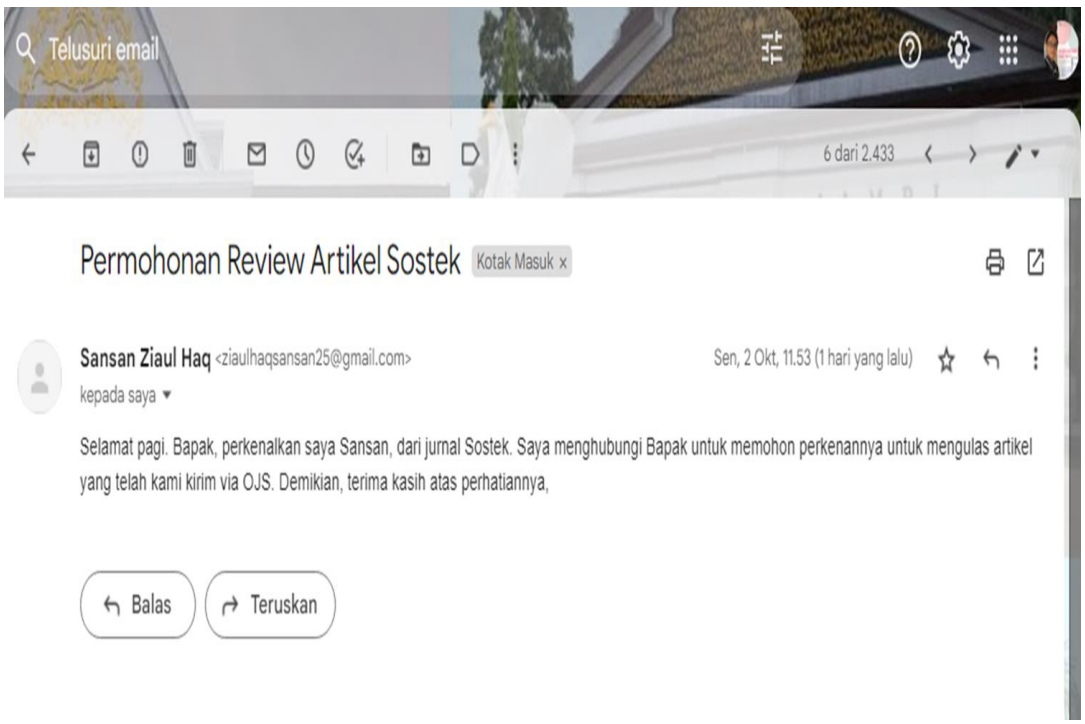
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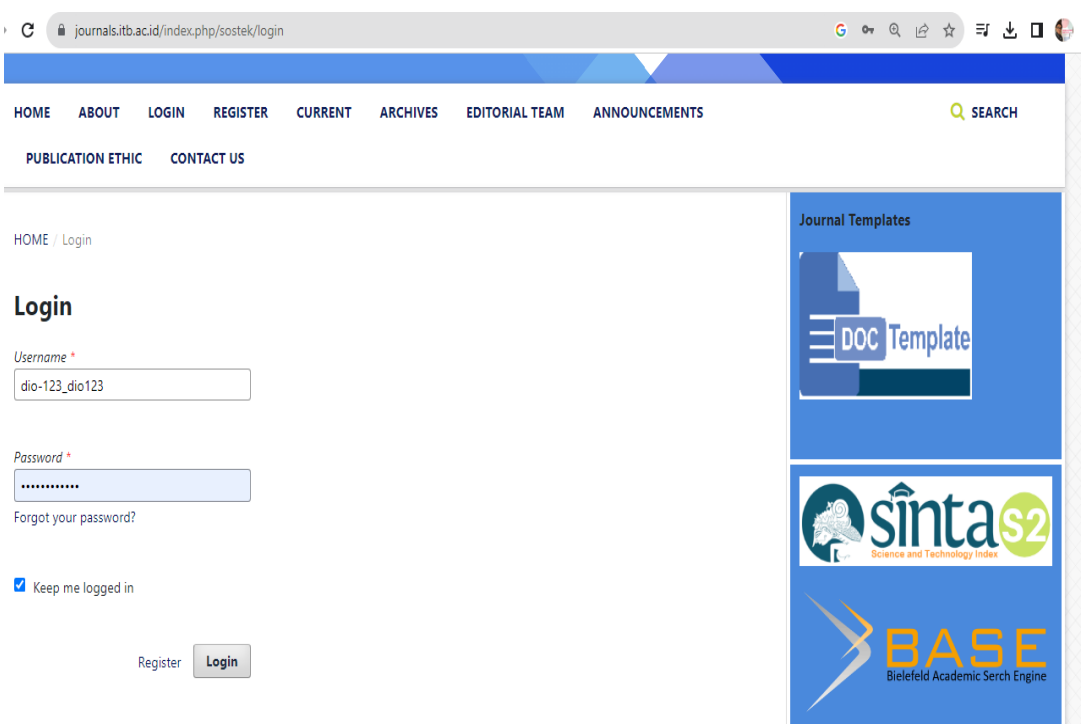
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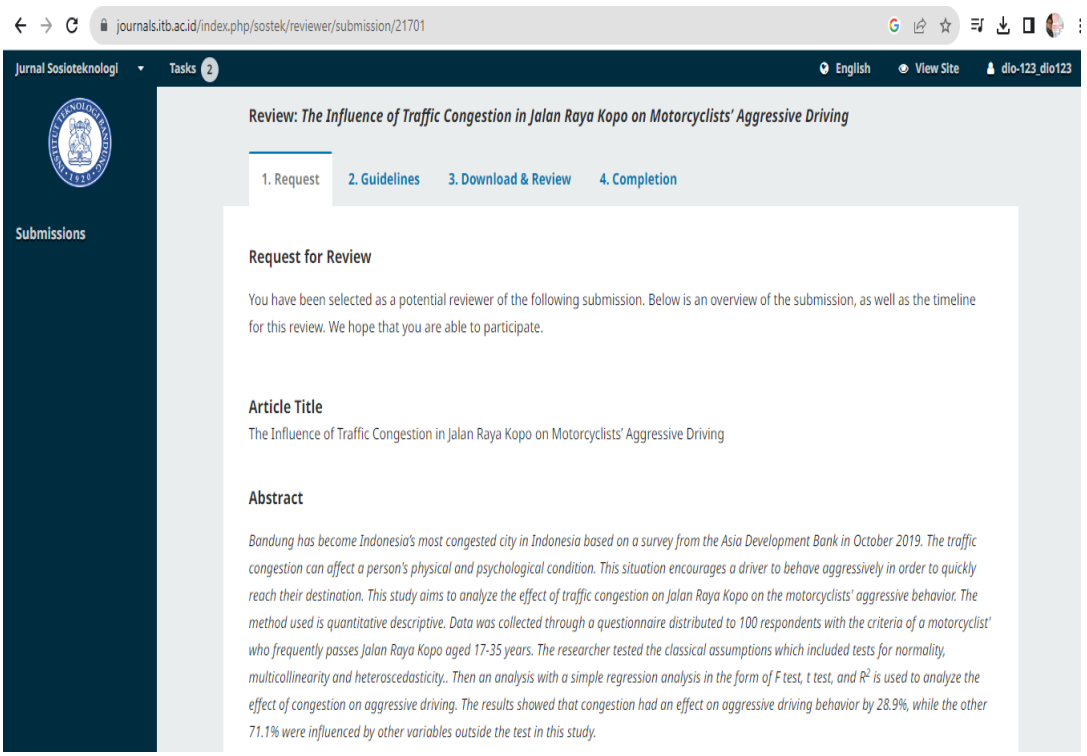
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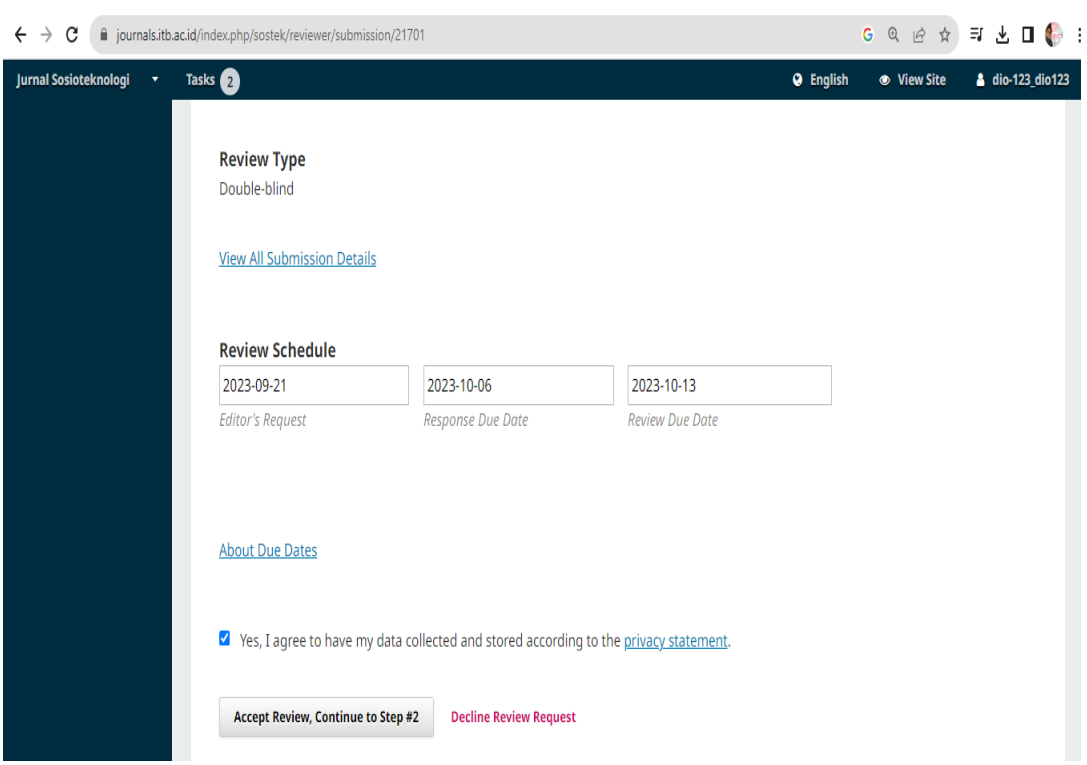
