



THE SPECIAL STOPPING SPACE FOR MOTORCYCLES AT SIGNALIZED INTERSECTIONS IN KEDIRI CITY: JURIDICAL REVIEW

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ABSTRACT

Background. Traffic engineering technology is a solution to the problem of decreasing the performance of signalized intersections. Special stopping space at the signalized intersection, motorcycles can safely and easily go directly to the intersection. The research aimed to find out the basis of the law and the possible application of the special stopping space.

Research Method. This research was normative research that uses a normative juridical approach, this approach is carried out by examining all laws and regulations that are related to the problem (legal issue) being studied.

Findings. The legal basics for a motorbike specialized lift at a signal intersection in the city of Kediri Law number 22 of 2009 concerning road traffic and transportation, and also letters from the minister of public works and public housing.

Conclusion. A result of the law implementation of the special stopping space for motorbikes at the intersection of signals in the self-location of the law resulted in the birth of a legal state and the result of the law's penalty.

Keywords: Basic of law, Effect of law, Special stopping space.

BACKGROUND

Every year, the growth of motorcycles in Indonesia increases rapidly. Currently, motorcycles are the majority of vehicle in Indonesia. The performance of a signalized intersection will decrease if the number of motorized vehicles is not proportional to the improvement in the quality of existing infrastructure and transportation facilities. So to overcome the decline in performance, a traffic engineering management is needed so that the performance of the signalized intersection can be effective.

Research & Development minister of public works and public housing (hereinafter abbreviated as PUPR) presents the special stopping space (herinafter abbreviated as RHK) as a traffic engineering technology that is a solution to the problem of decreasing the performance of signalized intersections so that they can be more effective. It is hoped that the performance of the signalized intersection can be effective with the realization of RHK.[1]

With the special stopping space (RHK) at the signalized intersection, motorcycles can safely and easily go directly to the intersection. Motorcycles are at the front so that when the light turns green, two-wheeled vehicles can advance faster and then by continued four-wheeled vehicles or more. Kediri City is a city located in East Java Province.

Based on the Central Bureau of Statistics of Kediri City, states that the number of transportation vehicles in 2016 and updated on March 27, 2018 reached 170,490 units of vehicles, especially motorcycles reached 144,813 units of vehicles. The greater the number

of vehicles above, the greater the possibility of transportation problems or conflicts, especially on urban roads.

Based on Letters from PUPR (hereinafter abbreviated as SEM PUPR) No. 52/SE/M/2015 dated June 15, 2015, it is explained that motor vehicles with two wheels and three wheels with a house and side cart are motorcycles. Motorcycles themselves are also one of the means of transportation that has a fairly small shape compared to other motorized transportation, so the movement is high. Motorcycles often cause traffic conflicts at various signalized intersections in Kediri City. One of the conflicts that often occurs due to motorcycles is that when entering a signalized intersection area, motorcycle drivers tend to stop in the space near the stop line at the intersection. And it is not uncommon for motorcycle drivers to place themselves past the stop line. When the signal is green, drivers often scramble to exit first, causing traffic conflicts that impede the movement of other vehicles. In addition, the accumulation of motorcycles at irregular intersections and some violations are quite common, such as violations by crossing the stop line, stopping where people are supposed to cross, closing the road for left turn movements, so it is not uncommon to cause congestion and even accidents.[2]

Based on the conditions described above, the Kediri City government imposed a special stopping space (RHK) to minimize traffic conflicts at signalized intersections. With the implementation of a special stopping space (RHK) in Kediri City, it is hoped that the existing congestion in Kediri City can be reduced. In addition, currently there is also a special stopping space (RHK) based on physical distancing in Kediri City. This physical distancing-based special stopping space (RHK) began to be implemented with the aim of creating distance for motorists, especially motorcycles, when stopping at signalized intersections. The line distance with other lines is at least 1 meter.[3]

RHK must be obeyed by road users, this is explained in Article 106 of the traffic and road (hereinafter abbreviated as LLAJ) Law while sanctions for violators of special stopping spaces are regulated in Article 287 paragraph 1 of Law Number 22 of 2009 concerning Road Traffic and Transportation. The article states that every person who violates traffic markings and signs is subject to criminal sanctions, namely a maximum fine of five hundred thousand rupiah or a maximum imprisonment of two months.

