

Efforts to reduce illegal parking in Lampung Province

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Abstract

Purpose: The formulation of the problem in this study is how the land is prohibited for parking, what efforts to suppress illegal parking in Lampung Province.

Research Methodology: The method used in this research is descriptive qualitative.

Results: The results of this study are There are 10 no-parking areas that must be obeyed, including: Bends, shoulders or a bridge, On pedestrian or bicycle tracks, Near traffic lights, On main roads, Facing or close to other stopped vehicles, Within 6 meters (20 feet) of an intersection, or within 9 meters (30 feet) of a bus stop, unless it is damaged. Then do not stop or park 3 meters (10 feet) on the other side of a fire hydrant or which may interfere with the access of fire fighting vehicles to the hydrant, Along slippery roads, On overpasses, tunnels, or on the side of the road leading to the overpass or tunnel, On grass verge or road shoulder. The efforts of the Lampung Province Transportation Agency to deal with illegal parking constraints are: The Department of Transportation must do mapping, Good parking management not only helps in traffic management but also increases local revenue (PAD), The importance of awareness from the community and the government, The government must be present and provide guidance and ensure that parking is managed properly, There are sanctions for violators of indiscriminate parking, but the emphasis is more on education and guidance than sanctions alone.

Keywords: *Illegal parking, parking lot, countermeasures*

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1. Introduction

Article 1 number 15 of Law No. 22 of 2009 concerning Road Traffic and Transportation explains that Parking is a condition where a vehicle stops or does not move for a while and is left by the driver. Illegal parking is a problem that is often found in many big cities (Ramadhan, 2024). This activity not only violates traffic regulations, but also brings a number of negative impacts to the community and the surrounding environment. If this is allowed to continue and there is no government countermeasure, then it makes people use the highway as a parking lot. The resulting congestion and negative impacts on economic activity in the area will certainly be affected if people continue to do so (Sunarti, Hafizah, Rusdinal, Ananda, & Gistituati, 2022; Varizie & Farlian, 2019).

In reality, vehicles that use the road outside its function such as parking on the road, which can trigger problems for the smooth running of the traffic system, still occur a lot. In fact, in the traffic system, order is also an important aspect. Traffic order is a conducive situation of the community in using the road in an orderly, orderly, and smooth manner or free from events that cause traffic accidents. The cause of the increase in parking lots is people who prefer to use private vehicles rather than public

transportation because people tend to consider it more cost-effective (Ameliah & Jatnika, 2024; Nairobi, Santi, & Afif, 2021).

Illegal parking is a vehicle that is placed or stopped and left by its owner in a place where there is no permit or in any place without unauthorized management (Cania, Putera, & Yoserizal, 2022). Illegal parking referred to in this article is a vehicle that parks on unauthorized roadways or in no parking areas. The phenomenon of illegal parking is a social activity that is very easy to find every day and makes other road users feel disturbed by its existence. Illegal parking disrupts traffic because the road will be narrowed because it is used to put stopped vehicles. In addition, illegal parking causes a buildup of vehicles and causes congestion by creating a high traffic density on a particular road network so that the ongoing traffic flow becomes stagnant and can even come to a halt.

Parking is divided into two categories, namely parking on the *street (On Street Parking)* and parking on the parking lot (*Off Street Parking*) (Dahles, Khieng, Verver, & Manders, 2020; Djunaedi, Hobbs, Suprpto, & Waldijono, 1995). There are several characteristics and parameters in parking that must be known, namely: Parking Space Requirement, Parking Accumulation, Parking Duration, Parking Capacity, Parking Index and Parking Turnover Rate.

Parking space requirements are the number and area of spaces needed to accommodate vehicles that require parking based on the facilities and functions of a land use (Ardi, 2016). The four-wheeled vehicle parking model forms a 90° angle⁰, this parking model makes car drivers have to park their vehicles according to the parking line, if it is not appropriate it will take up more space and make other drivers unable to park their personal vehicles. This parking model requires more land. The four-wheeled vehicle parking model 45° can provide more space. This parking model does not require a large area such as parking 90° because the vehicle is tilted, so the vehicle does not take up too much of the road. This model is also widely applied in economic centers and can reduce congestion levels. While the two-wheeled vehicle parking model forms a 90° angle because parking with a model like this takes up less space and is easier to manage by parking attendants.

