

Implementation of Regional Parking Regulations in Kabupaten Banyumas: A State Administrative Law Perspective on the “City of a Thousand Parking Spots” Phenomenon

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Abstract Parking management plays a strategic role in regional governance, as it relates to traffic order, public services, and local revenue generation. In Banyumas Regency, the rapid growth of urban activities, particularly in Purwokerto, has led to the proliferation of parking points, popularly known as the “city of a thousand parking spots.” While this reflects economic vitality, it also raises concerns regarding legality, tariff consistency, and administrative supervision in the implementation of Regional Regulations on parking. This research employs a normative legal method using statutory and conceptual approaches. The statutory approach examines the legal framework governing parking management, while the conceptual approach applies the principles of State Administrative Law, especially the principle of legality and the General Principles of Good Governance, as analytical benchmarks. Data were collected through library research and analyzed qualitatively using deductive reasoning. The study finds that although parking management in Banyumas Regency has a formal legal basis, discrepancies remain between regulatory provisions and field practices, particularly in tariff application and supervision. Effective parking governance therefore requires not only valid regulations but also consistent implementation aligned with principles of legality, transparency, accountability, and legal certainty to ensure public trust and sustainable regional revenue.

Keywords : Parking Management, Regional Regulation, State Administrative Law, Good Governance

I. INTRODUCTION

Parking is a crucial aspect of regional transportation management that directly impacts public interest (Purnomo, 2025). In regions with high economic growth and mobility, parking management is not only concerned with traffic order but also with optimizing local revenue (Widiyaningrum & Maulana, 2025). In addition to its role in traffic order, parking management also has an important fiscal dimension, serving as a source of local revenue. Parking fees, when managed optimally and transparently, can significantly contribute to financing regional development. Therefore, parking regulation through Regional Regulations serves as a strategic legal instrument to ensure that levy collection is carried out legally, measurably, and accountably. Perda serves as the legal basis for local governments to set rates, determine parking locations, regulate collection mechanisms, and impose administrative sanctions in the event of violations (Zuraida, 2022).

In the context of regional autonomy, the authority of district governments to regulate and collect parking fees is a concrete manifestation of the implementation of decentralization (Kholik, 2020). Regional governments are given the attribution of authority to manage government affairs in the fields of transportation and regional revenue in accordance with applicable laws and regulations (Kartika et al., 2023). Therefore, every policy and administrative action in parking management must be based on clear legal norms and not exceed the limits of predetermined authority. This aspect is crucial to ensure that the implementation of parking policies is not only administratively effective but also legally valid and in line with the principles of State Administrative Law.

As part of a strategic region in Central Java Province, Banyumas Regency is experiencing dynamic urban development, particularly in Purwokerto as a center of commerce, education, and services. The growth of shopping centers, restaurants, culinary areas, and office activities has resulted in an increasing need for parking spaces. This situation requires the local government to implement an orderly, transparent, and regulatory-based parking management system. This growing phenomenon has even given rise to the unofficial nickname for Banyumas, particularly Purwokerto, “the city of a thousand parking spaces.” This term arose from the public

perception that parking spots are easily found in almost every corner of commercial areas and busy centers (Radarbanyumas.disway.id, 2025).

On the one hand, this situation demonstrates high economic activity and the flexibility of public spaces utilized to support business activities (Ayuningtyas, 2025). However, on the other hand, the large number of scattered roadside parking spots without uniform management often raises questions about the legality of parking locations, the appropriateness of rates, and the effectiveness of oversight by local governments (Oktisari & Nisak, 2023). If not balanced with an orderly administrative system, this situation has the potential to give rise to irregularities, such as differences in rates between locations, the presence of parking attendants without official identification, and charging practices that do not comply with regional regulations.

