

ILLEGAL PARKING OF VEHICLES ON THE SIDEWALKS OF IN TEGAL CITY

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Email: anandawinta@gmail.com**Abstrak**

Illegal parking on sidewalks disrupts pedestrian mobility, increases traffic congestion, and undermines urban planning efforts. In the area of Tegal City, the issue of illegal parking has intensified, especially in high-traffic zones near commercial and tourist areas, creating significant challenges for city management and residents. This study aims to identify the main factors contributing to illegal parking on sidewalks in Tegal's "Malioboro" area and to propose actionable recommendations for reducing the frequency of such parking behavior. A Likert scale questionnaire was used to assess respondents' attitudes, motivations, and perceptions related to illegal parking. Statements within the questionnaire targeted factors such as the availability of legal parking spaces, parking fees, enforcement strictness, and accessibility preferences. The study surveyed a population of 100 respondents, including drivers and residents who frequently visit or commute within the area of Tegal City. Findings indicate that limited availability of designated parking, high fees for legal parking, and low enforcement levels are the primary factors contributing to illegal parking on sidewalks. The results of this study indicate that there is a significant correlation between the driver's comfort level and the frequency of illegal parking on the sidewalk, which shows that increasing driver comfort tends to be associated with a higher frequency of illegal parking on the sidewalk. The study recommends increasing legal parking facilities, adjusting parking fees, and improving law enforcement measures as effective strategies to address the issue. Educating the public on the impacts of illegal parking on pedestrian access and traffic flow is also advised.

Sejarah Artikel*Submitted: 13 Januari 2025**Accepted: 18 Januari 2025**Published: 19 Januari 2025***Kata Kunci***Illegal Parking, Sidewalks, Urban Traffic, Tegal City, Pedestrian Access***INTRODUCTION**

Illegal parking on sidewalks is a big problem in many cities around the world, like in Tegal City, Indonesia. Sidewalks are meant for people to walk on, but often cars are parked on them. This can make it hard for pedestrians to use the sidewalk safely and can make the city look less nice. Sidewalks are public spaces that should be safe and easy for people to walk on without worrying about cars. They are meant to provide a convenient and protected path for residents and visitors to use. Yet, when people park illegally in these areas, it shows that there is a difference between how sidewalks are currently being used and how they should be used, especially in crowded places. Parking on sidewalks is a big issue in many cities, like Tegal City, Indonesia. Sidewalks are meant for pedestrians to walk safely, but cars parking on them can make it hard for people to move around safely. This can make urban areas less safe and enjoyable for everyone. Illegal parking on sidewalks is a common problem in cities around the world, including Tegal City. Sidewalks are meant for people to walk safely, but more and more cars parking illegally on them are causing worries about safety, access, and how cities look. This study focuses on illegal parking on sidewalks in Tegal City. It will look at why it happens, what happens because of it, and ways to solve the problem. The research aims to help people understand problems with getting around cities and why good city planning is important.

With an emphasis on the causes, effects, and difficulties of enforcement, this study investigates the problem of unlawful parking on Tegal City sidewalks. Although sidewalks are essential public areas intended to give pedestrians safe routes, when they are used as parking spots, they create barriers that impede pedestrian traffic, jeopardize safety, and diminish the

beauty of the city. With an eye toward potential solutions that support pedestrian-friendly urban planning, this study intends to examine the variables that contribute to illegal sidewalk parking, community perceptions of the practice, and the efficacy of present enforcement tactics.

◆ In Tegal City, cars are often parked illegally on the sidewalks, showing issues with managing urban transportation. Walking on sidewalks that are being used illegally can be dangerous for pedestrians. This is because vulnerable groups like the elderly, children, and people with disabilities may have to walk on the road instead, putting them at higher risk of accidents. Illegal parking causes more traffic jams and makes the city look bad. The high number of cars parked illegally on sidewalks in Tegal City shows the urgent need to find and solve the main reasons for this problem. This is a big issue in Tegal City. Many motorcycles and cars are often parked on sidewalks, blocking people from walking and causing traffic jams. The city's rapid growth and more cars on the road make the parking problem worse.

Illegal parking on sidewalks is a big problem in Tegal City, especially in busy commercial areas where there is not enough parking space. Drivers sometimes see sidewalks as easy places to park when regular parking is not available or is too far away. This behavior makes people walk on the streets, which can lead to accidents and cause traffic problems.

Vulnerable people like the elderly and children face extra difficulty in these mixed-use areas. Despite rules against parking on sidewalks, enforcement is not always consistent. The local government has given fines and put up warning signs, but these actions may not always stop the behavior. Local authorities face challenges in consistently monitoring and enforcing rules due to limited resources and personnel. The penalties for illegal parking may not be strong enough to discourage people from breaking the rules. As a result, lots of drivers see parking on the sidewalk as a small offense with few repercussions, which makes it seem like a common thing to do.

A good city environment has sidewalks that are only for people to walk on, and not blocked by parked cars. In this situation, sidewalks will be kept safe and accessible for pedestrians, encouraging movement and inclusivity. To make sure sidewalks are used properly, it is important for people to know the rules and for authorities to stop cars from parking on them. In a perfect situation, there would be enough parking spaces for residents and visitors to prevent them from parking illegally on sidewalks. Sidewalks would be reserved only for pedestrians, without any cars blocking them. This would make sure that pedestrians, especially those with disabilities, elderly people, and children, stay safe and can move around easily. In addition, keeping sidewalks in good condition helps make cities look nicer and can boost local businesses by attracting more people to walk around. A good city design includes sidewalks just for people to walk on, with no cars parked on them. In this situation, sidewalks would be kept safe and accessible for pedestrians, encouraging movement and inclusivity. To make sure sidewalks are used properly, we need to make sure people know how to use them and have rules that stop vehicles from parking on them. A good scenario would have enough parking spaces for residents and visitors. This would help prevent people from parking on sidewalks illegally. In a perfect situation, sidewalks would only be for people to walk on, without any cars blocking them. This would make sure that pedestrians, especially those with disabilities, older people, and children, are safe and can easily move around. Well-kept sidewalks make cities look nicer and help businesses because they attract more people to walk around.

