

Efforts to reduce illegal parking in Lampung Province

Bambang Sumbogo^{1*}, Eka Travilta Oktaria², M. Yusuf S. Barusman³, Defrizal⁴, Andala Rama Putra Barusman⁵

Universitas Bandar Lampung, Indonesia¹⁻⁵

bambangsumbogo795@gmail.com¹,

ekatravilta@gmail.com²,

yusuf.barusman@ubl.ac.id³,

defrizal@ubl.ac.id⁴, andala@ubl.ac.id⁵



Article History

Received on 10 July 2024

^{1st} Revised on 19 July 2024

Accepted on 29 July 2024

Abstract

Purpose: This study examines how land is designated as no-parking zones and the efforts to suppress illegal parking in Lampung Province.

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

Results: Findings show ten areas where parking is prohibited: on bends, shoulders, or bridges; pedestrian or bicycle tracks; near traffic lights; main roads; in front of or close to stopped vehicles; within 6 m of intersections; within 9 m of bus stops (unless damaged); within 3 m of fire hydrants or areas hindering fire-fighting access; along slippery roads; on overpasses, tunnels, or their approaches; and on grass verges or shoulders. To address illegal parking, the Lampung Province Transportation Agency has taken several measures: mapping parking zones, improving management to support traffic flow and local revenue (PAD), fostering community and government awareness, providing guidance to ensure proper management, and enforcing sanctions. However, emphasis is placed more on education and guidance than punishment.

Conclusions: Effective parking management, supported by public awareness, government intervention, and structured regulations, is essential for traffic safety and efficiency.

Limitations: The study is limited to Lampung Province and uses descriptive data, restricting broader generalization.

Contribution: This research offers practical insights for regional governments to improve traffic order through structured parking management and emphasizes the role of education and community awareness in reducing illegal parking.

Keywords: *Countermeasures, Illegal parking, Parking Lot*

How to Cite: Sumbogo, B., Oktaria, E. T., Barusman, M. Y., Defrizal, D., Barusman, A. R. P. (2024). Efforts to reduce illegal parking in Lampung Province. *Journal of Multidisciplinary Academic Business Studies*, 1(4), 261-269.

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 (Anciaes, Metcalfe, & Heywood, 2017). If this is allowed to continue and there is no government countermeasure, then it makes people use the highway as a parking lot (Guo, Guo, & Liu, 2017). 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 (Guo et al., 2017). 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).

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 (Triputro, Giawa, Suharyanto, & Wijaya, 2023). 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 (Triputro et al., 2023). Illegal parking disrupts traffic because the road will be narrowed because it is used to put stopped vehicles (Gao, Zuo, Ozbay, Hammami, & Barlas, 2022). 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 (Rahayu & Widyaningsih, 2024).

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 45⁰ can provide more space (Chand, Kawanishi, & Narikiyo, 2015). This parking model does not require a large area such as parking 90⁰ 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 (Bertsch, Hagspiel, & Just, 2016). 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 (Humaira, Dianti, & Wulandari, 2024).

2. Literature review

Parking is regulated under Law No. 22 of 2009 on Road Traffic and Transportation, which defines parking as a condition where a vehicle stops temporarily and is left by the driver. Illegal parking, commonly found in urban areas, not only violates traffic regulations but also negatively impacts society by causing congestion and reducing economic activity (Ramadhan, 2024). Previous studies explain that the preference for private vehicles over public transportation contributes to the growth of illegal parking practices (Ameliah & Jatnika, 2024; Santi & Afif, 2021). Illegal parking can be understood as the use of unauthorized road space for vehicle storage, which disrupts traffic order, narrows road capacity, and increases accident risks (Cania et al., 2022).

Parking systems are generally categorized into on-street parking and off-street parking (Dahles et al., 2020). Important parameters include parking space requirements, capacity, duration, and turnover rate (Ardi, 2016). Improper implementation of parking models—for example, 90° parking without adherence to lines—can reduce efficiency and create additional congestion. Good governance plays a significant role in effective parking management. Supervision and law enforcement are critical to prevent repeated violations (Rahardjo & Soetjningsih, 2022). Recent literature also emphasizes traffic demand management strategies, such as limiting roadside parking, regulating building permits, applying time-based parking restrictions, and adopting electronic parking systems to improve efficiency and reduce congestion (Nosike & Egbunike, 2021).

