PENA JUSTISIA_Revany Y

by Johnny Sins

Submission date: 30-May-2023 06:00PM (UTC+0900)
Submission ID: 2013910672
File name: Template_Jurnal_PENA_JUSTISIA_Revany_Y.docx (367.88K)
Word count: 4814
Character count: 26640

Regulation of Street Naming in DKI Jakarta Province

Revany Yoexarin

Fakultas Hukum, Magister Ilmu Hukum, Universitas Indonesia, Kota Depok.
yoexarinb@gmail.com

Article Info
Received:
Revised:
Accepted:

Keywords:
Authority;
Road administration;
Street name.

Abstract

Street naming is important in urban planning and identity. The very rapid development and growth of the Province of DKI Jakarta has a tendency towards a lack of coordination in road naming efforts, which creates problems in urban development efforts, business development and ease of mobility within the city. Based on a brief research on road naming and road administration authority based on Law Number 23 of 2014 concerning Regional Government and Law Number 38 of 2004 concerning Roads it is known that each Region has a different pattern of street naming arrangements as a logical consequence of the principle of regional autonomy. Therefore, this research requires a legal opinion to re-examine the regulations for naming roads in DKI Jakarta Province, namely the Regulation of the Governor of the Special Capital Region of Jakarta Number 51 of 2022 concerning Guidelines for Determining Street Names, Parks and Public Buildings. This research method uses a normative juridical research method that uses a qualitative approach. Furthermore, based on research, it is known that currently the Provincial Government of DKI Jakarta regulates the naming of roads with a Governor Regulation, different from other Regional Governments and regulates the scope of content material and the imposition of different sanctions, so that the Regulation of the Governor of the Special Capital Region of Jakarta Number 51 of 2022 concerning Guidelines for Determining Names Roads, Parks and Public Buildings need to be improved because they have not yet regulated the naming of roads in a comprehensive manner.

I. Introduction

The fact that each region has a different pattern of road naming arrangements as a result of the authority to organize roads given to local governments to regulate their own regions based on the principle of regional autonomy, is an interesting topic to re-examine and provide legal views on the regulation of road names in DKI Jakarta Province, where with the same authority, DKI Jakarta Province establishes regional legal products, the scope of content material and the imposition of sanctions that are different from other regions. "Roads are usually named with aspects related to the names of public figures who contributed at that time or with the geographical conditions of the area.."[1]

City planning is inseparable from spatial policies that are integrated with other areas around it. This includes road infrastructure. Road arrangement in the context of spatial planning is not only organizing the city in the context of the construction and development of road infrastructure, but also involves naming the road as a city identity. Naming the road is part of urban architecture's development from forming a self-identity in the orientation point. The function of naming a street has vitality and is easy to recognize (throughout the changing times) because it will be rooted in public structures, community and city culture, and the economy.

The definition of the road itself is one of the transportation and circulation infrastructure so that the road is one of the components forming the architecture of the city in addition to other components, such as: the shape and mass of the building and its function, the outer space formed, greening and ecosystem problems, supporting components (city utilities, traffic signs and others) and various non-physical components that make it up. "The naming of public spaces is a sign that relates to what is signaled and becomes a description of the linguistic situation that exists in a certain area."[2]

The definition of the road itself is one of the transportation and circulation infrastructure so that the road is one of the components forming the architecture of the city in addition to other components, such as: the shape and mass of the building and its function, the outer space formed, greening and ecosystem problems, supporting components (city utilities, traffic signs and others) and various non-physical components that make it up. "The naming of public spaces is a sign that relates to what is signaled and becomes a description of the linguistic situation that exists in a certain area.

[1] Prihadi dan Ari Listiyorini, 'Latar Belakang Aspek Kehidupan Pada Sistem Penamaan Jalan Di Kota Yogyakarta : Kajian Antropolinguistik', *LITERA*, 19.1 (2020), 3.
[2] Helty; dkk, 'Konsep Penamaan Pada Ruang Publik Di Provinsi Jambi : Kajian Lanskap Linguistik', *DIGLOSIA*, 7.1 (2023), 3.

