

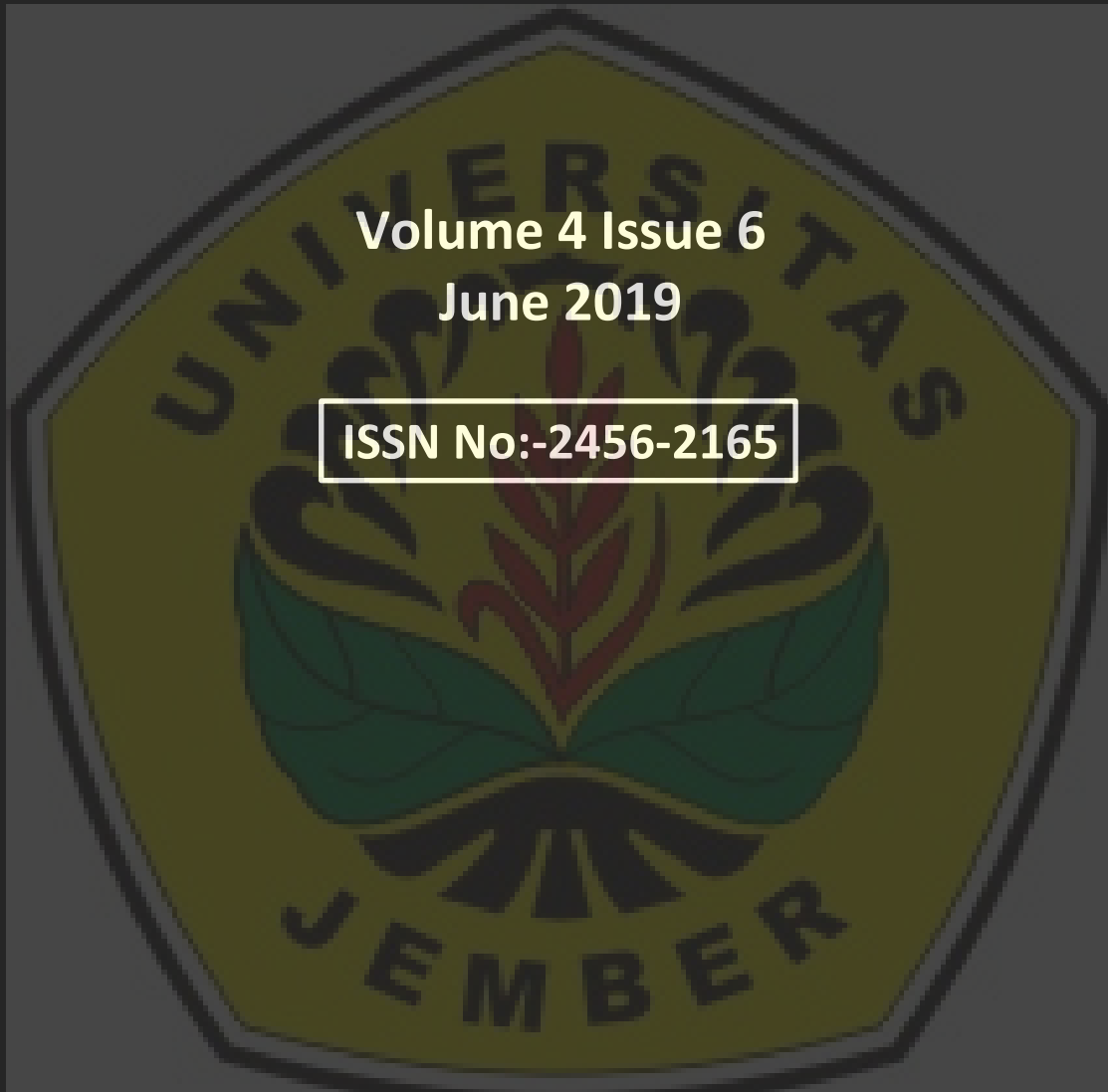
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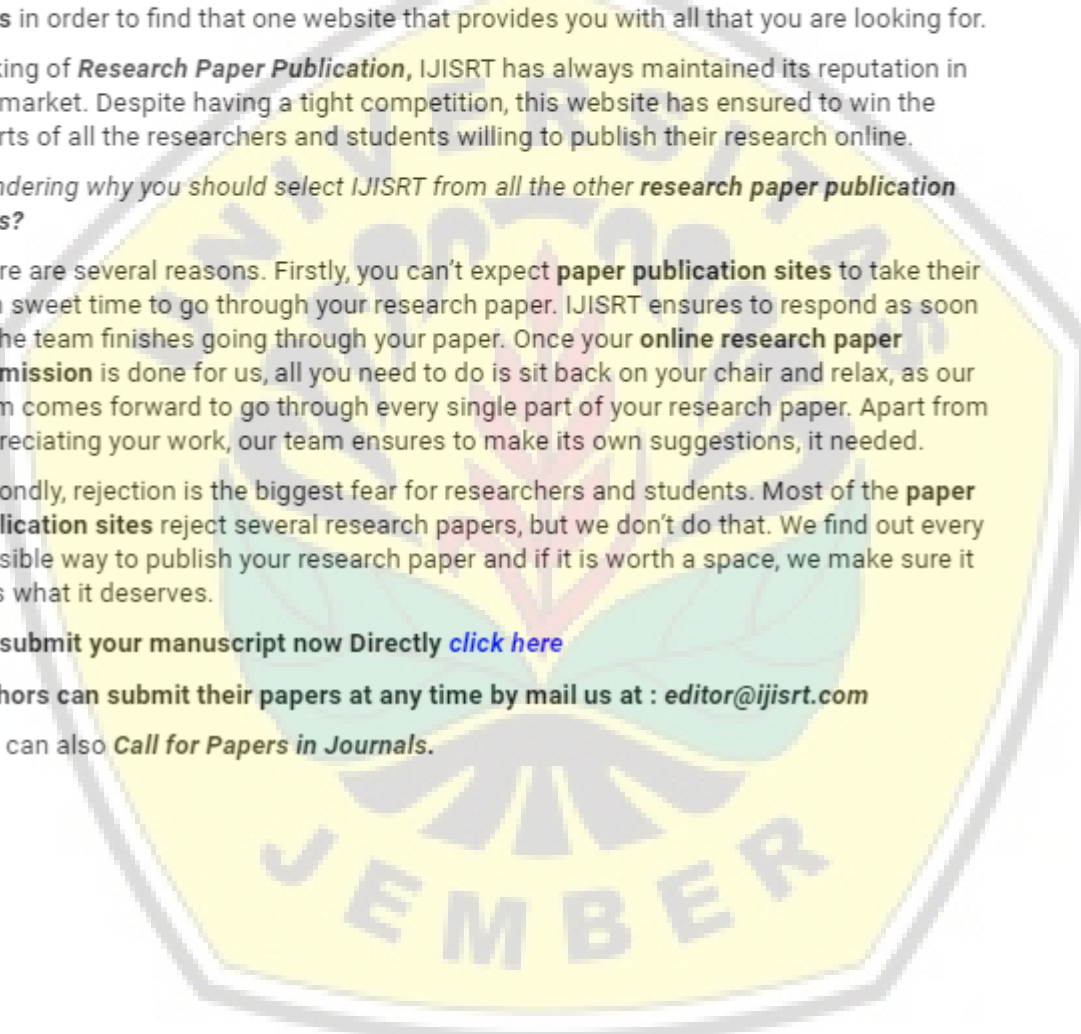
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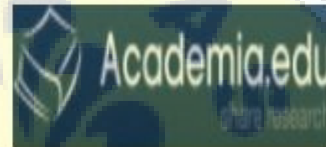
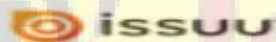
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The Impact of Socio-Economic from the Infrastructure Development of Lemahbangdewo West Ring for Communities at Rogojampi District in Banyuwangi Regency

