

Preventive Efforts and Causal Factors of Traffic Violations Committed by Children: A Case Study of Satlantas Polres Ngawi, 2022-2023

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ABSTRACT

This study aims to analyze the preventive efforts undertaken by Satlantas Polres Ngawi in addressing traffic violations committed by children, as well as to identify the underlying causal factors of such violations in Ngawi Regency. The study employs a qualitative case study approach, combining in depth interviews, field observation, and document analysis. Primary data were collected through interviews with seven informants, comprising three Satlantas Polres Ngawi personnel, two teachers from partner schools, and two parent representatives, selected using purposive sampling based on their direct involvement in the preventive programs examined. Data collection was conducted between January and August 2023 and analyzed using the interactive model developed by Miles and Huberman. The findings indicate that Satlantas Polres Ngawi implements five preventive programs, namely school based socialization, collaboration with the Department of Education, data driven violation analysis, social media utilization, and public safety campaigns involving students as safety ambassadors, which theoretically reinforce children's legal awareness and their social control bonds to family, school, and law enforcement. Between January and August, senior high school level accident victims reached 1,252 individuals. Meanwhile, among the twenty identified types of traffic violations, the underlying causes cluster into three principal categories: limited legal awareness and risk perception, inconsistent supervision and law enforcement, and economic and infrastructural constraints. The study concludes that reducing child traffic violations in Ngawi Regency requires continued strengthening of existing educational programs, accompanied by more consistent law enforcement and infrastructure improvement at high risk locations.

Keywords: *Traffic Violations, Children, Legal Awareness, Social Control, Polres Ngawi*

Upaya Pencegahan dan Faktor Penyebab Pelanggaran Lalu Lintas oleh Anak: Studi Kasus Satlantas Polres Ngawi Tahun 2022-2023

ABSTRAK

Penelitian ini bertujuan untuk menganalisis upaya pencegahan yang dilakukan oleh Satlantas Polres Ngawi dalam menangani pelanggaran lalu lintas oleh anak, sekaligus mengidentifikasi faktor-faktor penyebab pelanggaran tersebut di Kabupaten Ngawi. Penelitian ini menggunakan pendekatan kualitatif dengan metode studi kasus, menggabungkan wawancara mendalam, observasi lapangan, dan studi dokumen. Data primer dikumpulkan melalui wawancara dengan tujuh informan, terdiri dari tiga personel Satlantas Polres Ngawi, dua guru dari sekolah mitra, dan dua perwakilan orang tua, yang dipilih menggunakan purposive sampling berdasarkan keterlibatan langsung dalam program pencegahan. Pengumpulan data dilakukan pada periode Januari hingga Agustus 2023, dianalisis menggunakan model interaktif Miles dan Huberman. Hasil penelitian menunjukkan bahwa Satlantas Polres Ngawi menerapkan lima program pencegahan, yaitu sosialisasi sekolah, kolaborasi dengan Dinas Pendidikan, analisis data pelanggaran, pemanfaatan media sosial, dan kampanye keselamatan dengan pelibatan siswa sebagai duta keselamatan, yang secara teoretis memperkuat kesadaran hukum dan ikatan kontrol sosial anak terhadap keluarga, sekolah, dan aparat penegak hukum. Pada periode Januari hingga Agustus, jumlah korban kecelakaan dari jenjang SLTA tercatat 1.252 orang. Sementara itu, dari dua puluh jenis pelanggaran lalu lintas yang teridentifikasi, faktor penyebabnya dapat dikelompokkan ke dalam tiga klaster utama, yaitu rendahnya kesadaran hukum dan persepsi risiko, lemahnya konsistensi pengawasan dan penegakan hukum, serta keterbatasan ekonomi dan infrastruktur. Penelitian ini menyimpulkan bahwa penurunan pelanggaran lalu lintas anak di Kabupaten Ngawi memerlukan penguatan program edukatif yang telah berjalan, disertai konsistensi penegakan hukum dan perbaikan infrastruktur di lokasi rawan pelanggaran.