Parking regulations are essentially regulated in the Regional Regulation on Regional Taxes and Levies, as well as technical provisions established by the regional government (Braksa & Ridwan, 2019). Through these regulations, the government has a legal basis for determining parking locations, tariff rates, collection mechanisms, and supervision of parking attendants. However, in practice, the implementation of parking policies often faces various challenges, ranging from inconsistencies in tariffs in the field to weak oversight of levies (Rahmi & Febrian, 2025). Problems that frequently arise include discrepancies between the official tariffs stated in the Regional Regulation and the tariffs collected from the public. Furthermore, parking attendants are still found to lack official attributes or not deposit the collection proceeds as stipulated. This situation not only has the potential to harm the public as service users but can also reduce potential regional revenue that should be optimized.

From a State Administrative Law perspective, the implementation of the Parking Regulation must comply with the principle of legality and the General Principles of Good Governance (Toana, 2024). Every levy collection must have a clear basis of authority, be carried out by a legitimate official or officer, and follow established procedures (Nwuzor & Onah, 2023). When there is a deviation between regulated norms and field practices, relevant administrative issues can arise that require legal analysis. In addition to legal aspects, parking management is also related to the principles of accountability and transparency in regional governance. Parking, as a source of Regional Original Revenue, should be managed professionally and well-documented (Caratan et al., 2025). Disorder in the management system can create negative public perceptions of local government performance and potentially lead to maladministration practices.

On the other hand, transformations in governance have opened up opportunities for the implementation of electronic or cashless parking systems as an effort to increase efficiency and reduce revenue leakage (Nugroho et al., 2024). However, the implementation of these policies must still be aligned with the applicable legal framework to avoid conflicts of norms or authority issues (Agustin, 2025). Synchronization between regional regulations and technical policies is crucial in ensuring legal certainty. Based on this description, parking management in Banyumas Regency is a strategic issue worthy of study from a State Administrative Law perspective (Selfianus Laritmas, 2026). Analysis of the implementation of the Parking Regulation is not only important for assessing policy effectiveness but also to ensure that every government administrative action is in accordance with the principles of legality, legitimate authority, and good governance. Research on the implementation of parking management from a State Administrative Law perspective in Banyumas Regency is expected to provide conceptual and practical contributions to strengthening regulations and improving the quality of public services in the region.

Based on this description, parking management in Banyumas Regency is a strategic issue worthy of study from the perspective of State Administrative Law. Analysis of the implementation of the Parking Regulation is not only crucial for assessing policy effectiveness but also for ensuring that every government administrative action complies with the principles of legality, legitimate authority, and good governance. Research on this topic is expected to provide conceptual and practical contributions to strengthening regulations and improving the quality of public services in the region.

II. METHOD

This study employs a normative legal research method using both a statutory approach and a conceptual approach. The statutory approach is applied to examine legal provisions governing parking management and parking retribution, the authority of local governments in regulating public parking areas, and the legal framework of State Administrative Law that underpins the implementation of regional regulations. In this context, the research analyzes the relevant Regional Regulations concerning parking and regional levies in Kabupaten Banyumas, as well as related higher-level legislation that forms the basis of local governmental authority. Meanwhile, the conceptual approach is used to assess the implementation of the General Principles of Good Governance, particularly the principles of legality, legal certainty, proportionality, and accountability, as analytical benchmarks for evaluating administrative actions in parking management.

The research is descriptive-analytical in nature, aiming to systematically describe the regulatory framework and the implementation mechanism of parking management in Banyumas Regency while simultaneously

analyzing potential administrative law issues that may arise in practice. Particular attention is given to the phenomenon commonly referred to as the “city of a thousand parking spots,” which reflects the proliferation of parking points in urban areas such as Purwokerto. The study seeks to examine whether the proliferation of parking locations, tariff practices, and the role of parking attendants are fully aligned with the authority granted under regional regulations and administrative law principles.

