Analysis of vehicle parking potential in Sumbawa regency

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Article Info	ABSTRACT
Keywords: Potential Parking Levy, Deskriptif, Locally-generated revenue	This research aims to determine the potential for parking revenue based on the number of vehicles, rates, working days and parking revenue collection costs in Sumbawa Regency. The type of research used is descriptive, the research sample is parking points based on the level of visitor crowds, shopping centers, visitor intensity, location of the research object, and the proximity of one object to another. The locations for this research are 13 locations or parking points in Sumbawa Regency. The analytical tool used in this research is Quantitative Analysis where the potential for parking levies or taxes is calculated according to the potential revenue of each point. The research results show that the gross potential (gross) parking revenue for 13 parking locations in Sumbawa Regency amounts to an average of IDR 542,436 per day per location. So in one year (363 days) for these 13 parking locations the potential for receiving parking fees is Rp. 2,559,756,729,-. The largest potential parking levy comes from the Seketeng Market parking levy, which is an average of IDR 1,613,143 per day. And Jl. Kartini amounting to Rp. 1,492,000.-, The net potential (net) of parking revenues for 13 parking locations in Sumbawa Regency amounts to an average of IDR 273,607,- per day per location. So in one year (363 days) for these 13 parking locations the potential for receiving parking fees is Rp. 1,291,149,514,-. The largest potential parking levy comes from the Seketeng Market parking levy, which is an average of IDR 806,571 per day. and Jl. Kartini amounting to Rp. 746,000,-.
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INTRODUCTION

Since the implementation of regional autonomy until now, the ability of district/city governments to collect Regional Original Income (PAD) is still relatively low. As a result, local governments have not been able to finance development needs from their own PAD. Disbursement of funds from the central government is actually the main source of regional development. In general, it can be said that around 85% of central funds go to the regions, while the remaining 15% comes from the regions themselves.

Original Regional Income (PAD) is income in an autonomous region that originates from regional taxes, regional levies, a share of profits from the management of separated regional assets, and other PAD that is valid according to law. The higher the regional capacity to produce PAD, the greater the regional discretion to use PAD in accordance with regional aspirations, needs and development priorities.

Regional Original Income is one component of regional financial revenue sources in addition to other revenues in the form of balance funds, regional loans and other legitimate revenues [1]. Regional taxes and regional levies are an important source of regional income to finance the implementation of regional government. Through the Regional Taxes and Levies Law, regions are given the authority to collect regional taxes and regional levies from the public, by establishing Regional Regulations as the basis for collection. This is also an implementation of Article 23A of the 1945 Constitution of the Republic of Indonesia which confirms that the placement of burdens on the people such as taxes and other coercive levies for State needs is regulated by law, so that the collection of Regional Taxes and Regional Retributions must be based on on the Law.

The problem that arises is how regional governments attempt to increase Regional Original Income (PAD). In general, local governments take two approaches, namely intensification and extensification. To carry out levy intensification, human resources are increased; coordination between employees and related agencies is developed; Service quality is improved and supervision of taxpayers/levies is made more effective. Meanwhile, extensification of levies is carried out by collecting data on new sources and making regional regulations that are more appropriate to developments in the situation without disrupting the economy.

Vehicle parking is a source of significant local income potential. Parking is a non-temporary state of not moving a vehicle. According to the Road Traffic and Transportation Law, parking is a situation when a vehicle stops or does not move for a while and is left by the driver.

The fairly high mobility of two-wheeled and four-wheeled vehicles in various regions in Indonesia certainly demands adequate parking services, both places specially prepared for parking lots, as well as suitable parking locations on the side of public roads. Regional Governments, especially Regency/City Governments including the Sumbawa Regency Government, should be able to manage the provision of parking spaces well. Apart from the Regional Government's obligation to ensure the provision of public services within its authority, in the end good parking management by the Regency/City Government will be able to increase local original income, both from parking taxes, parking fees on public roads and special parking fees.

Parking revenue is one source of revenue that is common to all forms of regional government, parking revenue is also the main source of income for regional development agencies. Existing parking should be a joint responsibility of the government because it is a potential source of income, which can contribute to the implementation of government and regional development. Parking requires wise handling in its management, for this reason, on the one hand, it is a source of regional income that needs to be intensified in collecting fees in accordance with existing potential.

