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**Implementation of Public roadside parking levy policy as an effort to increase
PAD in Ponorogo Regency**

Lina Fradila¹, Rochmat Aldy Purnomo², Yeni Cahyono³
Fakultas Ekonomi, Universitas Muhammadiyah Ponorogo, Ponorogo
lina.fradila@gmail.com / purnomo@umpo.ac.id

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Implementation of Public Roadside Parking Levy Policy as an Effort to Increase Local Revenue in Ponorogo Regency

¹Lina Fradila, ²Rochmat Aldy Purnomo, ³Yeni Cahyono, ⁴Asis Riat Winanto, ⁵Choirul Hamidah

^{1,2,3}, Fakultas Ekonomi, Universitas Muhammadiyah Ponorogo, Ponorogo
Email : lina.fradila@gmail.com / purnomo@umpo.ac.id

ABSTRACT

Ponorogo Regency is one place that has many choices of parking spaces on the edge of public roads because every year the number of motorcyclists is increasing. Acceptance of parking service levy on the edge of the public road Ponorogo does not meet the target set by the Department of Transportation Ponorogo. Problems also occur in the field such as differences in parking tariff charges, the rise of illegal parking attendants, the rise of individuals who utilize weak government supervision and others the purpose of this study is to analyze the suitability of the implementation of parking service levy on the edge of the public road. One of the policies that will be studied to be implemented in this study is the Ponorogo Regency government regulation that regulates parking charges on public roadsides. This study uses qualitative research methodology which includes observation, interviews, and collection of secondary and primary data. The results showed that the implementation of parking levy policy on the edge of the public road Ponorogo Regency is not ideal. Therefore, it is very important to re-evaluate the existing parking tariff policy in Ponorogo Regency to encourage the receipt of local revenue on parking rates.

Keywords: policy implementation, regional regulation, and parking levy

INTRODUCTION

Regional income with sources developed in accordance with its own region is known as local revenue (PAD) (Prana, 2016). Based on local levies, local tax revenues, other legitimate local revenue revenues, and the results of segregated regional wealth management, Sitompul & Lubis (2013) explain local revenue. Parking levy on public roads is one of the potential revenue levies levied and investigated by the local government to increase local revenue. According to Novia (2014), the levy for parking services on public roads is levied on drivers who park

their cars in places managed by the local government in accordance with the legislation in force as payment for the implementation of public roadside parking services.

There are currently many roadside parking lots in the Ponorogo area. The result of parking management is very beneficial for the parking department and increase local revenue. to continue the development of economic development, the Department of Transportation, as a special body that manages and collects parking fines to improve management implementation in public roadside parking service fee solutions more convenient. Ponorogo is one of the many areas that regulate public roadside parking levy that is routine but not yet the maximum for this to happen expected destination. This is supported by data from the regional income realization report for 2017 – 2021 :

Table 1. Target and realization of parking levy at the edge of the public road Ponorogo Regency

Year	Target (IDR)	Realization (IDR)
2017	800.000.000	725.525.000
2018	800.000.000	862.900.000
2019	1.000.000.000	875.000.000
2020	725.000.000	596.898.000
2021	750.000.000	641.280.000

Source: BPPKAD Kab. Ponorogo, processed

The analysis revealed that although revenues from public roadside parking fees are increasing every year, they have decreased over the past two years, specifically in 2020 as a result of the knowledge that the 596,898,000 and 725,000,000 targets while in 2021 the realization of 641,280, 750,000,000 and targets have not been maximized. In order for its realization to consistently meet or exceed the targets set, the local government must make efforts to maximize revenue each year, especially in the sector of parking retribution Ponorogo. This is due to the leakage problem of parking levies on the side of public roads and the presence of unscrupulous persons who are less responsible. But the main problem in the parking levy is poor parking management and parking managers who do not run real parking regulations.

Parking management and rules are needed to overcome this problem because otherwise it will exacerbate the problem of parking fees, traffic congestion, and of course the comfort of the people. The purpose of this study was to identify the factors that affect the implementation of the law of public roadside parking, therefore this study took the title “implementation of Public roadside parking levy

policy as an effort to increase PAD in Ponorogo Regency”.

