The Impact of Toll Road Infrastructure Development Policy in Cipali for Social Economic Changes in The Majalengka District

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Abstract

The toll road development policy of Cikopo-Palimanan tends to have an impact on changes in the social and economic conditions of the people targeted and outside the development target. On the other hand, the impact on the economy includes how employment patterns, business growth, and investment. Therefore in this study it is important to analyze How the Impact and Strategy of the Infrastructure development of the Cipali toll road generated in Majalengka District. The research method used was descriptive qualitative method with the determination of informants. The results of the study are that the impact of toll road infrastructure development on socio-economic changes, especially in mapping in Majalengka Regency with 3 research locations, in general, the changes lead to positive changes, this can be seen from economic growth above 6% per year, the industrial sector and investment are growing very rapidly, there is stretching of the economy, especially the informal sector which is increasingly dynamic. However, it is recognized that in some sectors of infrastructure development it does not necessarily mean that the community will immediately feel the benefits.

Keywords :

impact of policies; infrastructure development; socio-economic change

Introduction

Infrastructure development in West Java, especially toll roads is needed to reduce congestion on the Pantura Line and to increase the distribution of goods and services, especially in areas with high levels of development, in addition to the existence of toll roads, it can turn the region into an economic center. Toll road infrastructure plays a very important role in supporting economic, social, cultural, community unity and unity in terms of interacting, and binding and connecting between regions in Indonesia. Toll road infrastructure is also a facility that connects production sources, markets and consumers.

Majalengka Regency is one of the areas affected by the construction of the Cipali Toll Road (Cikampek-Palimanan). There are at least 180,629 square meters land acquisition in five sub-districts in Majalengka Regency, namely in Sumber Jaya, Kertajati, Dawuan, Jatiwangi, and Ligung Districts. The construction of the Toll Road of Cipali is undeniably having an impact on the existing socio-economic conditions in the future on the area around the toll road. One of them is Majalengka Regency, as one of the areas affected by development.

This development policy can have an impact on the social and economic conditions of the people who are the target of change as well as people who are beyond the target. Social impacts are enjoyed directly by the people who have been relinquished their land and relocated due to toll road construction, that is, concerns about unmet aspirations that their welfare will not be fulfilled in the future. On July 3, 2016, there was a vertical conflict between the community and the government, there were still 50 residents from Jatiwangi and Sumberjaya Districts who rallied in the Rest Area KM 166 to demand proper compensation, they were not yet willing to accept compensation because the value offered by the government was too low.¹⁴ This shows that land acquisition by the government is considered not fulfilling a sense of justice for the affected communities. On the other hand, the impact of infrastructure development also occurs in changes in social life of the people related to urbanization, changes in values, social behavior, and community participation.

Economically it has an impact on changes in labor patterns, business opportunities, and the growth of industries that cannot be avoided anymore. The transfer of land functions from community housing and agriculture to toll roads has made the entry of investors to develop business in the industrial sector, so it can change the livelihoods of people who were farming to factory workers or small and medium businesses (SMEs). Accordingly, the development of industries tends to be followed by investment in property in the form of housing for workers.

The impact of development on the economic sector will be utilized in the future by the community in Majalengka Regency, it can be seen from the level of investment that will increase, because currently Majalengka Regency has become one of the regions in West Java

¹⁴<http://www.pikiran-rakyat.com/jawa-barat/2016/07/03/aksi-demo-di-tol-cipali-warnai-arus-mudik-373764> (diakses pada 28 Maret 2017, 01.36 WIB)

that is considered to have the ideal potential for investment, especially from manufacturing and textile industry sector.

With various developments including toll roads, in Majalengka Regency, many factories originating from Karawang, Bekasi, Cikarang and Bandung have relocated their businesses to the Majalengka area. Usually, these factories are built on land located in the northern region, or close to the Cipali Toll road. The construction of these factories is spread from the Districts of Dawuan, Palasah, Kasokandel, Kadipaten, Ligung, and Sumberjaya. This can be seen based on the Neighborhood Association or Community Association in Majalengka Regency in 2016, the northern area of Kadipaten, Jatiwang and Sumberjaya Districts will be used as industrial areas, while in the southern areas they will be used as agro-industry and water catchment areas. The potential for growing investment in the industrial sector in Majalengka Regency cannot be separated from the ease of access to land transportation to accelerate the distribution of goods and people to the industrial area. However, industrial development is also expected not to take the planned agricultural land in the Neighborhood Association or Community Association in Majalengka Regency, given that most of the residents' livelihoods are as farmers.

In addition to the industrial sector, development also has the potential to increase business in the property sector and small and medium businesses. Investment and business in the property sector can increase along with the growth of the industrial sector, because there will be an increase in population around the industrial area. In addition, small and medium businesses in the local population can also increase. Local entrepreneurs can take advantage of the rest area that has been built in km 166 and km 170, where local entrepreneurs can market local products in the form of opening a culinary shop, restaurant and even working in the area.

