

AN ANALYSIS OF SOCIO-ECONOMIC IMPACTS OF TRANS SUMATERA PEKANBARU- DUMAI TOLL ROAD DEVELOPMENT

* Suci Atma Hardika¹ and Jeki Aridianto²

¹Master Program of Geography Education, Padang State University, Indonesia

²Master Program of Geography Education, School of Postgraduate Studies

Indonesia University of Education, Indonesia

Email: suciatma1806@gmail.com

*Corresponding Author, Received: March 1, 2020, Revised: April 10, 2020, Accepted: May 20, 2020

ABSTRACT: The road network is one of success supporting factors of a development, so that it takes adequate road network and prioritize speed. By this development, there will be changes in the economic and social condition of society. This research aims to determine the impact of Trans Sumatera toll road Pekanbaru-Dumai construction to the socio-Economic community of Harapan Baru Village, Mandau Sub District, Bengkalis Regency. This type of research is quantitative descriptive. The population and sample of this research is a society that is close to the construction of the toll in the village of Harapan Baru namely RT. 002 and RT. 005. The Technique of the Data collections through interviews, observations, and polls. The result of the research is the construction of Trans Pekanbaru toll Road-Dumai resulted in positive and negative impacts. The positive impact is to open opportunities for business people around toll road construction and can reduce the number of unemployment in the village of Harapan Baru because of community involvement in the development, but not all communities in the region are working in the construction of the toll road, while the negative impact of toll road construction leads to the income of the plantation communities decreased due to reduced plantations.

Keywords: Impact, Economy, Toll Road, Development, Social

1. INTRODUCTION

Development need to take place in achieving a better quality of life. There are two types of developments, they are physical and non-physical development. The physical facilities construction such as buildings, bridges, roads, ports and another that is relatively easy and concrete developments [1]. it means that the construction of physical facilities is easy to see and feel. While non-physical development such as mental rehabilitation development, education or training that is not visible and not easily feel the results. However this development is a long-term investment, the result can be seen after a while ahead [1] [2].

The purpose of development essentially creates sustainability of socio-economic advances, by not ignoring equality of rights and upholding the principles of justice for the community as a whole [3].

Promoting prosperity should be preceded by economic progress, and in order to improve the economy, the economy should be supported by infrastructure that must be start with the existence of land to support infrastructures. One element in the implementation of development that can no longer be avoided is the problem of needs or land [4][5].

The road network is one of the success supporting factors of a development, because the

road plays a role in the movement of goods and people, so that an adequate road network and speed priority are needed. With this development, changes will occur in the economic and social conditions of community, stimulating the society layers and also technology will accelerate economic growth [1][6].

One of the infrastructure development that requires very broad land is the construction of toll road, as toll roads are specifically designed as alternative land routes that is free from the barriers. In the government Regulation number 15 year 2005 about the toll road in article 1 paragraph (2) explained that the toll road is a public road that is part of the system of roads and as a national road that the development is required in paying the toll.

By the construction of the toll road, aims in increasing the accessibility and capacity of the road network in serving traffic. The construction of toll roads is not separated from the physical and non-physical aspects of the society. The physical aspect is related to the environment while the non-physical aspects are community social problems [7].

The toll road has several stages of development. For the first stage of implementation is the reconstruction of land acquisition for the Pekanbaru – Dumai toll road project through the land that mostly used villagers for plantations.

If the government wants to do development, then they will be faced with the community of land owners who will be used as the road. By the

development of the government needs land that will be used as the construction site. Therefore, communities affected by land acquisition for Toll road construction receive compensation in the form of cash for the land that is passed through the toll road project. Nonetheless, the impact of land acquisition for Toll road development is strongly felt by the village community especially farmers due to land plantations used as a source of livelihood.

Based on the background of the problem, the focus of this research is on the impact of the construction of the Pekanbaru - Dumai toll road on the social economy, compensation mechanisms under the procedure, involvement or participation of the Harapan Baru Village community in the construction from the Pekanbaru - Dumai toll road, to find out how the positive and negative effects of the development of the Pekanbaru - Dumai toll roads on the socio-economic community of Harapan Baru Village, Mandau District, Bengkalis Regency, and discover what solutions can be offered in the construction of the Pekanbaru - Dumai toll road to protect the socio-economic rights of the Harapan Baru Village Mandau District of Bengkalis.

2. METHOD

This research uses a descriptive-quantitative approach. Qualitative research is research that focuses more on revealing a problem or situation as it is and revealing facts [8], while this type of research is descriptive. Descriptive data is collected in the form of words, images and not numbers. The study report will therefore contain extracts from data to provide an overview of the presentation of the report [9].