In a perfect situation, sidewalks in Tegal City should be only for people to walk on, with no parked cars blocking the way. People should know that sidewalks are safe for walking, and cars should be parked in designated spots or parking lots. Enforcing parking rules regularly can prevent people from parking illegally on sidewalks. This would help make the city safer and more organized for pedestrians. To make this happen, we need to use a variety of strategies. This may involve stronger enforcement actions, increased fines for rule-breakers,

and visible signs highlighting the rules for using sidewalks. The city needs better rules and more money for parking and public transportation to improve. Offering more parking options and encouraging fewer people to drive their own cars can help lessen the crowded sidewalks in the city, making it simpler for pedestrians to move around without any problems. Educational campaigns can help people understand why it's important to keep sidewalks clear for pedestrians. This can encourage everyone in the community to work together to maintain safe and accessible walkways.

Previous studies have explored the factors that lead to illegal parking and its impact on urban settings. Litman (2020) highlights the negative consequences of obstructing sidewalks, emphasizing that illegal parking disrupts pedestrian flow, decreases safety, and limits accessibility. Similarly, Zheng and Yuan (2019) identify several contributing factors to illegal parking, including the lack of designated parking spaces, ineffective enforcement of parking regulations, and limited public awareness. Research by Shoup (2018) also suggests that cultural norms and habits can influence parking behavior, often requiring targeted interventions to change ingrained practices.

While these studies offer valuable insights, research on illegal parking specifically on sidewalks in Indonesian cities, such as Tegal, remains limited. Examining Tegal City as a case study offers the opportunity to understand the unique socio-economic and cultural factors contributing to this issue locally, providing a basis for developing tailored recommendations. Numerous studies have examined the factors contributing to illegal parking and its negative impacts on urban environments. Research has consistently shown that illegal parking can lead to increased traffic congestion, reduced pedestrian safety, and negative impacts on air quality.

- **Lack of Adequate Parking:** Insufficient parking spaces often compel drivers to park illegally on sidewalks.
- **Weak Enforcement of Parking Regulations:** Ineffective enforcement of parking laws can encourage non-compliance.
- **Public Awareness:** A lack of public awareness regarding the negative consequences of illegal parking can contribute to the problem.
- **Socioeconomic Factors:** Socioeconomic factors, such as income levels and vehicle ownership rates, can influence parking behavior.

By understanding these factors, policymakers and urban planners can develop effective strategies to address illegal parking and create more pedestrian-friendly cities.

Studies have looked at illegal parking, urban planning, and pedestrian safety to understand how they relate to Tegal City. Studies in this area show why people park illegally on sidewalks, what happens because of it, and how to solve the problem. Reasons for Illegal Parking on Sidewalks Various studies have found multiple factors that lead to illegal parking on sidewalks. Xue and colleagues. (2020) found that when there are not enough parking spots and many people own cars, drivers may end up parking on sidewalks as a last option. In cities with few public transportation choices, people use their own cars a lot, leading to more need for parking and putting strain on infrastructure. This is especially noticeable in cities where there are lots of people and businesses.

People's attitudes also affect how they park on sidewalks. According to Nguyen (2019), when rules are not consistently enforced, parking on the sidewalk can become common. Drivers may see this as a convenient way to deal with a lack of parking spaces. Illegal parking is seen as not very risky in situations where fines are low or not often enforced. Solving sidewalk parking issues involves two main things: creating more parking spaces and educating the public to change their behavior. Effects of Unauthorized Sidewalk Parking Illegal parking on sidewalks harms urban transportation, safety, and overall well-being. Study conducted by

Kim and colleagues. Research from 2018 demonstrates that sidewalks blocked by obstacles make it hard for people to walk safely and comfortably in cities, reducing overall walkability. Sidewalk blockages make people walk on the road, which raises the chance of accidents and puts pedestrians in danger. People with disabilities may find it hard to move around in spaces with illegal sidewalk parking. This also causes traffic jams and problems in the city roads. Prasetyo (2021) points out that parking in the wrong place can make traffic worse, causing longer travel times and more fuel use. This can harm the economy and the environment. Parking on sidewalks makes urban areas look less attractive and reduces the quality of public spaces. This also makes cities less welcoming to both residents and visitors. Ways to deal with illegal sidewalk parking.

There are different ideas to solve the problem of cars parking illegally on sidewalks. Enforcing parking rules regularly with patrols and penalties is seen as a strong way to stop violations. Xue and colleagues. In 2020, it was recommended that regularly checking and giving fines can discourage people from parking on the sidewalk. This helps to make it clear that parking on the sidewalk is not allowed. Enforcement alone may not solve the problem of illegal sidewalk parking in places where parking is scarce. Long-term solutions usually involve improving infrastructure and educating the community. Nguyen (2019) emphasizes the need to build multi-story parking lots and other special parking options to reduce crowding in public parking areas. Cities with ample and cheap parking options for people are more likely to prevent parking on sidewalks, because drivers can easily find other places to park their vehicles. Furthermore, spreading information through campaigns can help change how people in a community view sidewalks, making them see the value in keeping them clear for pedestrians. Additionally, improving public transportation options can decrease the need for people to use their own cars, which then reduces the need for parking spaces. When public transportation is dependable, cheap, and works well, people are less likely to use their own cars. This means there are fewer cars parked on the street.

METHOD

This inquire about embraces a expressive approach, combining overview and case think about strategies to comprehensively look at the issue of unlawful stopping on sidewalks. The overview strategy is utilized to assemble quantitative and subjective information almost open recognitions, states of mind, and encounters related to unlawful stopping. In the mean time, the case ponder centers on nitty gritty investigation and perception of particular areas where illicit stopping is predominant, pointing to get it the basic causes, designs, and impacts.

The consider utilizes satu essential inquire about rebellious:

Surveys are conveyed to a broader group of onlookers, outlined to capture both closed-ended information (e.g., recurrence and affect of unlawful stopping) and open-ended reactions (e.g., proposed arrangements). Coordinate perceptions are carried out at chosen hotspots to report the recurrence of infringement, the sorts of vehicles included, and the disturbances caused to person on foot and activity stream.

