



ANALYSIS OF PARKING SPACE EFFECTIVENESS IN COMMERCIAL AREA JL. BOULEVARD AND JL. PENGAYOMAN, MAKASSAR CITY

Arinda Wahyuni¹, Ahmad Nadhil Edar², Gusti Hardyanti Musda³

^{1,2,3}Universitas Muslim Indonesia

¹e-mail: arinda.wahyuni@umi.ac.id

ARTICLE INFO

Article history:

ABSTRACT

From the results of previous studies in the commercial area of Jl. Boulevard and Jl. Pengayoman is almost never empty of illegal parking for four-wheeled vehicles, generally, four-wheeled parking is lined up in the middle of the road, usually during the day, illegal parking is almost crowded starting from the gate of Jl Boulevard, near Jl. AP. Pettarani, to the front of Panakkukang Mall Panakkukang. Meanwhile, the shelter also starts from the gate of protection to the old adhiyaksa quarters. Where along the protection road there are many retail shops and offices so that it makes parking lots up to the pedestrians and the shoulders of the road. This is what causes the loss of user comfort and the changing function of pedestrians in the Jl. Boulevard and Jl. Protection so that it is an act that is contrary to Islamic law which is unlawful because it is illegal, does not comply with regional law and also harms other people. So to restore the comfort and function of existing pedestrians in the commercial area of Jl. Boulevard and Jl. Pengayoman, so we raised a research theme entitled "Analysis of the Effectiveness of Parking Spaces in Commercial Areas Jl. Boulevard and Jl. Pengayoman Kota Makassar" We examine this to find out the causes of illegal parking for visitors to the commercial area on Jl. Boulevard and Jl Pengayoman Makassar City. The research variable is the effectiveness of parking spaces in the Jl. Boulevard and Jl. Protection. Data analysis used qualitative or descriptive analysis which was used to explain the results of interviews with informants and observations conducted on Jl. Boulevard and Jl. Pengayoman City of Makassar with the results of a literature review on the effectiveness of parking spaces. from the results of the research we conducted, overall the effectiveness of existing parking provision and services is still not effective. This is caused by The existing parking facilities do not meet the parking space standard (SRP), where the average parking area for commercial buildings (shops) on Jalan Boulevard and Jalan Pengayoman is 40m², while the parking space standard is according

to the Decree of the Director General of Hubda No: 272 /HK.105/DRJD/96 is 90 (1), and the results of interviews with respondents who use parking spaces in the Commercial Area Jalan Boulevard and Jalan Pengayoman on average answer the ineffectiveness of parking spaces in the Commercial Area Jalan Boulevard and Jalan Pengayoman based on the questions asked in assessing the level of effectiveness of parking spaces.

Keywords: Effectiveness, Parking Space, Convenience

1. Introduction

One of the main problems in transportation is the parking problem. In every activity that generates traffic flow (public facilities such as supermarkets, malls, offices, hotels, etc.) there is always a need for free space for vehicle parking. In big cities, parking is a quite promising business because land in cities is limited, it is not uncommon for parking space to be fought over. In the Makassar City Regional Regulation Number 17 of 2006 concerning Management of Public Roadside Parking in the Makassar City Area, it has regulated the prohibitions and obligations for parking space users and attendants, namely:

Article 9 regarding the prohibition for users and parking attendants:

- a) It is prohibited to place motorized vehicles and/or other means of transportation outside the designated parking area.
- b) Do not pollute/damage the parking lot.
- c) It is prohibited to carry out other activities besides parking activities in the parking lot unless obtaining permission from the Board of Directors.

In the city of Makassar vehicles are usually parked on the street (on street parking) and outside the body of the road (off street parking). Parking attendants also use pedestrian lanes as parking areas so that pedestrian rights are deprived, this is an action that is not in accordance with Islamic law which is unlawful for religion because it is illegal, does not comply with the law and harms other people, namely by taking pedestrian rights.