III. RESULT AND DISCUSSION

The research results indicate that parking management in Banyumas Regency has a clear legal basis through the Regional Regulation concerning regional taxes and levies, as well as implementing technical regulations established by the regional government. Normatively, the authority to regulate and collect parking levies is an attribution authority granted to the regional government within the framework of regional autonomy. This authority includes establishing parking zones, setting rates, appointing parking attendants, and overseeing revenue collection and reporting. Administratively, the existing regulatory structure provides formal legitimacy for parking management activities. However, field observations and document analysis reveal discrepancies between normative provisions and implementation practices.

Parking spots are found to be widespread throughout the urban area, particularly in commercial and culinary centers. This situation has given rise to the popular nickname “the city of a thousand parking spots.” Despite reflecting high economic activity and community mobility, several parking spots were identified as operating with unclear designation status or not transparently communicated to the public. Furthermore, there are indications of discrepancies between the official rates stipulated in the Regional Regulation and the collection practices in the field. In some locations, fare information boards are not visible, and the official identities of parking attendants are not always clearly visible. In terms of oversight, reporting mechanisms and administrative control over parking revenue still require strengthening. The delegation of operational functions to technical personnel and parking attendants has not been fully balanced by a structured and optimally documented monitoring system.

1. Regulatory Framework and Authority in Parking Management

The findings indicate that parking management in Kabupaten Banyumas is formally regulated through Regional Regulations concerning regional taxes and levies, as well as technical implementing rules issued by the local government. Normatively, the authority to regulate and collect parking retribution constitutes an attributive authority granted to local governments within the framework of regional autonomy (Azeem et al., 2023). Such authority includes determining parking zones, setting tariffs, appointing parking attendants, and supervising revenue collection. From the perspective of Administrative Law, this authority must be exercised in strict compliance with the principle of legality, meaning that every administrative action must be based on a clear legal foundation (Rosenbloom, 2022). The study finds that, at the normative level, the regulatory framework is sufficiently established to legitimize parking management activities. However, the practical implementation reveals several discrepancies between the written provisions and field practices.

2. Implementation Practices and the “City of a Thousand Parking Spots” Phenomenon

Empirical observations and document analysis reveal the widespread presence of parking points across urban areas, particularly in commercial and culinary centers. This condition has led to the popular characterization of Banyumas especially Purwokerto as a “city of a thousand parking spots.” While this phenomenon reflects vibrant economic activity and high mobility, it also raises legal-administrative concerns. Several parking points operate in locations where the legal status of designation is unclear or not transparently communicated to the public. In some instances, tariff practices in the field appear inconsistent with officially stipulated rates. From an Administrative Law standpoint, such inconsistencies may indicate weaknesses in administrative supervision and potential deviations from the principle of legal certainty (Desiana et al., 2026). If tariffs are collected without strict adherence to the amounts specified in the Regional Regulation, the action may risk being categorized as maladministration (Aulia et al., 2025).

3. Compliance with the Principle of Legality and AUPB

The analysis demonstrates that the implementation of parking regulations must be assessed not only in terms of formal legality but also through the lens of the General Principles of Good Governance. The principles of legal certainty, transparency, accountability, and proportionality serve as benchmarks in evaluating administrative conduct (Muksalmina et al., 2025). First, regarding legal certainty, the existence of clearly stipulated tariffs and designated parking areas in the Regional Regulation provides a normative guarantee for the public. However, where discrepancies occur in practice, the protective function of legal certainty is weakened. Second, in terms of transparency, the absence of visible tariff boards or official identification for parking attendants in certain locations reduces public access to accurate information. Third, accountability mechanisms related to revenue reporting and supervisory control remain crucial to prevent potential leakage of regional income. Thus, although the legal framework satisfies the principle of

legality in a formal sense, its substantive realization depends heavily on effective supervision and consistent enforcement (Widyawati et al., 2024).