The populace of this think about incorporates street clients, people on foot, and inhabitants in Tegal City, centering on ranges with noteworthy unlawful stopping exercises, such as Jalan Werkudoro and other commercial zones. Inspecting is conducted purposively, focusing on people straightforwardly affected by unlawful stopping (point of view respondents) as well as those advertising outside bits of knowledge, such as city organizers and activity officers (non-perspective respondents). This approach guarantees a all encompassing understanding of the issue and its broader suggestions.

This research uses the main instruments:

- Questionnaire :

Organized surveys are disseminated to a bigger populace to gather information on recognitions, demeanors, and encounters with illicit stopping on sidewalks. The survey incorporates both open-ended and closed-ended questions.

- Population / Samples

The investigate centers on Tegal City, with particular accentuation on regions where illicit stopping on sidewalks is predominant, such as Jalan Werkudoro and other commercial zones. The populace incorporates street clients, people on foot, and inhabitants influenced by unlawful stopping. Examining is done purposively, focusing on:

1. **Perspective Respondents:** Individuals directly affected by or involved in illegal parking, such as pedestrians and vehicle owners.
2. **Non-Perspective Respondents:** Individuals providing additional insights, such as city planners or traffic law enforcement officials.

FINDING AND DISCUSSION

Research Result

The discoveries of this consider are shown utilizing different groups to viably communicate the collected data and give comprehensive experiences into the issue of illicit stopping on sidewalks in Tegal City. Quantitative information, such as the recurrence of stopping infringement and the statistic profiles of respondents, are displayed in tables. These tables summarize key measurements and make it simple to compare designs over diverse areas and timeframes. Also, charts and charts, such as bar charts and pie charts, are utilized to outwardly portray the dissemination and patterns of illicit stopping episodes. For occasion, pie charts outline the extent of respondents who consider illicit stopping troublesome, whereas bar charts appear the recurrence of infringement by vehicle sort or top hours.

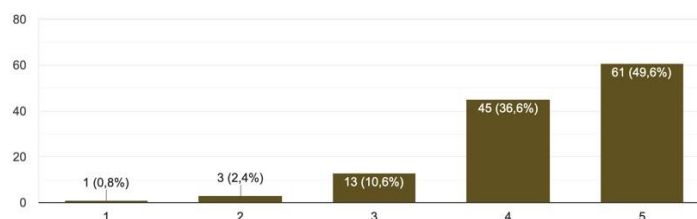
Subjective information gotten from interviews and perceptions are displayed narratively to include profundity and setting. Expressive accounts of person on foot encounters, drivers' inspirations, and requirement challenges give a human viewpoint on the issue. Photographic prove from field perceptions is additionally included to outwardly illustrate occasions of walkway hindrance and their impacts. Finally, maps are utilized to highlight key regions with visit illicit stopping, advertising a spatial understanding of the issue and supporting in distinguishing hotspots for potential mediation. This coordinates approach guarantees that the information is evident, significant, and available to partners and policymakers.

To present the results of the information questionnaire visually, graphs were used to provide a clearer and easier to understand picture. Each chart reflects the distribution of respondents' answers to the questions asked. The following is an explanation of how to display a graph based on questionnaire information:

1. The graph displays the survey results regarding the impact of on-street parking on the smooth flow of traffic around a particular area. Out of a total of 123 respondents, the majority, 61 people (49.6%), strongly agreed that on-street parking affects traffic flow (score 5). A total of 45 respondents (36.6%) gave a score of 4, indicating that they also agree but with a slightly lower level of confidence. Meanwhile, 13 respondents (10.6%) gave a score of 3, indicating a neutral or less certain attitude. Only 3 respondents (2.4%) gave a score of 2, and 1 respondent (0.8%) gave a score of 1, indicating that very few disagreed with this statement. Overall, this data indicates that the majority of respondents feel that parking

on pavements has a significant impact on the smooth flow of traffic in the area.

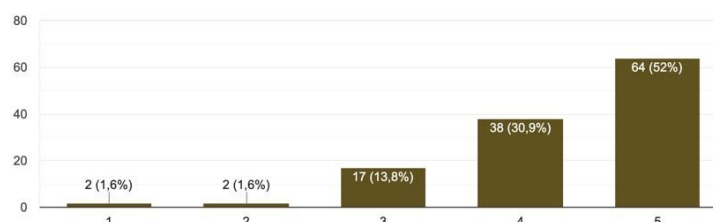
Parking on sidewalks impacts traffic flow around the area
123 jawaban



2. The graph shows the survey results regarding the extent to which respondents agree that parking on pavements is illegal. Of the total 123 respondents, the majority, 64 people (52%), strongly agreed with the statement (score 5). A total of 38 respondents (30.9%) also agreed by giving a score of 4. In contrast, 17 respondents (13.8%) were in the middle with a score of 3, indicating a neutral view. Only 2 respondents (1.6%) gave a score of 2, and another 2 respondents (1.6%) gave a score of 1, signalling their disagreement.

Overall, the majority of respondents agreed that parking on the pavement is illegal, reflecting a fairly high level of legal awareness among respondents.

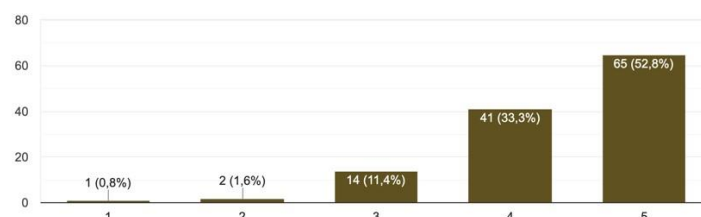
To what extent do you agree that parking on sidewalks is illegal
123 jawaban



3. The graph displays the survey results regarding the extent to which respondents agree that parking on pavements interferes with pedestrians. Of the total 123 respondents, the majority, 65 people (52.8%), strongly agreed with this statement (score 5). A total of 41 respondents (33.3%) also agreed by giving a score of 4. On the other hand, 14 respondents (11.4%) were neutral by giving a score of 3. Only 2 respondents (1.6%) gave a score of 2, and 1 respondent (0.8%) gave a score of 1, indicating their disagreement with the statement.