As for the speakers presented as informant is the village Society of Harapan Baru Mandau District of Bengkalis regency, with the classification of village head, which has a duty as head of local government that knows the overall construction of toll road. The samples in this study used purposive sampling techniques, in which data retrieval is based on certain considerations, which are affected by land acquisition. [10]. The population and sample of this research is a society that is close to the construction of toll in the village of Harapan Baru namely RT. 002 and RT. 005. The Data collection through interviews, observations, and polls.

3. RESULTS AND DISCUSSION

Based on the data analysis research results, it can be presented as following:

- 1) Community response to perception on the construction of Pekanbaru-Dumai Toll Road.

The respondents already know of toll development or about land acquisition through the officer of villages or sub-districts in the region. Some factors related to public response to the construction of Pekanbaru-Dumai toll Road Public response regarding the perception of the construction of toll roads in Pekanbaru-Dumai toll road are :

- a. The government's socialization of toll road development is very influential for the community. Proper socialization can make the community become more understanding of the essence of this toll road, because in its execution "requires" the liberation of land owned by the citizens.
 - b. The price of land purchase offered by the government is often complained by the people affected by the land purchase, consequently the society affected by land acquisition can't buy the same place or with the same area.
- 2) Community response on the implications for the construction of the Pekanbaru-Dumai toll road. Public reaction to the construction of this toll road has the following consequences:
 - a. Environmental impacts of noise or pollution.
Most respondents replied that the construction of the Pekanbaru-Dumai toll road was very disruptive and caused noise pollution.
 - b. Respondents' responses to environmental impacts are changing the environmental planning.
Due to the construction of this toll road, the layout of the village is poor and very poor. This is because the construction of the toll road that took place in their village made the settlements of the residents separated and separated by the toll roads. Their settlements have become isolated and need to move on.

From the poll results of questionnaires spread to the samples used as research respondents, here some following results of the data response data of respondents poll samples in this research. Based on the respondent table above, it can be seen that not all people agree to the construction of Trans Sumatra toll road due to various factors, which according to the population, have adverse consequences. This indicates that the construction of the Trans Sumatra toll road has had both positive and negative consequences for people's lives.

Table 1. Results of Questionnaire Answers in Percentage (%)

No	Indikator	SS	S	KS	TS
1	Toll road construction	40%	40%	10%	10%
2	Reduce traffic jams	60%	20%	10%	10%
3	Facilitate the distribution of goods	30%	40%	20%	10%
4	New economic growth points	40%	20%	20%	20%
5	Economic equalization	10%	20%	20%	20%
6	Facilitating public services	50%	20%	20%	10%
7	New job openings	60%	30%	10%	0%
8	Land use changes	20%	20%	30%	30%
9	Community housing becomes more advanced	50%	40%	10%	10%
10	Population density of houses	30%	30%	20%	20%

Results of questionnaire answers in the form of percent (%)

The negative consequences of the construction of toll roads are as follows:

- 1) It does not provide the economic equality. The construction of toll roads should be able to provide broad benefits, particularly economic equality. The construction have less received positive response by the community, it can be seen as the results of the questionnaire answered. The community's perception of economic equality have less positive answered, and only 10% of respondents strongly agreed, and argued that the development was influenced toll roads only get UGR, the rest benefiting widely from freight forwarders and middle and upper class people.
- 2) Basic needs haven't been getting decrease yet. In the case of economic activities where the construction of the toll road will provide a smooth distribution to accelerate travel time, it will of course saves time and costs. But the price of basic needs does not fall, as respondents replied that they disagreed more with the statement that basic products should be affordable. It's according to 60% of respondents who disagree.
- 3) Reduced community land The construction of toll roads took many citizen's land so as to give changes in land utilization of residents who were originally used as land for farming or gardening was then used as land for the construction of toll roads.

In addition to the negative impact, the construction of toll roads also has a positive impact on the residents of Harapan Baru Village. They are as follows:

- 1) Establishment of new settlements From the observation, many rice fields in Harapan Baru Village which is used as a settlement before and after the construction of Trans Sumatera toll road, either land in the area as an allotment land or construction of the community's own houses. But that number increased after the construction project of the Toll road. This is verified from the

questionnaire survey that not less than 50% strongly agreed with.