Special stopping space (RHK) is a space provided to stop for two-wheeled vehicles, to make it more orderly and safe. Two-wheeled vehicles must fill the special stopping space (RHK) area marked by red markings and not exceed the white line. In addition, two-wheeled motorized vehicles are required to stop before the RHK area. Based on Balitbang PUPR RI, special stopping space (RHK) is a form of traffic regulation carried out by adjusting the position on the approach to a signalized intersection between two-wheeled motorized vehicles and four or more wheeled vehicles when the signal light turns red. Based on SEM PUPR No. 52 / SE / M / 2015 dated June 15, 2015, it has been explained that the Special Stop Space is a special area facility for two-wheeled motorized vehicle users to stop at urban road intersections and which is located between the stopping lines of two-wheeled motorized vehicles and four or more wheels.

Special stopping space (RHK) equipped with an approach lane helps make it easier for motorbikes to approach the stop line at the mouth of the intersection easily and safely. The special stopping space (RHK) is delimited by two markings that are placed in a separate and consecutive manner with an area that has a certain distance.

The placement of special stopping space (RHK) is required to be in accordance with the requirements of both geometry and traffic conditions. The geometric requirement is that the intersection to which the special stopping space will be applied must have a minimum of two

lanes at the intersection. As for the lane width, it must be 3.5m long, not with a direct left turn lane.

Meanwhile, based on SEM PUPR No.52 / SE / M / 2015 concerning Guidelines for Designing Special Stop Spaces (RHK) for Motorbikes at Signalized Intersections in Urban Areas, regulates the requirements of traffic conditions, namely, if there is a messy accumulation of two-wheeled motorized vehicles, the total minimum for each red light is at least 30 vehicles on the approach to the intersection with two lanes and at least 45 vehicles on the approach to the 3-lane intersection. At intersections that have more than 3 lanes, it uses the same size of at least 15 two-wheeled motorized vehicles in each lane and is required to conduct a prior review related to traffic conditions and intersection geometry as a condition in order to set the RHK at the signal intersection.

RESEARCH METHOD

This research used the Normative Law method is a method used in obtaining answers to whether the rule of law is in accordance with applicable legal norms, and whether a person's actions are in accordance with existing legal norms.[4] There are several types of research approaches contained in legal research. In this writing, the approach that will be used by the author is a statutory approach.[5] This approach is carried out by analyzing laws and regulations related to legal issues. The following legal materials were used:

1. Primary Legal Materials. A legal material that has authoritative properties. What is meant by authoritative nature is having authority. The primary legal materials used in this research: 1) Law No. 22/2009 on Road Traffic and Transportation,[6] 2) Circular Letter of the Minister of PUPR No.52/SE/M/2015 concerning Guidelines for Designing Special Stop Spaces (RHK) for Motorcycles at Signalized Intersections in Urban Areas.
2. Secondary Legal Materials. This material is all references contained in official documents. Secondary legal materials consist of theses, legal journals, legal dictionaries, interviews, and many more. The secondary legal materials will be used in the research: 1) Related scientific books; 2) Previous thesis: a) Research by Suriyadi with the title "Evaluation of the Application of Special Stop Space (RHK) for Motorcycles at Signalized Intersections (Case Study: Intersection of Jalan Ir.H.Juanda-Brigjend Katamso Medan City)," b) Research by Sari Muji Sulistyawati entitled "Study of the Effectiveness of Placement of Special Stop Spaces (RHK) for Motorcycles at Intersections (Case Study: NTB Governor's Office Intersection)"
3. Online Media :
 - a) www.elearning.litbang.pu.go.id. "Motorcycle Special Stop Space (RHK)"[7]
 - b) kedirikota.go.id. "Kediri Secretary Opens RHK Event"[8]
 - c) <https://www.andikafm.com>. "RHK Based on Physical Distancing at a Number of Kediri City Intersections"[3]
 - d) eproduklitbang.pu.go.id/ruang-henti-khusus-rhk/. "Special Stop Space (RHK)"[9]
 - e) binamarga.pu.go.id. "Placement of Road Markings - Bina Marga"[10]
 - f) dishub.bululengkab.go.id. "Getting to Know Road Markings and Their Meanings"[11]
 - g) hukum.untan.ac.id. "Legal Effects".

4. Tertiary Legal Materials. A complementary legal material, has the nature of adding explanations and instructions related to primary and tertiary legal materials. In this study, the following tertiary legal materials were used: 1) Legal dictionary, 2) Big Indonesian dictionary (KBBI), 3) Related non-legal journals.