Overall, the results of this survey show that the majority of respondents realise and acknowledge that parking on pavements is very disruptive to pedestrians. This reflects an awareness of the importance of the sidewalk as a dedicated space for pedestrians

To what extent do you agree that parking on sidewalks disrupts pedestrians
123 jawaban

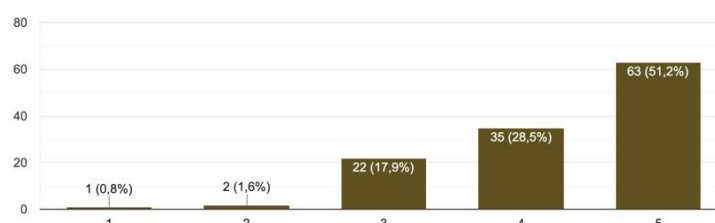


4. The graph above shows the survey results from 123 respondents regarding their opinion on the contribution of on-street parking to traffic congestion in Tegal City. The rating scale used was 1 to 5, where 1 indicates a very low contribution, and 5 indicates a very large contribution.

The results showed that the majority of respondents (63 people or 51.2%) gave a score of 5, indicating that they strongly agreed that on-street parking greatly contributed to congestion. A total of 35 people (28.5%) gave a score of 4, which also indicates a fairly high level of agreement. In contrast, only a few respondents gave low ratings, with 22 people (17.9%) choosing a rating of 3, 2 people (1.6%) choosing a rating of 2, and only 1 person (0.8%) giving a rating of 1.

This data shows that most respondents considered on-street parking to be a significant factor in causing traffic congestion in Tegal City.

In your opinion, does parking on the sidewalk contribute greatly to traffic jams in Tegal
123 jawaban

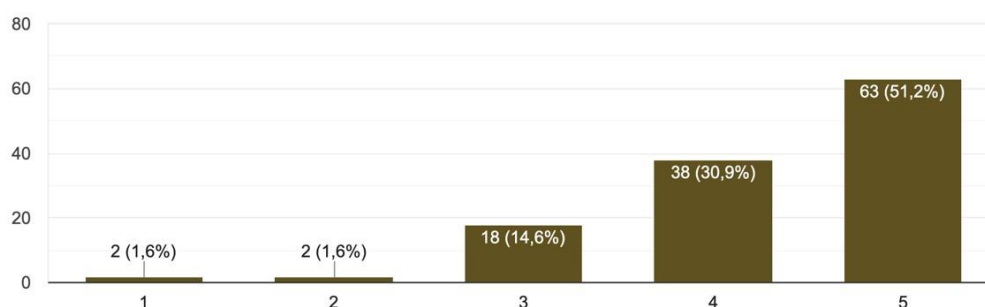


5. The graph above displays the survey results of 123 respondents regarding their views on whether parking on pavements should be allowed in certain situations. Respondents provided answers on a scale of 1 to 5, where 1 means strongly disagree, and 5 means strongly agree.

The majority of respondents, 63 people (51.2%), gave a score of 5, indicating that they strongly agree that on-street parking should be allowed under certain conditions. A total of 38 people (30.9%) gave a score of 4, which also shows fairly high support for this idea. In contrast, 18 people (14.6%) gave a score of 3, indicating a neutral stance. The number of respondents who strongly disagreed (scores of 1 and 2) was very small, with only 2 people (1.6%) each.

From this data, it can be seen that more than half of the respondents are in favour of flexibility in parking arrangements on the pavement, as long as it is under certain conditions, while only a small number are against it.

Do you believe that sidewalk parking should be allowed in specific situations
123 jawaban

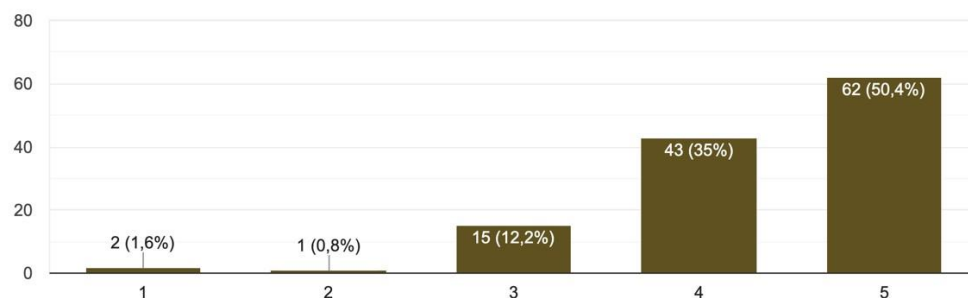


6. The figure shows the survey results regarding respondents' level of agreement with the statement that public awareness campaigns can reduce parking on sidewalks. A total of 123 respondents gave their answers on a scale of 1 to 5, where: Score 1

(strongly disagree) was only chosen by 2 people (1.6%). Score 2 (disagree) was chosen by 1 person (0.8%). Score 3 (neutral) was chosen by 15 people (12.2%). Score 4 (agree) was chosen by 43 people (35%). Score 5 (strongly agree) was chosen by 62 people (50.4%).

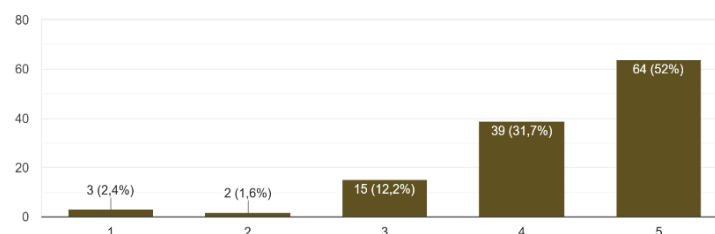
These results show that the majority of respondents (85.4%) agreed or strongly agreed that the public awareness campaign is potentially effective in reducing parking on sidewalks. Only 2.4% of respondents disagreed or strongly disagreed, while 12.2% were neutral. This indicates strong support for the public awareness campaign approach in addressing the issue.