As is the case with the Makassar City Commercial Area Corridor, namely Jl. Boulevard and Jl. Protection where in the area there are hotels, malls, offices, and shops (shops). The protection road and the Boulevard road are the main corridors that cross the city center and are used as barometers for other road corridors in Makassar City. This road is located in Panakkukang District, Masale Village, Makassar City. On the Jl. Boulevard is more dominated by trade functions, so the area around this road will remain busy during the day and at night. Each mixed function in this corridor has its own characteristics which can influence the development/growth along Jl. Boulevard, while on Jl. Pengayoman is a mixed function area corridor in which there are trade, office, residential, educational services and health functions. In its development, the presence of more dominant office functions on Jl. Protection.

In our previous research, the Panakkukang area, the Boulevard corridor and shelter corridor, on the shoulder of the Boulevard road, Panakkukang, Makassar, was almost never empty of illegal parking for four-wheeled vehicles, generally, four-wheeled parking was lined up in the middle of the road, usually during the day, illegal parking was almost thronged starting from the gate of Jl Boulevard, near Jl AP Pettarani, to the front of Panakkukang Mall Panakkukang. Meanwhile, the shelter also starts from the gate of protection to the old adhiyaksa quarters. Where along the protection road there are many retail shops and offices so that it makes parking lots up to the pedestrians and the shoulders of the road. This is what causes the loss of user comfort and the changing function of pedestrians in the Jl. Boulevard and Jl. Protection so that it is an act that is contrary to Islamic law which is unlawful because it is illegal, does not comply with regional law and also harms other people. So to restore the comfort and function of existing pedestrians in the commercial area of Jl. Boulevard and Jl. Pengayoman, so we raised a research theme entitled "Analysis of the Effectiveness of Parking Spaces in Commercial Areas Jl. Boulevard and Jl. Pengayoman Kota Makassar" We examine this to find out the causes of illegal parking for visitors to the commercial area on Jl. Boulevard and Jl Pengayoman Makassar City.

2. Research Method

For this research method, it is divided into 3 stages, namely the research stage, the implementation stage, and the conclusion stage. The Research Phase Includes making a research proposal which is preceded by conducting a survey to study the phenomena that occur which are raised as research problems. The field research phase includes, Field observation, direct observation (person centered mapping and place centered mapping); Collection of primary data (interviews with questionnaires); and Retrieval of secondary data, namely data search activities from the library.

The implementation stage of this research is divided into several stages, namely General observation stage; Interview stage; Stages of making sketches of the physical environment and activity phenomena that occur and reinforced photos for data validation; and After all is collected, then do the completion and grouping of data

The conclusion stage is the decisive stage, namely the effort to conclude data and interpret data analysis correctly in accordance with the methodology used so that it will be able to achieve the goal.

while the selected population is the area of Jl. Boulevard and Jl. Pengayoman based on the limitation that the research location is the area of Jl. Boulevard and Jl. Pengayoman of the environment, which is the parking area, extends to the shoulder of the road. Sampling by random sampling of respondents is considered to represent the existing phenomenon. Random sampling is a sampling technique from members of the population that is carried out randomly without regard to the existing strata in the population. (2)

Data analysis in this study is to explain the responses of respondents to the questions asked about the parking space area of Jl. Boulevard and Jl. Pengayoman.

3. Results and Analysis

3.1. Parking Facility Effectiveness Level

From the results of data acquisition on the factors that shape the effectiveness of parking services in Commercial Areas on Jalan Boulevard and Jalan Pengayoman based on the needs of visitors as respondents in this study, it can be seen how the parking service system has been experienced by visitors so far. But this research does not merely stop here, because this research does not only examine the perceptions of visitors to commercial areas, but the determination of this effectiveness must be based on theories about the effectiveness of parking services which are then also compared with the needs of visitors to commercial areas on Boulevard and Jalan Protection. The following is a table for evaluating the effectiveness of parking services in Commercial Areas on Jalan Boulevard and Jalan Pengayoman where the assessment compares existing theories and standards with the current needs of Commercial Area visitors for parking services:

Table 1. The Level of Effectiveness of Parking Services in the Boulevard Commercial Area in terms of Needs

Need Value	Frekuensi			Total answers
	KL	KA	KY	n
Ineffective	0	11	18	29
Less effective	15	30	25	70
Effective enough	22	6	6	34
Effective	13	3	3	21
Total Respondent	50	50	50	

Description of Abbreviations: KL (Location Quality), KA (Security Quality), KY (Convenience Quality)

The effectiveness of parking facilities is based on the opinion of the respondents. From the results of calculations on the opinions of respondents about the current quality of parking services in the Commercial Area on Jalan Boulevard, the effectiveness score of the current parking service is 70 which states that it is less effective.