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Abstract:- The aims of this study were 1) knowing the social-economic impact of the construction of the Lemahbangdewo West Ring road infrastructure for the people of Rogojampi District, Banyuwangi Regency; knowing the inhibiting and supporting factors for the construction of the Lemahbangdewo West Ring road infrastructure for the people of Rogojampi Subdistrict, Banyuwangi Regency and Knowing the strategy to improve socio-economic development of the West Rim Lemahbangdewo road infrastructure for the people of Rogojampi Subdistrict, Banyuwangi Regency. Based on the results and discussion, the following matters can be concluded. 1) The impact of the development of the Lemahbangdewo West Ring Road on the socio-economic conditions of the surrounding communities in terms of employment, income and housing before and after the construction of the Lemahbangdewo West Ring Road. b) Factors supporting the development of the Lemahbandewo West Ring Road include funds for road construction where with the help of funding from the central government, community participation in all program activities; c) strategies to improve socio-economic development of the West Ring Road infrastructure of Lemahbangdewo for the Rogojampi Subdistrict of Banyuwangi Regency include the Regional Budget must be prioritized to improve the quality of public services more efficiently and effectively.

Keywords:- Construction, Economic, Social, Impact, Infrastructure.

I. INTRODUCTION

The existence of transportation infrastructure is vital in supporting the success of a country's development. The infrastructure is the driving force for the wheels of trade and industry, two things that are the core of economic development. Road construction, as a form of transportation infrastructure, is one of the main priorities of the Department of Public Works (PU). One of the positive impacts of the road is expected to be able to improve the economy in Banyuwangi Regency which will ultimately encourage the welfare of the community. However, this development also does not rule out the possibility of

several other negative impacts, such as the reduction in community business activities that have so far depended on transportation mobility. This impact arises because road construction will Rapid development in rural areas will have an impact on the village community itself. The construction of the Lemahbang Dewo road in Rogojampi District (Lemahbangdewo West Ring) in Rogojampi District, Banyuwangi Regency will have a positive and negative impact on the community around the road construction. The community whose land is freed will have an impact on the livelihoods of the landowners so that the change in livelihood will affect the income to be received before and after the construction of the road Lemahbangdewo Rogojampi District (Lemahbangdewo West Ring) Rogojampi District Banyuwangi Regency .

The aims of this study were 1) Knowing the social-economic impact of the construction of the Lemahbangdewo West Ring road infrastructure for the people of Rogojampi District, Banyuwangi Regency; Knowing the inhibiting and supporting factors for the construction of the Lemahbangdewo West Ring road infrastructure for the people of Rogojampi Subdistrict, Banyuwangi Regency and Knowing the strategy to improve socio-economic development of the West Rim Lemahbangdewo road infrastructure for the people of Rogojampi Subdistrict, Banyuwangi Regency.

II. LITERATURE REVIEW

A. The Development Theory of Karl Marx

The development theory proposed by Karl Marx bases his argument on the assumption that society is basically divided into two groups, namely the people who own land and the community is not the owner of the land, the people who own capital and not the people who own capital. Where the two groups actually had a conflict of interest. This is based on the mindset of Karl Marx who always bases his theory on conditions of conflict between classes in society. Criticism of the theory of development is primarily aimed at the assumption that there is more value in the economy, the necessity of a change from capitalist society to socialist society by revolution.

B. Theory of Change in Economic Structure

Theories of structural change (structural-change theory) focus on the transformation of economic structures from agricultural patterns to more modern structures and have strong manufacturing and service sectors. The flow of this structural approach is supported by Arthur Lewis, who is famous for his theoretical model of "two sector surplus labor" (two sector surplus labor) and Hollis B. Chenery which is very well known for its empirical analysis of "development patterns" (patterns of development) (Todaro, 2006: 100).

The development theory of Arthur Lewis basically discussed the development process that took place between villages and cities, including the process of urbanization that occurred between the two places. This theory also discusses the pattern of investment that occurs in the modern sector as well as the wage setting system that applies in the modern sector, which in turn will have a major effect on existing urbanization flows (Kuncoro, 2004: 51). While Chenery's development pattern theory focuses on structural changes in the stages of the process of economic, industrial and institutional structure changes from the economies of developing countries, which have undergone a transformation from traditional agriculture to the industrial sector as the economic driving force. Research conducted by Chenery (1997) on the transformation of production structures shows that in line with the increase in per capita income, the economy of a country will shift from the one originally relied on the agricultural sector to the industrial sector.

There are several studies on the socio-economic impacts of infrastructure development. Estace and Garsaus (2012) examine the Impact Infrastructure on Growth in Developing Countries. Infrastructure and GDP research variables. Data analysis method uses OLS. The results of the study show that infrastructure has an effect on economic growth. Permadi and Daud (2015) examined the Effect of Road Infrastructure Investment on Regional Economic Growth in the South Coastal District of West Sumatra Province. The results show that road infrastructure contributes positively to eight types of economic growth indicators, namely: (a) Services, (b) Transportation and communication, (c) Processing Industry, (d) Mining and Excavation, (e) Construction / Buildings, (f) Agriculture, Livestock, Forestry, and Fisheries, (g) Electricity, Gas, and Clean Water, and (h) Trade, Hotels and Restaurants. Chaurey and Le (2017) examine infrastructure development in the economy and business of rural communities in India. The results of the study show that infrastructure development affects the economy and business of rural Indian communities.

