

Article Title

Responsibility of Local Government in Ensuring the Rights of Informal Sector Workers: A Case Study of Illegal Parking Attendants in Tanah Abang

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ABSTRACT

This study aims to analyze the responsibility of the DKI Jakarta Provincial Government in managing illegal parking attendants in the Tanah Abang area and its conformity with the principles of the rule of law and the fulfillment of the right to work. The study employs an empirical method with descriptive and prescriptive approaches to examine the gap between legal norms and social realities. The findings indicate that the existence of illegal parking attendants is a structural phenomenon influenced by limited access to formal employment and the high demand for parking services in urban areas. The policy approach, which has predominantly been repressive, has not been able to resolve the root causes and instead tends to create a recurring cycle between enforcement and the re-emergence of illegal parking practices. From the perspective of the rule of law, the implementation of Regional Regulation Number 5 of 2012 on Parking has not fully reflected the principles of legality, justice, and expediency. The fulfillment of the right to work requires the local government not only to enforce order but also to provide access to decent employment, legal protection, and social security for informal sector workers. Therefore, policy reform is needed through inclusive, adaptive, and data-driven measures, including data collection, administrative recognition, simplification of licensing, and strengthening of empowerment and job training programs. A comprehensive approach integrating legal, social, and economic aspects is expected to achieve substantive justice and improve public welfare sustainably.

Keywords: Local Government Responsibility; Right to Work; Illegal Parking Attendants; Informal Sector

INTRODUCTION

The responsibility of local government within the context of a rule of law state is not limited to the enforcement of regulations, but also encompasses the obligation to ensure the overall welfare of society (Mohamad, 2025). Local governments, as representations of the state at the local level, have a strategic function in implementing public policies oriented toward the protection and fulfillment of citizens' rights. These obligations include administrative, social, and economic aspects that must operate synergistically (Priambodo, *et al*, 2025). Social realities indicate that there are still groups within society who have not fully obtained optimal legal protection. Such conditions pose a serious challenge in realizing the principle of social justice as mandated by the constitution (Sulaiman, Durin & Purnama, 2025). The existence of informal sector workers serves as a tangible indicator of unequal access to formal employment. This phenomenon demands the presence of the state through more inclusive and equitable policies.

The existence of informal sector workers in urban areas is a consequence of uneven economic development dynamics. High levels of urbanization have driven an increase in population in major cities such as Jakarta (Meilinda & Julia, 2025, August). These conditions are not always accompanied by adequate availability of formal employment opportunities. Many individuals ultimately choose the informal sector as an alternative means of sustaining their livelihoods (Marlina, Cecilia & Hafizh, M2024). The informal sector is characterized by flexibility but lacks adequate legal protection.

Workers in this sector often do not have access to social security, income certainty, or labor protection (Andriyanto, Haruman & Pujiastuti, 2025). This situation reflects a gap between legal norms and social realities. Such a gap forms an important basis for examining the role of government in ensuring the rights of informal workers.

The phenomenon of illegal parking attendants in Tanah Abang is part of the dynamics of the informal sector that develops amid limited formal economic space. The Tanah Abang area is known as a major commercial hub with high mobility, creating economic opportunities for various groups in society. Intense economic activities generate a significant demand for parking services. The limited availability of officially regulated parking facilities creates opportunities for the emergence of illegal parking practices. Illegal parking attendants exploit these conditions as a source of income. This activity occurs continuously and becomes part of the informal economic system. This phenomenon cannot be separated from the structural factors underlying it.

Illegal parking practices are not only related to economic aspects, but also involve legal aspects and public order. The use of public spaces without official permits constitutes a violation of applicable laws and regulations. Local governments have the authority to regulate and control the use of public spaces. Enforcement actions are often repressive and fail to address the root causes of the problem (Dewi & Nanda, 2025). This approach creates a recurring cycle between enforcement and the re-emergence of illegal parking practices. These conditions indicate that existing policies have not been effective in resolving the issue comprehensively. A more integrative approach between law enforcement and social policy is required. Such an approach must consider humanitarian aspects and economic sustainability.

A human rights perspective provides a normative foundation that every individual has the right to work and to earn a decent living. These rights are guaranteed in various national and international legal instruments. The government has an obligation to respect, protect, and fulfill these rights. Such obligations must not be neglected even when the work is conducted within the informal sector. Illegal parking attendants remain citizens who possess constitutional rights. An approach that focuses solely on formal legality risks neglecting the human rights dimension. Public policy must be able to accommodate both legal interests and social interests in a balanced manner. Such balance is key to achieving substantive justice.

