and regulations that apply. . Violating traffic rules is an attitude driven by the driver himself, which has implementation at three individual levels, interpersonal and social. Meanwhile, indicators of compliance are believing, accepting and carrying out orders, prohibitions, warnings, suggestions and instructions from other people and from rules (Blass, 1999).

Based on the opinions of the experts above, the researcher can conclude that traffic compliance is an attitude and individual behavior that is formed through cognitive and affective processes related to obedience and discipline towards orders, prohibitions, warnings, recommendations and instructions on traffic rules, in which individuals Those who violate the rules will receive warnings or sanctions from the authorities.

If judging from the dimensions of age and education, obedient behavior or discipline towards an order or traffic rules that are set with full awareness, then teenagers tend to disobey traffic rules. According to Eric Erikson's theory, there are eight stages of human development, of which adolescents are at the fifth stage, namely adolescence. The adolescent stage begins at the age of 12 years and continues until the age of 20 years. Adolescent is characterized by a tendency of identity-Identity Confusion. In preparation for maturity, it is supported by the abilities and skills they have. At this stage adolescents try to form and show self-identity with signs that are typical of adolescents. The urge to form and show this self-identity, teenagers are often very extreme and excessive so that their environment often sees it as aberration or juvenile delinquency.

According to Erikson, this period is a period that has an important role, in which through this stage a teenager must reach the level of ego identity, in the sense that personal identity means knowing who he is and how one gets involved in society (Ahmad, 2022). The occurrence of accidents on the highway begins with the non-compliance of road users with traffic rules and traffic signs. To comply with traffic signs, it cannot be instantaneous and education should be carried out from an early age to children to instill discipline in maintaining road safety by understanding the rules and obeying traffic signs.

Regarding road safety issues, it is to take advantage of the golden age of children to provide education on how to drive properly and safely. This appeal was conveyed by the Minister of Transportation at the National Traffic Awareness Seminar for Early Ages (SALUD) organized by the Transportation HR Development Agency in commemoration of the 51st Anniversary of the Road Transportation Safety Polytechnic (PKTJ), last week (Publik, 2022)

For this reason, legal awareness needs to be instilled early on starting from the family environment where each family member can train himself to understand his rights and responsibilities towards the family, respect the rights of other family members and carry out their obligations before claiming their rights. If this can be done, then a teenager will get used to applying the awareness he has in a wider environment, namely the community and even the country.

The first factor that influences legal awareness is knowledge about legal awareness where the rules in law must be widely disseminated and legal. Then by itself the regulation will be spread and quickly known by the public. People who violate do not necessarily break the law. This is because it could be due to a lack of understanding and knowledge of the community about awareness of the laws and regulations that apply in the law itself. Next is about public obedience to the law. Thus all the interests of society will depend on the provisions of the law itself. However, there is also an assumption that legal compliance is caused by fear of

punishment or sanctions that will be obtained when breaking the law (Nurkasihani, 2018).

This is in line with previous studies, namely research by Arianto & Arifin, (2016) that the age variable has a significant effect on traffic compliance in the Jepara Police area, which means that the adult age of the driver will increase compliance with traffic rules, the community education variable has a significant effect on traffic compliance and cultural variables significantly influence traffic compliance and age, education and culture variables together have a significant effect on traffic compliance. Other findings, research by Amriel, (2015) which was conducted on young motorcycle riders in the city of Surabaya, with the results showing that self-control is significantly related to traffic compliance.

Then research by Gigy et al, (2019) found research results that there was a relationship between driving behavior and traffic accidents in high school students in Kupang City. Furthermore, research findings by Nursalim, (2017) obtained the result that there is a relationship between the image of the police and compliance with traffic rules and there is a very significant relationship between student knowledge and compliance with traffic rules. Research by Permatasari et al, (2022) that there is a significant relationship between age, knowledge, safety riding behavior and motorist traffic compliance in Dusun 04 Teguhan, Madiun district.

