

IMPLEMENTATION OF PADANG CITY REGIONAL REGULATION NUMBER 8 OF 2019 CONCERNING PARKING OPERATIONS

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Abstract

This study was conducted to describe how the implementation of Padang City Regional Regulation No. 8 of 2019 concerning Parking Implementation. The purpose of this study is to see how the implementation of Padang City Regional Regulation No. 8 of 2019 concerning Parking Implementation. The type of research used is qualitative research with descriptive methods. The selection of research informants used the Purposive Sampling technique, research data was obtained from the results of interviews with related informants, direct observation of parking in the road space in Padang City and documentary evidence and data in the form of documents at the Transportation Service and UPT Parking Padang City. Data analysis in this study uses data reduction, data presentation, conclusions and verification. The results of the study indicate that the Implementation of Padang City Regional Regulation No. 8 of 2019 concerning Parking Implementation has met each indicator, but there are still problems in its implementation, namely from the Size and Objectives of the Policy factors where parking officers do not fully understand the objectives of this Regional Regulation which can be seen from non-compliance in the use of parking attributes, then from the Human Resources factor which is lacking in quantity in its implementation, finally from the Social, Economic and Political Environment factors that do not run as expected, the social environment is not sensitive to the rules and parking officers who play with certain Department officials.

Keywords: Implementation, Regional Regulations, Parking Organization

A. INTRODUCTION

The high activity in urban areas causes a large traffic flow, which will also affect the increase in the need for transportation facilities and infrastructure (Karim et al., 2023). Often this increase in demand is not followed by the provision of adequate facilities and infrastructure, resulting in transportation problems such as parking problems (Rusito, 2022). According to Law no. 22 of 2009 concerning traffic and road transportation, article 1 states that parking is a vehicle that stops or does not move for a while and is left by the driver.

Parking problems in Indonesia are still common in several areas, such as in a study conducted by Juwita Hartina Br Ginting on the Implementation of the Illegal Parking Control Policy in Medan Baru District, it was found that in the implementation of illegal parking control in Medan Baru District, the inhibiting factors were related to the implementation of policies, available resources, characteristics of the institutions in power, and the level of compliance and

responsiveness of the target group, this occurs due to the lack of responsibility from the ruling regime and non-compliance from the target group of illegal parking (Arma et al., 2023).

Padang City is a city with the largest number of vehicles when compared to the number of vehicles in other districts/cities in West Sumatra Province, with a fairly large number of vehicles, it has an impact on the need for parking space/land which if not managed properly will cause problems such as congestion that often occurs in parking lots in road space (Alpianur, 2021). In response to this, the Padang City Government issued Padang City Regulation No. 8 of 2019 concerning Parking Implementation, this Regulation was formed to realize safe, orderly, smooth and integrated parking services with activity centers and road transportation.

However, in the implementation of Padang City Regulation No. 8 of 2019 concerning Parking Implementation, road users are still often found parking their vehicles in places that should not be used as parking places such as roads, even places with signs prohibiting parking, even though according to Padang City Regulation No. 8 of 2019 article 23 concerning parking order it is explained that "everyone is prohibited from parking vehicles on the road or sidewalk". Parking problems that are also often encountered are unofficial parking attendants who collect parking fees from parking service users, even though it has been regulated in Chapter III article 18 concerning Parking Officers, that each parking facility must be provided with parking officers according to needs, parking officers must wear uniforms, identity cards and equipment.

Based on the researcher's observations above, the researcher is interested in conducting research with the title "**Implementation of Padang City Regional Regulation No. 8 of 2019 concerning Parking Implementation**".

B. LITERATURE REVIEW

According to Dunn (2005) public policy is a policy made by the government as a policy maker to achieve certain goals in society where the preparation is carried out through various stages. According to Syafie (2006) public policy is a kind of answer to a problem, because it is an effort to solve, reduce and prevent a bad thing or vice versa, become an advocate, innovation, and leader of the occurrence of goodness in the best way and directed actions. According to Mustopadidjaja in Tahir (2014) explains that the term policy is commonly used in relation to government activities, as well as the behavior of the State in general and the policy is stated in various forms of regulations.