- 2) New function and job field The change in the people of Harapan Baru Village is a change that has a positive impact on people's lives because there are at least 46.58% of respondents in the sample who answered the change in land use for the toll road development project to get a new job. With UGR (indemnity) Several respondents sampled get more work to use making business and rearing its business although not significant, but the number is quite high so it is quite a change to the pattern of society than ever before. Changes in economic aspects include changing livelihoods, changing earnings, and even improving the level of life better.

The construction of the Pekanbaru - Dumai toll road passing through Harapan Baru Village is a development programmed by the central government as the construction of a road infrastructure to reduce congestion on the Pekanbaru - Dumai National Highway. Government Rules No. 15 of 2005 on Toll Roads, the construction of toll roads aims to improve the efficiency of distribution services to support economic growth, especially in areas of high development.

The Impact of construction of Trans Sumatera toll road Pekanbaru-Dumai towards socio-Economic Community of Desa Harapan Baru Sub District of Bengkalis Regency, namely the right to work. The right to work is the right that is owned by all human beings to get a job according to the skills or expertise that has. The construction of the Pekanbaru-Dumai toll road should be in the process of development involving the surrounding communities whose land is exposed to the liberation of lands, it can be done as an effort to change other sources of income from the farmers whose soil is reduced. The construction of the Pekanbaru-Dumai toll road involves the surrounding community especially the Desa Harapan Baru community.

The community of Desa Harapan Baru relates to the right to work, it should be guaranteed, as well as farmers whose land is affected by land acquisition and also farmers who do not involved in the project can participate. The construction of Pekanbaru-Dumai toll road can contribute to reduce unemployment in Harapan Baru village because the development has actually reduced plantation land and absorb workers from the local community.

In the village of Harapan Baru, the economy activity is more engaged in the agricultural sector because most of the villagers of Harapan Baru village are search-eyed as farmers and laborers. The construction of Pekanbaru-Dumai toll road which passed through the villagers ' land of Harapan Baru subdistrict of Bengkalis District provides influence and impact on the socio-Economic community of Harapan Baru Village especially during the construction of the toll road.

4. CONCLUSIONS

In the research, the results show that the construction of the Trans-Sumatran toll road in the Harapan Baru village has positive and negative consequences for the population or the surrounding community for the socio-economic aspects of the inhabitants. The construction of the Trans Sumatra toll road has a positive impact on the macroeconomic scale as it can facilitate interregional accessibility, as the existence of toll roads can also reduce congestion so as to provide more optimal time efficiency in addition also increase the country's revenue. The construction of the Trans-Sumatera toll road has a negative impact on the inhabitants of Harapan Baru Village. It changes in the use of agricultural land by the community.

5. REFERENCES

- [1] Adisasmita, S. A. *Perencanaan Infrastruktur Transportasi Wilayah*. Yogyakarta : Graha Ilmu. 2012
- [2] Dewitasari, T. *Dampak Pembangunan Jalan Tol Surabaya–Mojokerto terhadap Kondisi Sosial dan Ekonomi Penduduk di Daerah Kecamatan Wringinanom Kabupaten Gresik*. Swara Bhumi, 1 (1). 2016
- [3] Soetomo. *Pembangunan Masyarakat*. Yogyakarta : Pustaka Pelajar. 2012
- [4] Anas, R., Tamin, O. Z., Tamin, R. Z., & Wibowo, S. S. *Measuring regional Economic Impact of Cipularang Toll road Investments: Using an Input-Output Model (Case study: Bandung District)*. International Journal of Civil Engineering and Technology, 8(10). 2017
- [5] Noor, T. R., Hamdan, A., Saifuddin, S., & Fanan, M. A. *Analisis Dampak Sosial Ekonomi Pembangunan Jalan Tol Surabaya-Mojokerto*. PROSIDING, 1(3), 26-280. 2017
- [6] Sihombing, L. *Toll Road Infrastructure Development in Indonesia: A System Dynamics Perspective*. In *Proceeding of the 32nd International Conference of the System Dynamics Society*. 2014
- [7] Astuti, S. P. *Pengaruh pembangunan jalan tol Cikampek-Palimanan terhadap kondisi sosial ekonomi masyarakat di kecamatan Kalijati Kabupaten Subang (Doctoral dissertation, Universitas Pendidikan Indonesia)*. 2014
- [8] Marzuki. *Metode Riset*. Yogyakarta : Cetakan Ketujuh BPFE. 2000
- [9] Idrus, M. *Metode Penelitian Ilmu Sosial*. Jakarta: Erlangga. 2009
- [10] Mardalis. *Metode Penelitian (suatu pendekatan proposal)*. Jakarta : Bumi Aksara. 2010