The development of Sumbawa Regency's parking revenue in recent years has shown a positive trend or has increased, although there is still realization that it is below the set target. The following is Sumbawa Regency parking revenue data for 2018 – 2022.

Tabel 1. Target dan Realisasi Penerimaan Parkir Kabupaten Sumbawa Tahun 2018 – 2022

TAHUN	TARGET (Rp.)	REALISASI (Rp.)	%
2018	200,000,000	280,795,044	140.40%
2019	250,000,000	322,109,600	128.84%
2020	310,000,000	423,125,600	136.49%
2021	430,004,000	459,804,400	106.93%
2022	484,000,000	480,932,400	99.37%

Various studies on parking revenues in Sumbawa Regency, especially retributions, have been carried out, including by Suprianto et al. (2018) stated that the gross potential revenue or parking income amounts to an average of IDR 255,514 per day per location with the assumption that working hours per day are 10 working hours. So that in one year (363 days) for these 7 parking locations, it can be predicted that the potential revenue or parking income will be IDR 649,2619,800. The largest potential revenue or parking income comes from Seketeng Market parking revenue or income, namely an average of IDR 639,575 per day. Apart from that, the results of the study also show that if it is assumed that the cost of collecting revenue or parking income is the district minimum wage, namely IDR 1,693,030 per month per person, then the potential revenue or parking income for 7 parking locations in Sumbawa Regency is IDR 29,955 ,580,- per month and the net potential per year is IDR 364,832,760,-

Meanwhile, one of the problems related to parking receipts or income in Sumbawa Regency is the lack of effectiveness in collecting parking fees. The research results of Sutama et al. (2020) shows that the receipt of parking revenues or revenues in Sumbawa Regency in 2015-2019 was classified as less effective where the realization of public roadside parking levy revenues was less than the predetermined target.

Revenue from parking in Sumbawa Regency can basically still be increased considering the large potential because there are still many parking locations that can still be utilized. There are locations in Sumbawa Regency that have the opportunity to intensify parking acceptance, such as the Empang District market, Lopok District market, Sumbawa District market, Utan District Market, and Alas District Market. Based on observations, these markets are classified as busy with vehicle parking compared to other locations in each sub-district area. Apart from market areas, parking potential can also be found at various parking points that have been determined by the regional government through related agencies, including Toko Roberto, Jalan Garuda (in front of the Sumbawa Regional General Hospital), and Jalan Kartini. Based on initial observations, it is known that these locations are always busy with parked vehicles. Therefore, this research focuses on the potential revenue or parking income in Sumbawa Regency by calculating the parking potential for four-wheeled, two-wheeled and other vehicles at several parking locations in Sumbawa Regency. Knowledge of regional parking revenue potential can determine the success of regional parking revenue targets.

Literature Review
Public Goods

The government must make careful considerations to determine what public goods should be provided and in what quantities. According to Mangkoesoebroto (2000), the

provision of public goods is how much the government must provide public goods and the amount of funds that must be provided to provide those public goods. The funds required to provide public goods and services are relatively large, so contributions from the community are needed to regulate their provision, for example by implementing taxes and levies as a form of community contribution and the proceeds from which are collected are used to finance these activities [3].

User Charges

In general, the government does not sell its services to the public, however, the process of providing public goods and services requires costs, and to maintain the availability of allocations and achieve good efficiency, the government requires the implementation of appropriate price policies or tariffs/user charges. Tariffs or User Charges or levies with price policies are a payment system or billing system where someone consumes certain goods and services provided by the local government. In connection with User Charges, Fisher (1996 :174) states that: "User charges are prices charges by government for specific services or privileges and used tu pay for all part the cost of providing those services, which one function is to make consumers face the true cost of consumption decisions, and creating an incentive for efficient choice." Apart from that, there are also those who define user charges as beneficiary charges, which are defined as a form of payment made by consumers in an indirect exchange process for services provided by the government.

Regional Revenue

Regional income is a component of the Regional Revenue and Expenditure Budget which is used to finance development and smooth the running of government. Therefore, each region must make efforts to collect regional revenues more intensively, where in essence regional financial management is closely related to the implementation of decentralization in carrying out government affairs. Within the framework of decentralization, autonomous regions were formed with the authority to regulate and manage their own households, with the ultimate aim of increasing the effectiveness of government administration, especially in terms of services to the community and the implementation of regional development. Regional revenue is a regional government right that is recognized as an addition to the value of net assets in the relevant year period. In accordance with Law no. 33 of 2004 concerning financial balance between the central government and regional governments.