Policy implementation is basically a way for a policy to achieve its goals. According to Lester and Stewart in (Winarno, 2012) explains that policy implementation is a legal administration tool where various actors, organizations, procedures and techniques work together to implement policies in order to achieve the desired impact or goals. In line with that, according to Indiahono (2009) Implementation refers to an activity of implementing a policy in the real realm, whether it is carried out by government agencies or parties that have been determined in the policy.

According to the Policy Implementation Process Theory according to Van Meter and Horn as quoted by Budi Winarno (2012), the factors that support policy implementation are: 1) Policy measures and objectives. In implementation, the goals and targets of a program to be implemented must be identified and measured because implementation cannot be successful or fail if these goals are not considered. 2) Policy Sources The sources in question include funds or other incentives that encourage and facilitate effective implementation. 3) Communication between organizations and implementation activities Implementation can run effectively if

accompanied by accurate communication between implementers. 4) Characteristics of implementing agencies The characteristics of implementing agencies are closely related to the bureaucratic structure. A good bureaucratic structure will affect the success of a policy implementation. 5) Economic, social and political conditions Economic, social and political conditions can affect implementing agencies in achieving policy implementation 6) Tendencies of implementers The intensity of the tendencies of policy implementers will affect the success of achievement.

Regional Regulations according to Law No. 10 of 2004 concerning the Formation of Legislation, what is meant by Regional Regulations (Perda) are Legislation formed by the Regional People's Representative Council with the joint approval of the Regional Head. According to Rozali Abdullah (2005) in the implementation of regional autonomy, there are two legal products, one of which is Regional Regulations. The authority to make Regional Regulations (Perda) is a form of implementation of the right to autonomy possessed by a region (Lahamit, 2021). Perda is basically a further elaboration of higher laws and regulations, taking into account the characteristics of each region (Huzaeni & Firdausiah, 2022).

Parking Implementation According to Padang City Regional Regulation No. 8 of 2019 concerning Parking Implementation is intended to encourage the public or private sector to actively participate in the provision and construction of parking buildings, parking parks, or parking areas and their supporting facilities (Nurfanto et al., 2021).

C. RESEARCH METHODOLOGY

This research is a qualitative research with a descriptive method. Qualitative research is research that produces descriptive data in the form of written and spoken words from people or observed behavior and aims to contribute in-depth knowledge about the object of research (Rosinda et al., 2021). The location of the research was carried out in a parking lot located in the road/roadside of Padang City and at the Transportation Service and Parking UPT which are the implementers of the policy. The focus of the study is to limit qualitative studies and also limit researchers to select relevant data, the focus of this study is to see how the implementation of Padang City Regulation No. 8 of 2019 concerning Parking Implementation (Safitri et al., 2025). And see what factors influence the Implementation of Padang City Regulation No. 8 of 2019 concerning Parking Implementation.

Research informants in this case are people who are used to provide information and conditions to researchers related to the problems to be studied, the informants in this study are the Head of the Traffic Facilities and Infrastructure Section, Traffic Analyst Staff, Head of Administration of the Parking UPT, Parking Officers, and parking users. Data sources were obtained from interviews with related informants, and field observations and documentation in the form of photos related to parking management (Ismayanti Harahap, 2021). Data validity testing to obtain validity uses the source triangulation method (Susanto & Jailani, 2023).

D. RESULT AND DISCUSSION

Parking arrangements within public road spaces or on the side of public roads are often found in Padang City, as can be seen in table 1.1 below:

Table 1. List of Public Roadside Parking Locations in Padang City in 2024

No	Location	No	Location
1	Jl. M. Yamin	35	Jl. Pasar Alai
2	Pasar Raya	36	Jl. Tamsis
3	Pasar Impres I	37	Jl. Jhoni Anwar
4	Jl.S Pangan	38	Jl. Proklamasi
5	Jl. Pasar Baru	39	Jl. PasarNanggalo
6	Jl. Permindo	40	Jl. Muaro
7	Jl. Pattimura	41	Jl.P.Kemerdekaan
8	Jl. Imam Bonjol	42	Jl. Mangunsakoro
9	Jl.Hiligo	43	Jl. S Parman
10	Jl. Bundo Kandung	44	Jl. Sawahan
11	Jl. Karya	45	Jl. Dr. Sutomo
12	Jl. Dobi	46	Jl. Gajah Mada
13	Jl. Pondok	47	Jl. Mahakam
14	Jl. Cokroaminoto	48	Jl. Ujung Gurun
15	Jl. Niaga	49	Jl. Koto Marapak
16	Jl. Kelenteng	50	Jl. Ratu Langi
17	Jl. Nipah I	51	Jl. Kali Kecil
18	Jl.Thamrin	52	Jl. Purus 3
19	Jl. Kampung Sebelah	53	Jl. Sungai Bong
20	Jl.Damar I	54	Jl. Tanah Kongsi
21	Jl. Hang tua	55	Jl. A Yani
22	Jl. Pemuda	56	Jl. Agus Salim
23	Jl. Diponegoro	57	Jl. Juanda
24	Jl. Hasanuddin	58	Jl. Aru
25	Jl. Olo Ladang	59	Jl. Ksatria
26	Jl. Belakang Olo	60	Jl. Ahmad Dahlan
27	Jl. Veteran	61	Jl. By Pass
28	Jl. Samudera	62	Jl. Andalas
29	Jl. Kampong Nias	63	Jl. Pasar Belimbing
30	Jl. Batang Arau	64	Jl. Pulau Karam
31	Jl. AR Hakim	65	Jl. Tepi Pasang
32	Jl. Hayam Wuruk	66	Jl. Belanti
33	Jl. Parak Gadang	67	Jl. Gereja
34	Jl. Simpang Haru	68	Jl. Raden Saleh

Source: Padang City Parking UPT, 2024

From the table above, it can be seen that the roads above have been allowed to organize parking on the side of public roads, and the names in bold are the locations of dense parking areas such as on Jalan M. Yamin with 20 parking locations, on Jalan Samudera with 17 parking locations, and of course at Pasar Raya which has 15 parking locations, but related to the

implementation of the regulations regarding Padang City Regulation No. 8 of 2019 concerning Parking Implementation, several things were still found that were not in accordance with these regulations.

In accordance with the research findings that have been conducted, the author will explain the Implementation of Padang City Regional Regulation No. 8 of 2019 concerning Parking Implementation:

1) Implementation of Padang City Regional Regulation No. 8 of 2019 concerning Parking Implementation in Padang City. Padang City Regional Regulation No. 8 of 2019 concerning Parking Implementation which contains all the rules when conducting orderly parking, which are regulated in several Chapters, namely:

a. Parking Facilities

In chapter II of Padang City Regional Regulation no. 8 of 2019 concerning Parking Implementation, it is explained that every parking implementation carried out by the government, private parties or individuals must provide a parking space based on technical standards and minimum requirements required. Parking facilities in the implementation of parking, especially in the roadside space, or on the side of public roads, are organized with permission from the Transportation Service and Parking UPT, where if there is a party who wants to contract land to be used as a parking lot, there is a calculation mechanism that has been carried out previously to determine the amount that must be deposited to the Parking UPT, but there are still shortcomings related to signs and markings that should be equipped in public roadside parking facilities

b. Parking Attendant

In Chapter III Article 18 it is explained that every parking facility must be provided with parking attendants according to needs and parking attendants are also required to wear uniforms, identity cards and other equipment. However, parking attendants are still found who do not use these attributes as explained in Padang City Regulation no. 8 of 2019 concerning the implementation of parking

c. Parking Tickets and Parking Cooperation

In Chapter IV, it is regulated regarding parking tickets and cooperation, explained in Article 20, Article 21, and Article 22 regarding the use of parking tickets as a tool for collecting parking rates or parking levies. The procurement of parking tickets is carried out by the Service, the ticket consists of a serial number, name, type of levy, parking permit, parking ticket sequence number, and the amount of the parking fee (Dwiyandaru, 2022). However, parking officers in carrying out their duties often do not provide parking tickets to parking users because this is considered normal and if it is not requested by the parking user, the ticket is not given, even though providing tickets to parking users is a requirement that has been regulated in Regional Regulation No. 8 of 2019 concerning the Implementation of this parking.

d. Orderly Parking

In Chapter V, it is regulated regarding Parking Order, it is explained that in articles 23, 24, 25, and 26 which explain how everyone is prohibited from parking vehicles on the road or sidewalk. and users of parking both outside the road space and inside the road space are required to comply with the provisions on parking procedures and traffic procedures, and comply with the rules issued by the parking organizer, and also parking officers who are required to maintain order, security, actively provide instructions and

directions to vehicle owners. However, there are still vehicles that often park vehicles in prohibited parking areas and parking officers who do not carry out their duties as they should, such as asking for parking money that does not match the parking rate..