There is a tendency to be less coordinative and integrative in naming roads. So that in the future it will have a negative impact as well as problems in urban development efforts. These tendencies are :

a. There are still many street names that are done independently by the community or by developers.

b. There are names that "abandon / eliminate the image / identity" that has become popular.

c. The tendency of naming new areas that reference foreign terms, which are far from the history and roots of DKI Jakarta Province.

d. The rapid growth of the City both physically and non-physically has given rise to many new lots, new parcels, and new roads as well as new facilities, both public and private.

From an economical point of view, road name information is also increasingly becoming a human need in doing business / conducting economic activities, thus encouraging the creativity of technology experts to create a system known as GPS (Global Positioning System). Naming a road has a close relationship with the quality of a region's development. In order for the development of a region to be better, it is necessary to document the name of the road properly as well. "This is in line with Rais' statement that development activities are one of the factors that influence the road naming process in a region."[3]

From a sociological point of view, the determination of street names that result in changing the name of a road is often found on roads that are fairly strategic or known as protocol roads, where the centers of all activities are located, business, government, diplomatic and others. The effect of changing the name of the road will not only be felt by Indonesian citizens but also foreign citizens who are living in Indonesia, diplomatic representatives, ambassadors and others as well as their assets, while generally relations related to diplomatic relations apply *the principle of reciprocity.*

The impacts that are also felt by foreign citizens who are living in Indonesia, diplomatic representatives, ambassadors and others have led to the need for coordination between local governments that have the authority to determine road names (in accordance with Law Number 23 of 2014 concerning Regional Government as has been amended several times, most recently by Law Number 6 of 2023 concerning the Stipulation of Government Regulations in Lieu of Law Number 2 of 2022 concerning Job Creation into Law) with the central government so as to continue to pay attention to the continuity of road services in the unity of the Road Network System (Law Number 38 of 2004 concerning Roads as has been

[3] Rais J; dkk, *Toponimi Indonesia: Sejarah Budaya Bangsa Yang Panjang Dari Pemukiman Manusia Dan Tertib Administrasi* (Jakarta: Pradnya Paramita, 2008).

amended several times, most recently by Law Number 2 of 2022 concerning the Second Amendment to Law Number 38 of 2004 concerning Roads).

2. Research Method

The purpose of this research is to see how the authority of the Regional Government in this case the Provincial Government of the Special Capital Region of Jakarta in determining road naming as part of road administration, therefore, judging from its objectives, this research is included in normative juridical research conducted by examining what is contained in library materials or secondary data, or also known as doctrinal legal research.[4] Research is intended to see harmony in a legal system. In this type of legal research, the law is conceptualized as what is written in the laws and regulations or the law is seen as a rule that functions as a reference for humans in behaving properly.[5]

The approach used in this research is a qualitative approach with document study collection because this research tries to build or produce a theory from below (inductive). "The qualitative approach focuses on written, oral, and real behavioral data."[6] The research was conducted by collecting data/information, then classifying the data based on categories in an effort to find patterns to the reality/symptoms that occur. The research was conducted by reviewing laws and regulations related to consumer protection, electronic information and transactions, and persons with disabilities, as well as documents related to the implementation and development of consumer protection for persons with disabilities in the online trading sector.

The main data source in this research is obtained from secondary data consisting of primary legal materials, namely binding legal materials in the form of laws and regulations related to concurrent government affairs, the authority to organize roads, and regional legal products. Secondary legal materials, namely materials that are closely related to primary legal materials, which can provide an explanation of primary legal materials in the form of books and research results related to consumer protection, especially in the online trade sector. Then tertiary legal materials, namely materials that provide guidance and explanation of primary legal materials and secondary legal materials, such as dictionaries..[7]

3. Results and Discussion

[4] Soerjono Soekanto; Sri Mamudji, *Penelitian Hukum Normatif Suatu Tinjauan Singkat, Cetakan Ke-11* (Jakarta: PT Raja Grafindo Persada, 2009).
[5] Amiruddin dan Zainal Asikin, *Pengantar Metode Penelitian Hukum* (Jakarta: Raja Grafindo Persada, 2012).
[6] Sri Mamudji, *Metode Penelitian Dan Penulisan Hukum* (Jakarta: Badan Penerbit Fakultas Hukum Universitas Indonesia, 2005).
[7] Amiruddin dan Zainal Asikin.