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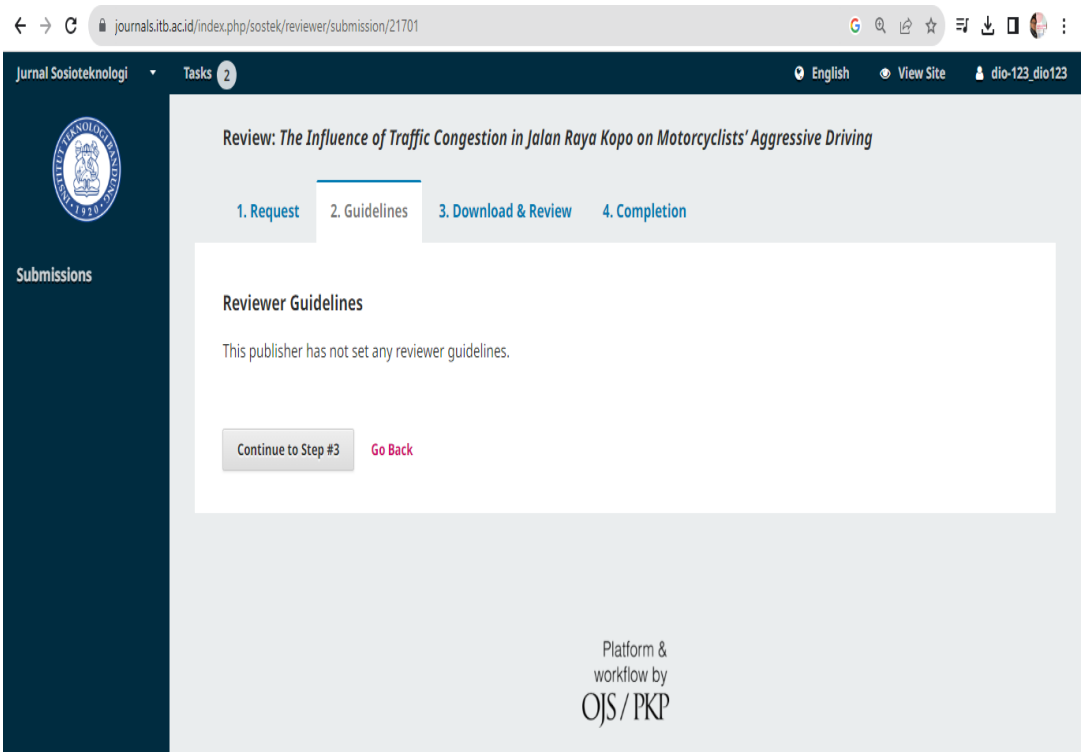
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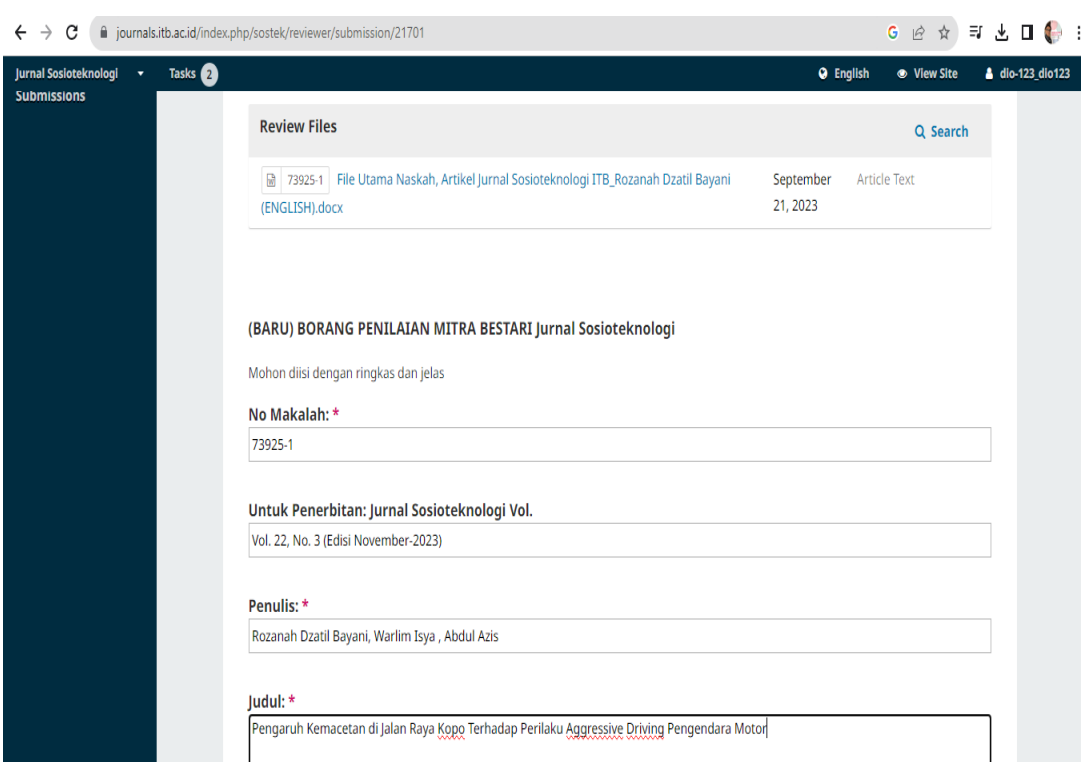
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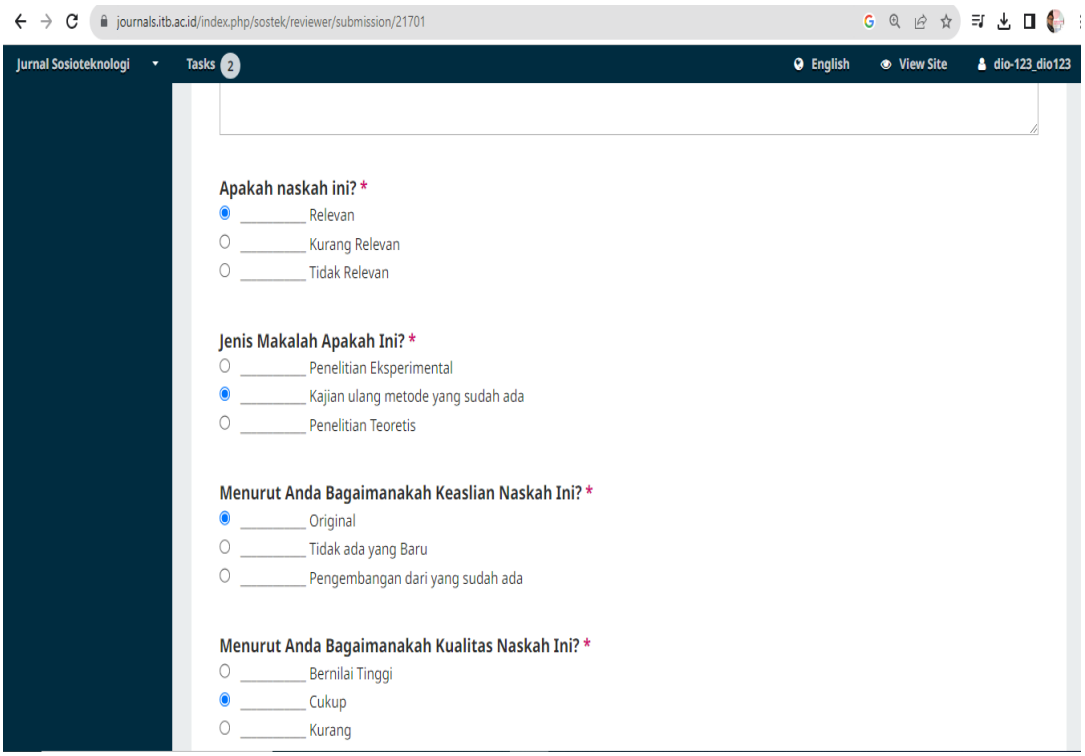