3. Research methodology

This study applied a descriptive qualitative method to analyze the phenomenon of illegal parking in Lampung. This approach focused on describing regulatory provisions, identifying designated no-parking zones, and evaluating government strategies for enforcement. Primary data were gathered through field observations of illegal parking practices in key urban areas, and secondary data were collected from relevant laws, government regulations, and previous studies on parking management. The analysis emphasized the role of the Lampung Province Transportation Agency in mapping parking locations, implementing sanctions, and raising awareness. By combining regulatory review and observational data, the research provides insights into the challenges of illegal parking management and highlights the balance between punitive measures and educational approaches as strategies to improve traffic order and increase local revenue (PAD)

4. Results and discussion

4.1 *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 (Manville & Pinski, 2021). 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 has been stated in the applicable regulations in Indonesia. Article 38 states that every person is prohibited from utilizing the road benefit space as referred to in Articles 34, 35, 36, and 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. 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 in an emergency condition, such as a broken tire.

The transportation system is divided into three main elements: 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 (Maršanic, Mrnjavac, Pupavac, & Krpan, 2021). The stopping place is called a parking space (Mikusova, Abdunazarov, Zukowska, & Jagelcak, 2020). To ensure an efficient transportation system, places that are busy with activity and generate travel movements must provide adequate service facilities. Parking is a temporary state of motionlessness of a vehicle (Mawardin, Fardila, & Yusira, 2022). 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 parked (Mawardin et al., 2022).

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 after being 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 are prohibited.

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

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

9. Overpasses, tunnels, or the sides 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, parking is allowed in emergency conditions. This article states that for 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.

4.2 Efforts to reduce illegal parking in Lampung Province

High traffic activity indicates high productivity and economy in an area. According to Law Number 22 of 2009 concerning Road Traffic and Transportation, Traffic is the movement of vehicles and people in traffic spaces. Traffic activity refers to the 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, all of which are incorporated in a system called the traffic transportation system.

The traffic system 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, synchronization between traffic components is required 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 vice versa. Likewise, the purpose of establishing a traffic system is so that each component incorporated in traffic can have its own space to realize safe, fast, smooth, orderly and regular, comfortable, and efficient road traffic and transportation, all of which are carried out in traffic and road transportation management.

The Traffic Law emphasizes the role of the government as a facilitator in regulating the traffic flow system to create an orderly and regular condition and 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 is the regulation of traffic flow. However, at this time, the space for traffic movement is 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 humans are creatures that 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 it 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 with the help of transportation. However, in its development, traffic transportation has grown into a scourge that causes both positive 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 types 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 emphasizes planning, implementation, and supervision to achieve 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, parking is generally a state of inactivity of a vehicle that is temporary because it is abandoned by the driver. To achieve orderly traffic, better parking management is required. Parking management not only aims to improve services and regulate the implementation of public roadside vehicle parking but can also be a source of income for the region to improve the economy.

Supervision must be carried out firmly and continuously; 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 of parking management must require at least an area of space outside of street parking, such as courtyards, buildings, or parking lots, which can function 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; therefore, the size of the authority possessed by autonomous regions is a matter of technical administrative government. For example, almost all public service authorities are 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 make decisions. Although good governance cannot fully guarantee that everything will be perfect (Sunarti et al., 2022).

In addition, several factors 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.
 - a) The reduction of parking facilities on the roadside is 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 that are performed 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 the morning or evening rush hours, 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; therefore, 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 maintaining traffic performance. Important steps in parking monitoring include ticketing of parking violations by the Traffic Police, installation of wheel locks 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 following advantages:

- a) The parking system is more secure because incoming vehicles are always recorded in the records and pictures.
- b) The vehicle queues are reduced because the system works more automatically than manually.
- c) Errors are reduced, as operators only need to input the vehicle number.
- d) It reduces operational costs because it uses electronic parking cards (*barcode cards*) that can be used repeatedly (*Repeatable*).
- e) Parking area users are easy to distinguish because parking cards can be grouped according to needs, for example, general, members, employees, etc.
- f) The number of vehicles in the parking area can be easily determined because the system always provides information in real time.
- g) Changes can be easily made 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 or sounding an alarm.
- i) Parking revenue can be easily determined because data processing is performed in real time.
- j) It is easy to evaluate and plan the development of parking areas because of the complete data collected.

The author attempts to express an ideal concept for 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 the 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).

Local governments can take several strategic steps to curb illegal parking.