The problem of traffic non-compliance must be addressed immediately by policy makers in order to reduce the number of traffic accidents in Indonesia, so based on the findings of previous studies, factors that affect traffic compliance were found, namely (1) Knowledge of traffic rules, (2) Self-control (Self control), (3) Aggressiveness, (4) Conformity, (5) Perceived risk, (6) Role taking, (7) Age and gender, (8) Rider attitude, (9) Intrinsic values, values affection, the value of benefit and the value of justice he adheres to, (10) Social support, (11) Image of the Traffic Police, (12) Strict law enforcement and implementation of an effective humane fine program, (13) Technical requirements for roadworthiness of vehicles and technical requirements for facilities road infrastructure, (14) Cultural factors, (15) Behavior thinking about other things and driving a vehicle when tired.

Furthermore, the author offers a solution, namely first, traffic education (Dikmaslantias) for children from an early age (Golden Age). In early childhood it is easy to absorb whatever is around them and will be absorbed by the brain without going through a filter first which is stored in the subconscious brain, including education about traffic compliance regulations with methods for children. In neuroscience, this is caused by the neural network cells in the brain that are still so weak that these neurons will absorb the stronger stimulants around them, so children at the golden age (age 0-7 years) must be given the stimulation they need, golden age children namely love, role model and social influence.

During the golden age of children, especially those under 1 year of age, they need a clean environment free of violence, which has a sensitive heart and has a strong resonance. In this case, an environment that does not support the development of a child's brain can cut off the nerve cells that are already starting to strengthen and with just one snap this will sever more than 10,000 nerve cells. But if on the contrary there is calm, a comfortable social environment, peace will have an effect on good growth and development (Susiana, 2020). As for the purpose of Dikmas traffic compliance regulations in early childhood, it is hoped that later when he reaches adolescence, this understanding will be stored in his subconscious brain and applied to everyday life.

Second, fulfilling the really strict technical requirements related to the theory exam and practical exam to apply for a driving license (SIM). Third, officers in the field, especially the traffic section, must always be humane and effective in carrying out direct actions against traffic violators. Fourth, Preventive and repressive enforcement of traffic regulations related to drivers who do not have a SIM because they are not old enough, related to the behavior of drivers who are afraid to violate and fear of being fined. Fifth, increasing the role model by the police so as to raise the image of the police.

This is evidenced by several previous studies, namely research conducted by Ahyaita Maziyyah, (2021) stating that understanding knowledge of traffic regulations and technical requirements has a significant effect on traffic compliance simultaneously. In line with this research, namely Rakhmani, (2016) that the things that affect adolescent compliance in traffic include understanding of knowledge about traffic rules, attitudes of adolescents about compliance with traffic rules and the existence of a ticket program and its effectiveness.

Another study by Heryono et al, (2020) research results explained that there is a significant relationship between the level of knowledge and compliance with safety riding. In line with this research, research by Mauhibah et al, (2017) found results that there is a directly proportional relationship between the level of knowledge and the level of traffic compliance, which with a good level of knowledge, has a 6-fold chance to be more obedient than a low level of knowledge. low.

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On the basis of the above phenomena, it is important to carry out this literature review for the purpose of identifying the factors that influence and cause traffic compliance, especially in adolescents. then the purpose of the literature review study is to get the result that the factors that influence and cause traffic compliance can be used as a guide in efforts to suppress or overcome the high number of traffic accidents in Indonesia.

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## II. METHOD

Literature review presents a framework related to new findings and previous findings, in order to identify whether or not there is progress from the results of a study through comprehensive research and interpretation of the results of the literature related to certain themes where the substance is identifying research questions by searching and analyzing relevant literature using a systematic approach (Randolph, 2009). The method used in the literature review is through a systematic approach to carry out data analysis in a simplified approach. The articles used are focused on research articles that contain results from actual observations which include abstracts, introductions, methods, results, and discussions.