Table 2. The Level of Effectiveness of Parking Services in the Pengayoman Commercial Area seen from the Needs of Visitors

Need Value	Frekuensi			Total answers
	KL	KA	KY	n
Ineffective	16	18	19	53
Less effective	20	22	24	66
Effective enough	12	8	6	26
Effective	2	2	1	5
Total Respondent	50	50	50	

Description of Abbreviations: KL (Location Quality), KA (Security Quality), KY (Convenience Quality)

The effectiveness of parking facilities is based on the opinion of the respondents. From the results of calculations on the opinions of respondents about the current quality of parking services in the Commercial Area on JL Pengayoman, the current parking service effectiveness score is 66 which indicates that it is less effective.

Parking Facility Effectiveness based on standard calculations

From the calculation of the standard parking space for Jalan Boulevard does not meet the standards.

Parking Space Unit (SRP), is one method that can be used to design the geometric parking area. SRP is a parking lot for one vehicle. Where parking is controlled, parking spaces must be marked on the ground floor surface.(3)

According to the Decree of the Director General of Hubda No: 272/HK.105/DRJD/96 Standard car parking size: 18 m² according to figure 6.1 (1). and the area of the parking area can be explained in table 4.6 below.

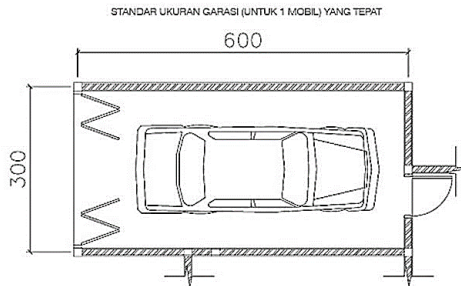


Figure 1. Parking Lot Standards

Allotment Area	Luas Lahan Parkir
Areas of work, business, science, arts and culture, Trade areas and services.	¼ of the floor area of the building
Heavy and light industrial area Market building	1/8 of the floor of the building is equal to the area market floor
Hotels, Inns, Inns and the like.	1 room 1 parking plot

Source: Decree of the Director General of Hubda No: 272/HK.105/DRJD/96

Based on the SRP standards above, the standard parking area that should be in commercial buildings on Jalan Boulevard is

1. Place of trading business (shop): building floor area 120 x 3 floors = 360 m²
 $\frac{1}{4}$ of the floor area of the building = $\frac{1}{4}$ of 360 m²
 = 90 m²
2. Hotel Denpasar: total 61 rooms
 1 room 1 parking plot = 1098 m²
3. Hotel Myko: total 217 rooms
 1 room 1 parking lot = 3906 m²

Based on the SRP standards above, the standard parking area that should be in commercial buildings on Jalan Pengayoman is

1. Place of Trading Business (Ruko): Building Floor Area 120 x 3 Floors = 360 m²
 $\frac{1}{4}$ of the building area = $\frac{1}{4} \times 360\text{m}^2$
 = 90m²
 2. Alaska Store: Building Floor Area 5950 x 2 Floors = 11.900m²
 $\frac{1}{4}$ of the building area = $\frac{1}{4} \times 11,900\text{m}^2$
 = 2975m²
 3. Lavita Store: Building Floor Area 1925 x 2 Floors = 3850m²
 $\frac{1}{4}$ of the building area = $\frac{1}{4} \times 3850\text{m}^2$
 = 962.5m²
 4. Computer City: Building floor area 900 x 4 floors = 3600m²
 $\frac{1}{4}$ of the building area = $\frac{1}{4} \times 3600\text{m}^2$
 = 900m²
 5. Panakukkang Police Station: Building Floor Area 420 x 1 Floor = 420m²
 $\frac{1}{4}$ of the building area = $\frac{1}{4} \times 420\text{m}^2$
 = 105m²
- Standard Car Parking Size:
 $p = 5.4 - 6\text{m}; l = 3\text{m} (18\text{m}^2)$