An administrative law approach positions local government as the primary actor in the provision of public services. Local governments have the authority to formulate policies, regulate, and supervise community activities (Komana & Ratna, 2025). These authorities must be exercised in accordance with the general principles of good governance. The principles of legality, legal certainty, and utility must serve as the foundation for every policy. Policies related to illegal parking control must consider the social impacts they generate. An approach that focuses solely on enforcement risks

creating social injustice (Santoso, Rahayu & Ardiyanto, 2025). Policies are needed that provide alternative solutions for illegal parking attendants. Such solutions must be sustainable and inclusive.

Empirical conditions indicate that illegal parking attendants do not merely act as law violators. Many of them are in economically disadvantaged situations and lack alternative employment opportunities. Factors such as education, skills, and access to the labor market constitute major constraints. These conditions demonstrate that the issue of illegal parking has complex structural dimensions. A purely repressive legal approach will not be able to fully resolve the problem. Policies are needed that integrate law enforcement with economic empowerment. Local governments must play an active role in creating viable employment alternatives. This role is part of the state's constitutional responsibility.

Parking management as part of public services should serve as an optimal source of regional revenue. The potential revenue from the parking sector is substantial if managed effectively. The existence of illegal parking results in significant leakage of regional revenue (Darmi, 2025). Revenue that should be deposited into regional coffers is instead controlled by unauthorized parties. These conditions indicate weaknesses in the system of supervision and law enforcement. Local governments need to undertake reforms in parking management systems (Hani & Djasuli, 2015). Such reforms must include regulatory, supervisory, and community empowerment aspects. These efforts are expected to improve the effectiveness of parking management while also protecting informal workers.

A socio-legal approach becomes essential in analyzing the phenomenon of illegal parking in Tanah Abang. This approach does not merely view law as written norms, but also as social practices that exist within society. Reality shows that law often does not operate in accordance with established norms. Social, economic, and cultural factors influence the effectiveness of law. The phenomenon of illegal parking is a concrete example of the discrepancy between legal norms and social practices. Socio-legal analysis enables a more comprehensive understanding of the problem. This approach helps identify the factors that influence the persistence of illegal parking practices. The results of such analysis can serve as a basis for formulating more effective policies.

Effective public policy must be able to respond to the actual needs of society. Local governments need to develop policies based on data and field conditions. A participatory approach is essential in the policy formulation process (Kusuma, 2024). Community involvement can enhance the legitimacy and effectiveness of policies (Rahayu, *et al*, 2026). Illegal parking attendants need to be involved in the formulation of solutions. Such an approach can help the government understand the needs and constraints faced by them. The resulting policies are expected to be more adaptive and sustainable. This forms part of efforts to realize a responsive government.

The responsibility of local government is not solely measured by its success in enforcing legal violations. This responsibility also includes the ability to create social welfare (Setiawan, 2024). Government must be able to balance its regulatory and service functions. Such balance serves as an indicator of successful governance. The handling of illegal parking must be conducted comprehensively and sustainably. A partial approach will not yield effective solutions. Synergy between various government agencies and stakeholders is required. Such synergy is key to resolving the problem holistically.

The context of Tanah Abang as an economic hub presents its own complexity in parking management. High economic activity creates pressure on public spaces. Limited official parking space becomes a major challenge for local government. These conditions require innovative and adaptive policies. Government needs to develop an integrated and technology-based parking system. The use of technology can enhance efficiency and transparency in parking management. Such innovations can also reduce illegal parking practices. These efforts must be accompanied by improvements in human resource capacity.

Protection of informal sector workers is part of the sustainable development agenda. Government has an obligation to ensure that no segment of society is left behind (Novemyanto, 2024). Illegal parking attendants represent a vulnerable group that requires special attention. Inclusive policies are key to protecting such groups. Government needs to provide training and economic empowerment programs. These programs can help informal workers improve their skills. Improved skills can open better employment opportunities (Raihan, Rachman & Mursyid, 2025). This aligns with development goals oriented toward welfare.