2. Results and discussion

2.1 Land that is prohibited for parking

Limited parking space, or even being pressed for time and other things can force some people to park their cars on the side of the road. It should be noted that the roadside or road shoulder should not be used as a parking lot because it can interfere with the mobility of other road users. This itself has been stated in the applicable regulations in Indonesia. Article 38 reads that every person is prohibited from utilizing the road benefit space as referred to in Article 34, Article 35, Article 36, and Article 37 which results in disruption of the road function. From the above rules, we can understand that parking vehicles on the side of the road can interfere with the function of the road itself. An example of the problems caused by traffic congestion due to part of the road being used for parking. The above regulations do not apply if we are in an emergency condition such as a broken tire.

Basically, the transportation system is divided into 3 main elements, namely vehicles, track infrastructure and terminals or shops. Traffic goes to one destination after arriving at the destination that will be needed is a stopping place. The stopping place is called a parking space. In order for the transportation system to be efficient, places that are busy with activity and generate travel movements must provide adequate service facilities. Parking is a state of motionlessness of a vehicle that is temporary. Another definition of parking is stopping and storing a vehicle for a while in a certain space. A vehicle cannot move continuously, at some point it must stop for a while (unloading) or stop long enough to be called parking.

According to Law Number 22 of 2009 concerning road traffic and transportation, Article 1 Number 15, parking is a condition where a vehicle stops or does not move for a while left by the driver. Still in the same Law, it is stated in the second part of Article 120 that "parking of vehicles on the road is carried out in parallel or forms an angle according to the direction of traffic". For the safety and comfort of all

road users, parking in the middle of the road and parking at "P" signs as a sign of no parking is prohibited.

There are 10 no-parking areas that must be adhered to, including:

1. A bend, a shoulder or a bridge.
2. In pedestrian areas or bicycle tracks.
3. Near traffic lights or pedestrian crossings.
4. On main roads or on roads with fast-moving traffic.
5. Facing or close to other stopped vehicles on the opposite side of the road, thus narrowing the road space.
6. Within 6 meters (20 feet) of an intersection, or within 9 meters (30 feet) of a bus stop, unless it is out of order. Then do not stop or park 3 meters (10 feet) on the other side of a fire hydrant or otherwise interfere with fire vehicle access to the hydrant.
7. Face the front of the car in the direction of opposing traffic.
8. Along the slippery road.
9. On overpasses, tunnels, or on the side of roads leading to overpasses or tunnels.
10. On grass verge or road shoulder

In the second part of Law No.22/2009 article 121, it is written about parking allowed in emergency conditions. This article states that all motorized vehicles that must park due to emergency conditions, the driver is required to install a safety triangle, hazard warning signal lights, or other signals.

2.2 Efforts to reduce illegal parking in Lampung Province

An indication of the high productivity and economy in an area can be seen from the high traffic activity, according to Law Number 22 of 2009 concerning Road Traffic and Transportation, Traffic is the movement of vehicles and people in traffic space. Traffic activity itself means an activity of a system that includes traffic, traffic and road transportation networks, traffic and road transportation infrastructure, drivers, vehicles, other road users and their management² which are all incorporated in a system called the traffic transportation system.

The traffic system basically consists of 3 (three) basic components that every road user should know. These traffic components are: humans as users, vehicles; and roads, all of which interact with each other in the movement of vehicles that meet the requirements of the driver's fitness to drive by following the traffic rules established based on the laws and regulations governing them. As a traffic system itself, of course, synchronization between traffic components is needed so that traffic can run according to actual expectations. The purpose of creating a system is to facilitate space for orderly and organized movement, not the other way around. Likewise, the purpose of establishing a traffic system is so that each component incorporated in traffic can have their own space so as to realize safe, safe, fast, smooth, orderly and regular, comfortable and efficient road traffic and transportation, all of which are carried out in a traffic and road transportation management.

The Traffic Law emphasizes the role of the government as a facilitator in regulating the traffic flow system so as to create an orderly and regular condition and can realize the ideals of the nation. As an elaboration of the Traffic Law in regulating the movement of each component, there are traffic management actions that include activities in the form of planning, regulating, supervising, and controlling traffic aimed at safety, security, order, and smoothness of traffic carried out with various kinds of traffic management efforts by each stakeholder related to its function with the traffic and road transportation system. Traffic management itself is a regulation in the movement of traffic flow. However, at this time, the space for movement of traffic is felt to be increasingly crowded due to the increasing volume of vehicles resulting in the emergence of various new and more complex problems faced by the community. These problems can be seen from the increasing number of traffic jams and the high number of accidents, which have a negative impact on society, from the delayed delivery of goods and services due to congestion on the road, to the increasing number of accidents that result in material and immaterial losses and even result in the loss of one's life due to traffic accidents.

Almost every moment people come into contact with traffic transportation, because basically humans are creatures that move and move from one place to another using transportation. At the beginning of its appearance, traffic transportation brought a lot of convenience to the community, because traffic transportation can facilitate the movement of people or goods from one place to another. Every community can move quickly in a short time and can do a lot of work assisted by the transportation. However, in its development, traffic transportation grows into a scourge that causes positive impacts and negative impacts along with the emergence of problems due to traffic transportation.