3.1 The Authority of Local Government in Determining Road Names

University of Indonesia Constitutional Law Professor Jimly Asshiddiqie said the current pattern of naming roads throughout Indonesia is unclear so it is often done in different ways. Throughout Indonesia, there is no pattern of rules in naming roads. In some areas it is up to the mayor. In other places it is decided by the governor. And some have to get permission from the local parliament first. "Sudaryat said that the place naming system is the procedure or rules for giving names to places at a certain time, which can be called toponymy."[8]

State Administration Law lecturer at the Faculty of Law, University of Indonesia (FHUI), Harsanto Nursadi, argues that it is fitting that the policy of changing street names should be left to local governments. This is the implementation of the concept of regional autonomy. "The change of street name is local in nature, so it must be taken care of locally." Regulations regarding Regional Government are regulated in CHAPTER VI Article 18 paragraph (2) of the 1945 Constitution of the Republic of Indonesia which stipulates that the provincial, district and city governments regulate and manage their own government affairs according to the principles of autonomy and assistance tasks. It can be understood that the implementation of a regional government is based on a principle that is regional autonomy.

Regional autonomy itself is the right, authority, and obligation of autonomous regions to regulate and manage their own Government Affairs and the interests of local communities within the system of the Unitary State of the Republic of Indonesia[9]. DKI Jakarta Province is located as the Capital of the Unitary State of the Republic of Indonesia which functions as the Capital of the Unitary State of the Republic of Indonesia and at the same time as an autonomous region at the provincial level. There are also boundaries of DKI Jakarta Province, as follows :

a. "north with the Java Sea;
b. to the east with Bekasi Regency and Bekasi City of West Java Province;
c. to the south with Depok City of West Java Province; and
d. west with Tangerang Regency and Tangerang City of Banten Province;
e. south with Depok City of West Java Province; and d. west with Tangerang Regency and Tangerang City of Banten Province."[10]

[8] Catur Liskah Kartika, 'Penamaan Jalan Di Kotamadya Surabaya : Kajian Toponimi', *Bapala*, 7.4 (2020), 2.
[9] *Undang-Undang Nomor 23 Tahun 2014 Tentang Pemerintahan Daerah*.
[10] *Undang-Undang Nomor 29 Tahun 2007 Tentang Pemerintahan Provinsi Daerah Khusus Ibukota Jakarta Sebagai Ibukota Negara Kesatuan Republik Indonesia*.

DKI Jakarta Province as an autonomous region is a legal community unit that has territorial boundaries that is authorized to regulate and manage government affairs and the interests of local communities according to their own initiatives based on community aspirations within the system of the Unitary State of the Republic of Indonesia, including managing and organizing roads and determining road names.

Based on Article 9 of Law Number 23 of 2014 concerning Regional Government as amended several times, most recently by Law Number 6 of 2023 concerning the Stipulation of Government Regulation in Lieu of Law Number 2 of 2022 concerning Job Creation into Law, it is stated that Government affairs are divided into 3 forms, namely[11] :

1) absolute government affairs;
2) concurrent government affairs; and
3) general government affairs.

Absolute government affairs are government affairs which are fully under the authority of the central government, which regulates foreign policy, defense, jutition, monetary and fiscal affairs, security, international and finally religion.[12]. Concurrent affairs are government affairs in the presence of regional autonomy. Concurrent affairs will divide government affairs into 3: 1) government affairs; 2) provincial government affairs; and 3) district/municipal government affairs (listed in the appendix of Law Number 23 of 2014). Concurrent affairs are also divided into 2, namely: mandatory affairs and optional affairs. Mandatory affairs are further divided into affairs related to basic services and affairs that are not related to mandatory affairs.