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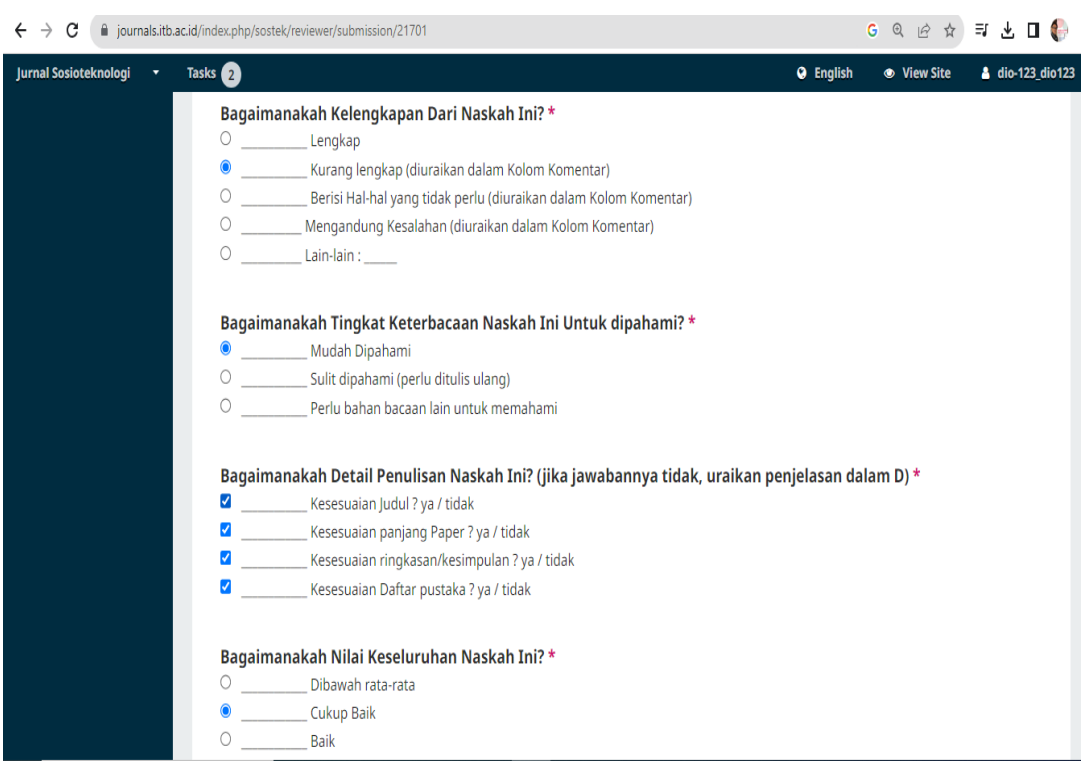
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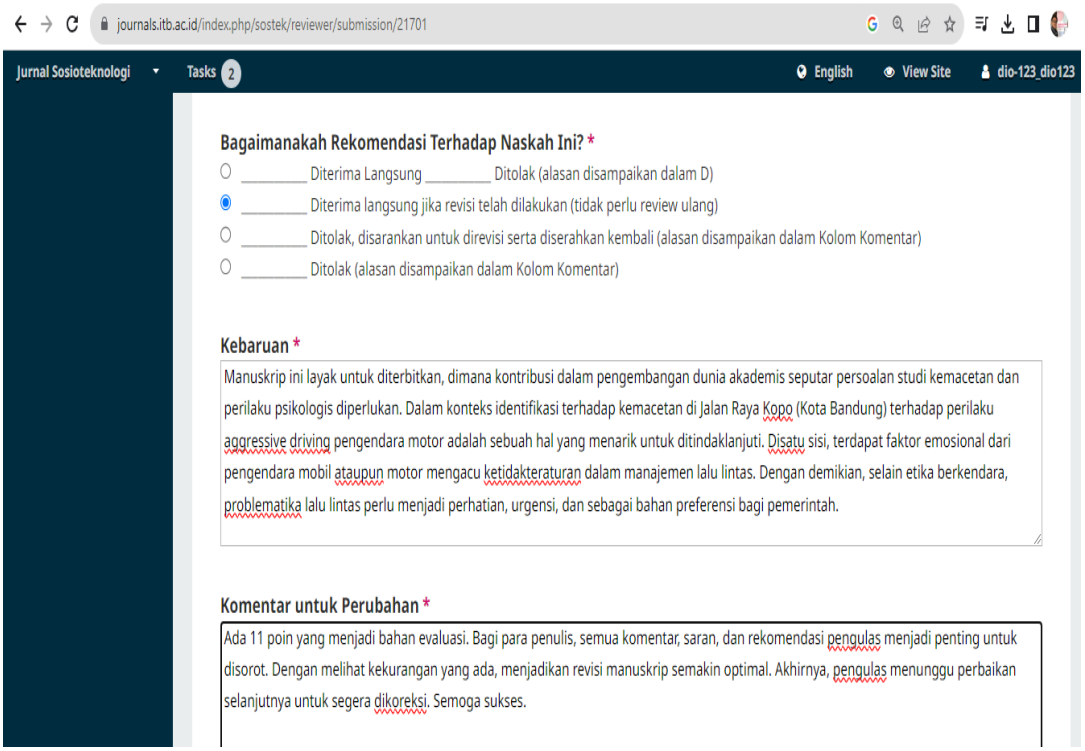
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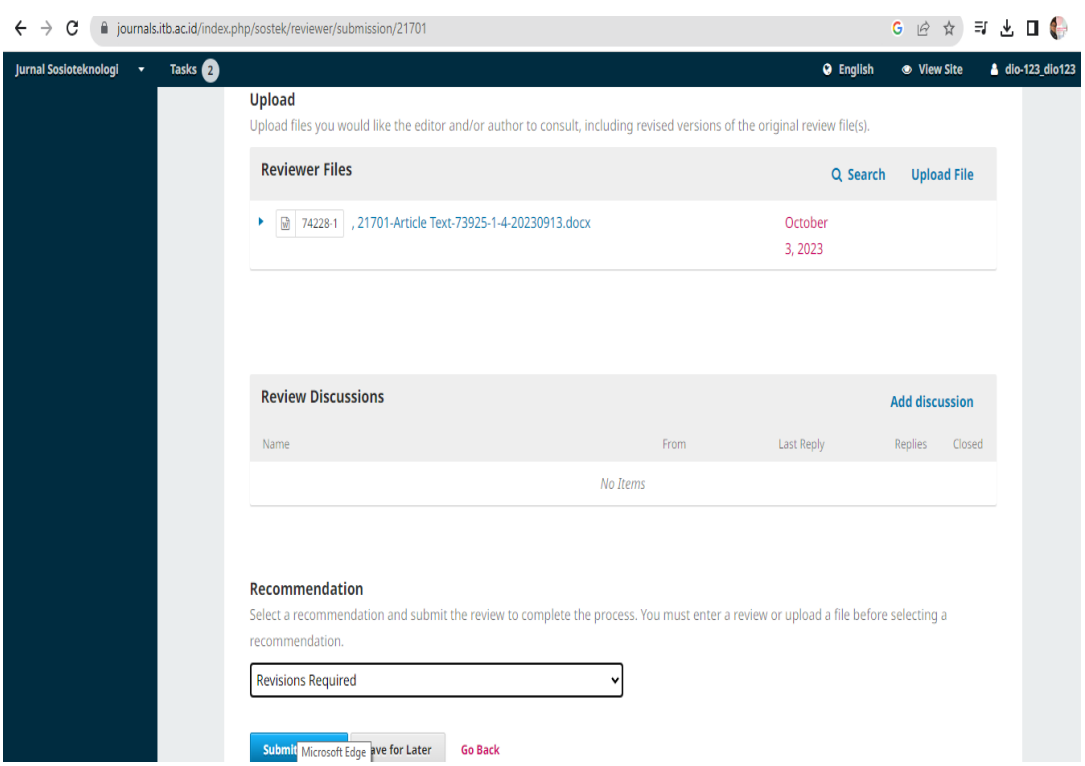
