

People's Readiness in Confronting with the Construction of Cisumdawu Toll Road

Pradikta Prisma Waris Damier

Sociology Education, Universitas Pendidikan Indonesia, Bandung, Indonesia

pradiktadamier@student.upi.edu

Keywords: People's readiness, The Construction of Cisumdawu Toll Road.

Abstract: There is an incompatibility between expectation and reality in the process of the construction of Cisumdawu Toll Road appearing various responses from the people of Citali village. The process is not only physical but, it requires people's readiness in dealing with the development. It takes a preparation so that generates the balance of life between people's condition and the environment. Using a qualitative approach with a case study method where data is collected by observing and interviewing the people of Citali village. This study aims to detect how people's readiness in confronting the construction of Cisumdawu toll road. People's reaction is variety, a positive or negative response depending on what they sense. Almost the majority people are ready for the development, viewed by utilizing their compensation of the acquitting land efficiently. However, a few people show that they are unprepared. Besides that, the development process affects the alteration on the people of Citali village in the environment aspect, social and economic.

1 INTRODUCTION

The alteration is an attempt of change based on a certain perspective choice that aims to escalate a standard of living spiritually and materially (Soekanto, 2006). Nowadays, the infrastructure availability is getting improved in Indonesia. The infrastructure sector is one of the vital sectors that can trigger the economic development which is an elementary sector that links various economy activities (Purwoto and Kurniawan, 2009). The infrastructure construction could role in materializing people rights basic such as an economy, security, education, health etc. so that they could lead to a better nation than it was before. The highway construction is of the infrastructure development forms which are planned to do. It aims to decrease the traffic rate that occurs frequently in Indonesia. Even though, during utilizing the highway costs more but, people's needs of a highway is beyond the cost.

Regarding The Indonesian Constitution No. 38/2004 article 44 on Roads mentioned that:

The highway is a common road which is part of the roads network system and as a national road whose users are supposed to pay. Highway as a part of the road network system is also an alternate route.

But, in certain circumstance, the highway could not be an alternate route.

The aims and benefits of highway construction according to Indonesia Toll Road Authority (BPJT 2012):

The aims of highway construction:

- Unleashing the traffic flow in develop area
- Escalating distribution of goods and services to support economic development
- Improving the equity as the result of the development
- Decreasing government financed by participating of using toll road

The benefits of highway construction:

- The toll road construction allowing an impact on regional development and economic improvement
- The increasing of people mobility and accessibility
- The users will save time and vehicle operating cost (BOK) compared to cross non-toll road
- Business entity will have a feedback of investment through toll road income depending on toll roads tariff

The construction of Cisumdawu toll road which is one of the toll road projects that crosses Cileunyi-

Sumedang and Cirebon Dawuan. This toll road is a continually plan from the south that will link Cikampek – Purwakarta – Padalarang and Cileunyi toll to the north Cikampek - Palimanan Cirebon Dawuan. The construction of toll road in Sumedang regency is generally one of the efforts to increase and maintain the infrastructure services in backing the region growth, especially for the people of Citali village, Pamulihan district, Sumedang.

The people of Citali village is of the impacted victim of land acquitting for Cisumdawu toll. Almost 3.207 hectares of Citali village are acquitted but, only 2.747 hectares released. Citali village is a circle center where the Cisumdawu toll is going to construct. However, the construction of Cisumdawu toll is finished yet. The land execution is at 91 %, the rest of them is in the process of negotiation with the toll authority. The construction process of Cisumdawu toll seems to slow even though in the progress not decline.

People are the success factor in the development process where utilizing people's land as an area for the construction of Cisumdawu toll road will definitely affect them. Therefore, it requires cooperation from all sides particularly the people. Sometimes, the factor of people's willingness becomes a failure reason of the development. The people's readiness is "the degree to which a community is ready to take action on an issue" (Marry Ann Pentz on (Edwards, Jumper-thurman, Plested, Oetting, and Swanson, 2000). The development can be said success if the people have been ready otherwise if the people were not ready for the development then it could probably fail. The people readiness variable can be viewed from the perception and motivation of an individual on an issue and the response to the issue (Wijaya and Wiryawan, 2013).

In constructing Cisumdawu toll road, the people willingness viewed form their response also utilization the compensation from the acquitting land. The response describes how far people knowledge and response in the development. While utilizing the compensation is one of the behaviors in preparing themselves for the Cisumdawu toll road construction. Surely, either the response or the behavior is showed differently based on what they feel.