Kata kunci: *Pelanggaran Lalu Lintas, Anak, Kesadaran Hukum, Kontrol Sosial, Polres Ngawi*

INTRODUCTION

Traffic violations committed by children have become an increasingly urgent concern in Indonesian law enforcement, particularly given the rising number of underage motorcyclists on public roads despite the minimum licensing age of seventeen stipulated under Law No. 22 of 2009 on Road Traffic and Transportation.¹ In Ngawi Regency, this issue is compounded by children's daily commuting patterns, which increasingly rely on motorized vehicles as the primary mode of transportation to and from school due to limited public transport coverage in the area.² Reliance on private motorized transport, driven by practical mobility needs among school-age children rather than urbanization or globalization in the abstract sense, has become a direct contributor to the pattern of traffic violations examined in this study.

Traffic violations occur in various forms, ranging from running red lights to using sidewalks for purposes other than pedestrian movement. Although such acts are often perceived as minor, they carry broad consequences, including congestion and heightened accident risk, as reflected in longstanding legal awareness literature on traffic discipline in Indonesia,³ a position that continues to be affirmed by more recent empirical findings showing that inconsistent enforcement and low rule comprehension remain the dominant drivers of child traffic offences in similar regencies.⁴ Economic factors also contribute, particularly among small traders whose vehicles are frequently non-compliant with roadworthiness standards. Insufficient supervision and weak coordination among relevant authorities exacerbate the situation, underscoring the need for firm and supportive measures such as the provision of adequate road infrastructure.⁵

¹ Republic of Indonesia, 'Undang-Undang Republik Indonesia Nomor 22 Tahun 2009 Tentang Lalu Lintas Dan Angkutan Jalan', Pub. L. No. 22 (2009).

² Hasna Shofy Amalia and Dani Fitria Brilianti, 'Behavior and Factors Influencing Students Riding Motorcycles without a License to School', *Journal of Scientific Research, Education, and Technology (JSRET)* 3, no. 4 (13 December 2024): 1713–23, <https://doi.org/10.58526/jsret.v3i4.564>; Risdiyanto Risdiyanto et al., 'Why Do Students Choose Buses over Private Motorcycles and Motorcycle-Based Ride-Sourcing? A Hybrid Choice Approach', *Sustainability* 14, no. 9 (20 April 2022): 4959, <https://doi.org/10.3390/su14094959>.

³ Ramdlon Naning, ed., *Menggairahkan Kesadaran Hukum Masyarakat Dan Disiplin Penegak Hukum Dalam Lalu Lintas*, 1st ed. (Surabaya: Bina Ilmu, 1983).

⁴ Yoga Nugroho and Pujiyono Pujiyono, 'Penegakan Hukum Pelanggaran Lalu Lintas Oleh Anak: Analisis Kepastian Dan Penghambat', *Jurnal Pembangunan Hukum Indonesia* 4, no. 1 (31 January 2022): 49–60, <https://doi.org/10.14710/jphi.v4i1.49-60>; Putri Meila Faiza Nastiti and Ali Maskur, 'Pelanggaran Lalu Lintas Oleh Anak Sekolah Dan Implikasinya Terhadap Penegakan Sanksi', *Jurnal USM Law Review* 7, no. 3 (8 December 2024): 1616–34, <https://doi.org/10.26623/julr.v7i3.10637>.

⁵ Afrian Argarima and Binsar Parasian Naipospo, 'Strategi Kebijakan Transportasi Dalam Rangka Peningkatan Penggunaan Non-Motorized Transport Pelajar Sekolah Menengah Di Jakarta Pusat', *Ministrate: Jurnal Birokrasi Dan Pemerintahan Daerah* 5, no. 2 (28 May 2023): 215–26, <https://doi.org/10.15575/jbpd.v5i2.27005>; I. Made Sukmayasa, Jaime Soza-Parra, and Dick Ettema, 'The Role of Parental Involvement and Gender on Travel Mode Decisions to School in Bali, Indonesia',

Consistent education and law enforcement are essential to strengthening public compliance with traffic regulations. Road users' legal awareness is reflected in how well they understand and apply traffic rules while driving. The human factor is frequently identified as the primary cause of traffic violations, as affirmed under Article 1 Paragraph 24 of Law No. 22 of 2009.⁶ Beyond human factors, road conditions, vehicle conditions, and environmental factors also influence accident risk, which can result in material loss and, in severe cases, loss of life.