How much do you agree that public awareness campaigns can reduce parking on sidewalks
123 jawaban



7. The graph shows the survey results related to the level of understanding of respondents regarding parking regulations on sidewalks in Tegal City. A total of 123 respondents provided responses on a scale of 1 to 5, with the following details: Score 1 (very little understanding) was chosen by 3 respondents (2.4%). Score 2 (do not understand) was chosen by 2 respondents (1.6%). Score 3 (neutral) was chosen by 15 respondents (12.2%). Score 4 (understand) was chosen by 39 respondents (31.7%). Score 5 (fully understand) was chosen by 64 respondents (52%). From this data, the majority of respondents (83.7%) claimed to understand or strongly understand the regulations related to parking on sidewalks in Tegal City. In contrast, only 4% felt that they did not understand or did not understand the regulations very well, while 12.2% were neutral. This shows that most respondents have a good level of awareness of the rules that apply in the area.

I understand the regulations regarding parking on sidewalks in Tegal City
123 jawaban

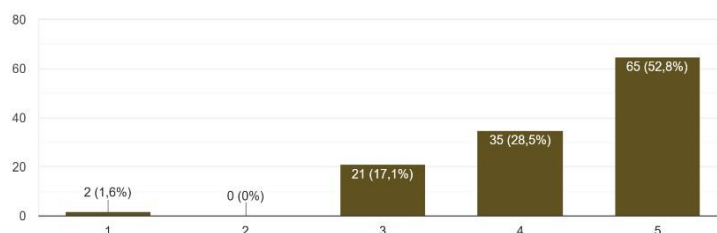


8. The bar chart above illustrates respondents' opinions regarding the necessity of public education on the prohibition of parking on sidewalks, based on 123 answers. The data shows that the majority of respondents strongly agree, with 65 individuals (52.8%) selecting the highest level of agreement (rating 5). This is followed by 35 respondents (28.5%) who agree (rating 4). A smaller portion, 21 respondents (17.1%), expressed neutrality by selecting rating 3. Very few respondents disagreed

or strongly disagreed, with only 2 individuals (1.6%) choosing rating 1 and none selecting rating 2.

These results highlight a strong consensus among respondents, emphasizing the perceived importance of public education to address the issue of parking on sidewalks. The high ratings (4 and 5 combined) indicate that the majority of participants recognize the necessity of awareness campaigns to mitigate this problem.

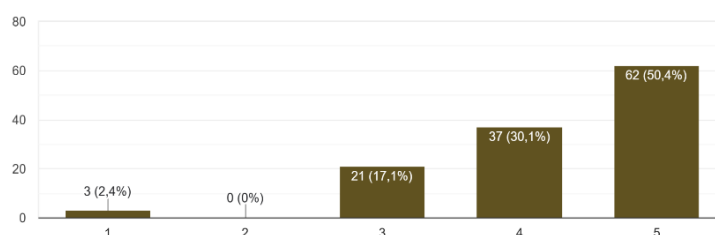
Public education on the prohibition of parking on sidewalks is necessary
123 jawaban



9. The bar chart above depicts respondents' opinions on whether parking on sidewalks severely disrupts pedestrians, based on 123 answers. A significant majority, 62 respondents (50.4%), strongly agree with this statement, selecting rating 5. This is followed by 37 respondents (30.1%) who agree, selecting rating 4. A smaller portion, 21 respondents (17.1%), chose a neutral stance with rating 3. Meanwhile, only a minimal number, 3 respondents (2.4%), expressed strong disagreement by selecting rating 1, and none selected rating 2.

These findings indicate that most respondents perceive parking on sidewalks as a serious disruption to pedestrian movement, as evidenced by the high proportion of agreement ratings (4 and 5 combined). The data highlights the extent of the issue and underscores the importance of addressing illegal parking on sidewalks to ensure pedestrian safety and convenience.

Parking on sidewalks severely disrupts pedestrians
123 jawaban

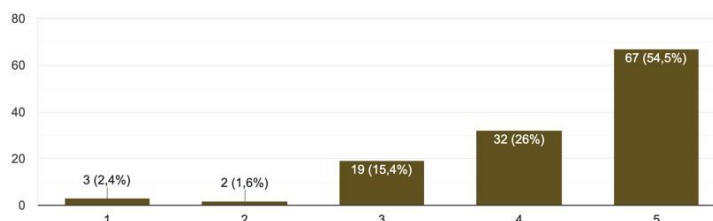


10. The bar chart illustrates respondents' perceptions of whether sidewalk parking negatively affects the beauty and comfort of Tegal City, based on 123 answers. The majority of respondents, 67 individuals (54.5%), strongly agree with the statement, selecting rating 5. This is followed by 32 respondents (26%) who agree, selecting rating 4. A smaller proportion, 19 respondents (15.4%), chose a neutral stance with rating 3. Only a minority of respondents disagreed, with 2 individuals (1.6%) selecting rating 2 and 3 individuals (2.4%) selecting rating 1.

These results indicate a clear consensus that sidewalk parking detracts from the city's aesthetic appeal and comfort. The high number of agreement ratings (4 and 5 combined) reflects public awareness and concern over the impact of illegal parking

on the over a urban environment. These findings underscore the importance of addressing the issue to enhance the quality of life in Tegal City.

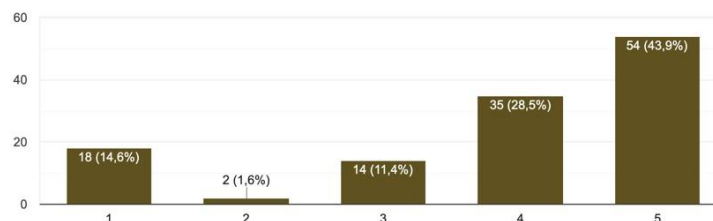
Sidewalk parking negatively affects the beauty and comfort of Tegal City
123 jawaban



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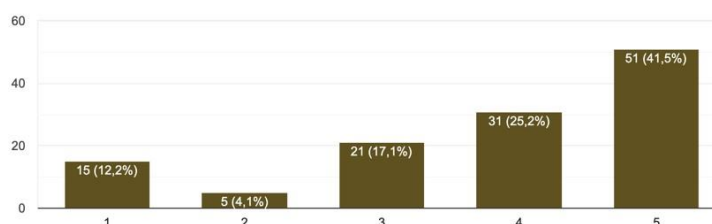
These results indicate a clear consensus that sidewalk parking detracts from the city's aesthetic appeal and comfort. The high number of agreement ratings (4 and 5 combined) reflects public awareness and concern over the impact of illegal parking on the overall urban environment. These findings underscore the importance of addressing the issue to enhance the quality of life in Tegal City.