4. Administrative Responsibility and Preventive Oversight

The findings further show that the effectiveness of parking regulation implementation is closely linked to administrative responsibility within the local government apparatus. The delegation of operational functions to technical agencies and parking attendants must remain under structured monitoring (Priyantika et al., 2023). In Administrative Law theory, the exercise of delegated authority does not eliminate the responsibility of the attributive authority holder (Ridwan & Sudrajat, 2020). Preventive oversight mechanisms such as routine audits, standardized identification systems for parking attendants, and digitalized payment systems can strengthen compliance with legal norms. The integration of electronic or non-cash parking systems, for example, may enhance transparency and reduce discretionary practices at the operational level. However, such innovations must remain consistent with the existing legal framework to avoid *ultra vires* administrative actions.

Overall, the study concludes that while parking management in Banyumas Regency is supported by a formal legal basis, challenges remain in harmonizing normative provisions with practical implementation. The phenomenon commonly referred to as the “city of a thousand parking spots” reflects not merely an economic reality but also a governance issue that requires stronger administrative control. From the perspective of Administrative Law, the sustainability of parking regulation depends on the consistent application of the principle of legality and AUPB. Strengthening supervision, enhancing transparency, and reinforcing accountability mechanisms are essential steps toward ensuring that parking governance not only contributes to regional revenue but also upholds the rule of law and public trust in local administration.

The analysis reveals a clear normative empirical gap in the implementation of parking management in Banyumas Regency. Formally, the authority of the local government is firmly grounded in the decentralization framework under Law Number 23 of 2014 concerning Regional Government which grants attributive power to regulate and collect parking levies. At the regulatory level, the legal structure appears complete and consistent with the principle of legality in Administrative Law. However, empirical findings indicate discrepancies between written provisions and field practices, including inconsistencies in tariff application, unclear designation of parking zones, limited transparency in fare information, and weak supervisory mechanisms. This condition demonstrates that formal legal legitimacy does not automatically guarantee substantive compliance, thereby exposing a gap between law in the books and law in action.

The novelty of this research lies in repositioning parking management not merely as a fiscal or technical transportation issue, but as a matter of Administrative Law that centers on authority, accountability, and good governance principles. Previous studies largely emphasize revenue optimization and urban mobility, whereas this study critically examines how attributive authority is exercised, delegated, and supervised in practice. By integrating normative legal analysis with empirical observation, the research offers a more comprehensive evaluative framework for assessing local governance performance. Presenting this novelty is essential to underline the study’s theoretical contribution, strengthen its policy relevance, and demonstrate that it advances beyond descriptive analysis toward a critical examination of administrative responsibility and governance reform.

IV. CONCLUSION

This study concludes that parking management in Banyumas Regency has a clear legal basis through regional regulations regarding regional taxes and levies, which are derived from attribution authority under Law Number 23 of 2014 concerning Regional Government. This regulatory framework formally meets the principles of legality in administrative law, including the authority to determine zones, tariffs, appoint officers, and supervise revenue. However, empirically, gaps have been found between normative provisions and field practices, such as tariff discrepancies, lack of information transparency, and weak monitoring and reporting systems. This condition indicates that formal legality has not been fully followed by substantive legality in implementation.

The implications of this research emphasize the importance of strengthening administrative oversight systems and implementing general principles of good governance, particularly legal certainty, transparency, and accountability. Local governments need to develop more structured control mechanisms, including digitizing payment and reporting systems, to minimize the potential for maladministration and revenue leakage. Theoretically, this research broadens the study of parking management from an administrative law perspective, beyond merely a fiscal or technical transportation issue.

The limitations of this research lie in its focus on a single district, so generalizing the findings to other regions requires caution. Furthermore, this research emphasizes normative analysis and empirical observation without quantitatively measuring the potential revenue leakage or statistically valid compliance rates.

Based on these findings, it is recommended that local governments conduct regular evaluations of parking points and collection mechanisms, clarify the designation of official locations, and ensure transparency of tariff

information to the public. Future research could expand the scope, use a comparative approach across regions, or combine qualitative and quantitative methods to obtain a more comprehensive picture of the effectiveness of parking management from the perspective of administrative law and local governance.

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