Besides that, the toll road construction is an attempt planned/policy where the impact is unpredictable. The effect of policy can be detected from the change of people's behavior after the policy was implemented or the change of people's condition (Dye on (Janu Muhammad, Aan Pambudi, 2015). The alteration affects and directs the people of Citali village in the environment sector, social and

economy. Moreover, the direction of the change does not always allow a positive impact on the people. Therefore, it requires a preparation and readiness in the process of Cisumdawu toll road construction so that can minimize the negative effect due to the construction.

2 METHOD

This study about the people's readiness in facing the construction of Cisumdawu toll road is performed in the people of Citali village. The informant selection in this study is purposive by determining the number of informant corresponding with data adequacy. The informant is selected by certain consideration such as they feel directly the impact of Cisumdawu toll road construction including local government agency and local figure Pamulihan district, Sumedang. The people of Citali village is one of the impacted people due to the construction of Cisumdawu toll road. Through qualitative approach with a case study method, this study is not about to examine the hypothesis but, try to sum up some different information from every informant about people's readiness in confronting the construction of Cisumdawu toll road so that obtaining obvious describing. Data collection is by observing, interviewing, literature study and documentation study. It is expected that there will be an answer also comprehension about people's readiness in confronting with a development.

3 RESULTS AND DISCUSSION

3.1 People's Response on the Construction of Cisumdawu Toll Road

Citali village is one of the villages located in Pamulihan district, Sumedang regency, West Java. Monograph data in 2013 showed that the number population of Citali village were about 4.057 people with population density 365 per Km². Citali village is one of the impacted villages due to the construction project of Cisumdawu toll road. The result of this study shows that the people of Citali village have a different response to the construction. The responses are the result of the construction process. The response will appear when one or a group of people feel the presence of an object then interpret the felt

object. It means that basically, a response is a comprehension process on what occurs in the environment, man and their behaviors, are the symbiosis mutualism to deny the object (Poerwadarminta, 1993).

The response structures consist of three components that back one another which is a cognitive component, affective and conative. From these components, then, it comes up a response whether it is a positive or negative (Saifuddin, 2000). The people of Citali village gives a positive and negative answer corresponding with what they recognize and sense due to the construction of Cisumdawu toll road. Basically, the people agree even deliver a warm welcome for the construction because of the positive impact that they will have after the construction completes. The people realize that the benefit of the construction of Cisumdawu toll road is not only sensed by the villagers but, also for other people who utilize the infrastructure. It cannot be denied that there is a possibility for some of them are not delighted with the construction. In this scale, the study tries to figure out how the people of Citali village respond on the construction process of Cisumdawu toll road which is people's knowledge (depth comprehensive), participation, and their reaction to the development.

Based on knowledge category, most people of Citali village recognize the plan of Cisumdawu toll road construction but, not all people figure it out about the construction. It is because the socialization program is delivered to some representations so that information would not be socialized very well. Their understanding of the construction is limited by what they detect and observe when the process of construction is still ongoing but, they do not recognize every detail such as the sides who involve in this construction.

Based on an affective category, cannot be denied that there some who are apathetic about the construction of Cisumdawu toll road so that they do not concern on the construction process. Some of them agree forcedly with the construction because of the negative effect that they sense. However, there some get involved in the construction process in the form of material, idea, and energy. It can be seen from their participation in the construction. Sometimes the villagers provide some foods or shelter for the workers. To bridge the aspiration between them and the toll road authority, the villagers form a group that is called "the ninth Committee (panitia Sembilan)". Viewed from the field, the people's responses are quite different. Some feel delighted with the construction because they benefit a lot.

3.2 People's Readiness in Dealing with the Construction of Cisumdawu Toll Road

The readiness of Citali village people on the construction of Cisumdawu toll road viewed from the compensation. How efficient they are in utilizing the compensation of the acquitting land. The result of this study shows that almost most people have been prepared for the construction.

Before the construction, the people have not prepared themselves, the preparation is performed physically and mentally after the compensation is approved. Before the compensation, the people conciliate with the toll road authority to meet an agreement for both sides. The people demand more money but, the finance is minimum. Until the conciliation completed, there was still barrier during the acquitting land. The compensation is corresponded with the central government regulation and based on the decision of local government Sumedang regency. The people are disappointed with the compensation which has been agreed and delivered.