The article search step uses the available database on Google Scholar, E-resources.perpusnas, LIPI, Researchgate, Indonesia OneSearch, DOAJ, Academia.edu, ScienceDirect. The keywords in finding articles are traffic compliance, youth disobedience in traffic, factors that influence traffic compliance. Researchers use "AND" as a Boolean operator. The use of the boolean operator "AND" aims to combine different concepts and aspects as search keywords so as to narrow down the documents to be found. Inclusion data to determine the criteria for literature review materials, namely: (1) Randomized Controlled Trials (RCT) research design articles, (2) experimental research, (3) original articles from primary sources. (4) Research articles published from 2017 to 2021, (5) Full text articles in English, (6) Respondents in the articles are children aged teenagers and adults.

The exclusion data are: (1) Articles outside the factors that influence traffic compliance, (2) Articles published over the last 5 years/before 2022, (3) Articles in Indonesian. (4) Articles only contain abstract parts or part of text, (5) Respondents in the study were teenagers and adults. 6) Literature review articles. In order to maintain the quality of the literature review, the authors refer to ethical considerations (Wager & Wiffen, 2011), namely avoiding duplicate publications, avoiding plagiarism, transparency and ensuring accuracy.

The steps taken in the Simplified approach analysis include summarizing each critical appraisal literature or critical review carried out simultaneously to determine the strengths and weaknesses of the literature and to see the relationship between one literature and another, identifying themes from the results of each research in the literature where the resulting themes must reflect the research questions from the literature review, theme development by combining all the same themes discussing the strength of the findings by considering research results with stronger evidence or weak evidence by conducting critical appraisal at the initial step, naming each theme taking into account the naming right on each theme by understanding the literature so that the names on the themes are closer to the results of research on the literature, comparing and reviewing each theme by checking two things, namely: each theme has got the right name, and the collection of themes into one right theme , close monitoring of the similarities and differences of each theme then analyzes in depth and considers how each theme can be related to each other, reviews the critical appraisal of each literature so as to assess whether the existing themes can answer each research question. Critical appraisal uses the JBI Critical Appraisal for Experimental Studies instrument to carry out an evaluation and analysis process for articles being reviewed, especially to see the results, validity, and relevance of articles to randomized controlled trial (RCT) research designs and other experimental research.

## III.

**RESULT AND DISCUSSION**

The author found that there is a close relationship between the fifteen aspects of the findings on factors that influence traffic compliance, namely as follows: (1) Knowledge of traffic rules, (2) Self control, (3) Aggressiveness, (4) Conformity, (5) Perceived risk, (6) Role taking, (7) Age and gender, (8) Driver's attitude, (9) Intrinsic values, values of affection, values of benefits and values of justice he adheres to, (10) Social support, (11) Polantas image, (12) Strict law enforcement and effective implementation of the ticket program is humane, (13) Technical requirements for roadworthiness of vehicles and technical requirements for road infrastructure, (14) Cultural factors, (15) Thinking behavior other things and driving a vehicle tired.

**A. Factors affecting traffic compliance.****1. Knowledge of traffic rules**

The first finding is related to knowledge of traffic rules and good traffic behavior in a driver, which must be instilled from an early age (Golden Age). In this case it is very important to do so that when they reach their middle teens (junior high school students) and when they reach their late teens (high school students), they will really have high knowledge regarding correct traffic procedures and related to compliance with traffic regulations. traffic rules and firmly embedded in their memory until adulthood about what was taught at an early age (Susiyah & Subawi, 2019). With a high level of traffic knowledge, a driver has a 6 times chance to be more obedient compared to a driver who has a low level of knowledge and the knowledge variable has a significant effect on traffic compliance. As the results of research findings by Mauhibah, F.U., et al, (2017).

Furthermore, traffic knowledge can be implemented through 13 programs, namely: (1) Polsana (Children's Friendly Police); (2) PKS (School Security Patrol); (3) Police Goes to Campus; (4) Safety Riding; (5) Traffic Safety Campaign; (6) Traffic Boards; (7) TMC (Traffic Management Center); (8) Driving School; (9) Saka Bhayangkara Traffic; (10) Traffic Park; (11) KTL (Traffic Control Area); (12) Police Special Operations; (13) Law Enforcement. As the findings of research by Rakhmani (2013).