Along with the increasing number of traffic transportation, problems arise, including the high volume of vehicles along with the increasing growth of society that is not accompanied by infrastructure development resulting in decreased infrastructure quality. In the development of Indonesia itself, infrastructure development is a development plan from the Dutch colonial era to the present. All kinds of infrastructure development are carried out in various regions including the construction of transportation equipment. However, in fact, infrastructure development cannot keep up with the growth of society and technological developments that continue to move quickly.

According to Rahardjo (2011), management is a series of activities that emphasize planning implementation and supervision in achieving predetermined goals. In the Parking rules, it is justified that every user of a parking space is prohibited from parking outside the boundaries of a parking plot, obstructing the freedom of entry and exit of other vehicles or causing disruption to the smooth flow of traffic. The regulation of parking is contained in Article 1 number 15 of the UULLAJ which states that "regulating parking is a condition where the vehicle stops or does not move for a while and is abandoned by the driver" while Article 1 number 16 of the UULLAJ states that stopping is a condition where the vehicle is temporarily stationary and is not abandoned by the driver.

In terms of language itself, parking is generally a state of inactivity of a vehicle that is temporary because it is abandoned by the driver, while to realize orderly traffic, better parking management is needed considering that parking management not only aims to improve services and regulate the implementation of public roadside vehicle parking but can be a source of income from the region to improve the economy.

Supervision is something that must be carried out firmly and continuously, because if action against violators is not taken, violations will be repeated by the public because they feel they are not punished for their violations. Implementation in creating parking management must require at least an area of space outside of street parking such as courtyards, buildings, or parking lots which are a requirement that can be functioned as parking lots and with the guidance of parking attendants who should be legal and registered with the local government of Rembang Regency and also ensure the welfare of the parking attendants themselves.

Regional autonomy is only seen as a management or administrative issue in a narrow sense, so the size of the authority possessed by autonomous regions is a matter of technical administrative government. For example, almost all public service authority is given to autonomous districts/cities because objectively managerial tasks are more efficient and effective if carried out autonomously by the regions concerned, rather than by higher levels of government. Good governance is a set of processes applied in private and public organizations to determine decisions. This good governance, although it cannot fully guarantee that everything will be perfect (Naab & Bans-Akutey, 2021; Winarno, 2008; Zahedi & Khanachah, 2020).

In addition, there are several things that must be considered as an ideal concept for handling illegal parking, namely:

1. Controlling the supply of parking spaces. One of the most important traffic calming measures is to limit the supply of parking spaces as follows:
 - a. Reduction of parking facilities on the roadside as mandated in Law No. 22 of 2009 concerning Road Traffic and Transportation in article 43 paragraph (3) which reads Parking Facilities within Road Owned Space can only be held in certain places on district roads, village roads, or city

- roads which must be stated with Traffic Signs, and / or Road Markings. or more extreme eliminate parking facilities on the side of the road.
- b. Change the approach in granting building permits for public places, offices or shops by changing the approach from a minimum number of parking spaces to a maximum number of parking spaces.
 - c. Buildings are not allowed to provide parking facilities, so that users of the building use public transportation.
2. Time policy Part-time parking restriction policy Parking restrictions can be implemented by applying time restrictions which are done by:
- a. Setting a maximum parking time, which is usually done for on-street parking using parking machines, where parking for long periods is not allowed, parking is directed for short periods such as parking for lunch or parking for shopping at the store.
 - b. Restrictions on parking at certain times, such as during morning rush hour or evening rush hour, when the road is more dedicated to traffic flow. This type of designation is usually made for roads where on-street parking is still permitted but the road capacity is limited, so to increase capacity at certain times, on-street parking is prohibited.
3. Parking Control The implementation of parking control accompanied by strict enforcement is an important step in parking control to maintain traffic performance. Important steps in parking monitoring include ticketing of parking violations by the Traffic Police, installation of wheel locks so as to create a deterrent effect for violators of parking restrictions or towing of vehicles that break down or violate parking restrictions. As an important element in road traffic one of the policies of the automatic parking system has the advantage of:
- a. The parking system is more secure, as incoming vehicles are always recorded in records and pictures.
 - b. Reduce vehicle queues, because the system works more automatically than manually.
 - c. Reduce errors, as operators only need to input the vehicle number.
 - d. Reduce operational costs, because it uses electronic parking cards (*Barcode Card*) that can be used repeatedly (*Repeatable*).
 - e. Easy to distinguish parking area users, because parking cards can be grouped according to needs, for example: general, members, employees, etc.
 - f. Easily know the number of vehicles in the parking area, because the system always provides information in real time.
 - g. It is easy to make changes if there is a change in parking conditions, because the system is equipped with a parking condition setting facility.
 - h. It is easy to anticipate when things go wrong, for example by blocking the parking card number, sounding an alarm, etc.
 - i. Easy to find out parking revenue, because data processing is done in real time.
 - j. It is easy to evaluate and plan for the development of parking areas, due to the complete data collected.

