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ANALYSIS OF THE IMPACT OF ROAD INFRASTRUCTURE DEVELOPMENT ON COMMUNITY ECONOMIC BUSINESS DEVELOPMENT IN TANJUNG VILLAGE, TANJUNG DISTRICT, NORTH LOMBOK REGENCY

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Abstract

This study aims to determine the impact of road infrastructure development on the economic activities of the community in Tanjung Village, Tanjung District, North Lombok Regency, before and after the development of the road infrastructure.

This research is a qualitative study using a case study approach. The informants in this study numbered 15, consisting of 13 key informants, 1 main informant, and 1 supporting informant. The technique of selecting informants in this study used purposive sampling with several criteria. This study used primary data from interviews with informants. The methods used in this research were observation, interviews, and documentation.

The results of this study, based on interviews with 15 informants consisting of 13 key informants, 1 main informant, and 1 supporting informant, concluded that the development of road infrastructure in Tanjung Village has had a significant impact on the development of the local community's economic activities local businesses such as chicken noodle businesses, satay traders, cucur cakes, cilok, putu cakes, martabak and other businesses. The majority of informants stated that the road construction was highly beneficial for the community's economy. Improved access increased the mobility of residents, facilitated the distribution of goods, and overall enhanced business efficiency and productivity. However, two informants felt that the development hindered their economic activities, particularly due to negative impacts such as the relocation of stalls and the lack of government support during the construction process.

Keywords: Road Infrastructure, Development of Community Economic Enterprises.

1. INTRODUCTION

1.1 Background

Infrastructure development is the process of planning, designing, building and maintaining physical systems that support people's daily lives, such as roads, bridges, buildings and other transportation systems. This involves coordination between various parties, including government, the private sector, and society, as well as the use of resources such as labor, materials, and technology. Infrastructure development aims to improve the quality of life, facilitate economic growth, and strengthen a region's resilience to change and challenges. Apart from that, infrastructure development must also consider sustainability aspects, including the long-term environmental, social and economic impacts of the project. (Hasim, 2013).

One of the infrastructure development activities is road construction. Highway infrastructure includes road systems, including main roads, toll roads, bridges, and other related facilities that support the mobility of people and goods. It is an integral part of a region's transportation system, designed to provide smooth and safe access between various locations. Road infrastructure includes elements such as traffic lanes, sidewalks, road markings, traffic lights, drainage systems, and a network of traffic signals and markings. Its main objectives are to facilitate the efficient movement of people and goods, support economic growth by facilitating trade and communications, and improve transportation safety by providing a safe and orderly traffic environment. Thus, road infrastructure has an important role in shaping connectivity and development of a region. Thus, road infrastructure has an important role in supporting connectivity and development of a region. However, the question is whether the impact of road infrastructure development carried out in the region, especially on the conditions of the lower middle class economic community, has a good or bad impact on economic development such as the development of community businesses in the area. (Suratno, 2010).

According to Shaleh (2021) road infrastructure is transportation infrastructure that connects one region with other regions. According to Law of the Republic of Indonesia Number 38 of 2004 and Government Regulation Number 34 of 2006 concerning Roads, based on their condition, roads are divided into good roads, moderate roads, damaged roads and heavily damaged roads, based on the authority/status of the road, public roads are divided into national highways, provincial roads, district roads. One of the road infrastructure being built by the government is currently in North Lombok Regency. The following are the road conditions of North Lombok Regency in 2017-2022:

Table 1. 1 Regency Road Conditions in North Lombok 2017-2022

Year	Condition				Length Of District Roads
	Good	Currently	Damaged	Heavily Damaged	
2017	256.39	34.25	62.78	46.65	400,07
2018	273.25	31.61	55.52	39.69	400,07
2019	231.42	53.60	49.55	65.50	400,07
2020	230.10	54.50	50.92	64.55	400,07
2021	228.43	100.27	32.85	38.59	400,07

2022	274.37	38.99	42.70	45.02	400,07
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Source: lombokutarakab.bps.go.id

Based on table 1.1, in 2017 in North Lombok Regency, 256.39 km of roads were in good condition, 34.25 km were moderate, 62.78 km were damaged and 46.65 km were seriously damaged. In 2018, 273.25 km of roads were in good condition, 31.61 km moderate, 55.52 km damaged, 39.69 km seriously damaged. In 2019, 231.42 km of roads were in good condition, 53.60 km moderate, 49.55 km damaged, 65.50 km heavily damaged. In 2020, 230.10 km of roads were in good condition, 54.50 km moderate, 50.92 km damaged, 64.55 km heavily damaged. In 2021, 228.43 km of roads are in good condition, 100.27 km are moderate, 32.85 km are damaged, 38.59 km are heavily damaged. In 2022, 274.37 km of roads are in good condition, 38.99 km are moderate, 42.70 km are damaged and 45.02 km are seriously damaged.