The study of local government responsibility in this context becomes highly relevant. This research is expected to contribute to the development of legal science, particularly administrative law and labor law. The analysis conducted is not only normative but also considers empirical aspects. Such an approach allows for a more comprehensive understanding of the issue. The research findings are expected to provide constructive policy recommendations. These recommendations can serve as references for local governments. Policy improvement efforts become an important step in enhancing public welfare. This research is also expected to enrich academic literature in the field of law.

METHOD

This study employs an empirical research design with descriptive and prescriptive approaches that complement each other in analyzing legal issues. The empirical approach is used to describe the social reality related to the existence of illegal parking attendants in the Tanah Abang area, while the prescriptive approach functions to provide normative recommendations for ideal legal regulation. The research is

conducted in the Tanah Abang area of DKI Jakarta, which is a major commercial hub with a high level of illegal parking activities, making it relevant for in-depth study. The research population includes all parties involved in parking activities in the area, while the sample is determined using purposive sampling techniques based on specific considerations relevant to the research objectives. The sample consists of 15 illegal parking attendants, 20 users of illegal parking services, 3 officials from the DKI Jakarta Transportation Agency, and 2 police officers from the Tanah Abang Police Sector. The composition of the sample is selected to obtain comprehensive perspectives from various stakeholders. This approach is expected to provide a holistic understanding of the phenomenon under study.

The types of data used in this research consist of primary and secondary data that support each other in the analytical process. Primary data are obtained directly through in-depth interviews and the distribution of questionnaires to selected respondents, focusing on perceptions, experiences, and practices occurring in the field. Secondary data are obtained through literature studies, including laws and regulations, academic literature, official documents, and jurisprudence relevant to the research object. Data collection techniques include structured interviews, questionnaires, and documentation to ensure the validity and completeness of the data. The collected data are then analyzed qualitatively by categorizing, interpreting, and linking empirical findings with applicable legal norms. The analysis is conducted using a descriptive-analytical approach to identify gaps between the law in force and practices in the field. The results of the analysis are subsequently used to formulate prescriptive recommendations for local government policies. This approach is expected to produce conclusions that are comprehensive, systematic, and relevant to the development of law and public policy.

RESULT AND DISCUSSION

A. The Conformity of DKI Jakarta Regional Regulation Number 5 of 2012 on Parking with the Principles of the Rule of Law in the Management of Illegal Parking Attendants in the Tanah Abang Area, DKI Jakarta

Tanah Abang as a commercial hub possesses high mobility characteristics that directly impact the demand for parking space. Intensive economic activities generate significant pressure on transportation infrastructure. The limited availability of official parking facilities creates an imbalance between demand and service provision. This condition opens space for the emergence of illegal parking practices as a response to public needs. This phenomenon indicates a mismatch between policy design and field realities. The local government continues to classify such practices as legal violations. This situation reflects a gap between legal norms and social needs that has not been effectively bridged.

The existence of illegal parking attendants cannot be separated from the economic conditions of urban communities. Many actors come from lower-middle economic groups who have limited access to formal employment. Working as an illegal parking attendant emerges as a survival strategy in difficult economic conditions. The absence of accessible legal pathways reinforces the persistence of such practices. Existing regulations have not fully provided integration space for informal actors. The illegal status attached to this work does not eliminate the underlying economic necessity. This condition confirms that legal violations are often influenced by structural factors.

The behavior of parking service users also contributes to the sustainability of illegal parking practices. Users tend to choose parking locations that are close and practical without considering legality. This preference shows that efficiency is the dominant factor in decision-making. Official parking facilities are often perceived as less responsive to user needs. Interaction between illegal parking attendants and users occurs directly without formal regulation. This pattern creates an informal system operating parallel to the official one. This situation demonstrates that the effectiveness of law is strongly influenced by public behavior.

Local governments face a dilemma in balancing law enforcement and social stability. Enforcement actions against illegal parking are carried out periodically but do not produce significant change. Actors return to operation after enforcement due to the absence of alternative solutions. A purely repressive approach cannot resolve structurally rooted problems. Policies implemented tend to be reactive and unsustainable. This condition indicates that the handling strategy is not yet comprehensive. A more integrative approach combining legal and social aspects is required.

The principle of the rule of law places law as the primary foundation of every government action. All policies must have a clear legal basis and be accountable. Regional Regulation Number 5 of 2012 on Parking has provided a relatively comprehensive normative framework. The regulation governs licensing, management, and supervision of parking. However, its implementation in practice does not fully reflect these principles. The mismatch between norms and practice indicates weaknesses in execution. This suggests that the existence of norms alone does not guarantee legal effectiveness.

