

ABSTRACT

The existence of informal traffic arranger started much visible in the middle of an urban street tightness in Sleman , Yogyakarta. In addition to the narrowness of jobs for urban marginal communities, the state apparatus is still limited in the discipline of traffic congestion. Although informal traffic arranger action violates traffic police authorities and the public should utilize the facilities free of charge, disorder riders and the absence of signs APILL cause irregularity of the vehicle speed, causing congestion. Then, it becomes the commodification where motorists pay informal traffic arranger to expedite the pace of their vehicle, though sometimes detrimental to other motorists. The benefits granted are an indication of the informalisation of public services. Therefore, this study questioned how the informalisation of public services used as a survival strategy by the informal traffic arranger which captured by explanation from social networks each of them and traffic police.

This study used a qualitative method with descriptive analysis. This research was located at the junction of Jalan Kaliurang, Dayu 8.5 km, U-turn lane in front of Casa Grande real astate, north ring road, paths and driveways turn back alley Jatimulyo hamlet, Kricak, Magelang road. This study uses 14 informants. Among them were 11 informal traffic arranger, a traffic policeman, head officer of Ditlantas Dikdityasa DIY, and head officer of Sie Traffic Management Dishub DIY. These determination used purposive and snowball methods. Data were collected by observation, interview, and documentation of visual, audio, and transcribing research activities. Explanation of survival strategies in social network of the informal traffic arranger analyzed byRitzer and Goodman, as well as Mitchell, theories. Test the validity of the data used a triangulation method, confirmation, references, and peer debriefing. Interpretation of the data was done by data reduction, data presentation, and conclusion.

The results of this study explains that the informalisation of public services as a survival strategy of the informal traffic arranger in the middle of crowd and congestion carried by utilizing the vacancy signs APILL and unreachable of traffic police custody. Informalisation of public services carried out strategy by use attributes to take the attention of motorists in the hope of reward without tariffs. For the informal traffic aranger new ones, join a group that already exists at an intersection is a strategy that used to regulate traffic in the middle of trouble vehicle. The network structure is asymmetrical where informal traffic arranger formerly located in an area that is entitled to determine the crossing vehicle's time. Nevertheless, viability of the durability, intensity, and frequency in the informal traffic arranger is weak. Therefore, informal traffic arranger require training, coaching, and a rigorous selection, and have a system that is structured so that the limited traffic police to regulate the traffic of distress can be helped by not carelessly and under direct supervision. Transportation, Traffic Police, and the LLAJ Forum also need to be more sensitive in order APILL signs can be immediately mounted so as to mitigate the on going informalisation of public services that do without traffic police supervision and disturbing the rules.

Keywords: *the informalisation of public services, survival strategy, social network, the informal traffic arranger.*

INTISARI

Keberadaan pengatur lalu lintas (peltas) informal mulai banyak terlihat di tengah kesesakan jalan perkotaan di Kabupaten Sleman, DIY. Selain karena sempitnya lahan pekerjaan bagi masyarakat marginal perkotaan, aparat Negara masih terbatas dalam menertibkan kongesti lalu lintas. Meski aksi peltas informal melanggar kewenangan Polantas dan memanfaatkan sarana publik yang seharusnya tidak dipungut biaya, ketidaktertiban pengendara dan tidak adanya rambu APILL mengakibatkan ketidakteraturan laju kendaraan sehingga terjadi kongesti. Maka ini menjadi komodifikasi di mana pengendara membayar peltas informal untuk melancarkan laju kendaraanya, meski terkadang merugikan pengendara yang lain. Imbalan yang diberikan ini merupakan indikasi adanya informalisasi sarana publik. Oleh karenanya, penelitian ini mempertanyakan bagaimana informalisasi sarana publik digunakan sebagai strategi survival oleh peltas informal yang dilihat dari penjelasan jaringan sosial antarpeltas informal itu sendiri dan Polantas.

Penelitian ini menggunakan metode kualitatif dengan analisis deskriptif. Penelitian ini berlokasi di pertigaan dusun Dayu Jalan Kaliurang 8,5 km, jalur putar balik Casa Grande *ringroad* utara, jalur putar balik dan jalan masuk gang dusun Jatimulyo, Kricak, Jalan Magelang. Penelitian ini menggunakan 14 informan. Di antaranya, 11 peltas informal, satu Polantas, Ka Diksityasa Ditlantas DIY, dan Ka Sie Manajemen Lalu Lintas Dishub Propinsi DIY. Teknik penentuannya dilakukan secara *purposive* dan *snowball*. Pengambilan data dilakukan dengan observasi, wawancara, dan dokumentasi secara visual, audio, dan penulisan transkrip kegiatan penelitian. Penjelasan strategi survival pada peltas informal memakai analisa jaringan sosial dari Ritzer dan Goodman, serta Mitchell. Analisa data menggunakan metode triangulasi, konfirmasi, referensi, dan *peer debriefing*.

Hasil penelitian ini menjelaskan bahwa informalisasi sarana publik sebagai strategi survival peltas informal berada di tengah kesesakan lalu lintas dilakukan dengan memanfaatkan kekosongan rambu APILL dan ketidakterjaungkauan penjagaan Polantas. Informalisasi sarana publik dilakukan dengan strategi memakai atribut untuk mengambil perhatian pengendara dalam mengharap imbalan tanpa tarif. Bagi peltas yang baru, bergabung dengan kelompok yang sudah ada di suatu persimpangan merupakan strategi agar terbiasa mengatur lalu lintas di tengah kesesakan kendaraan. Struktur jaringan bersifat asimetris di mana peltas informal yang dahulu berada di area itulah yang berhak menentukan waktu menyebrangkan. Meski demikian, durabilitas, intensitas, dan frekuensi dalam keberterahan peltas informal lemah. Maka dari itu, peltas informal perlu mendapat pelatihan, pembinaan, dan seleksi yang ketat serta memiliki sistem yang terstruktur sehingga keterbatasan Polantas dalam mengatur kesesakan lalu lintas dapat terbantu dengan tidak asal-asalan dan dalam pengawasan langsung. Dishub, Polantas, dan Forum LLAJ pun perlu lebih peka agar rambu APILL dapat segera terpasang sehingga memitigasi berlangsungnya informalisasi sarana publik yang dilakukan tanpa pengawasan Polantas dan mengganggu ketertiban.

Kata kunci: informalisasi sarana publik, strategi survival, jaringan sosial, peltas informal.