1. Law enforcement should be improved by conducting routine raids, imposing strict sanctions on violators, and even revoking vehicle licenses.
2. Increase the number of authorized parking facilities in strategic locations that are easily accessible to the public.
3. Socialize and educate the public on the importance of parking in designated spaces for traffic flow and safety. In addition, the use of technology, such as online parking applications, can help people easily find authorized parking spaces.
4. The active participation of various parties, including the community, security forces, and private sector, is 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 facilitate the *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 (Nosike & Egbunike, 2021). However, the application of this pattern must 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, 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 Lampung Provincial Transportation Office's efforts to deal with illegal parking constraints are as follows:

1. The Department of Transportation should map all parking locations on the road and equip them with signage facilities. Good parking management not only helps with 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, 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 on sanctions.

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

5. Conclusions

There are 10 no-parking areas that must be adhered to, including A curve, shoulder, or 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 m (20 ft) of an intersection; or within 9 m (30 ft) 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 Lampung Province Transportation Agency's efforts to deal with illegal parking constraints include The Department of Transportation mapping 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.

Acknowledgment

In completing this paper, we would like to thank the staff of the Lampung Provincial Transportation Office who helped complete this study. To my wife, who has accompanied the author in writing this scientific work, and to my son.

References

- Ameliah, A. D., & Jatnika, R. (2024). Descriptive Study of College Student's Career Adaptability with an Internship Experience. *Annals of Human Resource Management Research*, 4(1), 1-11. doi:<https://doi.org/10.35912/ahrmr.v4i1.1806>
- Anciaes, P. R., Metcalfe, P. J., & Heywood, C. (2017). Social impacts of road traffic: Perceptions and priorities of local residents. *Impact assessment and project appraisal*, 35(2), 172-183. doi:<https://doi.org/10.1080/14615517.2016.1269464>
- Ardi, D. D. L. (2016). *Analisis Kapasitas Parkir Pusat Perbelanjaan di Wilayah Cilacap (Studi Kasus di Pusat Perbelanjaan Berkah Jaya Sampang)*. UNIVERSITAS MUHAMMADIYAH PURWOKERTO.
- Arma, N. A., Syahfitri, A., & Simon, J. (2023). Implementasi Kebijakan Dinas Perhubungan Kota Medan Dalam Menanggulangi Parkir Liar Di Tepi Jalan Umum Kecamatan Medan Marelan. *Warta Dharmawangsa*, 17(2), 922-942. doi:<https://doi.org/10.46576/wdw.v17i2.3200>