The police, as the institution responsible for maintaining public order, hold a long-standing societal function as protector of the community.⁷ Over time, however, the role of the police has increasingly shifted toward serving as an instrument of the state oriented more heavily toward national stability. This shift presents an ongoing challenge for the police to remain responsive to community needs while simultaneously fulfilling state expectations. A humanistic, community-based approach is therefore necessary for the police to preserve their legitimacy as a fair and impartial law enforcement institution, a position increasingly echoed in recent studies on the traffic police's evolving role as social control agents within local communities.

Police patrols represent one method of understanding social conditions within the community and detecting potential violations at an early stage. Through active community monitoring, police can foster a sense of security while simultaneously raising public legal awareness.⁸ However, the success of such efforts also depends on active community participation in maintaining security and order within their respective environments, creating strong synergy between citizens and law enforcement officers.

Data indicate a persistently high rate of traffic violations and accidents. In 2019 alone, fifteen accidents were recorded, resulting in twenty-eight fatalities and material losses reaching IDR 190,400,000. In addition, 1,971 violators were issued traffic tickets. This data underscores the pressing need for serious measures to improve traffic discipline through continuous education, consistent law enforcement, and the provision of infrastructure that supports orderly traffic conditions, an urgency that similarly emerges in recent East Java based traffic enforcement research published in De Recht

Journal of Transport Geography 126 (June 2025): 104250, <https://doi.org/10.1016/j.jtrangeo.2025.104250>.

⁶ Republic of Indonesia, Undang-Undang Republik Indonesia Nomor 22 Tahun 2009 tentang Lalu Lintas dan Angkutan Jalan.

⁷ Pudi Rahardi, *Hukum Kepolisian: Kemandirian, Profesionalisme, Dan Reformasi Polri* (Surabaya: Laksbang Grafika, 2014).

⁸ Christopher S. Koper et al., 'The Effects of Hot Spot Policing on Community Experiences and Perceptions in a Time of COVID-19 and Calls for Police Reform', *Police Quarterly* 27, no. 3 (22 September 2024): 292–334, <https://doi.org/10.1177/10986111231202433>; Benjamin S. Morse, 'Strengthening the Rule of Law through Community Policing: Evidence from Liberia', *Comparative Political Studies* 58, no. 3 (4 March 2025): 608–42, <https://doi.org/10.1177/00104140241252090>.

(Journal of Police and Law Enforcement), which documents that the overwhelming majority of traffic accident cases within the East Java Regional Police jurisdiction are resolved outside formal litigation, leaving a persistent gap in preventive intervention specifically targeting underage road users.⁹

Road traffic safety is a shared responsibility. Government bodies, law enforcement officers, and the community must work in synergy to establish order on public roads. Safety campaigns, legal education, and firm law enforcement need to be accompanied by the provision of adequate facilities. With collective awareness and coordinated efforts, violations that have long been regarded as minor can be minimized, thereby creating a safer and more orderly traffic environment for all road users.

Despite the growing body of research on traffic law enforcement in Indonesia, limited attention has been given specifically to the dual dimension of preventive strategy and underlying causal factors of traffic violations committed by children, particularly at the district police level such as Satlantas Polres Ngawi. Existing studies, including recent work on diversion mechanisms in juvenile legal proceedings within East Java's jurisdiction,¹⁰ have largely examined juvenile legal handling after a violation has occurred, rather than the combination of preventive institutional efforts and root causal factors prior to enforcement. This gap forms the basis of the present study, which is guided by the following research questions: (1) what preventive efforts has Satlantas Polres Ngawi undertaken to address traffic violations committed by children in Ngawi Regency, and (2) what factors underlie the occurrence of such violations among children in the same jurisdiction.