General government affairs are Government affairs which are the authority of the President as head of government. Seeing in Article 12 paragraph (1) public works and spatial planning become one of the concurrent Government affairs because it is mandatory related to basic services. Making it an obligation by the Government, Provincial Government and District / City Government to carry out several government actions as well as policies in terms of organizing public works related to spatial planning.

Appendix to Law of the Republic of Indonesia Number 23 of 2014 concerning Regional Government, Division of Concurrent Government Affairs Between the Central Government and Provincial Regions and Regency / City Regions.

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[11] *Undang-Undang Nomor 6 Tahun 2023 Tentang Penetapan Peraturan Pemerintah Pengganti Undang-Undang Nomor 2 Tahun 2022 Tentang Cipta Kerja*.

[12] Dahlia, 'Analitis Kewenangan Dalam Bidang Agama Dan Delegasi Kewenangannya Kepada Pemerintah Daerah', *HERMENEUTIKA*, 4.2 (2020), 101.

Picture 1 Matrix of the Division of Concurrent Government Affairs Between the Central Government and Provincial Regions and Regency / City Regions

C. PEMBAGIAN URUSAN PEMERINTAHAN BIDANG PEKERJAAN UMUM DAN PENATAAN RUANG

NO	SUB URUSAN	PEMERINTAH PUSAT	DAERAH PROVINSI	DAERAH KABUPATEN/KOTA
1	2	3	4	5
1.	Sumber Daya Air (SDA)	a. Pengelolaan SDA dan bangunan pengaman pantai pada wilayah sungai lintas Daerah provinsi, wilayah sungai lintas negara, dan wilayah sungai strategis nasional. b. Pengembangan dan pengelolaan sistem irigasi primer dan sekunder pada daerah irigasi yang luasnya lebih dari 3000 ha, daerah irigasi lintas Daerah provinsi, daerah irigasi lintas negara, dan daerah irigasi strategis	a. Pengelolaan SDA dan bangunan pengaman pantai pada wilayah sungai lintas Daerah kabupaten/kota. b. Pengembangan dan pengelolaan sistem irigasi primer dan sekunder pada daerah irigasi yang luasnya 1000 ha - 3000 ha, dan daerah irigasi lintas Daerah kabupaten/kota.	a. Pengelolaan SDA dan bangunan pengaman pantai pada wilayah sungai dalam 1 (satu) Daerah kabupaten/kota. b. Pengembangan dan pengelolaan sistem irigasi primer dan sekunder pada daerah irigasi yang luasnya kurang dari 1000 ha dalam 1 (satu) Daerah kabupaten/kota.

NO	SUB URUSAN	PEMERINTAH PUSAT	DAERAH PROVINSI	DAERAH KABUPATEN/KOTA
1	2	3	4	5
		penataan bangunan dan lingkungannya di kawasan strategis nasional.	kabupaten/kota.	
9.	Jalan	a. Pengembangan sistem jaringan jalan secara nasional. b. Penyelenggaraan jalan secara umum dan penyelenggaraan jalan nasional.	Penyelenggaraan jalan provinsi.	Penyelenggaraan jalan kabupaten/kota.
10.	Jasa Konstruksi	a. Penyelenggaraan pelatihan tenaga kerja konstruksi percontohan. b. Pengembangan sistem informasi jasa konstruksi cakupan nasional. c. Penerbitan izin usaha	a. Penyelenggaraan pelatihan tenaga ahli konstruksi. b. Penyelenggaraan sistem informasi jasa konstruksi cakupan Daerah provinsi.	a. Penyelenggaraan pelatihan tenaga terampil konstruksi. b. Penyelenggaraan sistem informasi jasa konstruksi cakupan Daerah kabupaten/kota.