- Bertsch, J., Hagspiel, S., & Just, L. (2016). Congestion management in power systems. *Journal of Regulatory Economics*, 50(3), 290-327. doi:<https://doi.org/10.1007/s11149-016-9310-x>
- Cania, M., Putera, R. E., & Yoserizal, Y. (2022). Diagnosis, Panduan dan Tindakan Koheren Dalam Strategi Penertiban Parkir Liar Oleh Dinas Perhubungan Kota Padang. *Jurnal Ranah Publik Indonesia Kontemporer (Rapik)*, 2(1), 150-163. doi:<https://doi.org/10.47134/rapik.v2i1.21>
- Chand, A., Kawanishi, M., & Narikiyo, T. (2015). Application of sigmoidal Gompertz curves in reverse parallel parking for autonomous vehicles. *International Journal of Advanced Robotic Systems*, 12(9), 127. doi:<https://doi.org/10.5772/61238>
- Dahles, H., Khieng, S., Verver, M., & Manders, I. (2020). Social entrepreneurship and tourism in Cambodia: Advancing community engagement. *Journal of Sustainable Tourism*, 28(6), 816-833. doi:<https://doi.org/10.1080/09669582.2019.1706544>
- Djunaedi, A., Hobbs, F. D., Suprpto, T. M., & Waldijono. (1995). *Perencanaan dan teknik lalu lintas*: Gadjah Mada University Press.
- Gao, J., Zuo, F., Ozbay, K., Hammami, O., & Barlas, M. L. (2022). A new curb lane monitoring and illegal parking impact estimation approach based on queueing theory and computer vision for cameras with low resolution and low frame rate. *Transportation Research Part A: Policy and Practice*, 162, 137-154. doi:<https://doi.org/10.1016/j.tra.2022.05.024>
- Guo, W., Guo, H., & Liu, S. (2017). *Countermeasures for Public Parking Facilities Construction in Large Cities: A Case Study in Hangzhou*. Paper presented at the Civil Engineering and Urban Planning: Proceedings of the 5th International Conference on Civil Engineering and Urban Planning (CEUP2016).
- Humaira, M. S., Dianti, T. S., & Wulandari, S. (2024). Illegally Parked Vehicles: A Policy and Practice Perspective. *Devotion: Journal of Research and Community Service*, 5(9), 1181-1189. doi:<https://doi.org/10.59188/devotion.v5i9.768>
- Khoirul, M., Yudana, G., & Rahayu, P. (2019). Faktor utama pemilihan lokasi kafe di kota surakarta. *Desa-Kota: Jurnal Perencanaan Wilayah, Kota, dan Permukiman*, 1(2), 108-120. doi:<https://doi.org/10.20961/desa-kota.v1i2.15228.108-120>
- Manville, M., & Pinski, M. (2021). The causes and consequences of curb parking management. *Transportation Research Part A: Policy and Practice*, 152, 295-307. doi:<https://doi.org/10.1016/j.tra.2021.07.007>
- Maršanic, R., Mrnjavac, E., Pupavac, D., & Krpan, L. (2021). Stationary traffic as a factor of tourist destination quality and sustainability. *Sustainability*, 13(7), 3965. doi:<https://doi.org/10.3390/su13073965>
- Mawardin, A., Fardila, D., & Yusira, S. (2022). Analisis kebutuhan ruang dan penataan parkir kendaraan mobil. *Jurnal Penelitian Saintek*, 61-68. doi:<https://doi.org/10.21831/jps.v1i1.48070>
- Mikusova, M., Abdunazarov, J., Zukowska, J., & Jagelcak, J. (2020). Designing of parking spaces on parking taking into account the parameters of design vehicles. *Computation*, 8(3), 71. doi:<https://doi.org/10.3390/computation8030071>
- Nosike, C., & Egbunike, C. (2021). Customers' Loyalty and Sales Performance of Dangote Cement Product in Awka, Anambra State. *Annals of Management and Organization Research*, 3(2), 115-128. doi:<https://doi.org/10.35912/amor.v3i2.1160>
- Rahardjo, L. K. D., & Soetjningsih, C. H. (2022). Fear of Missing Out (FoMO) dengan kecanduan media sosial pada mahasiswa. *Bulletin of Counseling and Psychotherapy*, 4(2), 456-461. doi:<https://doi.org/10.51214/bocp.v4i3.328>
- Rahayu, Y. S., & Widyaningsih, N. (2024). Analysis of Parking Characteristics in Rest Area Km 726 B in Planning Parking Space Needs at Rest Area Facilities STA 19+ 600 Manjungan Klaten Village Solo-Yogyakarta-Nyia Kulon Progo Toll Road Section I Package 1.1 Solo Klaten (STA 0+ 000–22+ 300). *Jurnal Syntax Transformation*, 5(04), 633-645. doi:<https://doi.org/10.46799/jst.v5i3.943>
- Ramadhan, R. (2024). Efektivitas Penertiban Parkir Liar Kota Surabaya Berdasarkan Perda Nomor 3 Tahun 2018. *Court Review: Jurnal Penelitian Hukum (e-ISSN: 2776-1916)*, 4(01), 65-75. doi:<https://doi.org/10.69957/cr.v4i06.1608>

- Santi, N. R., & Afif, F. Y. (2021). The impact of the quality of democracy on the economic growth of provinces in Indonesia. *Journal of Governance and Accountability Studies*, 1(2), 121-132. doi:<https://doi.org/10.35912/jgas.v1i2.626>
- Sugiyanto, B. S. P., & Gunarto, G. (2018). Peran Satlantas Polres Rembang Dalam Menanggulangi Tingginya Kecelakaan Akibat Parkir Liar (Studi Kasus di Kabupaten Rembang). *Jurnal Daulat Hukum*, 1(1). doi:<http://dx.doi.org/10.30659/jdh.v1i1.2627>
- Sunarti, V., Hafizah, H., Rusdinal, R., Ananda, A., & Gistituati, N. (2022). Comparison of Indonesian and Finnish education curriculum. *Journal of Social, Humanity, and Education*, 2(2), 141-152. doi:<https://doi.org/10.35912/jshe.v2i2.808>
- Triputro, R. W., Giawa, A., Suharyanto, S., & Wijaya, J. H. (2023). Government policy in illegal parking charges at public spaces. *Journal of Governance and Public Policy*, 10(2), 191-202. doi:<https://doi.org/10.18196/jgpp.v10i2.17880>
- Varizie, R., & Farlian, T. (2019). Analisis Pengaruh Parkir Liar Terhadap Pendapatan Pemilik Usaha di Kota Banda Aceh. *Jurnal Ilmiah Mahasiswa Ekonomi Pembangunan*, 4(3), 273-280.