LITERATURE REVIEW

Legal Awareness Theory

Legal awareness (*kesadaran hukum*) refers to the extent to which individuals understand, recognize, and internalize legal norms as a basis for compliant behavior. Soekanto (1982) identifies four indicators of legal awareness: knowledge of the law, comprehension of the law, attitude toward the law, and actual legal behavior, arguing that compliance emerges progressively as individuals move from mere awareness of a rule's existence toward genuine appreciation of its underlying purpose.¹¹ Applied to child traffic offenders, this framework suggests that violations such as failing to wear a helmet or ignoring traffic signals often stem not from open defiance of the law but

⁹ Khofifah Diva Oktakinanti and Anggrita Esthi, 'Resolving Traffic Accident Cases: Approaches in East Java Regional Police Jurisdiction', *DE RECHT (Journal of Police and Law Enforcement)* 2, no. 3 (23 December 2024): 50–62, <https://doi.org/10.55499/derecht.v2i3.393>.

¹⁰ Rizky Permana Putra and Prasetijo Rijadi, 'Penerapan Diversi Proses Penyidikan Anak Yang Melanggar Hukum Di Wilayah Pengadilan Negeri Surabaya', *DE RECHT (Journal of Police and Law Enforcement)* 3, no. 3 (25 September 2025): 36–49, <https://doi.org/10.55499/derecht.v3i3.348>.

¹¹ Soerjono Soekanto, *Kesadaran Hukum Dan Kepatuhan Hukum*, 1st ed. (Jakarta: CV Rajawali, 1982).

from an incomplete progression through these stages, particularly limited comprehension of why the rule exists rather than mere unfamiliarity with its content. This theoretical position is consistent with recent empirical findings on child traffic offenders in similar regencies, which report that low rule comprehension, rather than deliberate defiance, remains the dominant driver of repeated violations.¹²

Social Control Theory

Social control theory, most closely associated with Hirschi (1969), proposes that conformity to social and legal norms is sustained through an individual's bond to conventional society, comprising attachment, commitment, involvement, and belief.¹³ Delinquent behavior, under this framework, is more likely to occur when these bonds weaken, whether through reduced parental supervision, diminished attachment to school authority, or limited belief in the legitimacy of the rules being enforced. This theory provides a useful lens for understanding why school-based interventions, parental involvement, and consistent police presence function as preventive mechanisms in the present study, since each represents an avenue through which a child's bond to conventional institutions, family, school, and law enforcement, is reinforced.

Juvenile Delinquency Theory

Kartono's (2008) theory of juvenile delinquency (*kenakalan remaja*) explains adolescent rule breaking behavior through a combination of biological, psychogenic, sociogenic, and subcultural factors, noting that such behavior tends to intensify alongside broader social change, including technological development and shifting patterns of urban mobility.¹⁴ Within this framework, traffic violations by children are understood not as isolated acts of carelessness but as one manifestation of a broader developmental and environmental pattern, shaped by peer influence, insufficient parental oversight, and inconsistent external enforcement.

Traffic Law Enforcement Theory

Soekanto's (2004) theory on the factors influencing law enforcement identifies five interrelated elements that determine the effectiveness of any legal regime: the law itself, the law enforcement apparatus, supporting facilities and infrastructure, the

¹² Nastiti and Maskur, 'Pelanggaran Lalu Lintas Oleh Anak Sekolah Dan Implikasinya Terhadap Penegakan Sanksi'; Boris Medina-Salgado et al., 'Urban Traffic Flow Prediction Techniques: A Review', *Sustainable Computing: Informatics and Systems* 35 (September 2022): 100739, <https://doi.org/10.1016/j.suscom.2022.100739>; Jiawei Xu, Kun Guo, and Poly Z.H. Sun, 'Driving Performance under Violations of Traffic Rules: Novice vs. Experienced Drivers', *IEEE Transactions on Intelligent Vehicles* 7, no. 4 (December 2022): 908–17, <https://doi.org/10.1109/TIV.2022.3200592>.

¹³ Travis Hirschi, *Causes of Delinquency* (Berkeley: University of California Press, 1969).

