



## **EFFECT OF TOLL ROAD CONSTRUCTION CIKAMPEK-PALIMANAN ON SOCIO-ECONOMIC IN KALIJATI DISTRICT OF SUBANG REGENCY**

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### **Abstract**

Development is a planned effort to improve the welfare of the community, nation and state. The road network is one of the factors supporting the success of a development because roads play a role in the transfer of goods and people so that an adequate road network is needed and prioritizes speed. Kalijati sub district is a district with the largest land area is 1002.96 m<sup>2</sup> and the number of people at most that 536 people affected by the construction of toll roads Cikampek-Palimanan. In general, the condition of the land affected by the construction of the toll road is a residential area and plantation. Based on the authors wanted to examine the effect of highway construction Cikampek-Palimanan on the socio-economic conditions that include livelihood, income, and ownership of community residences district of Kalijati after land acquisition. The method used in this research is descriptive method. The population is all the people affected by the district Kalijati toll road construction. The sample area is bypassed villages Cikampek toll road development in Cikampek-Palimanan Caracas Village, Village Ciruluk, Kaliangsana Village, and the Village Marengmang. Population sample as many as 85 landowners. The sampling technique used in this study is proportional random sampling. Variables consisted of independent variables which land area, land prices, land use and the dependent variable consisted of socio-economic conditions. Instruments in the study comprised interviews and questionnaires. Data analysis using Chi-square and contingency. The results showed no effect of highway construction Cikampek-palimanan the principal livelihood and sideline, this is due to land in the District Kalijati land use average form settlements and gardens, in addition to the District of Kalijati few people who use the proceeds from the sale of land for opening a new business, for example opening a store or make a contract, There are significant road construction Cikampek-palimanan to influence people's income shows the value by 21% because the affected area is the construction of toll roads productive land and and there are significant road construction Cikampek-dwelling palimanan to show the influence of ownership by 32% because of the sale of public land use average to build and repair houses. Thus, the construction of toll roads Cikampek-palimanan the

socioeconomic conditions of the people in District Kalijati not have influence on the principal livelihood and livelihood while the side shows the influence of the income and ownership of residence in District Kalijati.

**Keywords:** Development, Social Economy, Society

## A. Introduction

Development is a planned effort to improve the welfare of the community, nation and state. According to Sumaatmadja (1998: 9) explains that "Geographical development cannot be separated from the earth's surface space which becomes the foothold. Therefore, it cannot be separated from land either as a resource or as land where growth and development take place. Land as a resource, can provide soil fertility, building materials, industrial base materials including energy supply. Land as land, provides a place for infrastructure and development advice.

The construction of the Cikampek-Palimanan (Cikapa) toll road will pass through five districts in West Java, namely Purwakarta, Subang, Indramayu, Majalengka, and Cirebon. The construction of the Cikampek-Palimanan toll road along 116 km consists of six sections. These sections are section I Cikopo-Kalijati along 29.12 kilometers (km), section II Kalijati-Subang 9.56 km, section III Subang-Cikandung 31.37 km, section IV Cik Bangunan-Kertajati 17.66 km, section V Kertajati -Sumberjaya 14.51 km, and Sumberjaya-Palimanan 44.56 km. Subang Regency is nine sub-districts through which the Cikampek-Palimanan toll road construction has passed, namely Cipeundeuy, Purwadadi, Kalijati, Dawuan, Subang, West Pagaden, Pagaden, Cipunagara and Cibogo Districts.

Kalijati District is the largest sub-district in Subang Regency which is traversed by the Cikampek Palimanan toll road construction project in Kalijati District, which is an area of 1002.96 m<sup>2</sup>, so the government needs land to be used as a place for construction. In this case the government must replace the used land, trees affected in the construction, as well as replace houses or buildings affected in the construction route. In Kalijati Subdistrict, there are four villages through which the construction of the Cikampek Palimanan toll road, namely Caracas, Ciruluk, Kaliangsana and Marengmang Villages, with around 311 people affected by the toll road construction.

Development in an area will cause changes in the economic and social conditions of the community. As Sajogyo (1985: 17) said, development is a change in the composition and pattern of society which will stimulate the strata of society and with the presence of technology, economic growth will be even faster. The existence of the toll road construction will affect the socio-economic conditions of land owners affected by the construction of the Cikampek-Palimanan toll road after land acquisition.