Impact of Infrastructure Development Policy

Analysis of policy impacts is included in the objectives and scope of evaluation studies, as revealed by Weiss (1972), Wibawa (1994) and Anggara (2014). Weiss (1972: 4), Dunn (1998), states that the purpose of evaluation analysis is more on measurement effects and impacts of a program / policy on society. Measuring the effect of a policy on people's lives is to compare conditions between before and after the policy.

Soemarwoto in Giroth (2004: 12) said that the impact is a change that occurs as a result of an activity. Furthermore Soemarwoto explained that "these activities can be natural, in the form of chemical, physical or biological, can also be carried out by humans in the form of environmental impact analysis, development, and planning. The impact can be biophysical, social, economic and cultural".

Meanwhile according to Anggara (2014: 280) the impact is a change in physical or social conditions as a result of policy output. The effects produced by an intervention program in the target group and the extent to which these effects are able to cause new behavioral patterns in the target group (impact). The results generated by a program intervention in the target group, both as expected and which are not able to cause new behavior in the target group (effects).

Dye, Anderson, Lester and Stewart in Winarno (2007) and Anggara (2014) revealed that basically the impact of a public policy has several dimensions, and all of which must be taken into account in discussing evaluation. There are five dimensions of a policy impact according to Dye in Winarno (2007: 232-235) and Anggara (2014: 281), namely:

- a. The impact of policy on public matters and the impact of policy on the people involved. As such, targets in public policies that are expected to be influenced by policies must be limited, and the expected impact of policies must be determined from the beginning of public policy
- b. The policy may have an impact on circumstances or groups outside the policy goals or objectives than previously thought by policy makers.
- c. Policy may have an impact on current and future conditions which will affect both the target group and those outside the target.

Impact of toll road infrastructure development policies, related to the process not only will have an impact on changes in natural conditions, but will also have consequences for the socio-economic conditions of the surrounding communities. According to Salim (1979) in Trilaksono (2010: 12) the development process gives rise to mobility so that one community group is connected, sometimes it can even collide with other groups, and also collides with social values with one another. Large projects have the ability to cause shock and imbalance in the social environment. Both development with large leaps and large project development both affect the social environment.

Furthermore, Salim (1979) in Trilaksono (2010: 9) argues that the nature of development also aims to cause diversity and diversification in the economic activities of society such as the development of the agricultural, industrial, mining, services and others. But it is not possible to forget the environmental balance.

There are a number of problems that can be identified:

1. The construction of toll road infrastructure cannot always be enjoyed by all stakeholders, but there is often a widening social economic gap.
2. Infrastructure development policies on the one hand cause diversity in economic diversification of the community, but on the other hand also lead to environmental degradation that is not conducive.
3. The development process gives rise to mobility so that one community group is related, sometimes even clashing with other groups, which can cause shock and imbalance in the social environment.
4. Strategy Infrastructure development policies are seen more in terms of physical environmental impacts, whereas the socio-economic environmental impacts are far more complex and long-term.

Methods

Development and social problems require research approaches that can help researchers understand the phenomena associated with these problems. Creswell (2010: 1) suggests the qualitative approach as follows: *"This study is defined as inquiry of understand a social a human problem, based on building a complex, holistic picture, formed with words reporting detailed views of informants, and conducted in a natural setting"*.

By looking at the phenomena studied about the impact of infrastructure development policies so unique and complex, in this study using qualitative methods. Qualitative methods aim to understand and interpret the meaning of a phenomenon that occurs, to then be analyzed and attempt to explain the phenomenon with the images that the author is given an assessment. Thus in the end the researcher can give meaning to the results of research in depth.

To analyze the impact of infrastructure development policies, the authors use primary and secondary data related to the problem. The data collection techniques used in this research are library research and field research.

1. Library Research

Literature study conducted by researchers is by examining, reading, searching and comparing various theoretical sources of literature such as books, journals, or relevant studies.

2. Field Research

- a. Observation is a technique of collecting data and information by directly observing objects
- b. Researched in this observation are researchers involved or participating directly in the activities of the subject being observed.
- c. Interview is an information data collection technique by conducting in-depth in-depth interviews with asking direct explanation from the parties involved and those who have competent.

The informant will be used as a source of information with the consideration of the author to determine the informant in this study is:

1. The authority possessed by the informant
2. Considered to have a lot of information and decent
3. Having a relationship both individually and agencies

Informant includes Head of regional revenue Agency, Head of Bina Marga da Cipta Karya, Social Service, Investment and Integrated Services Office, Tourism Office, PBS Majalengka District, Transportation Department, Regents, village heads and community leaders as well as business actors and other related parties.

