



Illegally Parked Vehicles: A Policy and Practice Perspective

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ABSTRACT

Parking problems greatly affect traffic flow, especially in crowded areas. Illegal parking occurs illegally or without an official permit from the local government, is not under the supervision or guidance of the district or city government, and the income from the parking is not paid to the government as regional revenue. Illegal parking in Cirebon City can be a problem because it does not comply with the applicable rules. The purpose of this study is to find out how parking arrangements are arranged from the perspective of policy and practice. This research method uses a qualitative method. Data collection techniques carried out by researchers with observations, interviews, documents and legislation that are related to the problem being researched. The results of the study show that the problem of illegal parking occurs due to the number of parking lots that use the road body, because the lane that should be used for vehicle flow is instead used for parking. In practice, sometimes the enforcement of these rules is inconsistent due to the limitations of direct supervision. Even though the parking attendants were warned not to allow double parking and had been given guidance, violations still occurred. The conclusion of this study is that the problem of illegal parking lies in individuals' awareness of traffic rules and their discipline in obeying them.

INTRODUCTION

Illegal parking can be one of the problems related to transportation on the side of the road. This practice limits traffic space and hinders vehicles. Transportation systems in various cities, both large and small, often experience parking problems, especially for two-wheeled vehicles. Parking is provided in accordance with the ratio standards that have been set in zoning regulations and construction industry guidelines. The need for parking can be reflected indirectly from the level of density and growth control. Lately, parking problems have greatly affected traffic flow, especially in crowded areas. Traffic jams and obstructions of other vehicles occurred due to illegal parking on the road (Arma et al., 2023).

Illegal parking can be explained as an illegal practice that violates the regulations set by the Regional Government. This is done by illegal parking attendants who aim to make personal profits without paying attention to the rights of others. Illegal parking occurs illegally or without an official permit from the local government, is not under the supervision or guidance of the district or city government, and the revenue from the parking is not paid as regional revenue to the government (Erika & Irwansyah, 2024).

Parking arrangements have been regulated through Cirebon City Regional Regulation Number 11 of 2019 Article 4 related to the Implementation of Parking in Rumija which reads paragraph (1) Parking in Rumija can only be held at the location of city roads which must be

declared with traffic signs and/or road markings. Paragraph (4) Parking of motor vehicles in the rumija is arranged in parallel or forming an angle according to the direction of traffic. So that it has legal force and is applied using prohibition signs, instruction signs, and information. Parking in street spaces is the most common problem because the lane is closed by existing parking, the street space used is narrowed into one lane and forces pedestrians to walk in the middle of the road if there is no sidewalk. Parking is not only about leaving vehicles in a specific place, but also about planning and managing space effectively to meet traffic and mobility needs in cities. Municipal governments, often through relevant agencies such as the Transportation Agency, have the responsibility to design policies, set rules, and implement parking arrangements (Hariyanto, 2023).

In this study, in order to increase the needs of the community that need to be met related to the layout of parking spaces for vehicles, it is always needed by the community. Rights and Obligations of Parking in Rumija according to Cirebon City Regional Regulation Number 11 of 2019 article 28 paragraph (3) Parking Attendants in Rumija have the right to receive technical guidance on parking, get parking attendant equipment and obtain profit sharing from parking management. Rights and obligations of Parking Service Users in Rumija according to Cirebon City Regional Regulation Number 11 of 2019 Article 29 paragraph (2) Parking service users in Rumija have the right to obtain a parking ticket or parking card for the use of the parking space unit (SRP), get a sense of security for the use of SRP and get the correct parking service information (Parmar et al., 2020).

In terms of land transportation, parking lots are made an element that is an interest that is made a priority. In line with the increase in the volume of traffic vehicles in Cirebon City, it is a strong reason to issue regulations related to the implementation of parking on the road by the local government of Cirebon City in order to create a smooth traffic flow (Bharoto, 2018).

The cause of the increasing need for parking spaces is the increase in the number of vehicles. In addition, the function of the road used as a parking lot by economic actors on the edge of the road causes parking activities on the shoulder of the road. This causes vehicle owners to park their vehicles in places that can be reached and close to the destination, causing traffic jams (Puspitasari & Mudana, 2017).