The rapid development in rural areas will have an impact on the village community itself. The construction of the Cikampek-Palimanan toll road will have positive and negative impacts on the communities around the toll road construction. The community whose land is acquired will have an impact on the livelihoods of the people who own the land so that changes in livelihood will affect the income to be received and the income earned can affect the ownership of the residence of the Kalijati District community. The purpose of this study is to identify the effect of the Cikampek-Palimanan toll road construction on livelihoods, income, and residence ownership in Kalijati District.

## B. Methodology

### 1. Research Design

The method used in this research is descriptive method. namely describing the situation in the field in accordance with the facts, while the descriptive data itself can be obtained from interviews and observations. The purpose of the author using this descriptive method is to analyze the socio-economic conditions of the Cikampek - Palimanan toll road construction project in Kalijati District, Subang Regency.

Cumulative correlational design which aims to investigate the values of two or more variables and test or find relationships or inter-relationships that exist between them in a

certain environment. The population in this study is the population of respondents, namely all heads of families who live in the village in Kalijati District that are affected by the toll road totaling 536 families and the research location can be seen in figure.

The sample in this study is the village affected by road construction. toll roads namely Caracas Village, Ciruluk Village, Kaliangsana Village and Marengmang Village. Sampling was selected by purposive sampling technique using the formula proposed by the Slovin formula with Proportional Random Sampling. The Slovin formula is as follows:

$$n = \frac{N}{1 + (N \times e^2)}$$

Information:

n: the number of elements / members of the sample

N: number of elements / members of the population

e: error level (note: generally used 1% or 0.01, 5% or 0.05, and 10% or 0.1)

In this study, researchers used a tolerable error limit of 10%.

$$N = \frac{N}{1 + (N \times e^2)} = \frac{536}{1 + (536 \times 0,1^2)} = \frac{536}{6,36} = 84,27 = 85$$

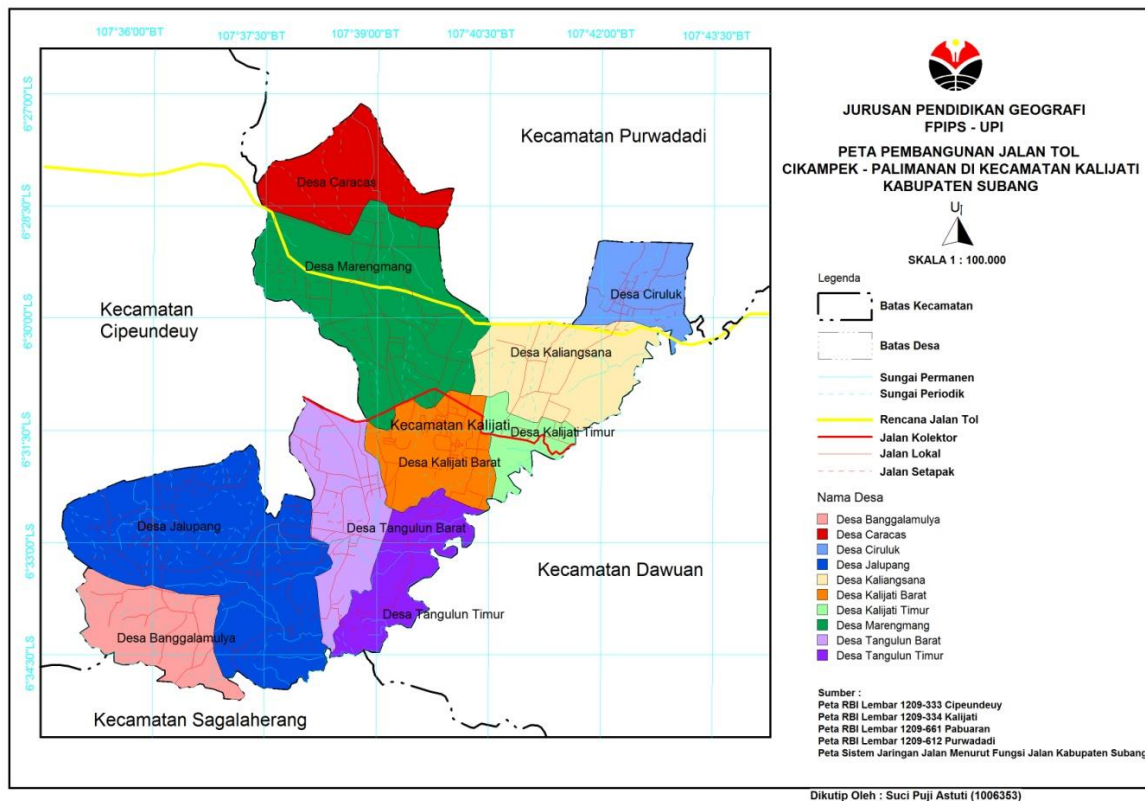
Based on the calculation of the formula, the number of samples studied in this study was 85 people. According to the authors, this number is considered sufficiently representative of the total population. The number of samples for each village were Caracas Village as many as 3 people, Ciruluk Village as many as 6 people, Kaliangsana Village as many as 49 people, and Marengmang Village as many as 27 people.