In this study the researchers used the following theoretical basis :

a. Regional Development Theory

In general, the main objectives of economic development are: first is to create jobs for the current population. achieving local economic growth is the second goal. Third, create a varied economic foundation and employment. To encourage regional economic growth and the creation of new jobs, local governments and communities manage existing resources today and cooperate with the private sector (Arsyad, 1999). In order to carry out regional economic development effectively and achieve the necessary goals and objectives, a mature regional economic development strategy is needed. Economic development techniques have a close relationship with success in economic growth.

b. Theories Of Economic Growth

Economic growth is an important indicator for assessing the success of economic development. Regional economic growth according to Tarigan (2005) is an increase in community income in an area, especially an increase in total added value in the region. Local government policies, namely by recognizing and determining exactly what elements can support and influence regional economic growth, is one of the many factors that greatly affect the economic growth of a region. Economic growth, according to Budiono (1985:1), is a long-term process of increasing output per person. As a result, there should be a greater percentage increase in output than population, and growth is likely to continue in the long term.

Through the power of the government and the current supply, the activities present in this node or point of development can usually extend to other sectors or regions. This growth pattern usually results in an unbalanced growth pattern. Economic growth is the expansion of economic activity resulting in an increase in the amount of goods and services produced by society. In the long run, the issue of economic growth can be considered a macroeconomic issue. The ability of a country to produce products and services as a factor of production will always increase both in quantity and quality over time. Capital goods will increase as a result of investment. Technology is constantly changing. In addition, more people are employed as a result of Population Development, and work experience and education add to their skills.

In general, an increase in factors of production does not always lead to an increase in the production of goods and services on the same scale. However, this is not always the case. Often, the potential increase in productivity is greater than

the actual increase in production. As a result, economic growth is not as fast as it should be. Introduction to macroeconomic theory 2004 by Sadono Sukurno. PT Raja Grafindo Persada in Jakarta.

Tax revenue and non-tax revenue are the two types of money received by the government. Government income that is not derived from taxes, such as government loan income - both domestic and international loan income-comes through government loans. Nasrul (2010) quotes Guritno Mangkosubroto (1997) as saying that in general, tax money is needed to pay for government spending.

c. Policy Implementation

Implementation, according to Daniel A. Mazmanian and Paul Sabatier, is what actually happens after a program is designed or validated (Wahab, 2008). The implementation phase is very important for the process of achieving political goals. Since it serves as a bridge between fantasy and reality, this stage is very important. The real world is the reality of society as a political goal, dealing with social, economic, and political interests, while the conceptual world is an ideal concept that must be run in accordance with political documents (Purwanto & Sulistyastuti, 2015). Grindle (1980) argues that policy implementation is concerned with achieving the goals or objectives of public policy through government action. A policy delivery system should be used to implement policies in order to work towards these goals or objectives, according to Grindle (1980). (Grindle, 2017). Objectives should be clearly and concisely defined while implementing the policy, resources should be available, the chain of command should be able to coordinate and manage those resources, and the system should be efficient for the individuals and organizations involved (Parsons, 2008).

RESEARCH METHODS

2.1 Location Of Research

the location of the research in the context of writing this scientific paper is in Ponorogo Regency. The author chose this location, because Ponorogo is a developing region with good economic potential, so the author took this location to see how the policy of roadside parking levy Ponorogo Regency.

2.2 Data Retrieval Methods

Data acquisition techniques in this study using techniques proposed by (Sugiyono, 2016) consisting of interviews, observations, documentation and triangulation or combined.

1. Interview

According to (Sugiyono, 2016) the interview is a meeting of two people to exchange information and ideas through questions and answers, so as to construct meaning in a particular topic. Interview techniques here

are conducted with questions and answers to the public roadside parking attendants and the Department of Transportation. The purpose of this interview was to find out about how the implementation of public roadside parking in Ponorogo.

2. Observation

According to (Sugiyono, 2016) observation is a data processing technique that has specific characteristics when compared to other techniques. In this case the observation is done by observing directly to the research site to collect various data that can support the research topic.

3. Documentation

According to (Sugiyono, 2013) the document is a record of events that have passed. Documents can be in the form of writings, drawings or monumental works of a person. Documents in the form of writing such as diaries, biographies, regulations and policies. Documents in the form of images such as photographs, live images, sketches, and so forth. Documents in the form of works such as works of art that can be in the form of images, sculptures, films, and so forth. Documentation is a complementary part of the use of observation and interview methods in qualitative research.