**2. Self control**

The second finding is related to a driver's self-control of traffic compliance. As the findings of research by Amriel, (2015) that self-control is significantly related to traffic compliance. Another study by Munawaroh T, (2018) found that there was a significant positive relationship between self-control and traffic compliance for motorcycle riders at Sunan Agung Islamic University, Semarang.

Self-control is an individual's ability to determine his behavior based on certain standards such as morals, values and rules in society so that it leads to positive behavior Tangney et al., (2018). In other words, self-control is defined as the ability to compile, guide, regulate and direct drivers' behavior that can lead to compliance with traffic rules on the road. Self-control is one of the potentials that can be developed and used by individuals during the processes in life, including in dealing with conditions that exist on the road. Self-control is one of the personal competencies that every rider needs to have where obedient, constructive and harmonious behavior with other riders is influenced by the individual's ability to control himself. Rider behavior is determined by two factors, namely internal factors and external factors. No matter how strong the external stimulus and reinforcer is, the driver's behavior can still be changed through a process of self-control, which means that even though external conditions greatly affect the ability of the individual to control himself, he can choose which behavior to display. Self-control is related to how the driver controls his emotions and impulses from within himself in traffic situations on the road. There are two criteria that determine whether emotional control is socially acceptable or not. Self-control is acceptable if the community's environmental reaction to emotional control is positive. Averill, (1973) explains that there are three aspects of self-control namely Behavioral Control, Cognitive Control, Decision Control.

**3. Agresivitas**

The third finding is related to the aggressiveness of a driver towards traffic compliance. As the results of research findings by Shinta J.L, (2020) that there is a relationship between safety compliance and driving aggressiveness, in which the higher the awareness of safety compliance, the higher the aggressiveness of driving, and vice versa. Safety awareness has a relationship to driving aggressiveness from the aspect of driving at high speed, expressing anger while on the road, and blocking the way of other drivers to overtake. Another study by Prasetyo W.E & Septiningsih DS, (2011) found that there was aggressiveness in all students (adolescents) when driving on the highway. Aggressiveness in riding a motorbike takes the form of physical

aggression, namely carrying out physical attacks, for example hitting other riders or damaging their vehicle, gestural aggression, namely carrying out attacks indicated by body movements, for example, raising hands/fingers in certain ways to insult or humiliate and insulting other people, and verbal aggression, namely carrying out attacks shown by utterances or swear words to pedestrians or other motorists. Then research by Aji A.P, (2009) entitled the influence of MotoGP shows on the interest in aggressive driving in adolescents, found that there is a relationship between watching MotoGP shows on the interest in aggressive driving in teenagers, there is an influence from watching MotoGP shows on the interest in aggressive driving in teenagers, and Interest in aggressive driving in adolescents is also influenced by other factors such as environmental factors and individual psychological aspects that vary from the respondents.

A driving behavior is said to be aggressive if it is done intentionally, tends to increase the risk of a collision and is motivated by impatience, annoyance, hostility and/or efforts to save time (Tasca L, 2000). It was also said that lately the aggressiveness of motorbike driving on the highway has become increasingly concerning and leads to forms of traffic violations which have an impact on accidents and result in serious injuries or death. This is due to a lack of traffic compliance, low understanding of traffic rules and their implementation, unfavorable attitudes towards safety and security for oneself and other road users, as well as the readiness of individuals and their vehicles.

#### **4. Konformitas**

The fourth finding is related to a driver's conformity to traffic compliance. As evidenced by research by Perwati D, (2019) found results that there is a significant relationship between social pressure on information on adolescents about the risks of driving unreasonable vehicles (Conformity) and traffic compliance.

Conformity is a change in individual behavior as a result of group pressure. conformity is not just behaving like other people, but also influenced by how other people behave (Myers, 2010). Then according to Ronald E Riggio that conformity is a process in group members to adjust to the norms that exist in the group. Thus, it can be interpreted that conformity in traffic is behavior followed by a driver who is influenced by the behavior of other drivers/groups, both related to compliance and non-compliance with traffic rules on the road (Riggio, 2013).