Concept of Original Regional Income

Original Regional Income, hereinafter referred to as PAD, is revenue obtained by a region from sources within its own territory which is collected based on Regional Regulations in accordance with applicable laws and regulations (Article 1 of Law Number 33 of 2004). Thus, Regional Original Income is a source of income that originates from regional potential. Regional governments can explore sources of Regional Original Income optimally. The definition of original regional income is based on Law Number 33 of 2004 concerning Financial Balance between the Center and the Regions Article 1 number 18 that "Original regional income, hereinafter referred to as PAD, is income obtained by the region which is collected based on regional regulations in accordance with statutory regulations".

Parking Levy

Parking spaces are not always subject to local tax, because there are parking spaces that are the object of regional levies. Based on Article 1 number 64 of Law no. 28 of 2009, regional levies are regional levies as payment for certain services or permits which are specifically provided and/given by the regional government for the benefit of individuals or entities [4].

In more detail, the objects of regional levies consist of general services, business services and certain permits. Parking levies can be classified as objects of general service levies or business service levies. Parking levies are fees imposed by local governments on parking service users based on applicable laws and regulations. Parking levies are levies collected from vehicle parking activities.

Parking levies are one component of Regional Original Income. Therefore, it is necessary to monitor the potential for parking fees. This needs to be done so that regional income receipts originating from parking fees can be increased optimally in order to contribute to increasing Regional Original Income. Therefore, the government must be able to understand the potential obtained from parking fees, apart from that, the calculation of parking fee income can also be used as a guide in targeting regional fees originating from parking fees. So that later efforts (strategies) will be made in implementing parking fees so that they can contribute to the receipt of Regional Original Income.

Potential Parking Levy Income

According to the General Indonesian Dictionary (KUBI) published by Balai Pustaka, what is meant by potential is an ability that has the possibility of being developed; strength; ability; Power. Thus, the potential parking levy income is an estimate of the parking levy income obtained per day which can be calculated by multiplying the parking volume that occurs by the applicable rate. Meanwhile, for locations that charge progressive rates, the calculation of estimated parking levy income per day is done by multiplying the parking rate that applies each hour by the number of vehicles parked for a certain duration.

Parking management is a form of public service, where the management agency has quite a strategic function because it carries out 3 functions at once, namely as a supporting part of the transportation system, as a public service and a source of income for Regional Original Income (PAD) [5]. Through proper parking management, apart from increasing the potential for regional revenue originating from parking fees, it is also hoped that it will be able to reduce the problem of traffic congestion and encourage private motor vehicle users to use public transportation services.

Conceptual framework

Based on the description above, it can be built research framework as follows:
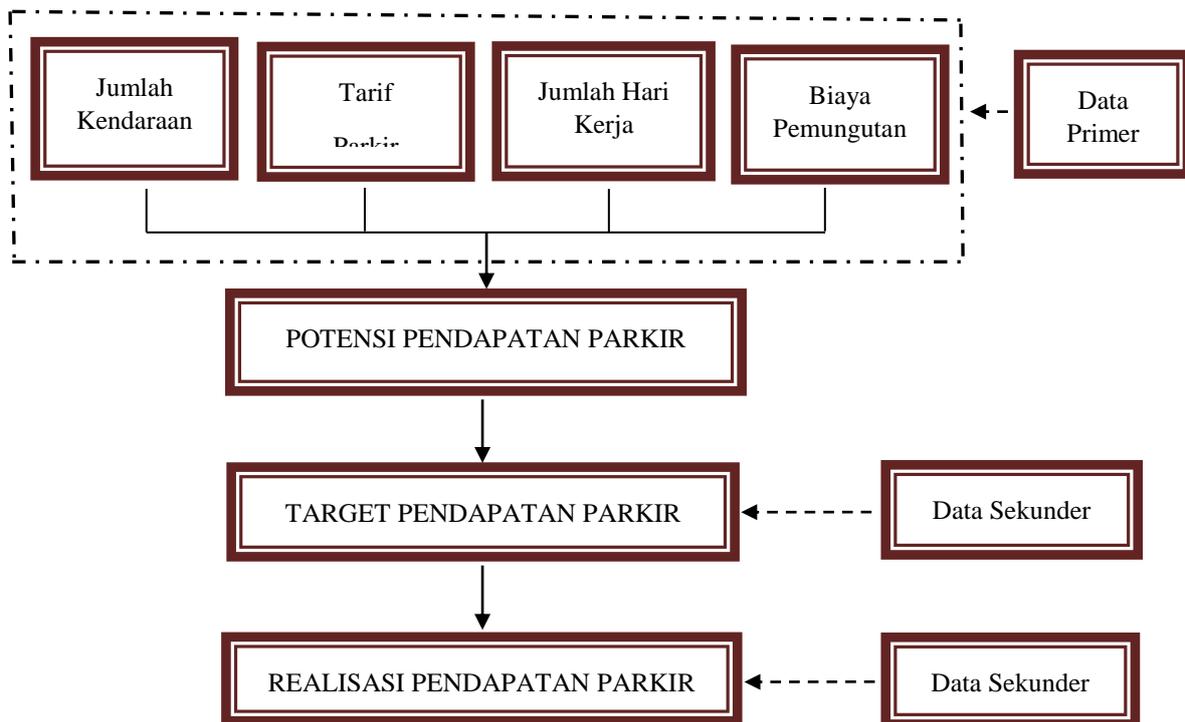
METHOD