The development of Cirebon City is very rapid compared to other districts and cities in West Java. This is because the location of Cirebon City is geographically very strategic, namely on the north coast of the island of Java which borders West Java and Central Java (WULANDARI et al., 2020). Everyone who owns a vehicle definitely needs a parking lot. Along with the increase in the number of vehicles, the need for parking spaces has also increased. The increase in the number of vehicles in the city of Cirebon will be the cause of the increasing need for parking lots. Traffic in Cirebon City can get quite congested, especially in the city center during peak hours. Traffic in the city center can become a bit more congested due to traditional markets, shopping malls, street vendors, and active pedestrians. Cirebon City has an important role as a city that connects several cities and surrounding regions. As a strategic city in West Java, Cirebon is an important transit point and transportation route between major cities such as Jakarta, Surabaya, Bandung, and Semarang. Parking activities on the shoulder of the road are encouraged due to the increase in centers of economic activity such as markets and shops on the side of the road, resulting in the function of the road becoming suboptimal due to parking activities on the shoulder of the road. This can lead to congestion because vehicle owners usually want to park in locations that are easy to reach and close to their destination.

Around the center of Cirebon City, especially in the area of shopping centers or traditional markets, many illegal parking attendants are found operating. To help motorists find parking spaces, they offer motorists to occupy sidewalks, shoulder roads, or vacant lots. They set inappropriate parking rates, occupying parking spaces that should not be used. Illegal

parking in Cirebon City can be a problem because it does not comply with the applicable rules. Illegal parking attendants usually do not have an official permit and use a parking assignment letter in the name of someone else and do not match the identity listed. The actual parking attendant should give tickets to motorists at the rate that has been applied by the Regional Government or the Transportation Office.

Based on the background of the above research, the researcher wants to know: (1) How is the arrangement of illegal parking in the perspective of policy and practice? (2) What are the obstacles in arranging illegal parking? (3) What are the efforts in arranging illegal parking?

Previous Research

The following are the results of previous research that are relevant and used as a comparison in this study. Previous studies selected for inclusion in this study relate to the same concept, thus providing a clear comparison.

Based on research conducted by (Tangabali et al., 2019) entitled "Management and Arrangement of Parking on the Public Roadside by Official Parking Attendants in Samarinda City". The research conducted by Fedy, is a qualitative descriptive type of research, the focus of the research is related to parking in relation to the management and arrangement of parking on public roadsides related to the standardization of the management of parking arrangements on public roadsides, supervision and coaching of parking attendants, infrastructure facilities for parking operators, administrative sanctions, and factors that hinder the management and arrangement of parking on public roadsides. The results of the study, namely in managing and arranging parking by the official parking attendant of the city of Samarinda, show that regional regulations related to the arrangement and management of roadside parking have not been implemented. This is due to the fact that there are things that have not been achieved related to the fulfillment of the management and arrangement of parking in accordance with the standardization stipulated in the Regional Regulation of Samarinda City Number 5 of 2015 concerning the management and arrangement of parking.

According to (Amna, 2023) research entitled "Illegal Parking Coaching and Arrangement by the Banda Aceh City Transportation Office". The type of research used is a descriptive qualitative research method that produces results that the Banda Aceh City Transportation Office in conducting coaching and structuring related to the reduction of the number of illegal parking that has been sought for a long time, in reducing the number of illegal parking there is an increase in workers who make official registration to the Banda Aceh City Transportation Office to become parking attendants.

Based on research conducted by (Isminingtias, 2017) entitled "The Impact of Parking Arrangement of Road Bodies on Urban Aesthetics in the Commercial Area of Surabaya City". In this study, a descriptive qualitative approach method was used which showed the results that in the arrangement of parking on the road body, it resulted in narrowing of the road and looked messy so that it interfered with the aesthetics of the city. The road used in the speed of vehicle traffic should not be divided with the parking lot which can cause congestion, therefore the wrong parking arrangement, namely using the road body, has a negative impact on the aesthetics of the city.

From several previous studies, it is known that the research that the researcher will conduct is different from the previous research, namely in the research object, the researcher conducted a research object on Jalan Pekiringan, Cirebon City.