There are several factors that affect conformity, namely: the influence of people who are liked; group cohesiveness; group size, conformity will increase as the number of group members increases; and descriptive social norms and injunctive social norms, injunctive norms are what should be done while descriptive norms are what most people do. Injunctive norms are usually stated explicitly and tend to be ignored, while descriptive ones are implicit and tend to be followed. Example: everyone knows that it is not permissible to run a red light, but many people do it so now you can find many drivers breaking red lights. The reason for the drivers to conform is that in fact every human being has the desire to be liked and praised, one of which is by conforming to their social group. Another reason is fear of rejection, people will tend to conform in order to be accepted by their social group. the desire to feel right, if there are other people in the group or group who are able to make decisions that they feel are right, then they will participate so that they are considered right.

#### **5. Perception of risk**

The fifth finding is related to a driver's perception of traffic compliance. As research by (Hidayati N. et al., 2019) found results that there is a role for perception of accident risk on traffic compliance where the higher the level of knowledge of drivers about perceptions of accident risk, the higher traffic compliance. Another study conducted by T. Ram & Chand K., states that higher risk perception helps in increasing motorists to comply with traffic rules, promotes safe driving responsibly and prevents motorists from negative driving activities. Then the results were also found by T. Ram & Chand K., that the perception of risk directly affects the attitude of compliance on the highway. Then, compliance with traffic regulations has an important role in controlling road accidents (Ram, T., & Chand, 2016).

Understanding the risk perception of drivers relates to the need to be instilled in the importance of the safety of drivers, passengers and the safety of other road users by equipping them from an early age with knowledge, training and correct driving technical skills so as to reduce the risk of an accident. Teenagers are the biggest contributor to traffic accidents. Zaccheaus O. Olonade, found that the risk of accidents among drivers aged 16-19 years was higher than drivers aged 20-24 years and 25-59 years (Olonade, 2015). Perception of accident risk is a common psychological phenomenon that influences road safety attitudes (Ram & Chand, 2016). According to Winurini, drivers who are involved in traffic accidents have a low risk perception of accidents while driving, so they dare to make risky decisions while driving (Winurini, 2012). This is also in accordance with Cheng's statement that young motorbike riders tend to ignore the risk of accidents while driving (Cheng et al., 2015). The correct perception of the risk of an accident allows the driver to adapt to various road and vehicle

environmental conditions. Therefore, drivers must develop and improve their risk perception to reduce their involvement in dangerous situations on the road, thereby reducing the occurrence of accidents (Eboli et al., 2017).

Perceived risk is a subjective assessment of a certain type of probability of occurrence of an accident and how concerned we are about the consequences (Sjöberg et al., 2004). Most traffic violations occur due to low compliance of motorcyclists. This is in accordance with the opinion of Mostapha K. Al Dah, that traffic violations occur because motorists have a bad safety culture, such as not using a helmet when driving (Dah, 2010).

## **6. Role Taking**

The sixth finding is related to the role taking of a driver towards traffic compliance. As research by Rina A.P. et al, (2018) found results that there was a significant positive relationship between the ability to understand the feelings and perspectives of others (role taking) and traffic discipline. This can be done through: (1) The school environment and government continuously provide counseling or training to improve students' role taking skills as novice riders related to traffic discipline; (2) Parents need to provide knowledge to their children about the ability to understand the feelings and perspectives of other people (role taking) related to traffic discipline. Other research by Chris D Frith & Tania Singer, that role taking abilities allow individuals to be able to consider the impact of their actions on others (Frith, C. D., & Singer, T., 2008). In addition, the ability to understand the expectations, beliefs, and emotions of others will support the individual's ability to make decisions in social settings. The implication for motorized vehicle drivers, role-taking abilities will support individual abilities to understand the impact of actions taken while driving on other road users. Thus, the driver is able to control himself when driving his vehicle so as not to disturb or hinder other road users. In other words, individuals will be better able to make the best decisions in situations encountered when driving a motorized vehicle.

According to George Herbert Mead, every new member of society must learn the existing roles in society-a process he calls role-taking. According to George Herbert Mead in his book *Mind, Self, and Society*, when humans are born they do not have a self (self). The human self develops step by step through interaction with other members of society. Every new member in society must learn the roles that exist in society. This is a process that George Herbert Mead calls role taking. In this process, a person learns to know what roles must be played by himself and what roles are played by others (Mead G.H, 1972).