- 1) Faktor- faktor yang mempengaruhi Implementasi Peraturan Daerah Kota Padang No 8 Tahun 2019 tentang Penyelenggaraan Perparkiran berdasarkan teori Van Meter dan Van Horn yaitu:
 - a. Policy Size and Objectives
From the size and objectives of the Implementation of Padang City Regulation No. 8 of 2019 concerning Parking Implementation, it was found that parking officers in the field did not fully understand the rules related to the contents of Padang City Regulation No. 8 of 2019 concerning Parking Implementation, this can be seen from the non-compliance with the use of parking attributes that should be used by the parking officers, and also related to the inconsistent provision of parking tickets to parking users.
 - b. Resources
In terms of Human Resources, the implementation of Padang City Regulation No. 8 of 2019 concerning Parking Implementation in terms of quantity is not sufficient, this can be seen in the officers tasked with supervising the vast city of Padang while there are only a few officers, but in terms of quality it is good because of the training provided to field officers. Meanwhile, in terms of financial resources, there are still budget limitations in providing parking facilities such as signs and parking markings and related to the procurement of parking attributes that only provide identification so that officers have to buy again for parking vests used while on duty.
 - c. Characteristics of the Implementing Agent
Regarding the characteristics of implementing agents, there is a clear bureaucratic structure with a division of authority or responsibility between the Transportation Service and the Parking UPT, the existence of a coordination system that has been created shows that there are efforts to control the quality of policy implementation, as well as a commitment from implementers in enforcing regulations through periodic supervision.
 - d. Attitudes and Tendencies of the Implementers
The attitude shown by the policy implementers, namely the Parking UPT, has a firm attitude and is committed to implementing the rules related to the implementation of this Parking Implementation Regulation. This can be seen from the attitude of the Parking UPT towards parking officers who do not comply with the rules in the Regulation, such as not wearing parking attributes, then the Parking UPT gives a warning and writes to the parking manager (Riyanto & Setiawan, 2024). However, the attitude of the Transportation Agency and the Parking UPT in carrying out the control is also not that harsh, because one of the difficulties in terms of coordination with related parties such as the police in terms of controlling indiscriminate parking is something that can cause the ineffective implementation of Padang City Regulation No. 8 of 2019 concerning the implementation of this parking (Armanda, 2024).
 - e. Communication Between Implementing Agents
Communication between implementing agents in the implementation of Padang City Regulation No. 8 of 2019 concerning Parking Implementation has been good in terms of internal communication between the Transportation Agency and the Parking UPT, both in terms of delivering and socializing regulations, considering that the Parking UPT is part

of the Transportation Agency. However, there are obstacles in external communication, especially with law enforcement or the police regarding action against parking violators or haphazard parking.

f. f. Economic, Social and Political Environment

In terms of the social environment of the community, there is a lack of social support from the community regarding the enforcement of good parking rules. The lack of sensitivity of the community in reporting violations of parking rules is also a factor that can hinder policy implementation (Tasmania, 2022). From an economic perspective, the implementation of this Regional Regulation is the existence of regional income from parking fees paid by official parking users, thus affecting the implementation of these parking rules, because if the parking is not in accordance with the rules or is official, it will affect the regional original income (Suryani, 2023). From a political perspective, there is still fraud committed by illegal parking attendants who pay officers so that they are not raided for illegal parking.

E. CONCLUSION

Based on the results of the study, it can be concluded that the Implementation of Padang City Regional Regulation No. 8 of 2019 concerning Parking Implementation as seen based on the theory of Van Meter and Van Horn, has met the existing indicators, but in its implementation there are still problems, namely in terms of the Size and Purpose of the policy where parking officers as implementers of the rules do not fully understand the purpose of the rules related to the implementation of this parking, then in terms of Resources, namely the lack of Human Resources in this case officers who are tasked with supervising in the field, and in terms of the budget for the provision of parking facilities such as signs and parking markings, and also related to the procurement of parking attributes which are only in the form of temporary identification marks, parking vests must be purchased by the parking officers themselves.

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