Further arrangements regarding the authority of the Provincial and Regency / City Governments in the implementation of provincial roads and district / city roads can be seen in Law No. 38 of 2004 concerning Roads as amended several times, most recently by Law No. 2 of 2022 concerning the Second Amendment to Law No. 38 of 2004 concerning Roads, where the implementation of roads is aimed at:

a. realizing order and legal certainty in the implementation of the road;
b. realizing the role of the community in the implementation of the road;

c. realizing the optimal role of road operators in providing services to the community;
d. realizing reliable and excellent road services and in favor of the interests of the community; and
e. realizing an efficient and effective road network system, to support an integrated transportation system.

The implementation of roads is based on the principles of usefulness, security and safety, harmony, harmony and balance, justice, transparency and accountability, usefulness and success, and togetherness and partnership. "Article 13 and Article 16 of Law No. 38 of 2004 on Roads as amended several times, most recently by Law No. 2 of 2022 on the Second Amendment to Law No. 38 of 2004 on Roads.'[13] The control over the road lies with the state and the control over the road authorizes the Central Government, Regional Governments, and Village Governments to carry out the implementation of roads in accordance with their authority by paying attention to the continuity of road services in the unity of the road network system so that the authority to implement district roads and city roads includes regulation, guidance, development, and supervision of district / city roads..

Related to the authority to organize roads in the form of regulation needs to be based on Law Number 30 of 2014 concerning Government Administration, every action and / or decision of government agencies / officials must be based on authority based on laws and regulations and General Principles of Good Governance. Government actions that can be carried out in organizing roads can be carried out by:

a. enact laws and regulations and regional legal products;
b. issue decisions;
c. taking concrete actions;
d. guidance and supervision; and
e. law enforcement

Concrete actions that can be taken by the district / city government in organizing roads include:

a. Pengaturan
   Road regulation is the activity of formulating planning policies, general planning, and harmonizing road laws and regulations. Development Road development is the activity of preparing technical guidelines and standards, services, empowering human resources, and road research and development.

[13] *Undang-Undang Nomor 2 Tahun 2022 Tentang Perubahan Kedua Atas Undang-Undang Nomor 38 Tahun 2004 Tentang Jalan*.

b. Development
Road development is the activity of programming and budgeting, technical planning, construction implementation, and operation and maintenance of roads.

c. Road supervision
Road supervision is an activity carried out to realize the orderly regulation, guidance, and construction of roads.

3.2 Legal Outlook on the Regulation of Street Names in DKI Jakarta Province

The DKI Jakarta Provincial Government has renewed the regulation of street naming in 2022 by revoking Governor Decree Number 28 of 1999 concerning Guidelines for Determining Street Names, Parks and Public Buildings in the Special Capital Region of Jakarta and stipulating Governor Regulation of the Special Capital Region of Jakarta Number 51 of 2022 concerning Guidelines for Determining Street Names, Parks, and Public Buildings, where the Governor's Regulation has been harmonized with Government Regulation Number 2 of 2021 concerning the Implementation of Earthly Names (State Gazette of the Republic of Indonesia of 2021 Number 4, Supplement to State Gazette of the Republic of Indonesia Number 6614), so that it appears that the regional legal products that regulate road naming in DKI Jakarta Province are currently Governor's Regulations/Regulations of the Provincial Head of the Province..

The fact that the DKI Jakarta Provincial Government regulates the determination of street names by Governor's Regulation when other Provincial / Regency / City Governments regulate street naming by Provincial Regulations is interesting to re-examine and provide legal views on the regulation of street names in DKI Jakarta Province, especially since other Provincial / Regency / City Governments not only regulate the determination of street names but also regulate building numbering.

A street name will have a broad meaning that can be seen in the form of naming symbols and community behavior. In connection with the choice of regional legal products, the DKI Jakarta Provincial Government regulates the determination of street names by Governor Regulation, which can be viewed from the principles of the formation of laws and regulations, content material and imposition of sanctions, namely the principles of the formation of good laws and regulations (beginselen van behoorlijke wetgeving)."According to Van der Vlies, it is a legal principle that provides guidelines and guidance for pouring the content of regulations into an appropriate form and structure, for using the right method of formation, and following the process and procedures for its formation that have been determined."Van der Vlies also divides legal principles into 2, namely : formal principles and material principles.