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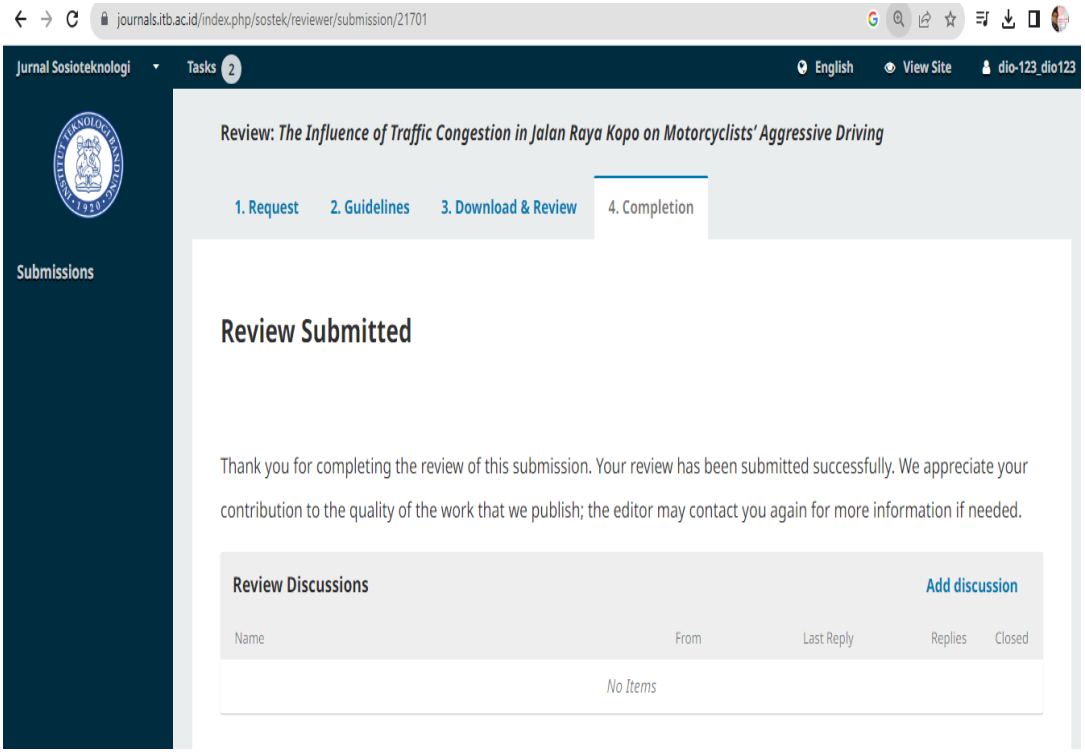
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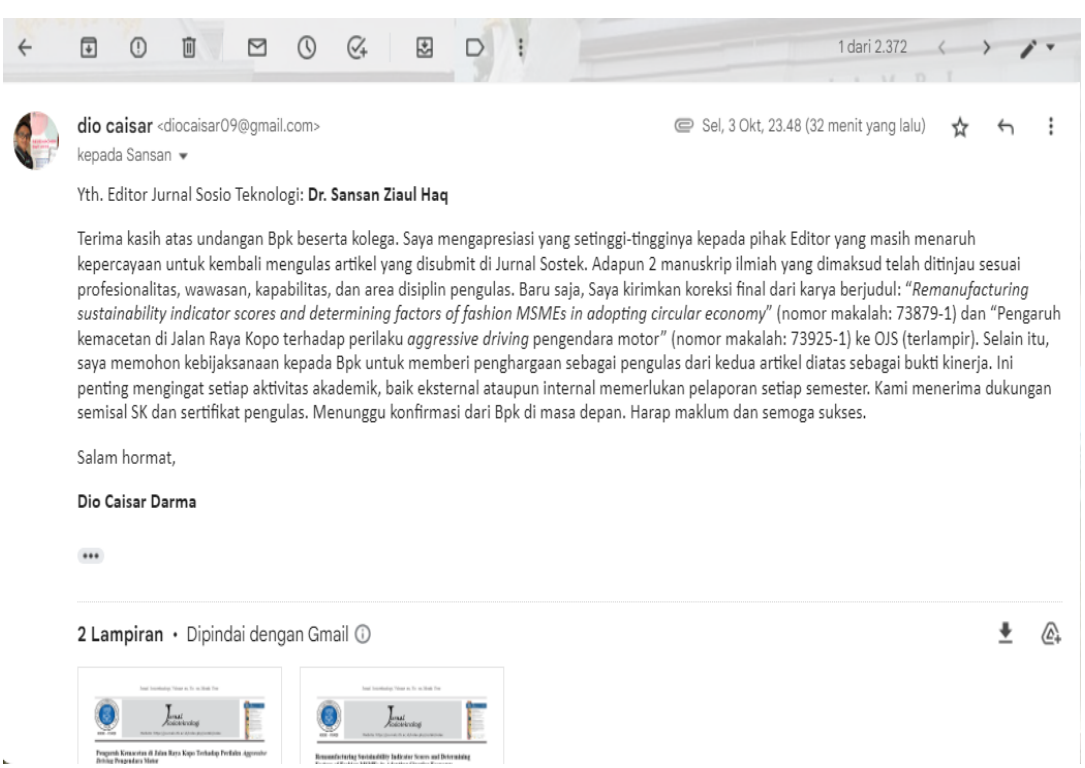
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Pengaruh Kemacetan di Jalan Raya Kopo Terhadap Perilaku *Aggressive Driving* Pengendara Motor