Data analysis

1. Analysis is carried out using the triangulation method by checking and cross-checking the information received to see similarities and alignments, as well as differences.
2. The results of the triangulation are then arranged into a descriptive summary, by looking at the similarities and differences of opinions and views in the community, complemented by problem analysis, needs assessment and potential analysis

3. After the description of the analysis is compiled, then conclusions will be drawn

Results and Discussion

To illustrate the mapping of socioeconomic conditions by using surveys and informal meetings such as; community free time, in community workplaces and other informal places. Mapping socioeconomic conditions aims to map the socioeconomic conditions of a community in a particular area which is useful to describe in general the existing conditions after the construction of infrastructure of the Cipali-toll road. Concrete results from mapping are data and information about the socio-economic conditions of local communities in the dynamics of life due to the influence of road infrastructure development.

According to Robert Chamber (1992) social mapping is the process of collecting and describing (profiling) data and information, including the potential, needs and problems (social, economic) of the community. In principle, socio-economic mapping is the collection of information related to the research theme, by exploring relevant data. Furthermore Edi Suharto, (2010) said it should be noted that there are no rules and even a single method that is systematically considered to be the most superior in conducting social mapping (economic).

Table 1.

Mapping Socio-economic conditions

Social Economic Conditions	District and Village		
	Village of Bongas Wetan-District of Sumberjaya	Village of Kadipaten-District of Kadipaten	Village of Argalingga-District of Argopura
SOCIAL			
Urbanization	High	High	Low
Society participation	Still exists, has shifted	Still exists, has shifted.	Still exist, has not changed much
Change in values - norms	Influenced by immigrants, but still local values still exist	Influenced by population mobility, but local values still exist	Changes in value have not been felt, only people are still slow in responding to changes, local values still exist
Education access	Still not optimal	It is sufficient	Still not optimal
Health Access	Still not optimal	It is sufficient	Enough and still adequate

Social conflict	High, because of inappropriate replacements and lack of empathy for migrants	Social conflict is relatively under control, because of business problems	Low social conflict, still quite harmonious in society
Government Support	Supporting and responsive	Quite supportive	Very supportive and responsive
ECONOMY			
Industry	Growing very fast	Less developed, due to lack of land	Large industries have not yet entered, agro industry opportunities are wide open
Transportation Accessibility	With the toll exit from Sumberjaya, access to transportation is much better	Exit of kertajati toll road and connectivity with other regions (south), so the Kadipaten is often jammed	Access to transportation is still not optimal, especially towards the center of agricultural products and tourism
Agriculture and Fisheries Sector	The agricultural sector has shifted to industry (agricultural land is decreasing significantly)	The agricultural sector is relatively stable	The agricultural sector is the mainstay, especially for vegetable products
Job opportunities - HR	Very open with the growth of the industry, more exploited by migrants. HR is generally not able to compete (still limited skills).	More job opportunities in the trade sector, and with the toll road provide wider access, especially culinary. HR has not been able to compete in developing innovation	Job opportunities, agriculture and tourism, even the population are not interested in the new industrial sector. HR is still unskill in the service sector in agriculture in terms of production, but it's still limited in marketing capabilities.
Markets	Access to markets is still not rapidly developing	As a trade center, developing rapidly. Only concentrated in certain areas (has not yet spread, traffic jam)	The market is still in the agricultural sector, is still limited, related to access to transportation and sent to other regions.
Tourism object	Undeveloped	Start to develop (culinary)	The world of tourism is very potential to be developed, especially agroindustry, beautiful and enchanting natural panorama.

Based on the mapping above, it appears that the socio-economic condition of the community after the construction and operation of the toll road is felt by a more dynamic

change. This can be seen from the economic growth above 6% per year, the industrial sector and investment are growing very rapidly, there are stretching of the economy especially the informal sector which is increasingly dynamic.

Conclusion

The impact of toll road infrastructure development on socio-economic changes, especially in mapping in Majalengka Regency with 3 research locations, namely Bongas Wetan Village of Sumberjaya Subdistrict, Kadipaten Village of Kadipaten Subdistrict, Argalingga Village of Argapurapada Sub-District that generally the changes that occur lead to positive changes. , this can be seen from the economic growth above 6% per year, the industrial sector and investment are growing very rapidly, there is stretching of the economy, especially the increasingly dynamic informal sector. However, it is recognized that in a number of infrastructure development sectors, the community does not immediately feel the benefits, even if there is a change, especially social changes tend to be slow, such as labor absorption in the industrial sector, urbanization, the entry of new values brought by migrants who tend to less attention to local values, social interaction that tends to be more open. This is because Majalengka Regency has long been in an isolated atmosphere so that the changes are still partial. By looking at the results of the mapping, that socio-economic changes from the impact of infrastructure development on 3 locations (villages) in 3 districts have similarities and differences, but generally are positive, especially towards changes in the community's economy.

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