The formal principles include:[14]
a. "the principle of clear objectives;
b. the principle of the right organ;
c. the principle of urgency
d. the principle of implementation possibility; and
e. the principle of consensus."

The material principles are:
a. the principle of clear terminology and systematics;
b. the principle of ease of knowing;
c. the principle of legal equality
d. the principle of legal certainty; and
e. the principle of special application of law.

The principles of the formation of laws and regulations are regulated and explained in detail in Article 5 and the explanation of Article 5 of Law Number 12 of 2011 concerning the Formation of Laws and Regulations as amended several times lastly by Law Number 13 of 2022 concerning the Second Amendment to Law Number 12 of 2011 concerning the Formation of Laws and Regulations as follows: in forming laws and regulations must be carried out based on the principles of the Formation of good laws and regulations, which include:

a. clarity of purpose;
b. appropriate forming institutions or officials;
c. suitability between type, hierarchy, and content material;
d. implementability
e. usefulness and efficiency;
f. f. clarity of formulation; and
g. g. openness.

Regarding the principle of conformity starting from the type, hierarchy and content material, in principle, the regulation of the formation of laws and regulations in the form of governor regulations is mutatis mutandis with the regulation of the formation of laws and regulations in the form of provincial regulations as long as it is not specifically regulated. For example, in terms of content material, where the Content Material of Legislation is the material contained in the Legislation in accordance with the type, function, and hierarchy of Legislation. Content material regarding criminal provisions can only be contained in:

1. Law;

[14] Rokilah dan Sulasno, 'Penerapan Asas Hukum Dalam Pembentukan Peraturan Perundang-Undangan', *Jurnal Ilmu Hukum*, 5.2 (2021), 182.

2. Provincial Regulation; or
3. Regency/City Regional Regulations

In line with the material content of the imposition of sanctions, Article 238 of Law Number 23 of 2014 concerning Regional Government as has been amended several times, most recently by Law Number 6 of 2023 concerning the Stipulation of Government Regulations in Lieu of Law Number 2 of 2022 concerning Job Creation into Law stipulates that:

(1) Local regulations may contain provisions regarding the imposition of coercive costs of enforcement/implementation of local regulations in whole or in part to violators in accordance with the provisions of laws and regulations.
(2) Local regulations may contain a maximum imprisonment of 6 (six) months or a maximum fine of Rp50,000,000.00 (fifty million rupiah).
(3) Perda may contain imprisonment or fines other than as referred to in paragraph (2) in accordance with the provisions of laws and regulations.
(4) In addition to the sanctions as referred to in paragraph (1), the Perda may contain threats of sanctions in the nature of restoring to the original state and administrative sanctions.
(5) Administrative sanctions as referred to in paragraph (4) are in the form of:
    a. verbal reprimand;
    b. written reprimand;
    c. temporary suspension of activities;
    d. permanent suspension of activities;
    e. temporary revocation of license;
    f. permanent revocation of license;
    g. administrative fine; and/or
    h. other administrative sanctions in accordance with the provisions of laws and regulations,

Based on this, Regional Regulations can regulate content material regarding the imposition of criminal sanctions and administrative sanctions. In principle, the Governor Regulation cannot regulate the imposition of criminal sanctions, but based on the principle of mutatis mutandis, it can regulate the imposition of administrative sanctions as long as the Regional Regulation delegating the stipulation of the governor regulation has regulated it first in accordance with Article 42 of the Regulation of the Minister of Home Affairs Number 80 of 2015 concerning the Formation of Regional Legal Products as amended by the Regulation of the Minister of

Home Affairs of the Republic of Indonesia Number 120 of 2018 concerning Amendments to the Regulation of the Minister of Home Affairs Number 80 of 2015 concerning the Formation of Regional Legal Products where the Regional Head stipulates Perkada based on the orders of higher laws and regulations or formed based on authority. Thus, the Governor Regulation of the Special Capital Region of Jakarta Number 51 of 2022 concerning Guidelines for Determining the Names of Streets, Parks, and Public Buildings does not regulate prohibition norms, command norms along with the imposition of any sanctions..