The Influence of Traffic Congestion in Jalan Raya Kopo on Motorcyclists' Aggressive Driving

Rozanah Dzatil Bayani[1], Warlim Isya[2], Abdul Azis[3]

Program Studi Pendidikan Sosiologi, Fakultas Pendidikan Ilmu Pengetahuan Sosial, Universitas Pendidikan Indonesia[1,2,3]

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ARTICLE INFO

Keywords:
Aggressive Driving,
Congestion,
Motorcyclists'

ABSTRACT

Bandung has become Indonesia's most congested city in Indonesia based on a survey from the Asia Development Bank in October 2019. The traffic congestion can affect a person's physical and psychological condition. This situation encourages a driver to behave aggressively in order to quickly reach their destination. This study aims to analyze the effect of traffic congestion on Jalan Raya Kopo on the motorcyclists' aggressive behavior. The method used is quantitative descriptive. Data was collected through a questionnaire distributed to 100 respondents with the criteria of a motorcyclist' who frequently passes Jalan Raya Kopo aged 17-35 years. The researcher tested the classical assumptions which included tests for normality, multicollinearity and heteroscedasticity.. Then an analysis with a simple regression analysis in the form of F test, t test, and R^2 is used to analyze the effect of congestion on aggressive driving. The results showed that congestion had an effect on aggressive driving behavior by 28.9%, while the other 71.1% were influenced by other variables outside the test in this study.