## 2. Instruments

The instrument used in this study was an instrument in the form of a questionnaire aimed at communities affected by toll road construction to determine the effect of the Cikampek-Palimanan toll road development on the socio-economic conditions of the community and instruments in the form of interviews aimed at the government for toll road construction to determine land area, land prices, and land use affected by toll road construction projects. The purpose of using the questionnaire and interview instruments in this study was to facilitate coding by using the percentage analysis method for each variable studied.

## 3. Technique of Data Analysis

Data collection techniques used in this study used questionnaires, interviews, and documentation and data analysis techniques used in this study used descriptive analysis with percentage, Chi-square, and contingency.



**Figure 1. Map of Kalijati District**  
(Source: Kalijati District Office)

## C. Findings and Discussion

### 1. Findings

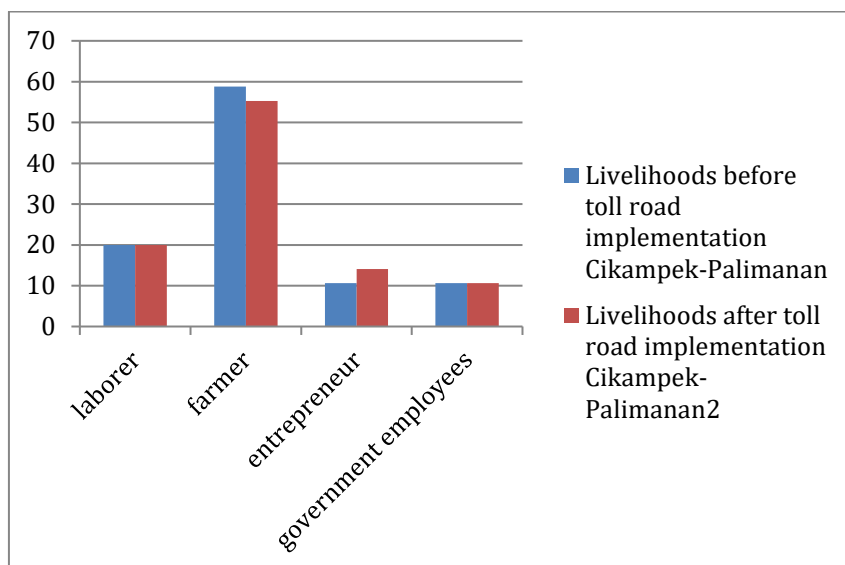
The development of an area is inseparable from changes in the environment around the place where the development is taking place, both in terms of physical conditions and social conditions of the community which will affect the socio-economic conditions of the communities around the development. Sumaatmadja (1988) states that geographic development cannot be separated from the earth's surface space which is the foothold. Therefore, it cannot be separated from land either as a resource or as land where growth and development take place.

The Cikampek Palimanan toll road construction project requires land to be used as a construction site. If the government wants to carry out development, they will face the community who owns the land around the toll road construction site. In this case the government must replace the used land, trees affected in the construction, as well as replace houses or buildings affected in the construction route. In Kalijati District, there are four villages through which the construction of the Cikampek Palimanan toll road is located, namely Caracas, Ciruluk, Kaliangsana and Marengmang Villages.