The author tries to express an ideal concept in handling illegal parking. Namely the Parking Management Strategy (*On The Street*). In reducing traffic accidents in a planned, organized and integrated manner (Sugiyanto & Gunarto, 2018), namely the privatization of the parking sector by creating a *Parking Building Unit* (PBU) with the concept of the Minimum Provision Pattern (*Minimum Parking Provision*), which is the provision of minimum facilities for the parking space needs sector by businesses called special parking where special parking activities by businesses are able to estimate the minimum standard number of visitors to their parking activities then the second is; *Maximum Parking Provision pattern*, which is the limitation of the number of vehicles to the maximum capacity of the business sector's special parking space so that if the maximum number is more than the quota provided, the vehicle is not allowed to park so that private vehicle users will always consider whether to use private vehicles or not (Sugiyanto & Gunarto, 2018).

To curb illegal parking, local governments can take several strategic steps.

1. Improve law enforcement by conducting routine raids and imposing strict sanctions on violators or even revoking vehicle licenses.

2. Increase authorized parking facilities in strategic locations that are easily accessible to the public.
3. Socialize and educate the public about the importance of parking in designated spaces for the sake of traffic flow and safety. In addition, the use of technology such as online parking applications can help people find authorized parking spaces easily.
4. Involving the active participation of various parties, including the community, security forces, and the private sector, is also key to effectively addressing the problem of illegal parking.
5. Provision of adequate and affordable parking facilities in various strategic locations, so that drivers have clear and legal alternatives to park their vehicles.
6. The implementation of technologies such as electronic parking systems and parking monitoring applications can help facilitate *real-time* monitoring and management of parking areas.

If this is violated by road users or businesses that use the concept of special parking, we apply the *Deficiency Charge* concept, namely paying retribution to the government for the shortage of parking spaces provided by special parking implementers or road users with a nominal amount to be determined by the government (Ibrahim, 2021). However, the application of this pattern must be able to ensure that the public can still access these locations so that they can be reached (Khoirul, Yudana, & Rahayu, 2019), among others, by providing and improving well-developed public transportation modes. Based on Law 22 of 2009, it is explained that the pattern of providing maximum parking space limits is one of the efforts of transportation demand management, so that the ideal concept of handling illegal parking in tackling the high number of traffic accidents can be achieved (Arma, Syahfitri, & Simon, 2023).

The efforts of the Lampung Provincial Transportation Office to deal with illegal parking constraints are:

1. The Department of Transportation should map all parking locations on the road, equipped with signage facilities. Good parking management not only helps in traffic management but also increases local revenue (PAD).
2. The importance of public and government awareness in managing parking.
3. The government must be present and provide guidance and ensure that parking is managed properly.
4. There are sanctions for parking violators, but the emphasis is more on education and guidance than sanctions.

Bandar Lampung City Government is more proactive in managing parking and educating the public. "Just formalize all parking and recruit officers properly. This will provide comfort and safety for all parties.

3. Conclusions

There are 10 no-parking areas that must be adhered to, including: A curve, shoulder or a bridge, On a pedestrian or bicycle track, Near a traffic light or pedestrian crossing, On a main road or on a road with fast-moving traffic, Facing or close to another stopped vehicle on the opposite side of the road that narrows the road space, Within 6 meters (20 feet) of an intersection, or within 9 meters (30 feet) of a bus stop, unless it is out of order. Do not stop or park 3 meters (10 feet) on the other side of a fire hydrant or where it may interfere with the fire fighting vehicle's access to the hydrant, Facing the front of the car towards opposing traffic, Along a slippery road, On an overpass, tunnel, or on the side of a road leading to an overpass or tunnel, On a grass verge or road shoulder

The efforts of the Lampung Province Transportation Agency to deal with illegal parking constraints are: The Department of Transportation must map all parking locations on the road, equipped with signage facilities. Good parking management not only helps in structuring traffic but also increases local revenue (PAD), The importance of awareness from the community and government in managing parking, The government must be present and provide guidance and ensure that parking is managed properly, There are sanctions for violators of indiscriminate parking, but the emphasis is more on education and guidance than sanctions alone.

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