INFO ARTIKEL

Kata kunci:
Aggressive Driving,
Kemacetan,
Pengendara Motor

ABSTRAK

Kota Bandung berada pada urutan pertama kota termacet se-Indonesia berdasarkan survei dari *Asia Development Bank* pada bulan Oktober 2019. Situasi kemacetan dapat memengaruhi kondisi fisik dan psikologis seseorang. Situasi tersebut mendorong seorang pengendara untuk berperilaku *aggressive driving* agar cepat sampai ke tempat tujuan. Penelitian ini bertujuan untuk menganalisis pengaruh kemacetan di Jalan Raya Kopo terhadap perilaku *aggressive driving* pengendara motor. Metode yang digunakan yaitu deskriptif kuantitatif. Data dikumpulkan melalui kuesioner yang disebar kepada 100 orang responden berdasarkan kriteria seorang pengendara motor dengan frekuensi sering melewati Jalan Raya Kopo berusia 17-35 tahun. Peneliti melakukan pengujian asumsi klasik yang mencakup uji normalitas, multikolinearitas, dan heteroskedastisitas. Kemudian dilakukan analisis dengan analisis regresi sederhana berupa uji F, uji t, dan R^2 untuk menganalisis pengaruh kemacetan terhadap *aggressive driving*. Hasil penelitian menunjukkan bahwa kemacetan berpengaruh terhadap perilaku *aggressive driving* sebesar 28,9%, sementara 71,1% lainnya dipengaruhi variabel lain di luar pengujian dalam penelitian ini.

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INTRODUCTION

Bandung City has a cool and humid climate because it is surrounded by mountains and an average rainfall of 204.11 mm with an average amount of rain of 18 days per month (Krimayanti et al., 2019). Based on data from the Statistics Indonesia (BPS), in 2018 Bandung City has an area of 16.7 km^2 with a population of 2,503,708 people and an average growth of 0.47% and a population density of 14,932 people/km^2. BPS also noted that out of a total of 2.50 million people, 1.11 million people worked and 237.26 thousand people attended school. Based on this number, as many as 53.75% of Bandung residents have a high level of mobility on weekdays.

Every year, the population in Bandung is increasing, as can be seen from the birth rate and population movement that has various goals. The increase in urbanization flows has an impact on the emergence of new problems in the city of Bandung such as waste, education, transportation, socio-economy, natural disasters, and health. In terms of transportation, Bandung is ranked 14th most congested city in Asia and 1st in Indonesia based on a survey reviewed by the Asia Development Bank (ADB) in October 2019 (Asian Development Bank, 2019). Bandung has a high growth rate of motor vehicles. Data from the Bandung City Transportation Agency (DISHUB) in 2021 shows that two-wheeled private vehicles in Bandung totaled 1,116,779 units (Bandung, 2021). Bandung has congestion-prone points at several points, including: Jalan Sukajadi (Amellia et al., 2023); Pasteur Toll Road (Akhmad Hermawan &; Haryatiningsih, 2022); Jalan Cihampelas (Fisu et al., 2019); Jalan Jakarta (Erwin Harahapa et al., 2022); Jalan Soekarno Hatta-Ibrahim Adjie (Fotramanag, 2022); Jalan Pahlawan (Bimaputra et al., 2017); Jalan Raya Kopo (Prasetya, 2021); and other points.

Congestion in Bandung is one of the government's focuses in achieving development goals. The Bandung City Transportation Agency (DISHUB) as an agency that takes care of transportation problems strives to reduce congestion in Bandung. The performance pursued by the Bandung City Transportation Agency (DISHUB) to minimize congestion, including: by providing media for criticism and suggestions as well as public complaints; placing staff according to their ability to manage congestion; carrying out traffic engineering such as in the Sukajadi area which has proven successful in reducing congestion; and the publication of accountability reports through media broadcasts such as TVRI. Every achievement indicator has been met by the Bandung City Transportation Agency (DISHUB) except productivity. This can be seen from 13 points that are still prone to congestion from 32 points which have an impact on the level of community satisfaction (Dzahabyyah et al., 2021).

In dealing with congestion situations, a motorcyclist has the potential to engage in aggressive driving behavior. The behavior is influenced by various factors such as age, driving skills, gender, environment, lifestyle, and personality of the rider (Tasca, 1996). Based on research conducted by (Handayani et al., 2017), in 360 high school students in Surakarta aged 14-20 years, aggressive behavior is shown by: breaking through behavior and not giving opportunities to other riders to overtake which has a percentage of 18.08%; driving roughly above the safe speed limit with a percentage of 16.93%; disobeying traffic signs with a percentage of 14.09%; driving on a zigzag path with a percentage of 10.97%; and turn without marking like a turn signal light with a percentage of 8.57%. According to Koentjaraningrat, traffic violation conditions can be found in people who inhabit big cities in Indonesia and are manifested in slashing behavior and mentality in order to achieve goals in the fastest way possible without following applicable rules (Soerjono, 2020).

Comment [A7]: Fenomena di lapangan suda dideskripsikan secara implisit. Akan tetapi, sayangnya belum ada bahasan seputar komparasi masalah kemacetan di perkotaan lain atau pasar perkembang (mis. Negara lai dengan volume kendaraan yang melimpah, akses infrastruktur yang terbatas, tingginya kepadatan penduduk, lemahnya kesadaran pengendara dalam berlalu-lintas, serta hambatan lain terkait situasi serupa. Untuk it disarankan memperluas tinjauan literatur yan ada berdasarkan makalah ilmiah masa lalu.

This background prompted researchers to analyze the effect of congestion on the Jalan Raya Kopo on aggressive driving behavior of motorcyclists. This research was studied through the use of theory as the basis for the preparation of research instruments, including: congestion influence factors from (Cambridge Systematic, Texas Transporatation Institute, 2006) as a measurement scale of congestion variables and Aggressive driving behavior scale (ADBS) and anomic behavior from the Swiss Institute of Development (SID) Robert K. Merton and Johan Galtung with other researchers (Velásquez, 2022) as a variable measurement scale of aggressive driving.

METHOD

Descriptive quantitative methods were used in this research process. Data was collected through questionnaires distributed to the research location, namely on Jalan Raya Kopo, Bandung so that the object of research included all motorcyclists at that location. The sampling technique with the Wibisono (2003) formula (Riduwan &; Akdon, 2020) was applied to this study because the study population had an uncountable number so this study was addressed to 100 respondents as a sample. The criteria for respondents in this study include: 1) motorcyclists, 2) ages 17-35 years, and 3) active road users with frequent passing of Jalan Raya Kopo.