There are three stages of human development. The three stages are as follows: (1) Play stage, at this stage a small child begins to learn to take the roles of the people around him. He inulai imitates the roles played by his parents, older siblings, neighbors, or people with whom he frequently interacts. For example, we often see small children playing as police officers. At this stage, a child does not fully understand the contents of the roles he is emulating and does not yet know why the police catch criminals and act on traffic violations; (2) Game stage, at this stage a child does not only know the role he has to play, but already knows the role played by other people with whom the child interacts. The child is already aware of the role he is playing and the roles played by others. For example, as a police officer he is aware of the role of a leader, personnel who regulate traffic jams and personnel who act on traffic violations; (3) Generalized others in the third stage of socialization, the child is able to take on the roles of other people who are broader and not just the people closest to him. In this stage the child has been able to interact with other people in society because he has understood his own role and the role of others. For example, as a disciplined passenger, the police as a regulator of smooth traffic, parents as drivers. If the child has reached this stage then he already has a self.

## **7. Age and Gender**

Finding seven related to the age/age of a driver is a very important thing to note in relation to a driver's traffic compliance because the more mature or mature the age of a driver, the more a driver's compliance with traffic rules will increase (Arianto & Arifin, 2016) . In this case, it is necessary to enforce ticket programs, both manual and electronic ticketing in order to anticipate motorists under the age of 17 who do not meet the requirements for having a vehicle driving license and the age variable has a significant effect on traffic compliance (Rakhmani, 2013).

## **8. The attitude of the rider**

The eighth finding is related to the attitude and behavior of drivers towards traffic compliance. The attitude of a driver, especially a teenager, regarding compliance with traffic rules has the potential to reduce traffic accidents. In this case the attitude variable has a significant effect on traffic compliance (Tondok et al., 2013). The behavior of a driver by thinking about other things besides the condition of the road being traversed, driving at a

speed above the permitted limit, driving without respecting road markings, driving when tired, breaking lights, using a telephone, smoking and driving more than two people while driving is also the potential for accidents to occur. In this case the behavioral variable significantly influences traffic compliance (Chie & Widaningrum, 2014); (Setyowati, 2019).

#### **9. Intrinsic values, values of affection, values of usefulness and values of justice that they adhere to**

The ninth finding is related to intrinsic values, compassion values, expediency values and justice values, which he holds that a person's obedience to traffic rules is caused by the fear of damaging good relations with other parties; and compliance based on the feeling that these rules are in accordance with the intrinsic values they adhere to (Arifuddin, 2021), as well as social environmental pressures that have psychological closeness in nature that can be a controller in reducing violations related to driving behavior (Haryanto, 2020).

#### **10. Social support**

The tenth finding is related to social support. As research by Rina A.P. et al, (2018) found results that there was a significant positive relationship between social support and traffic discipline. Individuals are often influenced by the social environment in shaping their behavior, so that positive social support will be able to help someone to show positive behavior in their social environment and social support can support individuals as road users to be more adaptive in taking action when driving a motorized vehicle. This can be done through: (1) The Government and the Police continue to provide counseling and training to increase social support, especially for novice drivers related to traffic discipline; (2) Parents need to increase social support to their sons and daughters in the form of giving attention, comfort and appreciation (such as giving praise when children check vehicles before use). Another study conducted by Haryanto H.C, (2020) found results that social environmental pressure has psychological closeness properties that can be a controller in reducing violations related to individual behavior when driving.