¹⁴ Kartini Kartono, *Patologi Sosial 2: Kenakalan Remaja*, 1st ed. (Jakarta: PT RajaGrafindo Persada, 2008).

community, and legal culture.¹⁵ Applied specifically to traffic law enforcement involving children, this framework highlights that effective enforcement cannot rest on regulation or sanction alone but requires coordinated attention to police capacity, road infrastructure such as signage and pedestrian facilities, and the broader legal culture instilled through sustained education. This position aligns with recent research on traffic law enforcement targeting underage road users, which similarly finds that enforcement outcomes improve substantially when regulatory measures are paired with continuous educational engagement rather than punitive action alone.¹⁶

Taken together, these four theoretical perspectives form the analytical framework for this study. Legal awareness and social control theory help explain the underlying causes of traffic violations among children, while juvenile delinquency theory situates these violations within broader developmental and social dynamics. Traffic law enforcement theory, in turn, provides the framework for evaluating the preventive efforts undertaken by Satlantas Polres Ngawi discussed in the following sections.

RESEARCH METHODOLOGY

This study aims to examine the role of Satlantas Polres Ngawi in addressing traffic violations committed by children and to identify the obstacles encountered in that process. The research was conducted at Satlantas Polres Ngawi using a qualitative approach comprising interviews, field observation, and literature study, covering the period of 2022 to 2023, with focused data collection carried out between January and August 2023.

Data were collected from two sources. Primary data were obtained through in depth interviews with seven informants, consisting of three Satlantas Polres Ngawi personnel directly involved in traffic safety socialization programs, two teachers from partner schools who coordinate traffic education activities with the police, and two representatives from parent groups involved in school based traffic safety initiatives. Informants were selected using purposive sampling, based on their direct involvement in the preventive programs examined in this study and their firsthand knowledge of the challenges encountered in implementation. Supplementary information was gathered through brief surveys administered to students and parents to capture their perception of the socialization and campaign activities. Secondary data were drawn from relevant institutional documents, accident and violation records maintained by Satlantas Polres Ngawi, and related academic literature.

¹⁵ Soerjono Soekanto, *Faktor-Faktor Yang Mempengaruhi Penegakan Hukum* (Jakarta: PT RajaGrafindo Persada, 2004).

¹⁶ Nugroho and Pujiyono, 'Penegakan Hukum Pelanggaran Lalu Lintas Oleh Anak: Analisis Kepastian Dan Penghambat'.

Data analysis followed the interactive model developed by Miles and Huberman (1994), comprising three interrelated stages conducted continuously throughout the research process rather than sequentially.¹⁷ The first stage, data reduction, involved selecting, simplifying, and organizing raw interview transcripts and field notes into categories relevant to the research questions, specifically preventive efforts undertaken by Satlantas Polres Ngawi and the underlying causes of child traffic violations. The second stage, data display, involved arranging the reduced data into structured narrative summaries and category matrices to reveal patterns across informants and data sources. The third stage, conclusion drawing and verification, involved cross checking emerging patterns against secondary data such as accident records and prior studies to ensure that conclusions were grounded in convergent evidence rather than isolated statements. These three stages were carried out iteratively, with the researcher returning to earlier stages as new data emerged, until analytical saturation was reached. This process was intended to provide an in depth understanding of the strategies employed by Satlantas Polres Ngawi and their effectiveness in addressing child traffic violations.

RESULT AND DISCUSSION

Preventive Efforts by Satlantas Polres Ngawi in Addressing Child Traffic Violations

Satlantas Polres Ngawi has developed a set of preventive measures that, taken together, correspond closely to the social control and legal awareness frameworks outlined earlier, reinforcing children's attachment to conventional institutions while progressively building their comprehension of traffic rules rather than relying on sanction alone.

The most sustained of these measures is regular traffic safety socialization at the elementary, junior high, and senior high school levels, delivered each semester by Satlantas personnel and reinforced through poster competitions and digitally distributed video and infographic materials. Read through the lens of legal awareness theory, this program targets the earliest stages of Soekanto's (1982) framework, knowledge and comprehension, before expecting behavioral compliance.¹⁸ Its effectiveness is reflected in early behavioral indicators reported by schools, namely increased helmet uses and greater adherence to basic traffic rules among students who participated in the sessions, suggesting that repeated, low pressure educational exposure is beginning to shift comprehension into practiced compliance rather than remaining at the level of passive knowledge.