North Lombok Regency is a region located in West Nusa Tenggara. North Lombok Regency consists of five sub-districts, namely, Selamat District, Tanjung District, Gangga District, Kayangan District and Bayan District. North Lombok Regency is known to have various good potentials, especially in the tourism sector. The North Lombok Regency Government continues to carry out economic development, especially in the field of road infrastructure. Construction of road infrastructure in North Lombok Regency in 2023 is divided into 2 segments, in segment 1 the road infrastructure construction will be carried out from the Sokong bridge to the Nurul Islam Tanak Song Mosque, Tanjung District with a road length of 7 km. In this sub-district, the budget used is divided into 3 stages, stage 1 in December 2022 amounting to IDR 12,893,227,547, stage 2 in 2023 amounting to IDR 4,424,888,148 and stage 3 amounting to IDR 376,353,144. then in segment 2 there are 3 sub-districts affected, namely Gangga District, Kayangan District and Bayan District (pupr.lombokutara.)

On the other hand, road construction is often considered a milestone in infrastructure progress, however, its negative impact on the surrounding community certainly cannot be ignored. One of the most significant impacts is disruption to community businesses on the side of the road. Road construction can disrupt accessibility to these businesses, reduce the number of customers coming in, and increase pollution and noise levels, which in turn can reduce attractiveness and comfort for consumers. In addition, road construction often requires land acquisition which results in the eviction of pre-existing small businesses, threatening the sustainability of the local economy and the survival of the community. Thus, it is important for the government and stakeholders to take into account these negative impacts and develop appropriate mitigation strategies to protect community businesses on the roadside.

Despite this, the large number of road construction materials, such as heavy equipment, concrete, pickup trucks and other similar materials, makes it difficult for consumers to carry out their usual social and economic activities.

The background to the need for a study of road infrastructure development on the economy of the people in the Tanjung region can be understood through an in-depth understanding of the geographical and socio-economic conditions of the village before road infrastructure improvements were made by the government. For example, Tanjung is a village located in an area that is considered a city but is a remote area with limited accessibility, so the development of road infrastructure has the potential to have a

significant impact on the mobility and economic connectivity of the local community. In addition, the community's economic condition before road improvements may be characterized by limitations in market access, product distribution, and limited employment opportunities due to lack of connectivity with other areas. Therefore, studying the impact of road infrastructure development in the Tanjung region is important to formulate appropriate development strategies to improve the economic conditions and welfare of local communities.

Tanjung District is one of the districts favored as a tourism area in North Lombok Regency. Tanjung sub-district consists of eight villages, namely Jenggala Village, Medana Village, Sigar Penjalın Village, Sokong Village, Tanjung Village, Tegal Maja Village, Teniga Village and Sama Guna Village. One of the villages affected by the construction of road infrastructure is Tanjung Village, which is one of the trade centers in North Lombok Regency.

In general, the goal of a trader is to get as much profit or income as possible. According to Hery (2013) income is an inflow from assets or other increases in assets or settlement of an entity's obligations or a combination of the two starting from delivery of goods, provision of services, or other assets. Income is also defined as remuneration based on the use of production elements owned by the sector, both households and companies, which can be in the form of salaries, wages, rental fees, interest, profits and profits (Sembiring, M. M. 2022).

The construction of road infrastructure in Tanjung Village will certainly have an impact on people's income. Infrastructure is not only needed to increase competitiveness to encourage more investment, production and trade activities, but also to accelerate equitable development in a region. The existence of road infrastructure is an important aspect to increase the smooth productivity of the production sector, and what is no less important is that road infrastructure can also play a supporting role in creating and improving transportation access for the community in carrying out various social and economic activities (Srihardjono, 2019).

Prior to road infrastructure improvements by the government, Tanjung Village was a relatively remote geographical entity with limited accessibility. Limited road access to and from the village is a major obstacle to the economic and social activities of local communities. With this lack of accessibility, community businesses on the roadside in Tanjung Village experience significant obstacles in terms of distributing products and services, as well as in reaching a wider market. This limits the potential for local economic growth and impacts the sustainability of small businesses which are the backbone of the village economy. Apart from that, limited road infrastructure also affects connectivity between regions around Tanjung Village, slowing down the exchange of goods and ideas between communities, and reducing opportunities for inclusive economic growth and development. However, the question of whether this positive impact will be achieved without other impacts, especially those related to the economic development of communities around infrastructure areas, can be answered as one of the bases for conducting this research.