There is a different compensation for the acquitting land, replaced by an empty land for the shelter or farm. The difference is viewed from a zone of a construction or the area is located. There are five zones, to determine the location and land which is impacted for the acquitting land, consist of Zone 1 is also an expensive zone because its location in the roadside of Regency road; Zone 2, the villagers shelter; Zone 3 is located in the alley; Zone 4 is the farm in the roadside; and Zone 5 is the farm far from the road. Besides that, for the productive land, the compensation costs more due to the plants grow the land. A small tree or wood is priced 5000 IDR per tree and for the large tree is priced 25000 IDR per tree. The calculation for the compensation is measured by the meter for the shelter while for the land is measured by hectare.

In 2009, the compensation was priced cheaper than in 2014. In 2014, the compensation for the shelter was priced 3 billion IDR per meter while for the land was priced 2.5 billion IDR. In 2009, the land was priced 850.000 IDR per meter while for the shelter was priced 1.350.000 IDR.

In utilizing the compensation, almost the majority people utilize it for a new house. The compensation that they get is enough but, not enough to spend the money on the other secondary needs. In addition, a house that they buy costs more than the house that they release for acquitting. To press the cost, they are likely to buy cheap material for the house so that there is a little compensation to be saved. Sometimes they choose to utilize the compensation for venture capital.

The people realize that the construction of Cisumdawu toll road does not lead them to the low level instead bring them to the high level. Even the people of Manco hamlet (RW 02) in Citali village utilize the compensation to open their home industry.

But, it depends on the individual self. How clever they are to utilize the compensation efficiently for the important thing. There is a possibility that some are going to be consumptive because they have money in their hand and spend money on the secondary needs. Until there is an expression for the people of Citali village “Ninja heula karek imah” (Buy expensive bike then house). Their behavior is led by social climber behavior where they will not be perceived inferior to other villagers.

The type of those people tends to go hard with their sustainability lives. Proven by the property that they own. The bike is broken, the payment is ongoing, money run out and the house is not completed yet. Sometimes to cover the shortfall, they borrow some money. Besides that, there few people who are courageous enough to build a house around the boundary of Cisumdawu toll road or the villagers call this phenomenon as “Rumah Hantu” (ghost house). They purposely build “Rumah Hantu” (ghost house) so that they can get another compensation to cover their shortfall.

The people include the type of people who could not manage the compensation properly and can be said as the unprepared people in dealing with the construction of Cisumdawu toll road. However, it only happens to a few people of Citali village. The majority of villagers have been prepared for the construction.

3.3 The Alteration Before and After the Construction Process of Cisumdawu Toll Road

Generally, the concept of development is a process or an attempt of change that is performed purposely to accomplish a better life than before. So that the development comprises all change process that is executed consciously not only progressing economic aspect but, involving social culture aspect, and environment (Putra, 2013). To find out the alteration that occurs in the people of Citali village, the researcher interviewed the people of Citali village. This study is carried out intensively so that the answer is getting clear. The alteration before and after the process of construction Cisumdawu toll road is not described completely yet because of the construction process is ongoing. In this case, a lot of change in the environment condition, social, and economic. The findings of this study are displayed in this table 1, 2 and 3 below:

Table 1: The result study of the change of environment condition in Citali Village.

No.	Before	After
1	Comfort Environment, cool weather and shady. No air pollution	Hot weather, air pollution, erosion
2	Good Village Road	Poor Village Road if rain it becomes slippy and muddy
3	Good Sanitation	Poor Sanitation
4	Clean Water easy to collect	Clean water hard to collect
5	The Availability of Education Infrastructure	The In availability of Education Infrastructure

Source: Data Result of Qualitative Research (2014)

Table 2: The result study of the change of social condition in Citali Village.

No.	Before	After
1	The number of population 4. 057 people	Decreasing the number of population about 5%
2	High careness	High careness
3	Dependency	Dependency
4	Good Social Structure	Not working properly

Source: Data Result of Qualitative Research (2014)

Table 3: The result study of the change of economic condition in Citali Village.