Research instruments are arranged based on measurement scales based on theories and modifications from previous researchers. The congestion variable measuring instrument consists of 10 statements from 7 measurement indicators and *the aggressive driving* variable consists of 15 statements from 2 measurement indicators. The initial questionnaire (*try out*) was tested on 40 respondents and then tested through a validity test. After testing, the congestion variable measuring instrument changed to 9 statement points and the aggressive driving variable 11 valid statement points ($r_{calculate} > r_{table}$ (0.312 with N = 40). Statements that have been proven valid are tested again to determine the consistency of the instrument through reliability tests so that reliable data results are obtained, namely *Cronbach Alpha* > 0.60.

The classical assumption test is carried out to analyze data through normality tests to find out normally distributed data as a condition for regression testing, multicollinearity to determine symptoms that have the potential to interfere with the testing process, and heteroscedasticity to determine the difference in variance from the residual value tested (Qurnia Sari et al., 2017). The test continued with a simple linear regression analysis with 3 test processes, namely simultaneous significance test (F_{test}), individual parameter significance test (t_{test}), and R-square test (R^2). The research decision making is determined based on the hypothesis assumed by the study, namely:

1. H_0 = Congestion on Jalan Raya Kopo, Bandung does not affect the aggressive driving behavior of motorcyclists.
2. H_a = Congestion on Jalan Raya Kopo, Bandung affects the aggressive driving behavior of motorcyclists.

RESULT AND DISCUSSION

Respondent Criteria

Based onfield data obtained through the distribution of questionnaires to 100 respondents, the motorcyclists who participated in this study were dominated by 22-year-old women with a frequency of riding motorcycles on Jalan Raya Kopo every 1-3 times per week so that respondents in this study had

Comment [A8]: Masing-masing indikator d variabel yang diungkap harus disebutkan. Ha ini termasuk, dimensi/atribut dari indikator yang dimaksud, sumber kutipan, label dan kode variabel, dan yang terutama yaitu penjelasan operasional dalam susunan mater data.

Comment [A9]: Anehnya, studi hanya melampirkan hasil dan temuan analisis. Tida ada pemaparan mengenai pembahasan yang menjadi esensi, urgensi, dan justifikasi teorit Bagaimana perbandingan terhadap studi kas dari penelitian lain dengan konsep/model serupa? Wajib memperluas tinjauan yang proporsional. Pengulas merekomendasikan untuk meninjau kajian terdahulu yang releva sesuai alur yang sudah dirancang.

met the sample criteria. Data shows that every motorcyclist often faces traffic congestion on the Jalan Raya Kopo every day (morning, afternoon, evening, and night). This is supported by data from research (Akbar Lazuardi, 2020), which states that the service level of Jalan Kopo-Soreang has an E (bad) value precisely every holiday, namely Sunday afternoon and Monday morning when people return to their original routine. While on Monday afternoon and afternoon the data showed a C grade (quite good), as well as an A grade (very good) on Sunday morning.

Classical Assumption Test

This test was carried out as a fulfillment of the requirements of simple regression analysis, including: the data has normal distribution values, does not experience symptoms of multicollinearity, heteroscedasticity, or autocorrelation (Ghozali &; Ratmono, 2017). However, this study only focused on normality, multicollinearity, and heteroscedasticity tests. Testing for autocorrelation is not carried out because research data in the form of cross-sections carried out simultaneously at one time which is not time series data based on a series of time and is very dependent on observations in previous studies (Basuki &; Prawoto, 2017). In addition, before the classical assumption test, the data is first transformed from ordinal form to intervals to meet the test requirements (Lubis, 2021).

Normality Test

Tests were carried out with parametric statistics *of Kolmogorov Smirnov* based on residual values. As for the basis of decision making based on hypotheses:

1. H_0: Sig. value < 0.05, the data has an abnormal distribution value.
2. H_a: Sig. value > 0.05, the data has a normal distribution value.

Table 1 Normality Test
1-Sample Kolmogorov-Smirnov Test

		Unstandardized Residual
N		100
Normal Parameters[a,b]	*Mean*	.0000000
	Std. Deviation	4.23127114
Most Extreme Differences	*Absolute*	.087
	Positive	.087
	Negative	-.072
Test Statistic		.087
Asymp. Sig. (2-tailed)		**.060**[c]

a. Test distribution is Normal.

b. Calculated from data.

c. Lilliefors Significance Correction.

(Source: SPSS 23 version data processing)

After a *substantial negative skewness transformation* with the LG10 (k-x) formula, the normality test shows a sig. value 0.60 (> 0.05) so that the data **has a** normal distribution value.

Multicollinearity Test

The multicollinearity test aims to ensure the data does not have symptoms of multicollinearity. The symptoms of multicollinearity can cause problems in the regression analysis process . As for the basis of decision making based on hypotheses:

1. H_0: If the tolerance values < 0.10 and *VIF* > 10, then the data have symptoms of multicollinearity.
2. H_a: If the tolerance values > 0.10 and *VIF* < 10, then the data does not have symptoms of multicollinearity.

Table 2 Multicollinearity Test

Coefficients[a]

Model		Unstandardized Coefficients		Standardized Coefficients	t	Itself.	Collinearity Statistics	
		B	Std. Error	Beta			**Tolerance**	**BRIGHT**
1	(*Constant*)	28.983	4.125		7.027	.000		
	CONGESTION	7,715E-05	.000	.078	.785	.434	**.960**	**1.042**
	ACCIDENT RISK PERCEPTION	-.345	.127	-.271	-2.711	.008	**.960**	**1.042**

a. *Dependent Variable: AGGRESSIVE DRIVING*

(Source: SPSS 23 version data processing)

Based on the multicollinearity test, the tolerance value showed results of 0.960 (> 0.10) and VIF 1.042 (< 10) so that the data **does not have** symptoms of multicollinearity.

Heteroscedasticity Test

Testing is carried out to determine data deviations, namely differences in variance from the resulting residual value. The decision was taken based on the way *the glacier* hypothesized it:

1. H_0: If the sig. value < 0.05, then the data have symptoms of heteroscedasticity.
2. H_a: If the sig. value > 0.05, then the data does not have symptoms of heteroscedasticity.

Table 3 Heteroscedasticity Test

Coefficients[a]

Model		Unstandardized Coefficients		Standardized Coefficients	t	**Itself.**	Collinearity Statistics	
		B	Std. Error	Beta			Tolerance	BRIGHT
1	(*Constant*)	1.734	2.325		.746	**.458**		
	CONGESTION	- 1,152E-05	.000	-.021	-.208	**.836**	.960	1.042
	ACCIDENT RISK PERCEPTION	.064	.072	.092	.891	**.375**	.960	1.042

a. *Dependent Variable: ABSRES*

(Source: SPSS 23 version data processing)

The data in table 3 show the sig value of the efficacy of the independent variable (X), namely congestion and the perception of accident risk to the dependent variable (Y), namely *aggressive driving*, showing sig. value congestion 0.836 (> 0.05) and sig. value accident risk perception 0.375 (> 0.05), so it can be concluded that the data **does not have** symptoms of heteroscedasticity.