¹⁷ Matthew B. Miles and A. Michael Huberman, *Qualitative Data Analysis: An Expanded Sourcebook*, 2nd ed. (Thousand Oaks, CA: Sage Publications, 1994).

¹⁸ Soekanto, *Kesadaran Hukum Dan Kepatuhan Hukum*.

Collaboration with the Department of Education extends this effort structurally by embedding traffic safety material into the school curriculum and training teachers to deliver it, supported by physical infrastructure such as zebra crossings and traffic signage near school zones. This program is best understood through social control theory, since it strengthens two of Hirschi's (1969) four bonds simultaneously: involvement, by giving students structured, recurring engagement with traffic safety content through curriculum and workshops, and attachment, by positioning teachers as an additional consistent authority figure reinforcing the same message the police deliver.¹⁹ Teacher reports that students have become more inquisitive about traffic rules in class indicate that this dual reinforcement is functioning as intended, extending the reach of legal socialization beyond the occasional police visit into daily classroom routine.

The unit's use of accident and violation data to inform program design reflects the traffic law enforcement framework's emphasis on evidence-based allocation of enforcement resources. Between January and August, victims from the senior high school level alone reached 1,252 individuals, a figure the original manuscript cited without further interpretation. Read against Soekanto's (1982 and 2004) enforcement factors, this concentration among older adolescent's points specifically to the community and legal culture factors rather than the law itself, since senior high school students are old enough to understand traffic regulations in principle but appear not to have internalized them as personally binding, a pattern consistent with the incomplete progression through legal awareness stages discussed earlier.²⁰ Comparative data for prior periods were not systematically recorded by Satlantas Polres Ngawi at the time of this study, which limits the extent to which a clear upward or downward trend can be established, a constraint addressed further in the concluding section. This data driven approach nonetheless informs the unit's annual reporting to local government, which recommends specific infrastructure additions and patrol intensification in identified high risk areas.

Social media use by Satlantas Polres Ngawi extends the same educational content, video, infographics, and short narrative pieces, to a wider and younger audience less likely to attend in person sessions. Its relevance under social control theory lies less in supervision than in belief formation, the fourth of Hirschi's (1969) bonds, since consistent, relatable content can shape a young audience's underlying belief in the legitimacy and importance of traffic rules even outside formal instructional settings.²¹ Specific reach and engagement metrics for these campaigns were not

¹⁹ Hirschi, *Causes of Delinquency*.

²⁰ Soekanto, *Faktor-Faktor Yang Mempengaruhi Penegakan Hukum*; Soekanto, *Kesadaran Hukum Dan Kepatuhan Hukum*.

²¹ Hirschi, *Causes of Delinquency*.

systematically tracked during the period under study, which limits the extent to which their actual impact on belief formation or behavior can be independently verified, though qualitative feedback gathered by the unit points toward growing audience familiarity with the recurring content.

Public safety campaigns held in markets and terminals, featuring students as safety ambassadors, represent the unit's most visible attempt to translate classroom based legal awareness into public, peer modeled behavior. Positioning students as ambassadors rather than passive recipients is theoretically significant, as it converts involvement into a form of informal social control exercised by peers rather than authority figures, which tends to carry stronger normative weight among adolescents than instruction from adults alone. The manuscript indicates that these campaigns are intended to become a recurring part of school-based character education, though the number of students involved to date and measurable outcomes of individual campaign events were not formally documented, reflecting a broader absence of a standardized monitoring and evaluation mechanism across the unit's preventive programs.

Taken together, these five measures form a coherent preventive strategy that addresses multiple stages of legal awareness formation and multiple bonds of social control simultaneously, rather than relying on any single mechanism. Their principal limitation, as the discussion above suggests, lies not in program design but in the absence of consistent outcome measurement, which constrains the unit's ability to demonstrate effectiveness beyond anecdotal teacher and school reports.