Teenagers are often influenced by the social environment in shaping their behavior. Positive social support will be able to help adolescents to show positive behavior in their social environment. Jennifer Pierre, stated that social support is physical & psychological comfort provided by friends, family members (Pierre, 2019). Social support can provide several benefits, including increasing work productivity, increasing psychological well-being and adaptability, clarifying identity, increasing self-esteem and reducing stress, and improving and maintaining physical health, as well as learning more about managing stress and pressure. (Johnson & Johnson, 1991). It can be concluded that social support can support adolescents as road users to be more adaptive in taking action when driving a motorized vehicle. This study focuses on looking at the effect of social support from the family on adolescents. Sarafino, (2007) explains that social support refers to providing comfort to others, caring for them or appreciating them. Received social support can make individuals feel calm, cared for, develop self-confidence and competence. Sarason et.al, stated that social support has 4 aspects, namely: 1) Emotional support: in the form of appreciation, attention, and openness. 2) Instrumental support: in the form of providing facilities that can facilitate the goals to be achieved in the form of materials, providing time opportunities, jobs, opportunities, and behavior modification. 3) Cognitive support: in the form of information, advice and instructions given to increase one's knowledge in finding solutions to solving problems, 4) Behavioral support: in the form of giving awards for efforts made, providing feedback regarding results or achievements, awards and constructive criticism (Sarason et.al, 1983).

#### **11. Police Image**

The eleventh finding is related to the image of the National Police. The National Police as a protector, protector and public servant must certainly have an exemplary attitude and behavior in traffic compliance (Manggala, 2005). Child friendly police figure, School Security patrol program (PKS), Police goes to School, Safety Riding (Aryanti et al., 2021). In this case the image variable of the Police has a significant effect on traffic compliance.

The police as law enforcers on the highway must have the ability to understand what they want to enforce. The task of the traffic police (polantas) is actually not just to enforce the law, but more than that to build the nation's morale on the roads. The main task for the Police is getting harder to restore public confidence in the law and its procedures which have so far been quite bad in society. According to Kunarto (1995) the task of the Polantas is relatively heavier than that of other police officers. First, the police are a showcase for the nation's law and culture. If the police are good, then people's lives will also be good. Polantas is a window for the police, if this unit is good then the other units are good. This is because the traffic police are involved in the community every day, so that the community can directly assess the traffic police from their own point of view.

The image of the traffic police is that they are looking for "extra fortune", so the task seems to be secondary. Polantas is actually a reflection of POLRI because they have a heavy mission in building public perception of



the law and its procedures. Secondly, it is easy to get a SIM by paying without a test, resulting in many drivers who are not fit to drive to get a SIM, causing problems on the highway. The police are seen as an extension of government power. People who are dissatisfied with the government often hold demonstrations which in the end take it out on the police as a form of their frustration. Many people are dissatisfied with the performance of the police. People complain that dealing with police means spending money and involving the police in problems actually adds to the problem (Manggala, 2005).

Perception of the police is a person's perspective or evaluation of the status and role of the police based on one's expectations of the police and the facts that are known about the police in society. Someone assesses the police by integrating the police based on the construct that contains the existing characteristics. There is a tendency to use existing stereotypes about the police as a basis for building impressions about them (Lau et al., 2004).

## **12. Firm law enforcement and effective and humane implementation of ticketing programs**

The twelfth finding related to the effective and humane implementation of the ticket program is a function of law enforcement by the Police in relation to the obedience of an intermediary to the authorities (Tondok et al., 2013). Firm law enforcement, as one of the forces that have the power to shape public compliance (Haryanto, 2020). In this case the ticket program variable has a significant effect on traffic compliance.

The existence of the law cannot be separated from the conditions of obedience that motorists should carry out on the streets. Stefano Passini & Davide Morselli, explained that one of the basic motivations for compliance is the fear of avoiding a negative consequence when a rule violation occurs. When this fear does not appear in violation behavior, this becomes a significant obstacle in demanding compliance. The role of law is very important in creating conditions for good discipline on the streets today (Passini & Morselli, 2009). The role of law on the streets today is illustrated by the existence of law enforcement, namely the traffic police have the power to form compliance for motorists and must be able to carry out it properly. This is similar to what was stated by Handrix Chris Haryanto, that in improving the form of order in traffic, the role of the law apparatus cannot be separated, namely in the form of an emphasis on increasing the quantity and quality of traffic security officers (Haryanto, 2011). Endak (2007) which shows the results that drivers have a high behavior of using seat belts when officers are around.