FINDINGS

1. Legal Basic for Special Stopping Space (RHK) in Kediri City

The increase in population in Kediri City is increasing day by day, which of course is also followed by an increase in the number of motorized vehicles. The average growth of motorized vehicles reaches 8 percent to 15 percent each year. The total length of roads in the Kediri Municipal Area itself reached 326,626 kilometers in 2010 and 331,345 kilometers in 2013, so the growth was only 1.44 percent. From the data on motor vehicle growth and road length growth, it can be seen that there is an imbalance which certainly causes traffic congestion.

In 2019, RHK has begun to be realized at signalized intersections in Kediri City. This RHK exists at two signalized intersections, namely, on Jalan Brigjen Katamso and Jalan Panglima Sudirman. The existence of RHK at the two signalized intersections in Kediri City is expected to overcome one of the traffic problems in Kediri City.[12]

Special stopping space (RHK) for motorcycles is a form of traffic engineering. What is meant by traffic engineering is a set of activities in planning, procuring, installing, managing, and maintaining road equipment facilities. The purpose of traffic engineering is as a form of government effort in realizing safety and smoothness in traffic flow. The study of traffic engineering only focuses on exploring the formation of a comfortable and safe road traffic space for road users and is practical in terms of cost and land use.

Motorcycle RHK is included in the form of road markings specifically for motorcyclists as a stopping space when the light is red. By holding a special RHK for two-wheeled motorized vehicles, it is hoped that the performance of the signal intersection will be more effective.

In Article 93 paragraph 1 of Law No. 22/2009 on Road Traffic and Transportation, it is stated that the implementation of Traffic Management and Engineering is carried out with the aim that the use of the road network can run optimally and traffic movements to ensure safety, security, and smoothness in traffic for motorists and road transportation. Traffic Management and Engineering activities as described in paragraph 3 include planning, organizing, engineering, empowering, and supervising.

RHK is a form of traffic management and engineering activities. The realization of RHK is a form of effort in ensuring safety, security, order, and smoothness for road users, especially in signalized intersection areas. So that in order to improve and ensure safety, security, order and smoothness for the people of Kediri, especially road users, the Kediri City Government along with the Kediri City Transportation Office realized a special stopping space (RHK) several signalized intersections.

What is meant by Article 93 paragraph 3 planning activities are:

- a) Activities to identify problems that are happening in traffic, inventory and analyze current conditions.
- b) Inventorying and analyzing the transportation needs of people and goods.
- c) Inventorying and analyzing road capacity.
- d) Inventorying and analyzing vehicle load capacity.

- e) Inventorying and analyzing the number of violations and accidents that exist in traffic.
- f) Inventorying and analyzing impacts.
- g) Determining the level of service.
- h) Establish policy plans related to traffic movement rules and road network usage.

Meanwhile, what is meant in matters related to regulation according to Article 93 paragraph 3 is to establish policies for the use of road networks and traffic activities and provide explanations to all citizens at large about the rules that have been determined. The engineering activities mentioned have the meaning of improving road geometrics, intersections, road equipment that has nothing to do with road users, providing, implementing, overhauling, and maintaining road equipment dealing with road users, optimizing traffic engineering aimed at developing order and the effectiveness of law enforcement.

The empowering activities referred to are the activities of providing direction, training, counseling, guidance, and technical assistance. Meanwhile, what is meant by supervision are: a)Evaluation in policy implementation, b)Action to eliminate something that is not in accordance with the policy, c)Law enforcement action.

As stipulated in Article 96 of Law No. 22/2009 on LLAJ, it is explained that those who have the duty to implement traffic management and engineering are a)Minister who has a field in traffic infrastructure and advice, b)Minister in charge of roads, c)Head of the Indonesian police, d)Governor, e)Regent, f)Mayor.

The activities of organizing LLAJ do not only require the role of the government but the community has the right to participate. Article 256 paragraph 2 describes the roles that can be performed by citizens as follows:

- a) Participate in monitoring and maintaining order and security, this can be done by the community, one of which is by obeying existing regulations, instructions, prohibitions.
- b) Giving criticism and suggestions to relevant agencies in order to improve guidelines, regulations, and technical standards in their fields.
- c) Providing opinions to relevant agencies regarding organizing activities that may later cause an impact on the surrounding environment.
- d) Supporting the implementation by complying with all existing regulations.

Article 258 also states that all citizens have an obligation to play a role in maintaining road facilities, developing discipline when on the road, and being active in maintaining order, smoothness, and safety in traffic. Community participation can be done by anyone as in the principle of openness and existing partnerships.