Types of research

The type of research used in this research is descriptive research. Descriptive research is research that attempts to describe the research object completely, so that the state or condition of the object is clear. Descriptive research aims to accurately describe or describe something that is happening and taking place in the research. In this research, we do not just explain the event (problem) but further describe how the event (problem) can occur. The findings in descriptive research are broader and more detailed than in exploratory research. Descriptive research conducts research on event variables, by drawing samples [6].

The reason the researcher uses this research method is the nature of the problem to be studied, where this research seeks to describe the phenomenon of potential parking fees and taxes which are used as problems in this research.

Location and Time of Research

The locations for this research are 13 locations or parking points in Sumbawa Regency, namely 12 (twelve) locations on the edge of public roads (objects of levies or parking taxes) consisting of 1) Street in front of Plampang Market, 2) In front of Brang Biji Market, 3) Jalan Lama Utan Market, 4) Street in front of Alas Market, 5) Street around Seketeng Market, 6) Jalan Garuda (in front of Sumbawa Regional Hospital), 7) Jalan Kartini, 8) Galak Jango, 9) Taman Bugis, 10) Shopping Complex, 11) Jalan Front Pragas, and 12) Street Around Toko Sumber Mas (Jalan Diponegoro); and 1 (one) special parking area (parking tax object), namely Roberto's Shop.

Sampling technique

The technique used to determine the research sample is by using a cluster sampling technique. In conducting research using the cluster sampling method, samples are grouped or classified based on sample characteristics and the sample is homogeneous so that the sample can represent the population. In this research, researchers grouped samples, namely parking points based on the level of visitor crowds, shopping centers, visitor intensity, location of research objects, and proximity between one object and another [6].

Types of Research Data

Data collection in the research was carried out using questionnaire and interview techniques. (1). Direct observation that is related to the research that will be discussed, in this case to find out the conditions of the research location, and how to collect parking fees or taxes; (2) In-depth interviews with informants, especially field officers who collect parking objects, and related agencies in order to obtain other supporting information; (3) Documentation, carried out in order to obtain secondary data from the DPRD, BAPENDA Sumbawa Regency, BAPPEDA, and DISHUB Sumbawa Regency.

Operational Definition of Research Variables

1. Parking is a situation where the vehicle stops or does not move for a while and is left by the driver
2. Parking income referred to in this study is the amount of money (Rupiah) handed over by consumers to parking officers for parking carried out.