4. Triangulation

Triangulation according to Sugiyono (2011) is defined as a technique that combines various data collection techniques and existing data sources. Researchers triangulate of course there is a certain purpose to be done. In addition to collecting data that will be used in research, researchers also test the credibility of a data through various data collection techniques and various data sources. The use of triangulation is to track the inequality between data obtained from one informant (informant) with other informants. Therefore, a technique is needed that can unite the differences in data in order to draw accurate and precise conclusions.

2.3 types and sources of data

1) type of data

Narbuko (2004) stated that the following types of data were used in this study:

- a. Primary Data, which is collected by gathering relevant information about the title and questions answered by the subject of the field research.
- b. Secondary Data is information obtained from already known facts and information, as well as information obtained accidentally from written sources such as laws and library books.

The methods used to collect data are interviews, observation, and

documentation.

2.4 Informant

Informants are people who can provide information (Arikunto, 2012), in conducting the selection of key informants to support the results research, the selection of key informants selected people who really know and master and be directly involved with the problems being studied informant selection techniques used in the author this study is a purposive sample, meaning taking deliberately to obtain key informants are people who know with true or reliable while to obtain qualitative data, researchers use snowballing technique, which researchers determine one person to be used as an informant, then the next person who will appoint others for us to make informants so on, until the data or information obtained is considered sufficient by the researcher. In this research informants who will be the source of research is the Interpreter Parking, Community and Section Head Perparkiran Department of Transportation.

2.5 Population and sample

1. Population

A population is a series or set of subjects that have one or more, prominent features in the unit object. Population according to sugiyono (2005) is a generalization area consisting of objects or subjects who have a certain quantity and characteristics set by research to be studied and then withdrawn conclusion. The population in this study as many as 70 population.

2. Samples

"Suharsimi Arikunto (2001) samples can be simply defined in objects, areas or events that will serve as a reflection object of research with the characteristics and characteristics in accordance with population. The samples taken in this study are edge parking attendants public roads and communities as many as 40 samples taken from 70 sample.

2.6 Analysis Methods

Miles and Huberman (2014), suggested that qualitative analysts take place through three activities consisting of data reduction (data reduction), presentation of data (data display) and the conclusion and verification (conclusion drawing and verification) by Sutopo (2002), the process of data analysis is called interactive analysis Model interactive analysis in this study used to analyze data social capital and development strategy.

1. Data reduction is a process of selecting, focusing, simplify and abstract, and transform data Raw that appears in the writing of field notes. Because the data obtained from the field quite a lot, need recording meticulous and detailed. Then done sorting to obtain focus information in accordance with the required in the study. Results Data reduction will also facilitate researchers in finding data next.
2. Presentation of data is the process of assembling information organized in an effort to describe the conclusions and take action. Dish data compiled based on the points contained in data reduction and presented using sentences and language researcher who is an assembly sentence compiled logical and systematic so easy to understand.
3. Conclusion is made if the data collection is considered sufficient adequate and considered completed. When a conclusion is considered inadequate, required verification activities with the target more focused

RESULTS AND DISCUSSION

Results

Based on the results of interviews to the Department of Transportation Ponorogo district, it is known that the management of parking on the edge of the public road Ponorogo District has been regulated in several local regulations. Local regulations relating to public roadside parking ponorogo Regency, among others, Perda No. 94 of 2016 on guidelines for the implementation of public roadside parking levy collection, Perda No. 95 of 2017 on changes in public roadside parking rates. Based on regional Regulation No. 95 of 2017 ponorogo Regency, bicycle parking rates Rp 500, motorcycles Rp 1000, three-wheeled vehicles, cars (JBB <3500) Rp 2000, truck buses and the like (JBB 3500 up to 15000) Rp 3000, articulated truck or trailer (JBB > 15000) Rp 5000. In addition to the adjustment of parking levy rates, charges related to parking rates on public roadsides have also been adjusted. The public roadside parakeet fee must be paid directly or indirectly by all users of the parked vehicle. Fees to be paid in accordance with local regulations. The form of tax payment is regulated and decided by the Regent of Ponorogo Regency. In addition, parking attendants are not allowed to charge additional parking fees. The management of public roadside parking is regulated in local regulations, in addition to the regulation on collecting public roadside estimates. According to local regulations, the management of public street parking is managed by the local government and can be linked to third parties. The parking lot operator must provide proof of payment of parking fees to service users, submit the results of collecting public roadside parking fees and comply with applicable parking fee regulations. Discussion of results should be argumentative and should point out on how the findings, theories, previous study and empirical facts are relevant and contributes something new to knowledge of economics development.