Simple Regression Analysis Test

A simple regression analysis test was conducted to test the influence contained in the independent variable (X), namely congestion on the dependent variable (Y), namely *aggressive driving*, and the strength of influence exerted by the perception of accident risk as the moderator variable (Z).

In testing the effect of traffic congestion on *aggressive driving* of motorcyclists, the basis for decision making in this study is based on hypotheses:

1. H_0: If the value of F_{counts}, t_{counts}, < F_{tables}, t_{tables}, then traffic congestion does not affect on aggressive driving.
2. H_a: If the value of F_{counts}, t_{counts}, > F_{tables}, t_{tables}, then traffic congestion affects aggressive driving.

In addition, decision making is also based on a significance value of 5% with a hypothesis:

1. H_0: Sig. value > 0.05, congestion does not affect on aggressive driving.
2. H_a: Sig. value < 0.05, congestion has an affects on aggressive driving.

Table 4 Simultaneous Significance Test (Statistical Test F)

ANOVA[a]

Model		Sum of Squares	df	Mean Square	F	Itself.
1	Regression	551532361.464	**1**	551532361.464	**39.777**	**.000[b]**
	Residual	1358825616.726	**98**	13865567.518		
	Total	1910357978.190	99			

a. Dependent Variable: Y

b. Predictors: (Constant), X

(Source: SPSS 23.0 version data processing)

The data in table 4 shows that the calculated F_{value} is 39.777. While the F_{value} of the F_{table} can be known based on the value of df_1 as the numerator and df_2 as the denominator. F_{table} where df_1 is 1 and df_2 is 98 is 2,700. Thus, it can be concluded that F_{counts} (39.777) > F table (2.700). In addition, sig. value 0.00 (< 0.05) which means that congestion (X) **affects** aggressive driving (Y).

Table 5 Individual Parameter Significance Test (Statistical t Test)

Coefficients[a]

Model		Unstandardized Coefficients		Standardized Coefficients	t	Itself.
		B	Std. Error	Beta		
1	(*Constant*)	8462.263	1854.556		**4.563**	**.000**
	X	.529	.084	.537	**6.307**	**.000**

a. *Dependent Variable: Y*

(Source: SPSS 23.0 version data processing)

The data in table 5 shows that the calculated bottleneck t_{value} (X) is 6.307. While the t_{table} with a significance of 5% for 100 respondents is 1.98379. Thus, it can be concluded that t_{counts} (6.307) > t_{table} (1.983). In addition, sig.value 0.00 (< 0.05) which means that congestion (X) **affects** aggressive driving (Y).

The regression model on the effect of congestion (X) on *aggressive driving* (Y), namely:

Y= 8462.263+ 0.529X

With the interpretation of the regression model as follows:

1. α= 8462,263. This means that if Congestion (X) is 0, then *Aggressive Driving* (Y) has a value of 8462.263 with a significant value at alpha 5%.
2. β= 0,529. This means that assuming every increase in Congestion (X) by 1 unit will increase *Aggressive Driving* (Y) by 0.529 with a significant value result at Alpha 5% of the t-test results.

Table 6 R-square (R^2)

Model Summary

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate
1	.537[a]	**.289**	.281	3723.650

a. *Predictors: (Constant),* X

(Sumber: data SPSS 23.0 version)

The data in table 6 shows that the value of R is 0.537 so *that* $R^2 = (0.537)^2$ is 0.289 or R^2 x 100% = 28.9%. Thus, the effect of congestion on aggressive driving has an **influence of 28.9%.**

The influence of congestion conditions on the aggressive driving behavior of motorcyclists shows that transportation governance needs to be improved even better. Based on the regression model of the influence contained in the independent variable (X) to the dependent variable (Y), *aggressive driving* behavior will continue to increase if the value of the influence of congestion increases. In addition, a similar study conducted by (Lusiana, 2020) stated that motorcyclists in a state of stress due to traffic have an influence of 9.7% on *aggressive driving* behavior. Then, according to research from (Cucu Daryamah, 2019) Bandung has a high level of congestion. The cause of this is the high volume of vehicles without balancing efforts such as road infrastructure capacity development. This study analyzed that motorcyclists kept their distance from drivers who showed aggressive attitudes during traffic situations.

CONCLUSION

Researchers can conclude that this study was compiled based on field data obtained through the distribution of questionnaires to 100 motorcyclists dominated by women aged 22 years with a frequency of riding every 1-3 times per week. Therefore, respondents in this study can be said to have met the sample criteria. The results showed that the hypothesis of H_0 was rejected and Ha was accepted assuming that there was an influence of congestion on Jalan Raya Kopo, Bandung on the aggressive driving behavior of motorcyclists with an influence of 28.9%, while the other 71.1% was influenced by other variables outside the test in this study. Regression model of the influence of the independent variable on the dependent variable, namely Y = 8462.263 + 0.529X which means if the congestion (X) is 0, then aggressive driving (Y) has a value of 8462.263 with a significant value result at alpha 5%. In addition, in every increase in the congestion value (X) by 1 unit will increase aggressive driving (Y) by 0.529 with a significant value result at alpha 5% of the test result t.

As for suggestions for future researchers, research can be done by testing other factors that can affect aggressive driving behavior such as internal factors of motorcyclists, namely stress, irregular sleep patterns, or time management skills. In addition, research can be carried out on other congestion locations in Bandung such as Jalan Sukajadi, Pasteur Toll Road, Jalan Cihampelas, Jalan Jakarta, Jalan Soekarno Hatta-Ibrahim Adjie, Jalan Pahlawan, and other points based on the processed data of related parties who are authorized to regulate traffic such as Polrestabes, DISHUB, and other parties.

Comment [A10]: Disarankan untuk tidak kembali mengulas pembahasan yang berisika interpretasi statistik. Kesimpulan hanya kembali mempertegas kesesuaian pengembangan hipotesis mengacu hasil penyelidikan tanpa merincikan artikulasi dar output statistik. Intinya, kesimpulan mencak 4 hal: (1) penegasan pokok temuan; (2) implikasi manajemen kebijakan; (3) kontribu akademik melalui pengembangan teoritis; da (4) saran untuk studi lanjutan dengan memperbaiki keterbatasan kajian saat ini.

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Comment [A11]: Jumlah sitasi wajib ditambah. Referensi akan menentukan dan mencerminkan kutipan kepengarang di masa depan. Juga, daftar referensi memerlukan atensi khusus terkait gaya kutipan yang diatu dalam pedoman penulisan Jurnal.

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