The principle of legality requires that every government action be based on law. Parking management should be carried out in accordance with established provisions. Illegal parking practices indicate violations of this principle. Inconsistent law enforcement may reduce governmental legitimacy. Uncertainty in policy implementation creates legal ambiguity. This condition impacts declining public trust in the law. Clarity and consistency are essential in realizing the principle of legality.

The principle of proportionality requires that government actions be balanced with the intended objectives. Enforcement actions without alternative solutions may be considered disproportionate. Such actions only address symptoms without resolving root causes. The social impact generated often exceeds the benefits achieved. A disproportionate approach may lead to injustice for vulnerable groups. Government should consider humanitarian aspects in every policy. Balance between enforcement and social protection is essential.

The concept of law as a tool of social engineering emphasizes that law must transform society toward better conditions. Parking regulation should not merely function as a control mechanism but also as a means of social transformation. Illegal parking practices indicate that law has not optimally performed this function. Community needs are not fully accommodated in existing regulations. This mismatch encourages the creation of informal systems. This condition shows that law is not yet adaptive to social dynamics. Policy reform becomes a necessity.

The use of parking tickets as a legal instrument reflects government efforts to ensure transparency. Tickets serve as proof of a legal relationship between users and parking managers. Field implementation shows that this system has not operated optimally. Irregularities in ticket usage reflect weak supervision. This condition creates opportunities for illegal practices. Legal instruments that are not consistently applied lose their function. Strengthening supervision systems is necessary.

Partnership models with third parties indicate government efforts to integrate informal actors. Foster partnership programs are designed to provide legal space for some actors. Limited quotas result in only a small number being accommodated. Many actors remain outside the formal system. This inequality shows that policies are not yet inclusive. Expanding access to partnership programs is important. Policies must reach all groups in need.

Institutional capacity limitations become obstacles in regulatory implementation. The Transportation Agency faces constraints in personnel and supervisory reach. Inter-agency coordination has not functioned optimally. This condition leads to inconsistent law enforcement. Disparities between norms and reality become more evident. Weak institutional capacity affects policy effectiveness. Institutional strengthening becomes an urgent need.

Regulations under Regional Regulation Number 5 of 2012 clearly distinguish types of parking facilities. These classifications include on-street, off-street, and special parking facilities. This division provides legal certainty in parking management. However, the regulation does not accommodate informal parking practices. The absence of transitional mechanisms keeps informal actors outside the system. This condition creates a gap between norms and practice. Regulations must be adjusted to social realities.

Parking licensing systems are designed to ensure order and legality. Administrative and technical requirements are prerequisites for obtaining permits. Informal actors face difficulties in fulfilling these requirements. These obstacles limit access to legality. Rigid systems fail to reach all societal levels. Flexibility in regulation is essential. Policies must accommodate broader community needs.

The existence of thuggery practices in illegal parking adds complexity to the problem. The involvement of certain groups creates informal power dynamics. This condition complicates effective law enforcement. Authorities often face social pressure in enforcement actions. This situation indicates that illegal parking is not merely an administrative issue. Security dimensions must be considered. A multidimensional approach is required.

Regulatory implementation involves multiple institutions such as the Transportation Agency, Civil Service Police Unit, and police. Inter-agency coordination is key to policy success. Overlapping authority frequently occurs in practice. Uncoordinated responses reduce enforcement effectiveness. The absence of integrated systems becomes a major constraint. Institutional integration is urgently needed. Synergy among agencies must be strengthened.

The perspective of illegal parking attendants shows that practices are driven by economic necessity. Actors are aware of the illegal status of their work. Survival needs become the main reason for persistence. Legal threats are insufficient to change behavior. Lack of alternative employment is a major factor. This condition reflects policy failure in providing solutions. Economic approaches are essential.

User perspectives indicate that illegal parking practices are socially accepted. Convenience and efficiency become the main reasons for using such services. Legality is not the primary consideration. Social acceptance reinforces sustainability. Informal systems become rational choices. This condition reflects the weak attractiveness of formal systems. Service improvement is necessary.

The role of the Transportation Agency and police in enforcement reveals limitations in implementation. Approaches tend to be situational. Discretion is used to maintain social stability. Law enforcement consistency becomes suboptimal. Weak coordination exacerbates the situation. Supervision systems are not yet integrated. Institutional reform is essential.