Parking on sidewalks blocks accessibility for people with disabilities.
123 jawaban



12. The bar chart illustrates respondents' perceptions regarding the statement that sidewalk parking endangers pedestrian safety, based on 123 responses. A significant proportion, 51 respondents (41.5%), strongly agree with the statement by selecting rating 5. This is followed by 31 respondents (25.2%) who agree, selecting rating 4. A notable portion, 21 respondents (17.1%), expressed a neutral stance by selecting rating 3. On the other hand, a smaller segment disagreed with the statement, with 15 respondents (12.2%) selecting rating 1 and 5 respondents (4.1%) selecting rating 2. These results indicate that a majority of respondents (66.7%, combining ratings 4 and 5) acknowledge the dangers posed by sidewalk parking to pedestrian safety. However, the presence of neutral and dissenting opinions suggests that not all respondents perceive sidewalk parking as equally hazardous, potentially influenced by differing personal experiences or contextual factors. Overall, the data underscores the need to address sidewalk parking to improve pedestrian safety and reduce risks in public spaces.

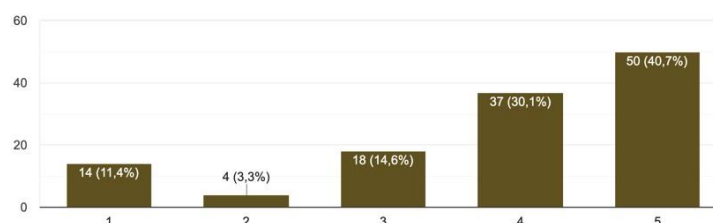
Sidewalk parking endangers pedestrian safety
123 jawaban



13. The bar chart illustrates respondents' opinions regarding the perception that many drivers feel parking on sidewalks is acceptable, based on 123 responses. A significant portion, 50 respondents (40.7%), strongly agree with this statement, selecting rating 5. This is followed by 37 respondents (30.1%) who agree, selecting rating 4. A smaller group, 18 respondents (14.6%), maintained a neutral stance with rating 3. On the other hand, fewer respondents disagreed, with 14 individuals (11.4%) selecting rating 1 and 4 individuals (3.3%) selecting rating 2.

The data suggests that a majority of respondents (70.8%, combining ratings 4 and 5) believe that many drivers consider parking on sidewalks acceptable. However, the presence of neutral and dissenting responses indicates that not all respondents share this view, highlighting varying perceptions within the community. These findings underscore the potential need for education and enforcement to challenge this perception and reduce the prevalence of sidewalk parking.

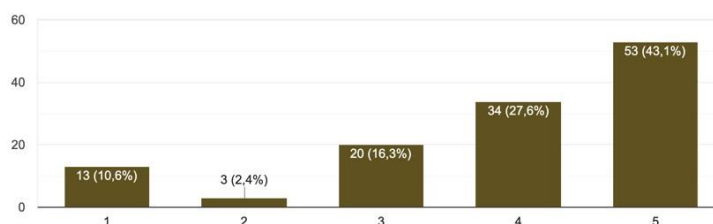
Many drivers feel that parking on sidewalks is acceptable
123 jawaban



14. The graph above shows the survey results related to the condition of parking areas in Tegal City. The survey received 123 responses from respondents. The rating scale used was 1 to 5, where 1 indicates the highest dissatisfaction, and 5 indicates the highest satisfaction.

A total of 53 respondents (43.1%) gave a score of 5, indicating that the majority of respondents were very satisfied with the condition of parking areas in the city. Furthermore, 34 respondents (27.6%) gave a score of 4, which also indicates a fairly high level of satisfaction. A score of 3 was given by 20 respondents (16.3%), which illustrates a neutral opinion towards the condition of the parking area. On the other hand, the number of respondents who gave low scores was relatively small, with 13 people (10.6%) giving a score of 1, and only 3 people (2.4%) giving a score of 2. Overall, the survey results showed that most people were satisfied with the condition of parking lots in Tegal City, with more than 70% of respondents giving a rating of 4 or 5.

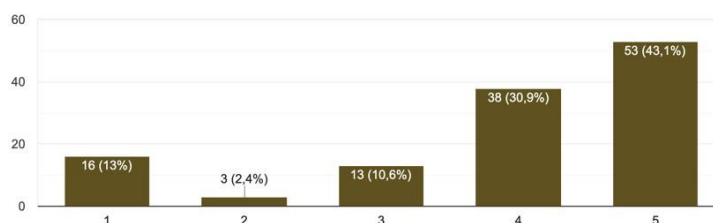
The condition of parking lots in Tegal City is generally good
123 jawaban



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I frequently see vehicles parked on sidewalks around Tegal City
123 jawaban

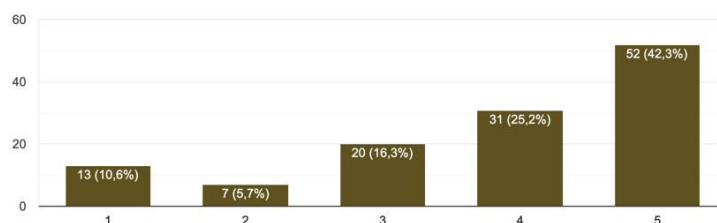


16. The graph above shows the survey results on the frequency of vehicles parked on sidewalks around Tegal City, based on the opinions of 123 respondents. The rating scale ranged from 1 to 5, where 1 means “very rarely” and 5 means “very often.”