Law Number 22 of 2009 concerning Road Traffic and Transportation explains the requirements and procedures for installing APILL signs and markings such as a)Installation must be completed within 60 days from the date of installation, b)Have binding legal force starting 30 days from the date of installation, c)Further provisions are regulated by government regulations.

All motorists are prohibited from violating existing traffic regulations. This has been regulated in Article 106 of Law No. 22/2009 LLAJ. The provisions in question are traffic signs, markings, traffic signals, traffic movements, and many more.

If a driver who drives a motorized vehicle violates the above provisions, then as stipulated in Article 286 of Law No. 22/2009 on Traffic and Transportation, he/she will be penalized with imprisonment for a maximum of two months or a maximum fine of five hundred thousand rupiah.

Court decisions related to violation fines will determine a small amount of fine compared to the amount of fine that has been deposited. The remaining amount of the fine may be collected within one year from the date of the judgment. If it is not collected within one year, the remaining money will be immediately deposited into the state treasury.

The legal basis for the realization of RHK in Kediri City is SEM PUPR No. 52/SE/M/2015 concerning Guidelines for Designing Special Stop Spaces (RHK) for Motorcycles at Signalized Intersections in Urban Areas. Special stopping space for motorcycles is also regulated by Law No. 22/2009 concerning LLAJ.

Road markings used in the RHK space area for two-wheeled vehicles are area markings, longitudinal whole lines, transverse, motorcycle symbols, arrow symbols. This has been regulated in SEM PUPR No.52 / SE / M / 2015.

SEM PUPR No.52 / SE / M / 2015 explains the provisions that must be followed when implementing RHK at a signal intersection. The provisions for the implementation of RHK are explained in detail, starting from general provisions to technical provisions. The technical provisions are also divided into two, namely intersection geometric requirements and traffic requirements.[1]

SEM PUPR No. 52/SE/M/2015 also explains the procedures on how to design special stopping spaces starting from motorcycle plans, designing RHK types, designing RHK area dimensions, and designing markings. In addition, the RHK design procedure is also explained. The following is the procedure for designing a special stopping space (RHK):

- a) First, a survey is conducted to determine whether the existing road conditions at the intersection are in accordance with the geometric requirements.
- b) If the geometric requirements are appropriate, then proceed with a survey of traffic condition requirements. Is it in accordance with the minimum number of motorcycles at the signalized intersection. If the above requirements are met, it is certain that the intersection requires a special stopping space (RHK).
- c) Next, determine whether the intersection approach has 2 lanes or 3 lanes.
- d) Then proceed with the selection of the RHK type, whether the P-type or box-type RHK will be used.
- e) Followed by the selection of RHK dimensions.

In applying RHK to signalized intersections in Kediri City, a box type is used by having 2 lanes that can accommodate more than 46 motorcycle vehicles on Jalan Brigjen Katamso and 3 lanes that can accommodate 45-56 motorcycle vehicles on Jalan Panglima Sudirman. The difference between the two roads is in the lanes. This is because the leftmost lane on Jalan Brigjen Katamso has a direct left turn lane, and the two stopping lanes are relatively the same so a two-lane box type is used. Whereas on Jalan Panglima Sudirman, there is no left turn lane and the three stopping lanes are relatively the same so a box-type RHK with 3 lanes is chosen.

Government Regulation No. 34 of 2006 concerning Roads explains the implementation of roads which includes all parts of the road starting from road complementary buildings,

utilization of road parts to the authority of road operators.[13] Article 4 of Government Regulation No. 34/2006 on Roads states that road operators have the following obligations:

- a) Road operators have an obligation to strive for roads to be used by the people at the lowest general cost of travel.
- b) Road operators have the obligation to support the realization of balance in each region by considering the development area unit and geographical orientation.
- c) Road operators have an obligation to help encourage the economic growth of a region that is starting to develop by considering urban activity services so that the lack of road transportation facilities and infrastructure does not hamper.
- d) In order to provide balanced distribution services, road operators are obliged to pay attention to a unified road network system.

Article 41 of PP No. 34/2006 has also explained that when there are obstacles and disruptions to road functions, road operators have an obligation to take immediate action for the benefit of road users.

The accumulation at the mouth of the signalized intersection which causes congestion and accidents, makes the signalized intersection unable to run effectively and practically. So the road organizer has the authority to take action for the benefit of road users. This action is carried out by realizing the RHK at the signal intersection, as regulated in article 41 of Government Regulation No. 34 of 2006.[13]

In implementing road administration, not only the role of road organizers is needed, but also the role of the community. Article 118 explains the various roles that citizens can play, such as providing criticism, suggestions, opinions, or information related to roads to road organizers.