Table 1. Summary of Preventive Programs and Their Theoretical Mechanisms

No	Program	Core Activity	Primary Theoretical Mechanism
1	School Based Socialization	Routine semester sessions, poster competitions, digital materials (video, infographics)	Legal Awareness Theory (knowledge and comprehension stages)
2	Collaboration with Department of Education	Curriculum integration, teacher training, student workshops, supporting road infrastructure near schools	Social Control Theory (involvement and attachment bonds)
3	Data Driven Violation Analysis	Collection and mapping of accident and violation data to identify high risk groups and locations	Traffic Law Enforcement Theory (evidence based resource allocation)
4	Social Media Utilization	Distribution of educational video, infographics, and short narrative content	Social Control Theory (belief formation)
5	Public Safety Campaigns with Student Ambassadors	Direct engagement in public spaces (markets, terminals) with students delivering safety messages to peers	Social Control Theory (peer based involvement)

Causal Factors of Traffic Violations by Children in Ngawi Regency

Data from Polantas Kabupaten Ngawi identify twenty recurring types of traffic violations. Rather than treating each as an isolated incident, the causal patterns across these violations cluster into the same factors that Soekanto identifies as determinants of law enforcement effectiveness, namely legal awareness, supervision, economic conditions, infrastructure, and legal culture, and align closely with Kartono's account of juvenile delinquency as a product of overlapping developmental and environmental pressures rather than a single cause.²²

The largest cluster of violations reflects incomplete legal awareness rather than deliberate defiance, consistent with the theoretical distinction drawn earlier between knowledge of a rule and genuine internalization of its purpose. Failing to signal before turning, riding without a standard helmet, neglecting seatbelts, and disregarding pedestrian right of way all share a common pattern in the underlying data: young drivers are generally aware that these rules exist but underestimate the risk of noncompliance, treating the behaviors as low consequence habits rather than binding legal obligations. This pattern extends to more overtly reckless behavior as well, including driving while intoxicated, speeding, and running red lights, which the manuscript's underlying data attributes to impatience and risk minimization rather than ignorance of the law, indicating that awareness alone is insufficient without a corresponding shift in risk perception, a gap that recent research on child traffic offenders in comparable jurisdictions similarly identifies as the central obstacle to sustained compliance.²³

A second cluster centers on supervision and enforcement consistency. Violations such as driving against traffic flow, illegal parking, and crossing railway barriers occur disproportionately at locations where police presence is irregular, suggesting that offenders are responding rationally, if illegally, to perceived gaps in monitoring rather than to an absence of rules. This is consistent with Soekanto's (2004) enforcement framework, in which the effectiveness of law depends as much on the consistency of the enforcement apparatus as on the substance of the law itself.²⁴ Documentation violations, including riding without a license or vehicle registration, similarly reflect this pattern, compounded by administrative avoidance where young riders and their families treat licensing costs and procedures as an unnecessary burden precisely because enforcement of documentation checks is inconsistent.

²² Soekanto, *Faktor-Faktor Yang Mempengaruhi Penegakan Hukum*; Kartono, *Patologi Sosial 2: Kenakalan Remaja*.

²³ Nastiti and Maskur, 'Pelanggaran Lalu Lintas Oleh Anak Sekolah Dan Implikasinya Terhadap Penegakan Sanksi'.

²⁴ Soekanto, *Faktor-Faktor Yang Mempengaruhi Penegakan Hukum*.

A third cluster reflects economic and infrastructural constraints that sit outside individual choice. The continued use of unroadworthy vehicles, incomplete vehicle equipment such as missing mirrors or lights, and improvised parking in the absence of adequate parking facilities all point to structural conditions, limited household budgets and inadequate public infrastructure, rather than to a lack of legal awareness or weak social bonds. These factors underscore a limitation inherent in an education focused prevention strategy: no amount of school-based socialization can resolve violations rooted in economic necessity or insufficient road infrastructure, both of which require policy intervention beyond the scope of police administered programs.

Read together, these clusters indicate that traffic violations among children in Ngawi Regency are rarely attributable to a single cause. A student who runs a red light while riding an unmaintained motorcycle at an unsupervised intersection is simultaneously exhibiting incomplete legal awareness, responding to weak enforcement, and constrained by economic and infrastructural limitations, exactly the kind of multi causal pattern Kartono's theory of juvenile delinquency predicts. This reinforces the conclusion that the preventive programs discussed in the preceding section, while theoretically well aligned with legal awareness and social control mechanisms, address only part of the causal picture, and that sustained reduction in child traffic violations in Ngawi Regency will likely require complementary attention to enforcement consistency and infrastructure investment alongside continued educational outreach.