III. METHODS

The type of research in this study is descriptive, namely research to explain phenomena and describe an object (This research is quantitative by using descriptive by using the figures of analysis results on the impact of infrastructure development on socio-economics as well as

SWOT analysis as a strategy to improve socio-economics. The research activity was carried out in March 2019 with the place of study in Banyuwangi Regency. The selection of Banyuwangi Regency is the object of research because Banyuwangi Regency is the object of research by conducting research on infrastructure development. Data Analysis Method uses Descriptive Analysis. SWOT analysis is a systematic identification of various factors to formulate a strategy. This analysis is based on logic that can maximize strengths and opportunities, but simultaneously can minimize weaknesses and threats.

IV. RESULT AND DISCUSSION

Based on the results of observations and questionnaires of the research and theory, it can be concluded that the people affected by the development of the Lemahbangdewo West Ring Road in this case have been able to fulfill their needs and have ownership of the primary and secondary levels of wealth. Only a few people in this study were able to fulfill and have tertiary level wealth facilities, this was due to wealth facilities before the construction of the Lemahbangdewo West Ring road was sufficient to meet tertiary needs so that the compensation provided was able to restore the facilities owned previously.

The results of the research related to the impact of the construction of the West Ring Road in Lemahbangdewo for the people in Rogojampi District, Rogojampi District, Banyuwangi Regency are as follows:

- The government as the party responsible for the construction of the West Ring Road project in Lemahbangdewo is considered to have carried out justice in the process of land acquisition owned by the community in Rogojampi District. Profit compensation applied by the government is allegedly capable of realizing the value of justice for the people whose land must be willingly evicted for the construction of the Lemahbangdewo West Ring Road. The cash compensation they receive is more than enough, even though it is paid in stages but they can use it to buy new land for shelter and buy new fields for those whose fields are affected by land acquisition. Moreover, several residents also explained that the excess profit compensation received could be used for savings and opening new businesses for additional income.
- The community in this case is able to cooperate with the programs and policies that the government does, this is evidence of public trust and compliance with *ulil amri* (leader) in developing the economy and the progress of the region aimed at the benefit and goodness of the people. Community members can be orderly and obey the policies that have been made by their government to fully support what the government has done by building this Lemahbangdewo West Ring Road, and the development can have long-term benefits for the surrounding community.
- The community is still able to maintain harmony and togetherness, it shows an attitude of gratitude for what has happened and an optimistic attitude in looking at a

better future, it can be seen from the rapid development of residential areas or new settlements after their homes the old must be affected by land acquisition for the construction of the Lemahbangdewo West Ring Road.

❖ *The Impacts of social-economic From Construction of the Lemahbangdewo West Ring road infrastructure for the people of Rogojampi Subdistrict, Banyuwangi Regency*

Research on the impact of road infrastructure development has become a number of things observed, namely the residential areas in Banyuwangi Sub-District, Banyuwangi Regency, rice fields that are around the construction of the Lemahbangdewo West Ring road infrastructure road in Rogojampi District.

The social impact of the construction of the West Rim Lemahbangdewo road infrastructure for the people of Rogojampi Subdistrict, Banyuwangi Regency was analyzed by descriptive analysis of the conditions before and after the construction of the West Rim Lemahbangdewo road infrastructure in Rogojampi District, Banyuwangi Regency.

Before the construction of the West Ring Road, Lemahbangdewo, the respondents explained that the income they owned was less than 30%, this was due to the location of their homes which were used as a place to rent shophouses, and to trade in rice fields that were not too far from home. travel costs, some of these factors make the income owned before the construction of the road increases by > 30%.

After the construction of the West Ring Road, Lemahbangdewo, as many as 55% of respondents answered that their income did not change or the same. While the remaining answers increased by 35%, this was due to good profit compensation management so that they were able to be allocated into productive sectors to increase their income. In addition, this figure shows an increase of 5% of people's income before the construction of the Lemahbangdewo West Ring Road and as much as 10% answered decreasing, this was caused by the increase in the costs they incurred in working because the location of the work was far and less strategic which caused their income to decrease.