Discussion

Implementation Of Parking Levy Policyepi Public Roads Ponorogo Regency

Based on interviews and field observations, it is known that the Ponorogo Regency public roadside parking management system is currently managed by the Ponorogo Regency Transportation Office. The results of observations and discussions with the Department of transportation of Ponorogo Regency regarding the implementation of parking tariff policies on public roads in Ponorogo Regency show the reality of policy implementation that is happening today. Thus, in the implementation of the payment of retribution is controlled by jukir which is paid directly from the users of public roadside parking facilities. According to local regulations, the marking of parking fees in the form of tickets is given to users of parking facilities every time they pay. But what happens in the field, most parking attendants do not submit a ticket as proof of payment if the parking user does not ask for it. This is very contrary to government regulations that require parking attendants to provide proof of payment to users of public roadside parking facilities.

The results of interviews with the head of the Department of Transportation Parking section of the District. Ponorogo :

Kepala Seksi Perparkiran Dishub (55 tahun), *“Bukti penggunaan jasa parkir dilihat melalui karcis/struk yang didapat pengguna parkir. Penerapan masih lemah karena pemberian karcis yang lebih sering tidak diberikan oleh jukir, Penerapan karcis parkir masih lemah karena kurang pengawasan terutama saat dilapangan, hal ini dibuktikan dengan banyaknya pelanggan yang tidak menerima karcis parkir”* (tanggal 03/11/22 dan 28/02/23)

Head of Department of Transportation Parking Section (55 years), *“evidence of the use of parking services seen through the ticket / receipt obtained by parking users. Application still weak due to the provision of tickets that are more often not given by jukir, Application of parking tickets is still weak due to lack of supervision, especially when the field, this is evidenced by the number of customers who do not receive parking ticket”* (date 03/11/22 and 28/02/23)

Interview with parking attendant / parking manager :

Menurut pak mamat (60 tahun), *“walaupun ada karcis/struk yang diberikan ke kami, itu nanti kami hanya memberikan kepada pengguna parkir yang minta biasanya sopir loper, pns seperti itu”*. (tanggal 02/11/22 dan 01/03/23)

According to Mr. mamat (60 years), *“although there is a ticket / receipt given to us, that later we only provide to users who request parking usually loper driver, civil servants like that”*. (dates 02/11/22 and 01/03/23)

Menurut pak wito (50 tahun), *“Dari dishub disediakan karcis/struk sebagai bukti pembayaran tetapi tidak saya berikan karena masyarakat beranggapan kacis/struk itu tidak penting, jadi dari pihak jukir sendiri hanya memberikan kacir/struk kepada pengguna yang memang meminta atau membutuhkan ”*.

(tanggal 02/11/22 dan 01/03/23)

According to Mr. wito (50 years), *“from dishub provided ticket / receipt as proof of payment but I did not provide because people assume karcis / receipt is not important, so from the jukir itself only gives karcir / receipt to users who do ask or need”*. (dates 02/11/22 and 01/03/23)

Menurut pak amat (47 tahun), *“Untuk karcis/struk itu kebanyakan dibawa oleh kepala parkir jadi kami tidak tahu menahu mengenai bukti retribusi ini karena memang yang memegang kendali itu kepala jukir ke dinas”*. (tanggal 02/11/22 dan 01/03/23)

According to Mr. amat (47 years), *“for the ticket / receipt was mostly brought by head parking so we do not know about the evidence menahu retribusi this because indeed, the one in control was jukir's head to the service”*. (date 02/11/22 and 01/03/23)

Menurut pak didik (40 tahun), *“Karcis ada mbak tapi hanya kita berikan ke masyarakat yang minta saja karena kebanyakan masyarakat tidak membutuhkan karcis/struk tersebut”*. (tanggal 02/11/22 dan 01/03/23)

According to Mr. didik (40 years), *“there are tickets mbak but we only give to people who ask for it because most people do not need the ticket / receipt”*. (dates 02/11/22 and 01/03/23)

Menurut Pak joko (52 tahun), *“Karcis dari dishub ada, tapi ya jarang digunakan mbak, soalnya ya pengunjung tidak memerlukan karcis itu jadi ya kita hanya memberikan ke pengunjung yang memang minta saja”* (tanggal 02/11/22 dan 01/03/23)