Policy Concept

Policy is a basic concept or plan that becomes a series and activities carried out by a person, then a group, or the government in an environment, it usually occurs due to obstacles or possibilities and designs that can help achieve the expected goals. (Agustino, 2006)

Policy must be understood as a series of actions that are related and have consequences for the parties involved, rather than as a single decision. Since policy is essentially considered a guide or pattern of action, not just a decision to do something, it is wrong to replace the term policy with a decision. (Winarno, 2007)

Public policy conveyed by Bridgeman and Davis in 2004 is that there are at least three dimensions that exist, namely the existence of linkage as a goal and then as a form of legal or legal choice of action (authoritative choice), and as a hypothesis (hypothesis).

Public policy as a goal

Public policy is related to the achievements desired by the community. This means that public policy refers to the set of steps planned by the government to achieve the results expected by society as part of those approved by the government.

Public policy as a legal choice of action

Within the framework of the government system, the decision on the existence of policies is carried out legally or legally based on the authority because it is made by an institution that has authority or legitimacy in the government. The decision provides a bond for civil servants to be able to carry out certain actions or be used as a direction for activities, namely the preparation of draft laws or government regulations so that they can be considered by the legislature and provide a budget to implement certain programs.

Public policy as a hypothesis

In a policy it involves an intensive that others can use as an impetus to act and can encourage them or a disincentive to encourage others not to act. The formation of a policy begins with the existence of a model theory and opinions or hypotheses related to the existence of a causal relationship. What should be in a policy can integrate an estimate of what is a success so that it is expected to develop a mechanism to overcome the potential for failure.

It can be concluded that existing policies are actions or activities that can be deliberately carried out and not carried out by individuals, groups or governments. In policy, there is an element of decision that involves choosing among the various alternatives available to achieve certain goals and objectives. Policies can refer to the important decision-making process carried out by the organization. This process involves determining various options, such as program priorities or budgets, and then selecting the best one based on the results.

Parking Arrangement

Parking arrangement is the process of planning, managing, and arranging vehicle parking facilities to be more efficient, safe, and orderly. The purpose of a good parking arrangement is to maximize the use of existing space, reduce traffic congestion, and increase accessibility and comfort for users.

Parking is an important component of the transportation chain. Initially, parking was not a problem, it was a simple process to find an empty place to store the vehicle. However, over the past few decades and with the rapid development of motorization, parking has become a serious problem. Along with the exponential increase in the number of vehicles, the need for parking spaces has become a basic need. This is a natural consequence of the changing living conditions of the community and the change in the priorities of the city's residents. Therefore, parking has acquired a very important position and role in urban traffic (Hassine et al., 2022).

In encouraging parking arrangements, the city government ensures that the management of roadside parking services does not obstruct traffic flow in order to encourage parking arrangements, especially parking on public roadsides so that there is no narrowing of the road body that interferes with traffic. This step not only aims to avoid congestion, but also to reduce

the risk of accidents around the parking area. Parking policies are highly dependent on the management of parking services. Transparent and accountable management can be an innovation that produces better parking services and achieves the revenue target from parking levies (Taruno, 2017).

In general, the number of parking spaces available, both on the street (on-street parking) or off the road (off-street parking), has not been able to meet parking needs, especially in medium and large city centers. This is happening in line with the increase in private vehicle ownership which urgently needs parking infrastructure to support accessibility. (Patmadjaja et al., 2003). The parking arrangement policy aims to encourage the public to comply with traffic regulations and make a positive contribution to maintaining an orderly, comfortable, and orderly urban planning. The availability of parking facilities aims to provide a place for stopped vehicles and support the smooth flow of traffic.

RESEARCH METHOD

Qualitative research is used in this study. The data collected are data obtained such as interview results, document analysis, documentation and field notes compiled by researchers. According to (Sugiyono, 2017), in obtaining data as well as certain purposes and uses is the definition of research methodology. It should be noted that scientific method, data, purpose, and usability are the four keywords of success in research methodology

By collecting various written sources by reading and studying files, documents, and laws that are related to the problem being researched, it is a data collection technique carried out by researchers. The researcher also observed directly in the field to find out the Arrangement of Illegal Parking in the Perspective of Policy and Practice which is the object of the research. The research informant used by the researcher is the Transportation Department as the key informant and the supporting informant, namely the parking attendant.