Data Analysis Techniques

Data analysis is the process of systematically searching and compiling data obtained from interviews, field notes and documentation, by organizing data into categories, describing it into units, synthesizing it, arranging it into patterns, choosing what is important and will be studied and make conclusions so that they are easily understood by yourself and others. Data is also simplified into a form that is easy to understand, read and interpret, which in essence is an effort to find answers to research problems. The analytical tool used in this research is Quantitative Analysis where the potential parking levy or tax is calculated according to the potential revenue of each parking point with the following formulation : 1) Potential income or revenue from Dokar/Cidomo/Similar parking = (Jk x Tr) x (Hk) - Collection Fee; 2) Potential income or receipts from motorbike parking = (Jk x Tr) x (Hk) - Collection fees; 3) Potential income or parking receipts for Sedan/Jeep/Pickup/Mini Bus/Similar = (Jk x Tr) x (Hk) - Collection Fee; 4) Potential income or parking receipts for Medium Buses/JBB Trucks up to 5 Tons = (Jk x Tr) x (Hk) - Collection Fee; 5) Potential income or parking receipts for JBB Large Buses/Trucks > 5 Tons = (Jk x Tr) x (Hk) - Collection Fee;

RESULT AND DISCUSSION

Gross Potential (Gross) Parking Revenues (Tariffs According to Regional Regulation No. 1 of 2012)

Based on data on the potential number of parked vehicles and parking rates, the gross potential (gross) parking revenue can be calculated. Based on data processing of gross potential parking revenue, the following results were obtained. The gross potential parking

revenue (for 13 parking locations) in Sumbawa Regency for each location based on the calculation results above amounts to an average of IDR 542,436 per day with the assumption that working hours per day are 10 working hours. So that in one year (363 days) for the 13 parking locations it can be predicted that the potential parking revenue will be IDR 2,559,756,729.-. The largest potential parking levy comes from the Seketeng Market parking levy, which is an average of IDR 1,613,143 per day.

Thus, this research shows different results from previous research. Research conducted by Suparto and Purwadinata (2011) shows that the gross potential of parking fees for 5 (five) locations (shops, public markets, terminals, Goa Beach and hospitals) is IDR 1,728,713,000 per year. Meanwhile, the gross potential for parking revenues in this study reached IDR 2,559,756,729.-. The results of this research are also different from the results of research by Suprianto, et al (2017) which shows the gross potential of parking fees for 7 parking locations (Seketeng Market, Baja Framework, Bank Mega-Tugu Mas, BRI City Unit 1-Toko Planet, Bakso Pak Gendut, Galak Jango, UD. Ratna) in Sumbawa Regency in one year (363 days) amounting to Rp. 649,2619,800,-. This difference in results is more due to the research locations having fewer parking points in the previous study than the parking points in the current study (13 locations). Apart from that, this difference can also be understood due to the difference in research time, where the development of motorized vehicles in 2023 is greater than in 2014 and 2017.

Net Potential (Net) Parking Revenue

To get the net potential for parking revenues, the collection costs will be taken into account in the context of parking revenues. The collection fee for parking fees (wages/honors for parking attendants) is determined based on an agreement between the Sumbawa Regency Transportation Service and each parking attendant, namely 50:50 (50% for the transportation service and 50% for parking attendants) of the total parking levy in each area. parking location. Meanwhile, there is no collection fee for parking tax but is set at 30% of the total parking tax revenue. Based on this information, the net potential for parking revenues (for 13 parking locations) in Sumbawa Regency amounts to IDR 273,607,- per day and the net potential per year amounts to IDR 1,291,149,514,-. The largest potential parking revenue comes from parking fees around Seketeng Market, namely an average of IDR 806,571 per day. and Jl. Kartini amounting to Rp. 746,000,-. Meanwhile, in the case of Toko Roberto, the actual parking income (only in the form of parking tax) that goes into the regional treasury is IDR 315,000 per month or the equivalent of IDR 3,780,000 per year. Meanwhile, in practice, parking at Roberto's Shop does not only take the form of a special parking area but also has the practice of parking on the side of the public road. The net potential income from public roadside parking in front of Roberto's Shop is Rp. 170,857,- per day or the equivalent of Rp. 5,126,250,- per month or Rp. 62,021,091,- per year. Apart from that, the potential parking tax from providing parking at Roberto's Shop is projected at Rp. 62,100,- per day or the equivalent of Rp. 1,863,000,- per month or Rp. 22,542,300,- per year so that the total potential parking income from Roberto's Shop is Rp. 84,561,391,-. If we compare the realization with the existing potential, the difference in parking income from Roberto's Shop is very large, so there is an

opportunity for the government to increase income from providing parking around Roberto's Shop, both on the side of public roads and in special parking lots.