Analysis of rule of law principles shows inconsistency between regulation and implementation. Legal certainty has not been fully achieved. Substantive justice has not been realized for informal groups. Access to legality remains limited. Control over implementation is weak. These conditions indicate the need for policy improvement. Legal reform is necessary.

Policy recommendations should focus on integrating formal and informal sectors. Government must provide legalization pathways for illegal parking attendants.

Training and empowerment programs must be strengthened. Licensing systems should be simplified. Inter-agency coordination must be improved. Supervision should be strengthened. A comprehensive approach is required.

Overall analysis shows that parking regulation has a strong normative basis. Implementation faces structural challenges. The gap between norms and practice remains significant. Rule of law principles have not been fully realized. Local government must evaluate existing policies. More adaptive and inclusive approaches are needed. Policy success depends on integrating law with social reality.

B. Forms of Local Government Responsibility in Fulfilling the Right to Work for Illegal Parking Attendants in the Tanah Abang Area, DKI Jakarta

The responsibility of the DKI Jakarta Provincial Government in fulfilling the right to work for illegal parking attendants must be positioned within the framework of a rule of law state that requires concrete action. The local government does not merely function as a policy implementer, but also as a primary actor in addressing social issues at the local level. Its authority encompasses regulatory, supervisory, and public service aspects. The utilization of such authority must be directed toward the concrete fulfillment of citizens' rights. The existence of illegal parking attendants indicates an economic need that has not been accommodated within the formal system. This condition requires the local government to act more adaptively. An active role of the local government becomes key in integrating the informal sector into a more organized system.

The legitimacy of local government is not only determined by formal legal foundations, but also by the effectiveness of the policies it produces. The government's ability to respond to social problems becomes a primary indicator of success. The exercise of authority must be carried out proportionally and responsibly. The issue of illegal parking attendants cannot merely be viewed as a matter of public order. Social and economic dimensions must be the main considerations in policy formulation. A purely repressive approach will not produce long-term solutions. A balance between law enforcement and social protection is essential.

The right to work is a constitutional right that must be guaranteed by the state. Local governments have the responsibility to translate this guarantee into operational policies. The understanding of work must not be limited to the formal sector. Reality shows that many citizens depend on the informal sector. Local policies must be able to accommodate these forms of work. Ignoring the informal sector will widen social inequality. Therefore, an inclusive approach becomes an urgent necessity.

The concept of economic, social, and cultural rights places the government as the party obliged to fulfill citizens' rights. These obligations include respect, protection, and fulfillment. In the context of illegal parking attendants, the obligation to fulfill becomes highly relevant. The government must provide access to decent work. This

effort requires proactive and sustainable policies. Prohibition without solutions is inconsistent with human rights principles. A rights-based approach becomes the main foundation of policy.

The fulfillment of the right to work is carried out progressively in accordance with the principle of progressive realization. Local governments must design clear and measurable policy stages. The initial stage begins with identification and data collection of actors. The next stage includes the formulation of adaptive regulations. The implementation stage involves empowerment and capacity-building programs. This process must be carried out continuously. Policy evaluation becomes an essential part of these stages.

Data collection is the first step in recognizing informal workers. Without accurate data, policies cannot be effectively formulated. Local governments need to identify the number and characteristics of illegal parking attendants. Such information becomes the basis for policy development. Data collection also functions to reduce ambiguity in parking management. Administrative recognition opens access to development programs. This step serves as the foundation for subsequent policies.

Legal and administrative recognition constitutes the initial responsibility of local government. Such recognition does not imply legalizing all illegal parking practices. The main objective is to provide a basis for more structured management. The government may develop limited registration mechanisms. This system enables more effective supervision. Recognition also provides minimal protection for workers. This policy becomes an initial step toward formal integration.

Providing access to more decent employment is a further responsibility of local government. Illegal parking attendants require realistic alternative employment opportunities. Training and empowerment programs become relevant solutions. The government may collaborate with the private sector in opening job opportunities. A location-based approach may increase program effectiveness. Policies must be adjusted to local socio-economic conditions. Access to employment becomes an indicator of policy success.

Legal protection is an important aspect of local government responsibility. Illegal parking attendants often work under unsafe conditions. Risks of conflict and exploitation are significant. The government must ensure minimum protection for workers. Operational standards in enforcement actions must be clarified. Authorities must act in accordance with established procedures. Legal protection enhances public trust in government.