RESULTS AND DISCUSSION

Based on the results of the research, it was revealed that there are still many illegal parking that continue to operate in Cirebon City, violating the official duties that should be given by the Transportation Department in managing parking in the area. Although the Department of Transportation is officially responsible for regulating and managing parking, many illegal parking indicates that they do not.

Arrangement of Illegal Parking in the Perspective of Policy and Practice Public Policy as a Goal

Public policy is related to the achievements desired by the community. This means that public policy refers to the arrangement of measures planned by the government in order to achieve the results expected by the public as part of those approved by the government.

Based on the results of an interview with an officer of the Cirebon City Transportation Office

"Transportation Department officers have carried out direct supervision at several points in Cirebon City where there are many illegal parking attendants To find out if the parking attendant has an official duty to duty or whether the parking attendant can order parking well".

Based on the results of an interview with a parking attendant on Jalan Pekiringan, Cirebon City also said

"Me and the parking attendant here have also done their job well to order parking but sometimes there are The community that do not obey it not to park in places that have been banned".

The problem of illegal parking in Cirebon City has not yet reached its goal, because there are still many illegal parking in operation. In fact, there is still this practice in various

locations. To achieve the goal of reducing illegal parking, the community's need for adequate parking has not been fully met. There are still people who support or allow the practice of illegal parking. People also still ignore the applicable parking rules because they sometimes only want to park their vehicles near the place they want to go.

Public Policy as a Legal Choice of Action

Within the framework of the government system, the decision on the existence of policies is carried out legally or legally based on the authority because it is made by an institution that has authority or legitimacy in the government. The decision provides a bond for civil servants to be able to carry out certain actions or be used as a direction for activities, namely the preparation of laws related to legislation, or government regulations so that they can be considered by the legislature and provide a budget to implement certain programs.

Based on the results of an interview with an officer of the Cirebon City Transportation Office

"An official parking attendant is a parking attendant who has legality or official letter of assignment from the Transportation Office. Government Regions have established Regional Regulations to regulate parking management in Cirebon City. This regulation includes regulating parking rates, parking lots, and penalties for illegal parking violators. Exist Also sanctions for violators of illegal parking can be in the form of fines, confiscation vehicles, or other sanctions related to the violation of illegal parking".

Based on the results of an interview with a parking attendant on Jalan Pekiringan, Cirebon City also said

"Transportation Department officers rarely control here, at least if Controlling the length of time, it can only be once every 6 months. Best fit given attributes or tickets for new parking here".

In practice, sometimes the enforcement of these rules is inconsistent due to the limitations of direct supervision. Sometimes the problem is with the parking attendants, even though the parking attendants are warned not to allow double parking and have been given guidance, violations still occur. Some road users do not understand the rules and some parking attendants may ignore the ban for personal gain. The parking attendant obeys the rules only because there is an officer of the Transportation Department on duty, when the Transportation Service officer leaves, the parking attendant violates the rule again. Even though the Transportation Department knows about it, the Transportation Department officers cannot immediately reprimand illegal parking attendants who are on duty, unless there is another report from the public. When receiving a report from the community, the Transportation Department officer provides input to the illegal parking attendant, but if the illegal parking attendant still does not comply with the rules, then the business is with the police investigator. Illegal parking is as if pungli (illegal levies) and the so-called pungli sanski is in the police to get a deterrent effect.

Public Policy as a Hypothesis

In a policy it involves an intensive that others can use as an impetus to act and can encourage them or a disincentive to encourage others not to act. The formation of a policy begins with the existence of a model theory and opinions or hypotheses related to the existence of a causal relationship. What should be in a policy can integrate an estimate of what is a success so that it is expected to develop a mechanism to overcome the potential for failure.

Based on the results of an interview with an officer of the Cirebon City Transportation Office

"On Jalan Pekiringan, there are many shops but there are some that are not provide land for parking, so there is often a congestion because people who want to park are also irregular. The number of vehicles parked on the body roads also cause which should be used for traffic is hampered".