Based on the results of this research, it is known that the potential for parking revenue is much greater than the target set by the government. Therefore, for the following year, the government can increase the parking revenue target to be greater than the revenue target in 2022. It is known that the parking revenue target in 2022 is IDR 484,000,000,- with a realization of IDR 480,932,400,- (realization in 2022 is 99.37% of target) with details of the target for parking revenue on the side of public roads in 2022 amounting to IDR 250,000,000,- with the realization of IDR 241,924,300,- (96.77% of the target) while the remaining amount of IDR 234,000,000,- is the target for parking revenue in Special Locations Parking (parking tax).

Increasing the parking revenue target is considered feasible considering that this potential can actually still increase because there are still parking service locations on the side of public roads and parking at special parking locations in Sumbawa Regency in 2023 whose potential has not yet been assessed. Based on data from the Sumbawa Regency Transportation Service, it is recorded that there are 94 parking locations on public roadsides in Sumbawa Regency in 2023, consisting of 43 parking locations on district roadsides, 9 parking spots on provincial roadsides, and 9 parking spots on provincial roadsides. There are 42 parking spots on the national roadside. Likewise, there are also many special parking locations besides Roberto, such as Alfamart, Indomaret, Bank Mandiri, Bank BNI 46, Bank NTB Syariah, Bank BRI, Samawa Great Mall, Perabot Agung, and others. Likewise, non-permanent parking locations that are in the process of being collected by the relevant agencies can also become a source of new parking revenues, such as parking during MX GP activities, Car Free Day, or other events. Basically, this condition can be used as a potential object for legal parking revenue. Therefore, the government as the policy holder needs to take steps to take advantage of this opportunity so that the potential for parking fees that are legal or in accordance with regulations can be increased.

Parking management is one of the sub-systems in traffic control, where efficient parking management can make traffic in the area more orderly and smooth. With the fairly high growth in the number of motorized vehicles, of course this needs to be accompanied by an increase in the location of parking areas. This is what often results in the emergence of illegal parking locations, considering that the number of parking locations currently available is limited [7]

Parking is one of the main problems that arises due to increasing road traffic and the impact of the increasing development of transportation facilities [8]. The shortage of available parking spaces in urban areas has increased the demand for parking spaces especially in areas such as central business districts which has an impact on parking options. Parking in most urban areas has become a source of conflict and inefficiency [9]. This requires immediate action to address the problem itself. Parking policy choices also have significant broader consequences. Parking policies have been important before they are recognized as they are now. This has an impact on the role of parking spaces which are not sustainably developed to address the demand for parking spaces [10]. Instead, thoughtful parking policies may offer a tool to address growing problems [11]. The

importance of parking in transport policy is often underestimated. But the fact is that finding a place for potential parking is more important than concerns about the lack of available street space to accommodate cars [12].

CONCLUSION

Based on the results of the analysis, it can be concluded that the results of the study of vehicle parking potential for 13 parking locations in Sumbawa Regency are as follows: The gross potential (gross) parking revenue for 13 parking locations in Sumbawa Regency amounts to an average of Rp. 542,436,- per day per location assuming that the working hours per day total 10 working hours. So that in one year (363 days) for these 13 parking locations it can be predicted that the potential for parking levy revenues will be IDR 2,559,756,729,-. The largest potential parking levy comes from the Seketeng Market parking levy, which is an average of IDR 1,613,143 per day. And Jl. Kartini amounting to Rp. 1,492,000,-. The net potential (net) of parking revenues for 13 parking locations in Sumbawa Regency amounts to an average of IDR 273,607,- per day per location with the assumption that working hours per day are 10 working hours. So that in one year (363 days) for these 13 parking locations it can be predicted that the potential for parking levy revenues will be IDR 1,291,149,514,-. The largest potential parking levy comes from the Seketeng Market parking levy, which is an average of IDR 806,571 per day. and Jl. Kartini amounting to Rp. 746,000,-. The potential for parking revenue in 2023 is much greater than the target set so far by the government. It is known that the target for parking revenue in 2022 is IDR 484,000,000,- with a realization of IDR 480,932,400,- (realization in 2022 is 99.37% of the target) with details of the target for parking revenue on the side of public roads in 2022 amounting to IDR 250,000,000,- with realization Rp. 241,924,300,- (96.77% of the target) while the remaining amount of Rp. 234,000,000,- is the target for parking revenues at Special Parking Locations (parking tax).

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