Presidential Regulation No.7/2015 on the Organization of State Ministries discusses the division of obligations and authorities of each ministry. Article 1 paragraph 3 of Presidential Regulation No. 7/2015 states that the Ministry of Public Works and Public Housing belongs to group II ministries. Article 5 paragraph 2 explains that Group II Ministries organize various functions.[14]

Related to what has been explained in Article 5 paragraph 2 of Presidential Regulation No. 7 of 2015, the Ministry of PUPR, has the authority to design RHK. In addition, the Ministry of PUPR also has the authority to formulate guidelines for the design of motorcycle RHK at signalized intersections in urban areas, issued through SEM PUPR No. 52/SE/M/2015 dated June 15, 2015.[14]

SEM PUPR No. 52/SE/M/2015 is addressed to echelon I officials within the Ministry of PUPR and echelon II officials in the Directorate General of Highways of the Ministry of PUPR. The Directorate General has an obligation to formulate and implement policies in its field, which have been adjusted to the strategic goals and objectives of the Ministry of PUPR.

The purpose of the issuance of SEM PUPR No. 52/SE/M/2015 is to serve as a reference for officials in designing motorcycle-specific stopping spaces at signalized intersections in urban areas. The guidelines contained in SEM PUPR No. 52/SE/M/2015 determine the provisions and procedures related to the design of RHK in the form of requirements such as technical design, traffic condition requirements, and geometric requirements.

Perpres RI No.15 of 2015 explains in more detail related to the Ministry of PUPR. Article 3 of Presidential Regulation No.15 of 2015 states the functions of the Ministry of PUPR are:

- a. Making, determining, implementing policies.

- b. Organizing and providing support in the form of administration related to carrying out tasks, guidance within the Ministry of PUPR.
- c. The responsibility of the Ministry of PUPR is to manage property/wealth.
- d. Supervise the implementation of tasks in its environment.
- e. Carry out technical guidance and supervision related to the implementation of its affairs.
- f. Carry out the preparation of technical policies and strategies for the integration of PUPR infrastructure development.
- g. Carrying out research and development in the field of public works and public housing.
- h. Carry out the development of human resources (HR) in the PUPR field.
- i. Carry out substantive support to all organizational elements within the Ministry.

The Ministry of PUPR is assisted by Balitbang in designing the RHK. Balitbang has an obligation to carry out development and research tasks in the PUPR scope study. The function of Balitbang has been explained in Article 3 of Presidential Regulation No. 15 of 2015, one of which is to carry out research and development, make basic plans related to programs, technical, and costs.

Presidential Decree No. 121/P of 2014 contains the establishment of ministries and the appointment of working cabinet ministers for the 2014-2019 period.[15, 16] The formation and appointment of working cabinet ministers with the consideration of the House of Representatives (DPR) aims to assist the president in carrying out his duties as well as possible when organizing state government power to realize national goals.

The Regulation of the Minister of Public Works (Permen PU) on the Implementation of Research and Development in the Road Sector explains that the reason it was formed is to serve as a guideline for road administrators and optimize activities related to R&D (research and development). In addition, it is also mentioned in Article 2 paragraph 2 that the purpose of the ministerial regulation are:

- a. To improve the quality of roads.
- b. Optimizing activities in the road sector effectively.
- c. Generate knowledge.
- d. Improvement in utilizing research results.
- e. Fostering a culture of research.

It is explained in article 3 that the implementation of R & D in the road sector is carried out by the government, which is carried out by the Research and Development Agency, and local governments whose activities are carried out, called as PLP.

Article 4 of Minister of Public Works No. 07/PRT/M/2012 states the duties of R & D organizers, namely, program preparation, conducting activities by supervising, evaluating, regulating, and fostering. Based on Article 7, the R & D implementation team is the head, researchers or engineers, assistant researchers or engineers, administrative staff. The team in the Research & Development department is formed by the Head of R&D and in the PLP environment is formed by the Head of PLP.[17]

In the Regulation of the Minister of Transportation Number PM 67 of 2018 concerning amendments to the regulation of the Minister of Transportation Number PM 34 of 2014 concerning Road Markings, explaining the various forms and functions of road markings.[15]