3.1. Disussion

One form of violation of public order is the violation of illegal parking on the shoulder of the road, this violation is very often found, especially in big cities such as Makassar City which is the capital of the province of South Sulawesi which is the center of trade and services, center of government activities, goods transportation service nodes and passengers, education services and health services that have minimal parking space availability, as well as the City of Makassar which is a business city and also one of the destinations for tourism and education in eastern Indonesia, therefore many people come to study or seek jobs in Makassar City, so that the city is increasingly crowded and crowded with vehicles passing on the streets, as a result of this crowd traffic jams often occur along the main roads of Makassar City, not to mention the shoulders of the main roads which are often used as illegal parking lots due to the number of vehicles m exceed the capacity of the available parking space.

Based on Regional Regulation Number 64 of 2011 concerning Determination of Andi Prince Pettarani Road Shoulder, Sultan Alauddin Road Shoulder, Jendral Urip Sumoharjo Road Shoulder, Dr. Sam Ratulangi and Shoulders of Jalan Jendral Ahmad Yani as Makassar City Free Parking Areas (hereinafter abbreviated as Regional Regulation No. 64 of 2011). The shoulder of the road is designated as a free parking area because these are the main roads in Makassar City which are prone to congestion, so the Makassar City government applies regulations to motorists not to park their vehicles on the shoulder of the road. The sanctions for illegal parking violations as regulated in Article 287 of Law Number 22 of 2009 concerning Road Traffic and Transportation are in the form of criminal sanctions or fines.

The area around Jalan Boulevard and Jalan Pengayoman, Panakukkang District, Makassar City is one of the areas with a fairly high level of community activity. Where in this area is one of the areas with the characteristics of the function of the surrounding land is a trade and service area, housing, and offices.

The effectiveness of parking space is seen from the current conditions with parking space standards that have been calculated based on the ratio of floor area and building use, which does not meet predetermined standards. The average parking area on Jalan Boulevard is 44 m², while based on the standard that has been calculated it should have a parking area of 90 m² for shopping areas and for Denpasar Hotels it has a parking standard of 1098 m². Due to the lack of compliance with the standard size of the existing parking space, there is a lot of illegal parking on the shoulder of the road which results in traffic jams and also due to the density of vehicles.

After conducting interviews with illegal parking users, the reason for the most illegal parking users was because parking on the shoulder of the road was cheaper than parking in malls which were charged a fee depending on the time of use of the parking lot, besides that it was also due to the ineffective parking space provided in the Boulevard commercial area and Guidance from interviews regarding the effectiveness of parking spaces in terms of location, safety and comfort, the average respondent answered that it was less effective.

4. Conclusion

After going through various stages in the process of completing research on the effectiveness of parking in the Commercial Area of Boulevard Street and Pengayoman Street, it can be concluded that:

Overall, the effectiveness of existing parking provision and services is still not effective. This is caused by

1. The existing parking facilities do not meet the parking space standard (SRP), where the average parking area for commercial buildings (shops) on Jalan Boulevard and Jalan Pengayoman is 40m², while the parking space standard is according to the Decree of the Director General of Hubda No: 272 /HK.105/DRJD/96 is 90
2. The results of interviews with respondents who use parking spaces in the Commercial Area Jalan Boulevard and Jalan Pengayoman on average answer the ineffectiveness of parking spaces in the Commercial Area Jalan Boulevard and Jalan Pengayoman based on the questions asked in assessing the level of effectiveness of parking spaces.

References

1. Fatthurahman F. Efektivitas Pengelolaan Parkir Tepi Jalan Umum di Kota Makassar. [makassar]: Universitas Negeri Makassar; 2015.
2. Sugiyono PD. Statistik untuk Penelitian. CV. Alfabeta Bandung. 2013.
3. Minarti SK. Efektivitas Parkir Pasar Tradisional Utama Di Kota Surakarta [Internet]. digilib.uns.ac.id; 2013. Available from: <https://digilib.uns.ac.id/dokumen/detail/29838>