As Sajogyo (1985) said, development is a change in the composition and pattern of society which will stimulate the strata of society and with the presence of technology, economic growth will be even faster. The existence of the toll road construction will affect the socio-economic conditions of land owners affected by the construction of the Cikampek-Palimanan toll road after land acquisition.

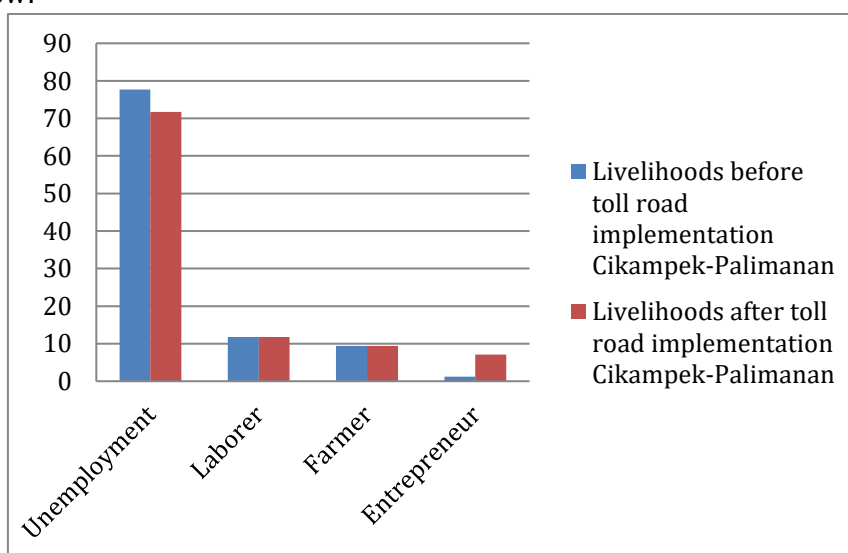
Measure the socio-economic conditions of the people, R. Bintarto in Muharomi (2010) states that there are 4 parameters used to measure socio-economic conditions, namely livelihoods, income, education, and health. Meanwhile, according to Abdulsyani (1994 in Jeniawati 2011) the parameters for measuring socio-economic conditions are determined by economic activity, income, education level, type of residence, and position in the organization. In this study, to determine the effect of the Cikampek-Palimanan toll road construction on the

socio-economic conditions of the Kalijati Subdistrict community after land acquisition, researchers took 3 parameters, namely livelihood, income, and residence ownership. Based on the research results, the construction of the Cikampek-Palimanan toll road has no effect on the main livelihoods of the people of Kalijati District. As for the basic livelihoods of the community before and after the construction of the toll road in Kalijati District, it has not changed. For more details, it can be seen in Figure 2. below:



**Figure 2. Basic Livelihood Chart**

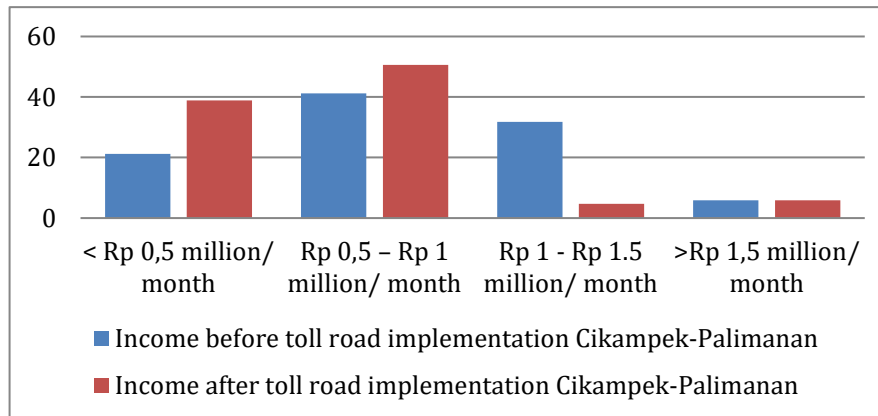
Based on the results of the calculation of the Chi-square value, there is no effect of the Cikampek-Palimanan toll road construction on main and secondary livelihoods. On average, the land affected by the construction of the Cikampek-Palimanan toll road in Kalijati District is in the form of settlements and gardens, besides that only a few Kalijati District people use the proceeds from the sale of land to open new businesses, for example opening shops or building rented houses. The side livelihood graph before and after toll road construction can be seen in Figure 3. below:



**Figure 3. Peripheral Livelihoods Chart**

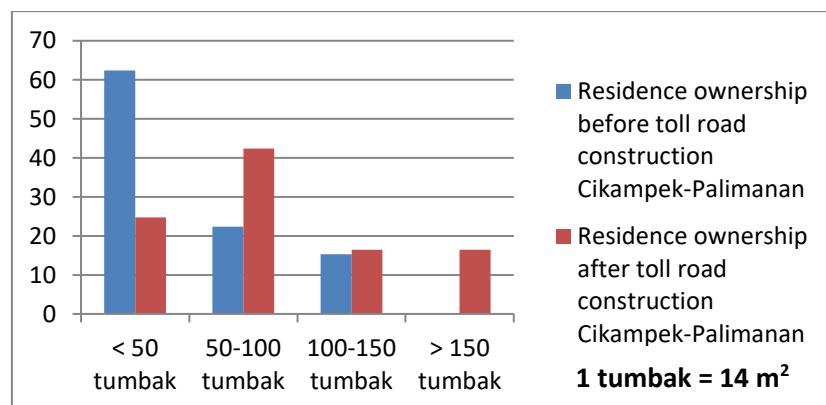
The influence between toll road construction and the income of the land owners seen from before and after development shows the value of Chisquare and the results of the Contingency is 28% which means that there is an influence, especially Kaliangsana and Marengmang Villages which are the most affected because they are interchange areas and the average land affected. The construction of the Cikampek-Palimanan toll road in Kalijati District is productive land that can produce every year so that after the construction of the toll road it

will affect the income of the Kalijati District community. The revenue graph before and after toll road construction can be seen in Figure 4. below:



**Figure 4. Income Graph**

The effect of toll road construction on the ownership of the residence of the land owner before and after development shows the Chi-square and Contingency value of 32% which means that there is an influence of the construction of the Cikampek-Palimanan toll road with the ownership of the residence of the land owner because of the sale of residential land in Kaliangsana Village and Marengmang Village and the proceeds from the sale of plantation land in Ciruluk and Caracas Villages, on average, the community uses it to build and repair houses. For more details, it can be seen in graph 5. regarding the level of education of the people of Kalijati District below:



**Figure 5. Residence ownership for the Kalijati community**

## 2. Discussion

The influence of the construction of the Cikampek Palimanan toll road on socio-economic conditions which includes livelihoods, income, and ownership of land-owning communities in Kalijati District, including :The influence of the construction of the Cikampek Palimanan toll road on livelihoods seen from the livelihoods before and after the construction of the toll road shows that there is no influence on the main livelihoods and the secondary livelihoods of the Kalijati sub-district community because most of the agricultural land is affected by the construction of the Cikampek-Palimanan toll road in Kalijati District in the form of residential land in Kaliangsana Village and Marengmang Village and plantation land and agricultural land in Ciruluk and Caracas Villages that were affected by toll road construction in Kalijati Subdistrict, a small number, besides that there were only a few people who changed their livelihoods, namely before the construction of the toll road worked as farmers then After the construction of the toll road became self-employed because from the sale of the land, the community opened new businesses such as trading staples and making rent in the area of interchange which is the factory area.

#### D. Conclusion

The influence of the Cikampek Palimanan toll road development on income seen from the conditions before and after the toll road construction, shows that there is an influence between the income sources before and after the toll road construction because the average community land affected by the construction of the Cikampek-Palimanan toll road is productive land every year, after the road construction has an effect on income because the income of the Kalijati District community has decreased.

The influence of the construction of the Cikampek Palimanan toll road on residential ownership seen from the conditions before and after the construction of the toll road, shows that there is an influence on the ownership of the residence of the land owner before and after the construction of the toll road because from the sale of land, the average community uses it to build and repair houses.

Thus, the construction of the Cikampek-Palimanan toll road on the socio-economic conditions of the people in Kalijati District has no effect on basic livelihoods and side livelihoods, while it shows an influence on income and residence ownership in Kalijati District.

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