According to Mr. joko (52 years), *“tickets from transportation there, but yes rarely used mbak, because yes visitors do not need the ticket so yes we only give to visitors who are asking only”* (date 02/11/22 and 01/03/23)

Results of interviews with the public / users of parking services :

Menurut Pak Sumaji (51 tahun), *“Tidak pernah mendapatkan struk/karcis parkir, saya juga tidak pernah meminta, mungkin kalau minta dikasih tapi kalau saya minta ya buat apa”*. (tanggal 02/11/22 dan 10/11/22)

According to Mr. Sumaji (51 years), *“never get a receipt / ticket parking, I also never asked, Maybe if asked given but if I ask you to do what”*. (dates 02/11/22 and 10/11/22)

Menurut Pak Aan (35 tahun), *“Tidak dapat struk/karcis, Bagi saya untuk karcis/struk ini tidak begitu penting bagi kalangan masyarakat, menurut saya yang terpenting adalah keamanan kendaraan yang terparkir di tepi jalan itu”*

sendiri". (tanggal 02/11/22 dan 10/11/22)

According to Pak Aan (35 years), *"can not receipt / ticket, for me to this ticket / receipt is not so important for the community, in my opinion the most important thing is the safety of vehicles parked on the edge of the road own"*. (dates 02/11/22 and 10/11/22)

Menurut Ibu sumiati (46 tahun), *"Tidak pernah menerima struk/karcis dan jukir sendiri juga tidak ada itikad memberikan"* (tanggal 02/11/22 dan 10/11/22)

According to Mrs. sumiati (46 years), *"never received a receipt / ticket and jukir itself also no faith gives"* (date 02/11/22 and 10/11/22)

Menurut Ibu Atik (30 tahun), *"Tidak ada struk/karcis, Setahu saya memang mayoritas juru parkir khususnya di tepi jalan umum ponorogo iki tidak ada yang membawa/memberikan bukti parkir konvensional"* (tanggal 02/11/22 dan 10/11/22)

According to Ibu Atik (30 years), *"there is no receipt / ticket, as far as I know the majority of parking attendants, especially on the edge of public roads ponorogo iki no who bring / provide evidence of conventional parking"* (dated 02/11/22 and 10/11/22)

Menurut Pak Irfan (23 tahun), *"Belum pernah dapat struk/karcis, karena sepanjang parkir ditepi jalan umum di Ponorogo petugas parkir tidak memberikan karcis resmi dari dinas terkait" Selain masalah penyerahan bukti pembayaran retribusi, diketahui bahwasanya masih banyak juru parkir yang mencari kesempatan dengan menaikkan tarif parkir dan tidak sesuai dengan peraturan daerah. Realita di lapangan, pengguna kendaraan roda 2 rata-rata membayar Rp 2.000.00/ kendaraan/ parkir yang mana bila berdasarkan peraturan yang ditetapkan tarif retribusi parkir kendaraan roda 2 sebesar Rp 1.000.00/kendaraan/ parkir. Selain itu, pengguna kendaraan roda 4 juga membayar dengan tarif yang berbeda, yaitu sebesar Rp 2.000,00- Rp 5.000,00/kendaraan/parker yang mana bila berdasarkan peraturan yang ditetapkan tarif retribusi parkir kendaraan roda 4 sebesar Rp 2.000,00/ kendaraan/ parkir"*. (tanggal 02/11/22 dan 10/11/22)

According to Mr. Irfan (23 years), *"have never been able to receipt / ticket, because along the parking lot at the edge of public roads in Ponorogo parking officers do not provide an official ticket from the relevant agency"* in addition to the issue of submission of evidence payment of the levy, it is known that there are still many parking attendants looking for an opportunity to increase parking rates and not in accordance with local regulations. Reality in the field, the average 2-wheeled vehicle users pay Rp 2.000.00 /

vehicle / parking where based regulations stipulated 2-wheeled vehicle parking levy rates of Rp1, 000, 00/vehicle/ parking. In addition, users of 4-wheeled vehicles also pay at a different rate, which is Rp 2.000,00-Rp 5.000, 00/vehicle / parker which if based on regulations set 4-wheeled vehicle parking levy rates of Rp 2,000.00/ vehicles/ parking”. (dates 02/11/22 and 10/11/22)

The results of interviews with the head of the Department of Transportation Parking section of the District. Ponorogo :

