

# Perbedaan tingkat fear of crime dan mekanisme coping pengemudi yang melintas trans Sumatera di Provinsi Lampung = Fear of crime level on goods transport drivers and vehicle private crossing the trans Sumatra Province of Lampung

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## Abstrak

Tujuan penelitian ini mengetahui dan menjelaskan perbedaan tingkat fear of crime antara pengemudi angkutan barang dan pengemudi kendaraan pribadi ketika melintasi Trans Sumatera di Provinsi Lampung. Selain itu, penelitian ini juga ingin menjelaskan mekanisme coping (penyesuaian) terhadap fear of crime oleh pengemudi angkutan barang dan pengemudi kendaraan pribadi ketika melintasi Trans Sumatera di Provinsi Lampung. Penelitian ini menggunakan pendekatan kuantitatif, adapun jenis penelitian yang digunakan adalah eksplanatif. Jumlah keseluruhan responden mencapai 200 orang. Berdasarkan hasil perhitungan korelasi antarvariabel bahwa ada hubungan yang signifikan antara perceived risk dengan fear of crime. Secara keseluruhan, arah hubungan diantara dua variabel tersebut positif, hal ini memiliki arti semakin tinggi perceived risk, maka semakin tinggi fear of crime.

Bila mengacu pada keeratan hubungan yang terjadi diantara kedua variabel tersebut, kategori responden pengemudi kendaraan pribadi yang telah melintas memiliki tingkat keeratan hubungannya yang cukup ( $r = 0,392$  ;  $Sig = 0,002$  ;  $KD = 15,4\%$ ). Ini berbeda dengan kategori responden pengemudi angkutan barang ( $r = 0,743$  ;  $Sig = 0,000$  ;  $KD = 55,2\%$ ) dan pengemudi kendaraan pribadi ( $r = 0,702$  ;  $Sig = 0,000$  ;  $KD = 49,3\%$ ) yang akan melintas, dimana keeratan hubungan pada dua kategori ini terbilang kuat. Bahkan, untuk kategori pengemudi angkutan barang yang telah melintas keeratan hubungan yang terjadi adalah sangat kuat ( $r = 0,755$  ;  $Sig = 0,000$  ;  $KD = 57\%$ ). Dari empat kategori responden yang dikaji dalam penelitian ini, terdapat tiga kategori responden yang hasil uji korelasi antarvariabel menunjukkan bahwa perceived risk dan fear of crime secara bersama-sama berpengaruh signifikan terhadap strategi coping. Hanya kategori responden pengemudi kendaraan pribadi yang telah melintas saja yang tidak signifikan.

.....The aims of this research were to identified and described the fear of crime level differentiation among goods transport drivers and private vehicle drivers when they crossed the Trans Sumatra, Lampung Province. This research was also clarified the mechanism of coping (adjustment) to the fear of crime level between goods transport drivers and private vehicle drivers through the journey crossed the Trans Sumatera, Lampung Province. This research used a quantitative approach, meanwhile the type of the research was explanative. The total number of respondents were 200 people. Related to the calculations of correlation between the variables, there was a significant relationship between perceived risk with the fear of crime level. Overall, the relationship between these two variables was positive, In other words, the higher perceived risk, the more higher the fear of crime level.

Based on the closeness of the relationship which occurred between these two variables, respondent category of private vehicle drivers who passed the Trans Sumatera have a sufficient level of closeness of relationship ( $r = 0.392$ ;  $Sig = 0.002$ ;  $KD = 15.4\%$ ). Different to goods transport drivers ( $r = 0.743$ ;  $Sig = 0.000$ ;  $KD = 55.2\%$ ) and private vehicle drivers ( $r = 0.702$ ;  $Sig = 0.000$ ;  $KD = 49.3\%$ ) who will cross, where the relationship between these two categories fairly strong. In fact the category of goods transport drivers who

crossed the Trans Sumatera the closeness of the relationship was very strong ( $r = 0.755$ ;  $\text{Sig} = 0.000$ ;  $\text{KD} = 57\%$ ). Related to the four categories of respondents which examined in this research, there were three categories of respondents which the results test of correlation between the variables showed that the perceived risk and fear of crime level jointly significant effect on coping strategies. Only respondents category of private vehicle drivers who crossed the Trans Sumatera were not significant.