Workplace safety constitutes part of the protection that must be provided by local government. Illegal parking attendants face risks of accidents and violence. The government needs to provide education on occupational safety. Supporting facilities may improve safety conditions. Supervision of thuggery practices must be

strengthened. This policy aims to create a safer working environment. Safety protection becomes part of the government's social responsibility.

Prevention of exploitation forms part of local government responsibility. Illegal levies often occur within informal parking systems. The government must take measures to reduce such practices. Strict supervision becomes key to prevention. Law enforcement must be carried out consistently. Protection against non-state actors must be strengthened. This policy promotes a fairer system.

Access to social security constitutes part of fulfilling the right to work. Illegal parking attendants are often not registered within social security systems. Local governments need to facilitate access to such programs. Education on the benefits of social security must be enhanced. Contribution subsidies may serve as a solution for vulnerable groups. Integration with national programs needs to be strengthened. This policy improves workers' welfare.

The role of local government in social security cannot be ignored. The government has an obligation to reach informal groups. Data collection becomes the first step in program integration. Collaboration with relevant institutions is necessary. A proactive outreach approach may increase participation. Policies must be designed inclusively. Social protection becomes part of government responsibility.

The formulation of inclusive regulations becomes an important responsibility of local government. Regulations must bridge societal needs and legal frameworks. Overly rigid rules are ineffective in practice. Governments need to develop adaptive policies. Integration between formal and informal sectors becomes the main objective. Regulations must provide transitional space for workers. This approach creates a more inclusive system.

Inter-agency coordination becomes an important factor in policy implementation. The Transportation Agency, Civil Service Police Unit, and police must work synergistically. Overlapping authority must be avoided. Clear coordination systems enhance policy effectiveness. Local governments must establish integrated mechanisms. Institutional synergy accelerates problem-solving. Institutional integration becomes an urgent necessity.

Providing alternative solutions constitutes part of local government responsibility. Enforcement without solutions merely shifts the problem. Governments must provide transition pathways for workers. Relocation and empowerment programs become relevant options. Integration into formal parking systems may serve as a solution. A location-based approach enhances policy effectiveness. Alternative solutions create sustainable change.

Policy approaches must be based on community needs. Governments need to understand the socio-economic conditions of illegal parking attendants. Policies that do not align with needs will fail. Public participation in policy formulation becomes

important. This approach enhances policy legitimacy. Governments must remain responsive to social dynamics. Adaptive policies are more effective.

Policy evaluation becomes an essential part of local government responsibility. Governments must assess the effectiveness of implemented programs. Empirical data serve as the basis for evaluation. Policy improvements must be carried out continuously. Evaluation helps identify policy weaknesses. This process enhances policy quality. Evaluation becomes part of the policy cycle.

Policy reform is necessary to address the complexity of illegal parking issues. Local governments must adjust existing regulations. Innovative approaches become necessary in public policy. Technological integration may improve parking management effectiveness. Policies must be data-driven and analytical. Reform creates a more efficient system. Policy change becomes a strategic step.

Overall, local government responsibility reflects efforts to realize social justice. The fulfillment of the right to work becomes part of this objective. Governments must balance legal enforcement and societal needs. An inclusive approach becomes key in public policy. Policy success is measured by its social impact. Integration of the informal sector becomes the main objective. Local government responsibility becomes a determinant of social development success.

CONCLUSION AND SUGGESTIONS

The responsibility of the DKI Jakarta Provincial Government in managing illegal parking attendants in the Tanah Abang area has not yet been fully aligned with the principles of the rule of law and the fulfillment of the right to work, as there remains a gap between legal norms and the social realities faced by the community. The approach that has predominantly been repressive has proven insufficient in addressing the root causes, which are structural and economic in nature. The fulfillment of the right to work requires the local government not only to enforce order but also to provide access to decent employment, legal protection, and social security for informal workers. Inclusive, adaptive, and data-driven policies are key to integrating the informal sector into a more organized system. Therefore, it is recommended that the DKI Jakarta Provincial Government undertake policy reforms through data collection and administrative recognition of illegal parking attendants, simplification of licensing systems, and strengthening of area-based empowerment and job training programs. Strengthening inter-agency coordination and enhancing supervision are also necessary to create effective and equitable parking governance. A comprehensive approach that combines legal, social, and economic aspects is expected to achieve substantive justice and sustainably improve public welfare.

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