A total of 53 respondents (43.1%) stated that they very often saw vehicles parked on the sidewalk (score 5), and 38 respondents (30.9%) gave a score of 4, which means quite often. Meanwhile, 13 respondents (10.6%) gave a score of 3, indicating a neutral opinion. Only 16 respondents (13%) stated that they rarely see vehicles on the sidewalk (score 1), and 3 respondents (2.4%) gave a score of 2.

Overall, the majority of respondents (74%) agreed that vehicles are often parked on sidewalks, suggesting that this practice is a common sight in Tegal City. This highlights a parking behavior problem that needs to be addressed to improve sidewalk function.

The lack of parking spaces is the main reason people park on sidewalks
123 jawaban

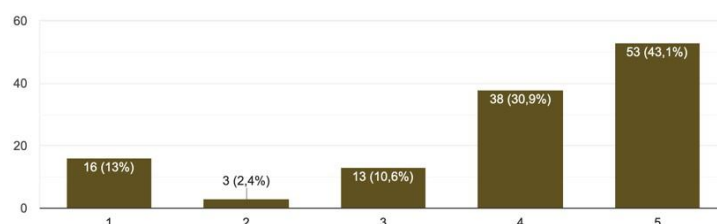


17. The graph above shows the survey results regarding respondents' opinions on the need for stricter rules to prevent parking on sidewalks. From a total of 123 responses, the majority of respondents agreed that stricter rules are needed.

A total of 50 people (40.7%) gave a score of 5, indicating full agreement with the statement. Furthermore, 32 respondents (26%) gave a score of 4, which also shows significant support. A total of 20 people (16.3%) gave a score of 3, indicating a neutral or moderate stance. Meanwhile, 16 respondents (13%) gave a score of 1, indicating strong disagreement, and only 5 people (4.1%) gave a score of 2, indicating mild disagreement.

From this data, it can be concluded that most respondents support the need to implement stricter rules to address the problem of parking on sidewalks.

I frequently see vehicles parked on sidewalks around Tegal City
123 jawaban

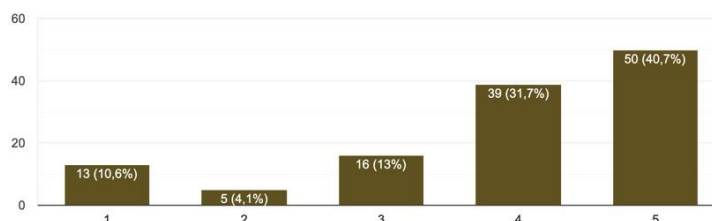


18. The graph above displays the survey results regarding respondents' opinions on the statement that parking on the sidewalk is the best option in areas with limited parking space. From a total of 123 responses, the majority of respondents agreed with the statement.

A total of 50 people (40.7%) gave a score of 5, indicating full agreement with this statement. Furthermore, 39 respondents (31.7%) gave a score of 4, which also shows significant support. A total of 16 people (13%) gave a score of 3, reflecting a neutral attitude. Meanwhile, 13 respondents (10.6%) gave a score of 1, indicating strong disagreement, and only 5 respondents (4.1%) gave a score of 2, indicating mild disagreement.

The results of this survey indicate that most respondents support sidewalk parking as a solution in areas with limited parking spaces, although there is a small minority who disagree with this idea.

Parking on sidewalks is the best option in areas with limited parking
123 jawaban

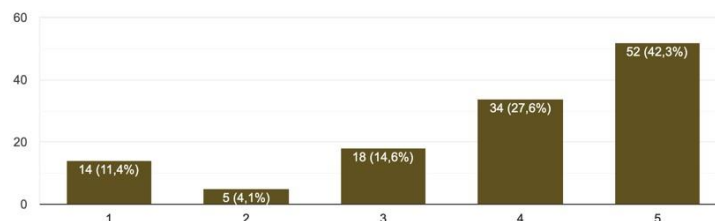


19. The graph above illustrates respondents' responses to the statement that parking on sidewalks makes their lives easier when looking for a parking space. Of the 123 responses collected, the majority of respondents agreed with the statement.

A total of 52 people (42.3%) gave a score of 5, indicating full agreement with the convenience that sidewalk parking offers. In addition, 34 respondents (27.6%) gave a score of 4, which also indicates a fairly high level of support. A total of 18 people (14.6%) gave a score of 3, reflecting a neutral attitude. On the other hand, 14 respondents (11.4%) gave a score of 1, indicating strong disagreement, and 5 people (4.1%) gave a score of 2, signifying mild disagreement.

This data shows that most respondents feel that sidewalk parking provides a practical solution when looking for a parking space, although there is a small minority who disagree with this view.

Parking on sidewalks makes my life easier when finding a parking spot
123 jawaban

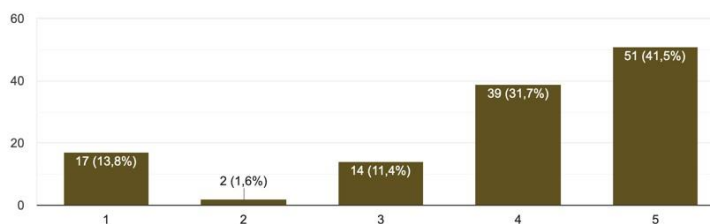


20. The graphic displays survey results from 123 respondents regarding the statement “I feel that sometimes parking on sidewalks is necessary.” The data is divided into five rating categories on a scale of 1 to 5, where 1 indicates strong disagreement, and 5 indicates strong agreement.

A total of 51 respondents (41.5%) chose a score of 5, indicating very strong agreement with the statement. 39 respondents (31.7%) chose a score of 4, meaning they mostly agreed. On the other hand, 17 respondents (13.8%) gave a score of 1, indicating strong disagreement. Only 14 respondents (11.4%) chose a score of 3, indicating a neutral stance. Meanwhile, a score of 2 was the least chosen, with only 2 respondents (1.6%).

From the data, the majority of respondents tend to agree that parking on sidewalks is sometimes necessary, as seen from the high percentages in the 4 and 5 value categories. However, there is also a small group who disagree, although the number is much smaller.