Kepala Seksi Perparkiran Dishub (55 tahun), *“Penentuan tarif diusulkan dishub dengan melihat kondisi ekonomi masyarakat untuk kemudian diusulkan menjadi perda. Besaran tarif yang ditetapkan sudah sesuai kemampuan bayar masyarakat”* (tanggal 03/11/22 dan 28/02/23)

Head of Section Parking Transportation (55 years), *“the proposed tariff determination transportation by looking at the economic conditions of the community to then proposed become a perda. The amount of the tariff set is in accordance with the ability to pay society”* (dated 03/11/22 and 28/02/23)

Interview with parking attendant / parking manager :

Menurut Pak Mamat (60 tahun), *“Saya sudah menarik tarif parkir sesuai dengan peraturan daerah yang ada, namun terkadang ada masyarakat yang kasih uang lebih, kadang juga kalau bayar pakai uang yang nominalnya besar tak suruh bawa saja tanpa bayar, kadang juga ada yang langsung pergi gitu aja tanpa bayar, ya intinya ikhlas mbak mau dibayar berapa saya tidak masalah, saya terima”.*(tanggal 02/11/22 dan 01/03/23)

According to Mr. Mamat (60 years), *“I’ve pulled the appropriate parking rates with existing local regulations, but sometimes there are people who love more money, sometimes also if you pay with money that is nominally large do not ask to take it without paying, sometimes there are also direct go so aja without paying, yes the point is sincere mbak want to pay how much I do not problem, I accept”.*(dates 02/11/22 and 01/03/23)

Menurut Wito (50 tahun), *“Untuk penarikan tarif parkir saya sudah menarik tarif sesuai dengan perda namun sebenarnya untuk tarif yang sudah diatur itu terlalu sedikit dan masih kurang untuk kami, belum lagi nanti jumlah setoran yang banyak jadi ya mau gak mau kadang kita telat membayar setoran”.* (tanggal 02/11/22 dan 01/03/23)

According to Wito (50 years), *“for the withdrawal of parking rates I have attracted rates in accordance with local regulations but actually for the tariffs that have been set it too little and still less for us, not to mention later the deposit amount which is a lot so yes inevitably sometimes we are late to*

pay the deposit". (dates 02/11/22 and 01/03/23)

Menurut amat (47 tahun), *“Untuk tarif parkir yang kita tarik itu Rp. 2000 per motor, kalau mobil ya Rp.3000-5000. Ya gimana ya mbak tarif parkir yang sudah diatur perda itu terlalu minim kasarannya rendahlah, untuk kalangan masyarakat sendiri tidak ada masalah dengan tarif Rp. 2000”*.(tanggal 02/11/22 dan 01/03/23)

According to amat (47 years), *“for the parking tariff that we pull is Rp. 2000 per motorcycle, if the car is Rp.3000-5000. What is the cost of parking it has been arranged that the regulation is too minimal rough low, for among the community itself has no problem with the tariff of Rp. 2000”*.(date 02/11/22 and 01/03/23)

Menurut Pak Didik (40 tahun), *“Sebenarnya saya tau mbak terkait tarif parkir itu berapa namun ya gimana lagi menurut kami tarif parkir Rp 1000 itu terlalu kecil atau kurangnya mbak, belum lagi kalau ada masyarakat yang sama sekali tidak membayar parkir mau tidak mau kita harus ikhlaskan”*. (tanggal 02/11/22 dan 01/03/23)

According to Mr. Didik (40 years), *“actually I know related mbak parking rates that's how much but yes how else do we think the parking tariff Rp 1000 was too small or less Ma'am, not to mention if there is a community at all not paying for parking inevitably we have to be honest”*. (date 02/11/22 day 01/03/23)

Menurut Pak Joko (52 tahun), *“Iya tahu, ya saya meminta tarif sesuai dengan perda, namun kadang masyarakat itu kasih uang Rp. 2000 mau saya kasih kembalian tidak mau, yang penting saya sudah nurut gitu aja mbak sama perda”* (tanggal 02/11/22 dan 01/03/23)

According to Mr. Joko (52 years), *“Yes know, yes I ask the tariff in accordance with perda, but sometimes people love the money Rp. 2000 I want you change does not want, the important thing is that I have Nuru so aja mbak same perda”* (dated 02/11/22 and 01/03/23)

Results of interviews with the public / users of parking services :