## **13. Technical requirements for roadworthiness of vehicles and technical requirements for road infrastructure.**

The thirteenth finding is related to technical requirements. In this case the technical requirements for roadworthiness of vehicles and the requirements for infrastructure facilities, poor road conditions and inadequate guide signs have a significant effect on traffic compliance (Agreda, 2017).

Vehicle modifications that are not in accordance with the rules regarding technical requirements for vehicle roadworthiness can cause traffic accidents. Even though there are regulations regarding procedures for changing motorized vehicle modifications, they have been regulated heavily clear in PP No. 55 of 2012 concerning Vehicles as stated therein Article 1 number 12 where: Motorized Vehicle Modification is a change to the technical specifications of the dimensions, engine and/or carrying capacity of the Motorized Vehicle. In the modification referred to above is a change to the completeness of the motor as stated in article 285 of Law No. 22 of 2009 namely rearview mirrors, horns, headlights main, reverse lights, limit signs of vehicle body dimensions, trailer lights, brake lights, directional lights, reflectors, speed gauges, depth gauges tire grooves, windshield, fender, bumper, coupling, tackling, or wiper.

## **14. Cultural factors**

The fourteenth finding related to community culture, is the custom of the people not to use helmets as head protection, which is a customary custom. In this case cultural variables significantly influence traffic compliance (Arianto & Arifin, 2016). Other research by Seftika Agreda (2017) shows that cultural and community factors are also obstacles in the prosecution of traffic violations which can result in traffic accidents.

Culture in this case is not only the habits of the road users, but also the culture of the system within the law enforcement institute itself. The culture that develops in people's lives tends to consider traffic violations committed as normal, not even having a big impact on them. This culture develops in the lives of people who are still not aware of the importance of safety in traffic for themselves and other road users.

The habit of the community and students committing traffic violations that endanger themselves and other road users, such as traveling with more than one person, not wearing a helmet, going against the flow, being reckless and using mufflers, small tires and inappropriate mirrors. In addition, it is also common to find motorists,

especially students, who use small tires on their motorbikes and drive at speeds that exceed the limit, which of course will be prone to accidents. It is because of these deviant habits that it is necessary to take action against traffic violations by the Police, both educationally and juridically against the perpetrators of the violations as above. In addition, the community must be continuously socialized in order to get rid of these bad habits.

Then in addition to the above, the culture that is an obstacle to the enforcement of traffic violations is a "peaceful" culture, for this, educational and legal enforcement is a way to eliminate peaceful invitations by traffic violators. If a culture like this continues to be maintained, even the law enforcers themselves are indifferent to it, then it is possible to educate the younger generation who are close to Corruption, Collusion and Nepotism.

#### **15. The behavior of thinking about other things and driving a vehicle when tired**

The fifteenth finding related to the behavior of drivers thinking about other things besides the condition of the road being traversed, is a factor affecting traffic compliance. As the results of research findings by Ho Hwi Chie and Dyah Lestari Widaningrum (2015) that there is a positive relationship between the behavior of cycling and riding a motorcycle by thinking about other things besides the condition of the road being traversed and there is a positive relationship between driving behavior or driving a vehicle when tired .

One example of the behavior of thinking about other things while driving is daydreaming, talking to people who are pillioned, so that it can affect the concentration of drivers in paying attention to the speed of motorized vehicles, affecting paying attention to traffic signs, not paying attention when going to turn right or turn left and not paying attention to other drivers.

### **IV. CONCLUSION**

The conclusion from the literature review as the stated goal is to analyze theoretically the factors that influence traffic compliance, the results of the literature review in several articles, the authors found a strong relationship between the factors that affect traffic compliance. Each of the results found resulted in eight major themes, namely (1) The level of education, knowledge and understanding of drivers has a six-fold chance of being more obedient in traffic than a low level of knowledge, (2) Age/Age of drivers, (3) Attitudes and behavior drivers, (4) Community culture, (5) Technical requirements, (6) Police image, (7) Effective and humane ticketing program implementation, (8) Related to intrinsic values, compassion values, expediency values and justice values, which he adheres to.

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