No.	Before	After
1	Farmer	Venture
2	Income only for fulfilling daily needs	Income only for fulfilling daily needs
3	A semi-permanent shelter “bilik”	A permanent shelter
4	Owning a lot of agriculture land	Decreasing agriculture land
5	Available for information, communication, and traditional transportation	Improved and developed

Source: Data Result of Qualitative Research (2014)

Based on the tables that are explained above, can be viewed that the construction of toll road allows such an alteration on the condition of the lives of people of Citali village. For environment aspect, it is unfortunate that the construction of Cisumdawu toll road changes into bad condition than before. For social condition, the construction affects a small change. Compared to economic aspect, the change seems large viewed from their income, property and

their job. The development of infrastructure impacts a quite big in the economic aspect. Where the development as the main trigger to open wide new vacancy job outside farm sector and it changes the people income to the high level if compared to before the development (Iek, 2013).

4 CONCLUSIONS

The development is one of the planned efforts that aim to improve the quality of people's lives to be better than before. The development succeeded if all development aspects involved. The people is the success factor in the development, especially the people's readiness in dealing with the development process will allow such an impact on the success of the development process. The prepared people in confronting with the development surely will benefit. Otherwise, the unprepared people on the development will affect their sustainability lives. At least, if the people get prepared for the development, they are expected to be able to minimize all negative effects. Based on the result of this study, there several describes are obtained which are:

The response of Citali people on the construction of Cisumdawu toll road, some deliver positive and negative impacts. Their positive response when they tend to approve the construction, otherwise, the negative response comes up when they disagree or even deny the construction. They will show their ignorance or uninvolved with the construction process.

The people's preparedness in dealing with the construction of Cisumdawu toll road can be detected from how good they are at utilizing the compensation. It seems obvious that the people of Citali village have been prepared with the construction, it can be proven by utilizing the compensation efficiently. There some are unprepared because they only think of the temporary pleasure without planning their future.

The construction of Cisumdawu toll road delivers the change of people's lives in Sumedang especially the people of Citali village who are the impacted victim from the acquitting land. However, because the construction is in the physic implementation phase, the alteration still seems small scale. The environment condition, the change directs to degradation. In social aspect, the change does not give a large impact. In the economic aspect, the before and the after change seems obvious. The lives of the impacted people of the acquitting land escalate to fold than before.

ACKNOWLEDGEMENTS

The main researcher would like to thank all of those, who have helped the completion of the research. As well as deep appreciation was given to the Citali villagers affected by the construction of the Cisumdawu Toll Road, especially the Village's apparatus and their staffs, as well as community leaders who have been very helpful in providing the necessary information in this research.

REFERENCES

- Edwards, R. W., Jumper-thurman, P., Plested, B. A., Oetting, E. R., Swanson, L. 2000. *Article Community Readiness : Research to Practice*, 28(97), 291–307.
- Hengki Purwoto, SE, M. ., Dwi Ardianta Kurniawan, S. 2009. *Kajian Dampak Infrastruktur Jalan Terhadap Pembangunan Ekonomi Dan Pengembangan Wilayah*. Simposium XII FSTPT, Universitas Kristen Petra Surabaya. (November), 1431–1441.
- Iek, M. 2013. Analisis Dampak Pembangunan Jalan Terhadap Pertumbuhan Usaha Ekonomi Rakyat di Pedalaman May Brat Provinsi Papua Barat (Studi Kasus di Distrik Ayamaru, Aitinyo dan Aifat). *Jurnal Ekonomi Kuantitatif Terapan*, 5, 30–40.
- Janu Muhammad, Aan Pambudi, K. S. 2015. Analisis dampak sosial dan ekonomi dalam pembangunan. *PELITA*, X, 11–24.
- Poerwadarminta, W. J., 1993. *Kamus Umum Bahasa Indonesia*. Jakarta: Balai Pustaka.
- Putra, W. P. 2013. *Pemanfaatan Uang Ganti Rugi Lahan Pertanian (Studi Kasus Pembangunan Jalan Tol di Desa Kedunglosari, Kecamatan Tembelang, Kabupaten Jombang)*, 1–13.
- Saifuddin, A. 2000. *Sikap Manusia*. Yogyakarta: Pustaka Pelajar.
- Soekanto, S. 2006. *Sosiologi Suatu Pengantar*. Jakarta: RajaGrafindo.
- Wijaya, E., Wiryawan, B. A. 2013. Hambatan Kesiapan Masyarakat Desa Sei Ahas Dalam Pembangunan Canal Blocking Pada Rawa Gambut Community Readiness Barriers at Sei Ahas Village in Canal Blocking Development on Peat Swamp. *Jurnal Sosek Pekerjaan Umum*, 5, 163–174.