Menurut pak sumaji (51 tahun), *“Sebenarnya untuk tarif parkir di Ponorogo sudah sesuai dengan kemampuan masyarakat, namun masih banyak tarif parkir yang tidak sesuai dengan perda kab ponorogo, dengan begitu saya harap untuk dinas terkait penertiban kembali tarif parkir tersebut dan di sama ratakan sesuai perda”* (tanggal 02/11/22 dan 10/11/22)

According to Mr. sumaji (51 years), *“actually for parking rates in Ponorogo*

already in accordance with the ability of the community, but there are still many tariffs parking is not in accordance with the district regulation ponorogo, so I please to the relevant department re-order the parking rates and in the same flatten according to perda” (date 02/11/22 and 10/11/22)

Menurut pak aan (35 tahun), “*Masih banyak tarif parkir yang tidak sesuai dengan perda Kab Ponorogo, yang harusnya tarif sepeda motor hanya Rp.1.000 menjadi Rp.2.000 itu juga saat hari hari biasa belum saat ada kegiatan/acara atau event tertentu bisa bisa tarif sepeda motor ditarik Rp. 3.000 s/d Rp. 5.000*”. (tanggal 02/11/22 dan 10/11/22)

According to pak aan (35 years), “*there are still many inappropriate parking rates with Ponorogo District regulation, which should only motorcycle rates Rp.1,000 to Rp.2,000 that is also when ordinary days have not been when there activities / events or certain events can be withdrawn motorcycle fare Rp. 3.000 to Rp. 5.000*”. (dates 02/11/22 and 10/11/22)

Menurut Ibu Sumiati (46 tahun), “*Rata-rata tarif parkir di ponorogo itu Rp.2000, ya saya sendiri tidak keberatan dalam hal itu, namun setidaknya jukir harus tetap menaati perda yang sudah ditentukan*” (tanggal 02/11/22 dan 10/11/22)

According to Mrs. Sumiati (46 years), “*the average parking rates in ponorogo Rp.2000, yes I myself do not mind in that regard, but at least jukir must still obey the regulations that have been determined*” (dated 02/11/22 and 10/11/22)

Menurut Ibu Atik (30 tahun), “*Biasanya saya selalu memberikan uang parkir dengan nominal sama dengan mayoritas uang parkir pada umumnya. Terkadang jika ada kembalian saya enggan untuk menerimanya karena bagi saya itu sudah menjadi hak mereka, kecuali uang saya memang uang yang nominalnya cukup besar*”. (tanggal 02/11/22 dan 10/11/22)

According to Mrs. Atik (30 years), “*usually I always give parking money with the same nominal as the majority of parking money in general. Sometimes if there is change I am reluctant to accept it because for it's my money, unless it's my money the nominal is quite large*”. (dates 02/11/22 and 10/11/22)

Menurut Pak Irfan (23 tahun), “*Kurang paham ya mbak terkait perdanya, tapi ya menurut saya tarif parkir Rp.2000 untuk sepeda motor itu sudah sesuai dengan kemampuan masyarakat*”. (tanggal 02/11/22 dan 10/11/22)

According to Mr. Irfan (23 years), “*do not understand ya Mak related perdanya, but yes, I think the parking fee is Rp.2000 for a motorcycle it is appropriate with the ability of the community*”. (dates 02/11/22 and 10/11/22)

In addition to the problem of submitting proof of payment of retribution, it is known that there are still many parking attendants who are looking for opportunities by increasing parking rates and not in accordance with local regulations. The regulation states a 2-wheeled vehicle parking tax rate of Rp. 1,000.00 per vehicle/parking, while in practice the average user of 2-wheeled vehicles pay Rp. 2.000,00 per vehicle / parking. In addition, users of 4-wheeled vehicles have to pay with rates that vary, ranging from Rp 2,000.00 to Rp 5,000.00 per vehicle/parking, based on local regulations parking levy rates for 4-wheeled vehicles is Rp 2,000.00 per vehicle/parking.

According to Jukir Dinamika Alun alun store front (60 years), *"I have attracted parking rates in accordance with existing local regulations, but sometimes there are people who love more money, sometimes also if you pay with money that is nominally large do not tell you to take it without paying, sometimes there are also directly go like that without paying, yes the point is sincere Ma'am want to be paid how much I do not matter, I accept"*.

According to Niki motor store front Jukir (50 years), *"for the withdrawal of parking rates I have drawn rates in accordance with local regulations, but actually for the rates that have been set it is too little and still lacking for us, not to mention later the amount of deposit is a lot so yes want gamau sometimes we are late paying the deposit"*.