I feel that sometimes parking on sidewalks is necessary
123 jawaban

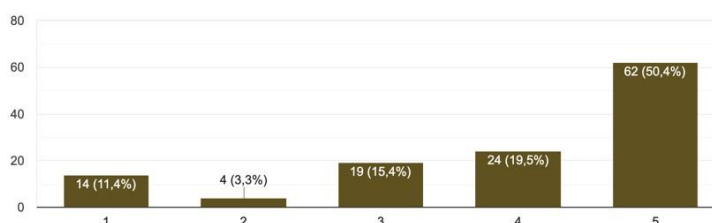


21. This graph shows the survey results from 123 respondents regarding the statement “Sidewalks should be free of parked vehicles.” The data is divided into five categories based on the level of agreement on a scale of 1 to 5, where 1 means strongly disagree and 5 means strongly agree.

62 respondents (50.4%) gave a score of 5, indicating very strong agreement that sidewalks should be free of parked vehicles. A total of 24 respondents (19.5%) chose a score of 4, which also indicates agreement. 19 respondents (15.4%) gave a score of 3, reflecting a neutral attitude towards this statement. On the other hand, 14 respondents (11.4%) gave a score of 1, which means they strongly disagreed. A score of 2 was the least chosen, with only 4 respondents (3.3%).

From this data, it can be concluded that the majority of respondents support the idea that sidewalks should be free of parking vehicles, as shown by the high percentage in the 4 and 5 score categories. However, there is a small number of respondents who disagree or are neutral towards the statement.

Sidewalks should be free from parked vehicles
123 jawaban



RESULT AND

DISCUSSION

RESULT

Findings The results revealed key perceptions and opinions regarding pavement parking in Tegal City from the responses of 123 participants. This data highlights some important findings: **Public Perception of Prohibited Sidewalk Parking** More than half of the respondents (52.8%) stated that prohibited sidewalk parking strongly agreed that public awareness is needed, and 28.5% agreed. Statement. This suggests that efforts to raise awareness regarding the legal and ethical implications of parking on pavements are strongly supported. **Obstacles for Pedestrians** Parking on pavements is considered a major obstacle to pedestrian movement, with 50.4% of respondents strongly agreeing and 30.1% agreeing with this statement. This supports the consensus that inadequate parking impacts pedestrian access and comfort. **Impact on the beauty and comfort of the city** A significant percentage of respondents (54.5% strongly agree, 26% agree) said that pavement parking negatively impacts the beauty and comfort of Tegal city. These results reflect broader urban issues, such as the declining quality of public spaces and the decline of urban functionality. **Accessibility for People with Disabilities** Around 43.9% of participants strongly agreed that pavement parking limits accessibility for people with disabilities and 28.5% agreed. This highlights the social disparities caused by these practices and their impact on inclusion. **Pedestrian Safety** The majority of respondents (41.5% strongly agree, 25.2% agree) considered on-street parking a threat to

pedestrian safety. These results indicate the high safety risk posed by vehicles entering pedestrian areas. Driver Attitudes Interestingly, 40.7% of respondents strongly agreed and 30.1% agreed that most drivers consider pavement parking to be acceptable. This suggests a lack of cultural norms or awareness among drivers, which may exacerbate the problem.

DISCUSSION

Findings The results revealed key perceptions and opinions regarding pavement parking in Tegal City from the responses of 123 participants. This data highlights some important findings: **Public Perception of Prohibited Sidewalk Parking** More than half of the respondents (52.8%) stated that prohibited sidewalk parking strongly agreed that public awareness is needed, and 28.5% agreed. **Statement.** This suggests that efforts to raise awareness regarding the legal and ethical implications of parking on pavements are strongly supported. **Obstacles for Pedestrians** Parking on pavements is considered a major obstacle to pedestrian movement, with 50.4% of respondents strongly agreeing and 30.1% agreeing with this statement. This supports the consensus that inadequate parking impacts pedestrian access and comfort. **Impact on the beauty and comfort of the city** A significant percentage of respondents (54.5% strongly agree, 26% agree) said that pavement parking negatively impacts the beauty and comfort of Tegal city. These results reflect broader urban issues, such as the declining quality of public spaces and the decline of urban functionality. **Accessibility for People with Disabilities** Around 43.9% of participants strongly agreed that pavement parking limits accessibility for people with disabilities and 28.5% agreed. This highlights the social disparities caused by these practices and their impact on inclusion. **Pedestrian Safety** The majority of respondents (41.5% strongly agree, 25.2% agree) considered on-street parking a threat to pedestrian safety. This result indicates the high safety risk posed by vehicles entering pedestrian areas. **Driver Attitudes** Interestingly, 40.7% of respondents strongly agreed and 30.1% agreed that most drivers consider pavement parking to be acceptable. This suggests a lack of cultural norms or awareness among drivers, which may exacerbate the problem.

CONCLUSION

This study highlights the widespread problem of illegal parking on pavements in Tegal City and shows that it has a significant impact on urban function, pedestrian safety and accessibility. As a result, most respondents were aware of the negative impacts of on-street parking, and most respondents expressed concerns about its impact on pedestrian movement, safety risks, and negative impact on the aesthetics and inclusiveness of the city **Key findings** include: **Public Awareness and Education:** The majority of respondents strongly supported public education efforts to reduce illegal parking and emphasised the need to raise awareness of the legal and ethical implications of my use of the pavement. **Pedestrian accessibility and safety:** Parking on pavements is recognised as a major obstacle to pedestrian movement and a direct threat to safety, especially for vulnerable groups such as children and people with disabilities. **Cultural and behavioural challenges:** Many drivers believe that parking on pavements is acceptable. This reflects a cultural norm that requires targeted interventions, including stricter enforcement and behaviour change campaigns. **Urban Aesthetics and Inclusiveness:** Respondents strongly agreed that parking on pavements negatively impacts the aesthetics and comfort of Tegal City and reduces the convenience and functionality of Masu's urban spaces. To address these challenges, the study recommended a combination of public education, infrastructure development, and stricter parking regulations. By creating accessible, pedestrian-friendly sidewalks and increasing driver awareness, Tegal City can improve the urban environment and promote safe and inclusive mobility for all residents

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