The road markings on the RHK are: a) Longitudinal markings and transverse markings, the existence of these two markings in the RHK area for two-wheeled vehicles aims as a RHK boundary where two-wheeled vehicles stop; b) Area markings, markings for type P have a P shape and have a square shape for the box type, serving to emphasize the existence of RHK; c) Symbol markings, image markings made on the road surface and placed above the red markings that indicate the RHK area. Has the aim of showing that the RHK area is an area that is only intended as a place to stop two-wheeled motorized vehicles when the light is red at a signalized intersection; d) Arrow symbol markings, these markings are white and installed with a period of 5m behind the transverse markings of four or more wheeled motor vehicles. Has a purpose as a direction in each lane to a special stopping space.[18]

DISCUSSIONS

1. Legal Consequences of Placement of Special Stop Spaces (RHK) in Kediri City

In the book entitled "Excursion to the Realm of Law" S.M. Amin, SH states that the law is a set of rules consisting of norms and sanctions and the purpose of the law is to establish order in human relationships, so that security and order are maintained.[19]

Legal effect is the cause of the emergence of rights and obligations for the relevant legal subjects. It can also be interpreted as a given result that arises because of an event or thing done by a legal subject. Legal consequences are divided into three, namely:

- a. Legal consequences that are born, change, or disappear due to legal circumstances (for example, when a person is 21 years old, a legal situation is born, which was previously incapable of law turning into legal capability).
- b. Legal effects that are born, change, or cease because of a legal relationship (for example, when there is a sale and purchase agreement that gives birth to a legal relationship between the seller and the buyer and the legal relationship will cease when the seller and buyer have performed their obligations).
- c. Legal consequences that give birth to penalties or sanctions that are not desired by the subject of law (for example, someone who violates a law, such as committing fraud, will be sanctioned as a result of his actions that have been proven to commit fraud).

The realization of a special stopping space (RHK) for motorcycles certainly has legal consequences which are a source of birth of rights and obligations for related legal subjects. The legal subject in question is everything that according to the law can have the rights and obligations to perform legal actions or actions. The legal subjects that can cause legal consequences from the realization of this motorcycle RHK are motor vehicle drivers.[7]

The realization of the RHK at the signal intersection certainly led to the birth of a new legal situation. From previously motorized vehicles with more than two wheels were free to stop anywhere when the light turned red to motorized vehicles with more than two wheels must stay outside the motorcycle RHK area.

In addition, it also not only creates a new legal situation for motorized vehicles with more than two wheels, but also for two-wheeled motorized vehicles. From previously free to stop anywhere, now it must be in the RHK area. This is a legal effect that is born, changes, or disappears due to a certain legal situation.

Meanwhile, legal consequences that are born, change, or disappear because of a legal relationship, do not become legal consequences of the realization of a special stopping space

(RHK) in Kediri City. This is because the legal relationship is a relationship between legal subjects, where what is meant by legal subjects is only motorists.[9]

The existence of a special stopping space (RHK) for motorcycles that causes the birth of a new legal situation, that only motorcycles can stop in the area when the red signal. So that when a 4-wheeled motorized vehicle stops in the area, it is considered a violation of traffic regulations which will later be sanctioned. Motorcycles that do not stop in the RHK area are also considered to have violated the road marking order.

Regulated in Article 287 of Law No. 22 of 2009 concerning Road Traffic and Transportation, it is explained that every driver of a motor vehicle who violates the rules of the order or prohibition of markings will be given a penalty or sanction of imprisonment for a maximum of 2 months or a maximum fine of five hundred thousand rupiah. The above sanctions are a form of legal consequence of the realization of an unwanted motorcycle special stopping space (RHK).[6]

CONCLUSION

The legal basis for the realization of RHK in Kediri City is Law No. 22/2009 concerning Road Traffic and Transportation, and SEM PUPR No.52/SE/M/2015 concerning Guidelines for Designing Motorcycle RHK at Signalized Intersections in Urban Areas. The legal effect of the realization of a special stopping space for two-wheeled motorized vehicles in Kediri City is that previously all motorized vehicles, both motorcycles, motorized vehicles with more than two wheels could stop anywhere, because of the RHK, two-wheeled motorized vehicles must stay in the area and motorized vehicles with more than two wheels stop outside the area. The legal consequences in the form of sanctions, in Article 287 paragraph 1, it is explained that for drivers of motorized vehicles who violate the prohibition or command of road markings, they are subject to criminal sanctions of imprisonment for a maximum of two months or a maximum fine of five hundred thousand rupiah.

Conflict of Interest

The authors declare no conflicts of interest in this work and publication of this paper.

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