Based on the results of an interview with a parking attendant on Jalan Pekiringan, Cirebon City

"The parking space is limited, but people who want to park many So I have arranged for parking so that it is not careless. I want to park in a place that is close to the same purpose"

Parking problems in urban areas generally occur in commercial areas or shopping centers, where in the provision and arrangement of parking is still lacking so that in the morning it increases the smooth flow of traffic. Then in the afternoon the problem arose because the road capacity was reduced due to the parking activities of visitors to these shops. Traffic congestion is caused by the large number of vehicles parked on the road body, causing the lane that should be used for traffic to be blocked. Especially when large vehicles want to park, this can hinder other vehicles. As the number of private vehicles continues to grow, the availability of vehicle parking spaces is becoming increasingly limited, increasing the need for parking spaces. The lack of parking spaces can lead to various violations, such as the use of the road as a parking lot. Especially when large vehicles want to park, this can slow down other vehicles.

Obstacles to Illegal Parking Arrangement on Jalan Pekiringan, Cirebon City

The parking attendants were warned not to allow double parking and have been given coaching, there are still violations. Some road users may not understand the applicable rules, and some parking attendants may ignore the ban for personal gain. Although Transportation Department officers have tried to maintain order by providing guidance to parking attendants, sometimes their presence does not always guarantee traffic regularity. There are cases where people act obediently only when the Transportation Department officer is present, but once the Transportation Department officer leaves, the violation of the rules occurs again.

The problem of illegal parking occurs due to the number of parking lots that use the road body, because the lane that should be used for vehicle flow is instead used for parking. Especially if there is a large vehicle that wants to park, it will slow down other vehicles.

In addition, the behavior of the driver plays a role in aggravating the congestion. Due to the increasing number of private vehicles, parking spaces or vehicle storage spaces for parking are getting narrower, and the need for parking spaces is increasing. If there is not enough parking space for vehicles, there can be several violations, such as the use of highways, Traffic jams on the road occur due to the number of parking lots that use the road body, Because the lane that should be used for vehicle flow is instead used for parking. Especially if there is a large vehicle that wants to park, it will slow down other vehicles.

Efforts to Overcome Obstacles to Illegal Parking Arrangement on Jalan Pekiringan, Cirebon City

The Transportation Department provides training to parking attendants on strategies to reduce traffic congestion and techniques for regulating the flow of vehicles in and out of parking. As well as conducting counseling to the community about the importance of obedience to parking rules. All of these efforts are carried out with the aim of creating a more orderly, efficient, and user-friendly parking environment. They also conduct regular evaluations among structural officials regarding their main duties and functions. With the aim of identifying obstacles, strategies and solutions that need to be implemented. The evaluation is carried out every Tuesday once a month.

The Transportation Department cleaned up illegal parking in Cirebon City. The regulation is carried out so that the parking levy is included in the PAD (Regional Original Revenue). Actually, the community also has the right not to pay for illegal parking. The Transportation Department is cleaning up illegal parking in Cirebon City. The regulation is carried out so that the parking levy is included in the PAD (Regional Original Revenue). Actually, the community also has the right not to pay for illegal parking. The Transportation Agency (Dishub) has implemented various innovations in the parking system, including the

use of non-cash payments, the division of parking zones, and the designation of special parking areas. This means that there is a variation of the system between one parking area and another, not only in the services provided but also in the determination of certain zones that suit local needs where some zones may be more crowded compared to others.

CONCLUSION

There are still many illegal parking attendants in Cirebon City who violate the official duties that should be given by the Transportation Department in managing parking in the area. The provision and regulation of parking in public policy aims to achieve the desired results by the community. However, the problem of illegal parking has not been fully solved because there are still many illegal parking attendants operating illegally in various locations. The lack of adequate parking spaces and the neglect of parking regulations by both parking officers and the community also contribute to the continuation of this problem. In the process of reducing illegal parking attendants carried out by the Cirebon City Transportation Office, there is already a problem, but it has not run optimally because there are individuals who park illegally without registering themselves with the local government.

The problem of illegal parking lies in the individual's awareness of traffic rules and their discipline in obeying them. Although there are efforts from the authorities to provide guidance and supervision, if it is not supported by awareness and obedience from the community and traffic users, then congestion will still be a problem that is difficult to overcome. In this situation, consistent enforcement of rules and educational efforts to road users and parking attendants are key in overcoming the problem of double parking and congestion. This requires cooperation between local governments, parking attendants and the community to create a more orderly and smooth traffic environment.

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