❖ *Obstacles and Supporting Factors for Infrastructure Development of the West Ring Road Lemahbangdewo for the Rogojampi Subdistrict of Banyuwangi Regency.*

The overall supporting and inhibiting factors in the construction of the West Ring road infrastructure are as follows:

A. *Supporting Factors*

Factors supporting the development of the Lemahbandewo West Ring Road include:

1. *Funds for Road Construction*

In implementing its development, the sub-district government is not able to finance all existing development plans, therefore the existence of funds from the regional

government and the central government is one of the supporting factors in implementing infrastructure development in Banyuwangi.

2. *Community Participation*

Community participation in question is participation in all program activities carried out in the sub-district.

B. *Obstacle Factor*

1. *Road construction budget funds*

Funds are a classic obstacle faced by the State of Indonesia in increasing development over time.

2. *The lack of planning technical personnel*

The process of constructing the Lemahbangdewo West Ring Road is not satisfactory, according to a statement from the village secretary who said that the existing development in Lemahbangdewo did not have a good building design.

3. *Weak supervision*

The weak supervision in the implementation of the construction of the Lemahbangdewo West Ring Road is a matter that must be considered, this is due to the fact that there is still fraud from a small group of people who work on development projects that are sacrificing development for their own sake.

4. *Weather*

Natural conditions are very influential in carrying out development in Banyuwangi. The general climate conditions consist of the rainy season, dry season and transition season. The problem is the uncertain weather conditions.

5. *Price of material*

The uncertain price of materials is a distinctive situation in the implementation of infrastructure development because it makes development expenditures not in accordance with the approved RAB.

❖ *Strategies to Improve the Socio-Economic Development of the West Ring Road Infrastructure Development Lemahbangdewo for the Rogojampi Subdistrict of Banyuwangi Regency.*

The strategy to improve the socio-economic development of the infrastructure of the Lemahbangdewo West Ring Road for the people of Rogojampi Subdistrict in Banyuwangi Regency was carried out by a SWOT analysis. The SWOT matrix is carried out based on the SWOT analysis. Then with a SWOT analysis there will be 4 alternative strategies, namely: SO, WO, ST, WT. Alternative data for this strategy can be obtained from the IFAS and EFAS matrices. Internal and external factors obtained will be strategic factors formulated in the form of IFAS and EFAS tables. Each table is given weighting and rating is to find out whether the strategic factors of the government can have a positive or negative impact, where a positive impact can be a factor of strength and opportunity. The assignment of weight and internal and

external values is based on the calculation of the value rating category for each government strategic factor where the research uses Frequency Distributed Statistics, and from which the indicators which have the most influence up to those with little influence can be seen. The function of weighting and rating is to know the strategic factors of the government and can have a positive and negative impact. Positive impacts can be a factor of strength and opportunity, while negative impacts can be weaknesses and threats.

Based on the IE Matrix formulation, a description of the strategy stars of Banyuwangi Regency was obtained, namely in the IV (Four) quadrant marked with stars (3,240: 2,467). In quadrant IV, Banyuwangi Regency should adopt a stability strategy. In terms of the strategies applied without changing the direction of the strategy set. For the next step, the government can implement a strategy to strengthen the economy and labor.

V. SUMMARY AND RECOMMENDATIONS

Based on the results and discussion, the following matters can be concluded. 1) The impact of the development of the Lemahbangdewo West Ring Road on the socio-economic conditions of the surrounding communities in terms of employment, income and housing before and after the construction of the Lemahbangdewo West Ring Road. b) Factors supporting the development of the Lemahbangdewo West Ring Road include funds for road construction where with the help of funding from the central government, community participation in all program activities. The inhibiting factors of road development include the first uncertainty of development budget funds, the lack of technical infrastructure development planning personnel, weak supervision, weather and terrain and unstable material prices; c) strategies to improve socio-economic development of the West Ring Road infrastructure of Lemahbangdewo for the Rogojampi Subdistrict of Banyuwangi Regency include the Regional Budget must be prioritized to improve the quality of public services more efficiently and effectively. Improving the quality of education by improving infrastructure and education services as a whole both for formal education, as well as informal and non-formal education, improving the tourism sector which is growing, Small and Medium Industries that are developing and strategies for Manpower Absorption

Suggestions that can be made in this study are that the government is expected to be able to be pro-active in rebuilding the areas affected by land acquisition for the development of the Lemahbangdewo West Ring Road. For the community, it is expected to be able to build good relations with the new environment and instill optimism in building areas affected by the development of the Lemahbangdewo West Ring Road in order to become an area that is rapidly developing and advancing both socially and economically. For further research related to this research, it is expected to add other variables so that research results can be found that are diverse and better.

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