According to Jukir cloth shop front borobudur (47 years), *"for parking rates that we pull it Rp. 2000 motor, if the car yes Rp.3000-5000. Yes how Yes ma'am parking rates that have been set perda it is too minimal rough low, for the community itself there is no problem with the rate of Rp. 2000"*.

According to Jukir depan warung soto barong (40 years old), *"Actually I know ma'am related parking rates that how much but yes how else do we think the parking rate of Rp 1000 is too small or less Ma'am, not to mention if there are people who do not pay parking at all inevitably we have to be sincere"*.

With this it can be concluded that the parking attendant does not comply with existing local regulations. Car parkers who increase the parking rate aims to increase personal income. In addition, there are still many parking attendants who have not been on time to pay the deposit to the Department of Transportation. Therefore, the public roadside parking levy policy needs to be re-evaluated in order to improve the potential of local revenue. The efforts and constraints made by the Department of Transportation to prevent leakage of public roadside parking, namely :

1. Local government efforts to control the levy on parking services on the edge of public roads in Ponorogo in order to maximize revenue, namely:
 - a. daily patrols by service personnel to the parking location in Ponorogo Regency
 - b. extra parking space

- c. Parking officers who do not perform their duties will be penalized (oral reprimand, written reprimand and termination of employment as a parking attendant)
- d. conducting counseling parking attendants three times a year for all parking attendants in Ponorogo Regency.

2. The challenges we face, especially:

No consequences parking attendant with perjanjian work in the payment of deposits that exceed the due date, unstable weather conditions, such as during the rainy season. Since there are no parking users on public roadsides during the rainy season, revenues are also reduced when parking collection is implemented. Unlike when the weather is sunny, more people will use the parking lot if the weather is favorable for activities. The acquisition of parking by the parking attendant will be influenced by how much or how little parking is used, so the amount of parking levy will depend on how much parking is used along public roads.

CONCLUSION

Based on the results of the discussion and research that has been submitted previously the conclusion of this study is the implementation of parking levy policy on the edge of the public road in Ponorogo is still not ideal. This can be seen from the implementation of the public roadside parking levy policy in Ponorogo Regency, where there are still many differences between the policies set by the Ponorogo Regency government, such as the absence of tickets for each parking facility payment, parking rates in the field that are not in accordance with the official rates in the regulations, and there are still many delays in payment of levy deposits. It can be concluded that this can cause a leak in the receipt of parking charges on the edge of the public road Ponorogo and could have an impact on revenue revenue that has not been optimal in Ponorogo.

Implementation of parking levy policy on the edge of the public road in Ponorogo is recognized is still less than ideal based on the findings so far. In order for parking fees to be collected more effectively, it is necessary to review the current Ponorogo Regency public road parking tariff policy.

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Lampiran 4 Dokumentasi Penelitian







UNIVERSITAS MUHAMMADIYAH PONOROGO

FAKULTAS EKONOMI

Jl. Budi Utomo No. 10 Ponorogo 63471 Jawa Timur Indonesia
Telp (0352) 481124, Fax. (0352) 461796, e-mail : akademik@umpo.ac.id Website : www.umpo.ac.id
Akreditasi Institusi B oleh BAN-PT
(SK Nomor : 77/SK/BAN-PT/Ak-PPJ/PT/IV/2020)

BERITA ACARA BIMBINGAN SKRIPSI

1. Nama Mahasiswa : LINA FRADILA
2. NIM : 19420663
3. Jurusan : Ekonomi Pembangunan
4. Bidang : Parkir
5. Alamat : Rt 01/ Rw 13 Dusun Sidoharjo, Desa Nawangan, Kac. Nawangan, Kab Pacitan
6. Judul Skripsi : Implementasi Kebijakan Retribusi Parkir Tepi Jalan Umum Sebagai Upaya Peningkatan PAD di Kab Ponorogo
7. Masa Pembimbingan : September 2022 s/d Agustus 2023
8. Tanggal Mengajukan Skripsi : 1 Oktober 2022
9. Konsultasi :

Tanggal Disetujui	BAB	Paraf Pembimbing
10 oktober 2022	Konsultasi Judul Pembimbing 1	
14 oktober 2022	ACC Judul Pembimbing 1	
7 oktober 2022	Konsultasi Judul Pembimbing	
	ACC Proposal	
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