Reviewing the content of the principle of clarity of purpose, the objectives to be achieved from the stipulation of the Governor Regulation of the Special Capital Region of Jakarta Number 51 of 2022 concerning Guidelines for Determining the Names of Streets, Parks, and Public Buildings, namely in the consideration of letter a and letter b namely:

a. "the regulation of street names, parks, and public buildings aims to accelerate the realization of Jakarta as a global business city and digital-friendly city characterized by the availability of location information that can facilitate the movement of people and mobility of goods/services, make city services more effective and efficient and accelerate location searches in emergency conditions such as fires, accidents, and/or other disaster handling; and
b. b. the implementation of road naming regulations needs to be aligned with efforts to protect, preserve, and respect social, cultural, historical values, and/or other aspects that are considered important and strategic while still paying attention to the realization of orderly government administration.."[15]

As well as based on the principle of implementability and the principle of usability and usefulness, where each Formation of Legislation must take into account the effectiveness of the Legislation in society, both philosophically, sociologically, and juridically and is made because it is needed as well as having benefits in regulating the life of society, nation and state. Therefore, the regulation regarding the determination of street names should be regulated comprehensively and holistically.

In relation to the breadth of the scope of content material where the DKI Jakarta Provincial Government regulates only the determination of street names without regulating building numbering, this Governor Regulation has not yet regulated comprehensively with consideration of the age of the regulation which is too old, namely the Regional Regulation of the Special Capital Region of Jakarta Number 12 of 1986 concerning Building

[15] *Peraturan Gubernur Daerah Khusus Ibukota Jakarta Nomor 51 Tahun 2022 Tentang Pedoman Penetapan Nama Jalan, Taman, Dan Bangunan Umum* (Indonesia).

Numbering in the Special Capital Region of Jakarta so that it needs to be adjusted and due to the similarity of the material concerned so that it needs to be regulated in 1 (one) the same regional legal product to be more effective, efficient and comprehensive..

4. Conclusion

The regulation of road naming is one of the important things to solve problems in the field that often occur due to irregular road naming and there is a tendency to lack coordination, resulting in negative impacts and causing problems in urban development efforts. Thus, it is necessary to establish regional legal products that regulate the implementation of road naming in DKI Jakarta Province as an effort to facilitate information for the public and regulate urban development in accordance with the identity and characteristics of DKI Jakarta Province.

The DKI Jakarta Provincial Government through the Jakarta Special Capital Region Governor Regulation Number 51 of 2022 concerning Guidelines for Determining the Names of Streets, Parks, and Public Buildings has updated the guideline regulations that are aligned with Government Regulation Number 2 of 2021 concerning the Implementation of the Earthquake, but in the article-by-article arrangements it is found that the arrangements are not comprehensive and holistic so that it can be suggested that the government can improve the laws and regulations related to street naming which also regulate the scope of regulation, among others.:

a. Prohibitive norms that restrict the right of the public to participate in street naming and the imposition of sanctions;
b. Command norms that contain obligations for the community to participate in the field of street naming along with the imposition of sanctions;
c. Dispensation norms, which are exemptions granted to the public from complying with mandatory provisions;
d. Norms of providing incentives within a certain period of time in the form of fiscal/non-fiscal awards for the community, developers and/or parties who support the DKI Jakarta Provincial Government program in organizing road naming as one of the efforts to control space utilization to achieve spatial order.
e. related to building numbering, it is recommended that adjustments/harmonization/alignment be made to the Regional Regulation of the Special Capital Region of Jakarta Number 12 of 1986 concerning Building Numbering in the Special Capital Region of Jakarta

because in essence the regulation regarding road naming is a unity of regulation with building numbering..

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