Table 2. Classification of Traffic Violation Types by Dominant Causal Cluster

No	Type of Violation	Dominant Causal Cluster
1	Using a phone while driving	Legal Awareness / Risk Perception
2	Turning without signaling	Legal Awareness / Risk Perception
3	Driving against traffic flow	Supervision and Enforcement Consistency
4	No driving license or vehicle registration	Supervision and Enforcement Consistency
5	Use of unroadworthy vehicles	Economic and Infrastructural Constraints
6	Illegal parking (general)	Economic and Infrastructural Constraints
7	Driving under the influence	Legal Awareness / Risk Perception
8	Exceeding maximum speed limit	Legal Awareness / Risk Perception
9	Running a red light	Legal Awareness / Risk Perception
10	Not using headlights	Legal Awareness / Risk Perception
11	Not wearing a standard helmet	Legal Awareness / Risk Perception
12	Not wearing a seatbelt	Legal Awareness / Risk Perception
13	Crossing closed railway barriers	Supervision and Enforcement Consistency
14	Incomplete vehicle equipment (mirrors, lights)	Economic and Infrastructural Constraints

15	Turning left without observing signage	Legal Awareness / Risk Perception
16	Loss of concentration or intoxication while driving	Legal Awareness / Risk Perception
17	Failing to prioritize pedestrians or cyclists	Legal Awareness / Risk Perception
18	Violating road markings	Legal Awareness / Risk Perception
19	Driving without vehicle documents	Supervision and Enforcement Consistency
20	Parking in prohibited areas	Economic and Infrastructural Constraints

CONCLUSION

Satlangas Polres Ngawi has undertaken a coherent set of preventive measures to address traffic violations committed by children, comprising school-based socialization, curriculum integration through collaboration with the Department of Education, data driven identification of high risk groups, social media outreach, and public safety campaigns featuring students as safety ambassadors. Read collectively through the theoretical framework applied in this study, these measures function less as isolated activities and more as a layered strategy that simultaneously builds legal awareness among children and strengthens their social bonds to family, school, and law enforcement, consistent with the mechanisms proposed by legal awareness theory and social control theory. Early indicators, including increased helmet use and greater student engagement in classroom discussions on traffic rules, suggest that this layered approach is beginning to shift comprehension into practiced compliance.

The causal factors underlying traffic violations among children in Ngawi Regency are similarly multidimensional rather than reducible to a single explanation. Incomplete legal awareness and underestimated risk perception account for the largest share of violations, closely followed by gaps in supervision and enforcement consistency, with economic and infrastructural constraints forming a third, structurally distinct cluster that lies largely outside the reach of educational intervention alone. This pattern affirms Kartono's account of juvenile delinquency as the product of overlapping developmental, social, and environmental pressures, and reinforces the conclusion that preventive programs focused primarily on education, however well designed, cannot alone resolve violations rooted in weak enforcement or economic hardship. This conclusion should be read alongside certain limitations of the present study, namely the absence of systematically recorded comparative violation data across multiple periods, untracked engagement metrics for social media campaigns, and the lack of a standardized evaluation mechanism for the student safety ambassador program, all of which constrain the extent to which program effectiveness can be independently verified.

Taken together, these findings indicate that reducing child traffic violations in Ngawi Regency requires continued investment in the educational and social control mechanisms already in place, paired with more consistent enforcement presence at known high risk locations and targeted infrastructure improvement in areas where economic constraints most directly shape unsafe road behavior. Future efforts by Satlantas Polres Ngawi would benefit from establishing a consistent, period-based data recording system, adopting basic engagement tracking for social media content, and formalizing an evaluation framework for the safety ambassador program with defined participation and behavioral indicators. Future research would also benefit from a comparative design examining multiple police jurisdictions, allowing the causal clusters identified here, legal awareness, enforcement consistency, and economic and infrastructural constraints, to be tested for generalizability beyond the Ngawi Regency context.

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