

SUMMARY

Yaniar Fidianingrum, 2013. **The Evaluation Over the Impact of Kertosono Bus Station Development Policy** (A Study on the Communication and Information Official at Nganjuk District). Promotor: Dr. Hermawan S.IP, M.Si. Co-promotor: Drs. Sukanto, MS. 207 Pages + xv

Local autonomy was one of governmental actions to maximize service delivery to the community. It was then expected that through local autonomy, the community could accept optimum service. The role of local government in the public service had been reflected through its policy instrument. The community might acknowledge through this instrument the direction of development and the governmental step toward the goal. However, the implementation of a policy was not always effective and favorable. There was a possible gap between the expected outcome and the actual outcome as a result of policy implementation.

The objective of research was to understand, to describe and to analyze the impact of Kertosono Bus Station Development Policy. Research type was descriptive with qualitative approach. Data sources were primary and secondary data. Data collection techniques were observation, interview and documentation. Research instruments were the author, interview guide, and field note. Data analysis methods involved data reduction, data presentation and conclusion. Focuses of research were: (1) the background of Bus Station development policy; and (2) the aspects causing the less function of Kertosono Bus Station; and (3) the short-term and long-term impacts of Kertosono Bus Station development.

Result of research indicated that: (1) the development of Kertosono Bus Station was aimed at developing the west part of Kertosono and increasing local income through bus station retribution. The aspects behind the less function of Kertosono Bus Station were the site order, the arrangement of network and route, the supply and user of public transport service, and the law enforcement; (2) the short-term impact of this less functioned bus station included the slack of bus station, the violation against Article 36 of Act No.22 of 2009, and the irregularity at Kertosono four-branches, while the long-term impact involved the lower retribution of bus station, the less development of alternative route, and the emergence of shadow terminal.

It might be suggested that (1) additional route networks should be provided, (2) road infrastructure must be constructed, (3) strict action should be taken against the violator, and (4) traffic must be engineered by improving and opening Kertosono old bridge.

Keywords: Evaluation, The Impact of Bus Station Development Policy