The development of road infrastructure plays an important role in the economic development of society. The economic development of the community in question is the income of business actors in Tanjung Village. Therefore, researchers are interested in knowing

how the income of the business community in Tanjung Village, Tanjung District, North Lombok Regency compares before and after the construction of the road infrastructure. In order to analyze this phenomenon, research will be carried out with the title "Analysis of the Impact of Road Infrastructure Development on the Development of Community Economic Enterprises in Tanjung Village, Tanjung District, North Lombok Regency".

1.2 Research Focus

Based on the background description above, the problem that needs to be taken up by researchers is to analyze the impact of road infrastructure development on the development of community economic businesses, where the development of economic businesses in question is seen in terms of income. Comparison of income before and after road improvements on the development of community economic businesses in Tanjung Village, Tanjung District, North Lombok Regency.

1.3 Research Questions

Based on the background and research problems described above, the research questions to be asked are:

What is the impact of road infrastructure development on the development of community economic businesses in Tanjung Village, Tanjung District, North Lombok Regency before and after the road construction?

1.4 Research Objectives

Based on the problems and research questions above, the aim of this research is to determine the impact of road infrastructure development on the development of community economic businesses in Tanjung Village, Tanjung District, North Lombok Regency before and after the road infrastructure development.

1.5 Benefits of Research

The benefits of this research are as follows:

1.6 Theoretical Benefits

It is hoped that this research can contribute knowledge and be useful as a reference, information, complement and input material for future researchers regarding the impact of road infrastructure development on the development of community economic businesses in Tanjung Village, Tanjung District, North Lombok Regency.

1.5.2 Practical Benefits

The practical benefits of this research are:

a. For Researchers

The benefit that can be felt from this research for researchers is that it can increase insight, experience and knowledge regarding the impact of road infrastructure development on the development of community economic businesses in Tanjung Village, Tanjung District, North Lombok Regency.

b. For Academics

It is hoped that this research can provide information and be a reference for further research regarding the impact of road infrastructure development on the development of community economic businesses, especially in the North Lombok Regency area.

c. For the Government

It is hoped that this research can provide references for the government and provide input for decision making, especially within the ranks of the North Lombok Regency Government in the future regarding infrastructure development.

2. LITERATURE REVIEW

2.1. Theoretical basis

2.1.1 Definition of Development

According to Agustang & Oruh (2021), development is a higher standard of living which increases per capita income, increases production capacity, control of natural resources, freedom to control the environment, economic growth, growth based on equality, poverty reduction, satisfaction of basic needs, catching up with developed countries in terms of technology, prosperity, status or power, independent economy, self-healing ability

2.1.2 Village Development

Villages have privileges compared to sub-districts or other areas, because villages have autonomous government and genuine autonomy. This is reflected in Law Number 6 of 2014 concerning villages stating that a village is a village or traditional village or what is called by another name, hereinafter referred to as a village is a legal community unit that has territorial boundaries with the authority to regulate and manage government affairs, the interests of the local community based on community initiatives, original rights and traditional rights that are recognized and respected in the government system of the unitary state of the Republic of Indonesia (Ariadi, 2019).

2.1.3 Development Characteristics

Development planning needs to be planned at every stage of construction, so it requires sustainable development that considers various aspects, including the environment. Therefore, there are characteristics of development that take into account various aspects which we can see below.

- a) Guarantee equality and justice. Sustainable development strategies are based on equal distribution of land resources and production factors, equal opportunities for women but also economic equality to improve welfare.
- b) Appreciate biodiversity. This diversity is the basis for environmental management. The government believes that natural resources will be available forever for the present and the future.
- c) Use an integrative approach because by using this approach, complex relationships between humans and the environment become possible, both for the present and the future.
- d) Using a long-term vision to plan the management and use of resources can support development. In this way, resources can be used and exploited sustainably.

2.1.4 Classical Economic Development Theory

Development is an economic phenomenon which in the process demands to be able to take society beyond meeting the material and financial aspects of everyday life. Not only that, development can have an impact on changing behavior and methods of viewing life, in various problems in the case of customs, beliefs and lifestyles found in the lives of the residents concerned. In short, the concept of development can be interpreted in a national context, but its broad reach requires fundamental adjustments to international economic and social systems.

2.1.5 Development Theory according to W. W. Rostow

Professor W. W. Rostow uses a historical approach in explaining the process of economic development. He distinguished five stages of economic growth, namely (1) traditional society, (2) prerequisites for take-off, (3) take-off, (4) maturity, and (5) mass consumption period.

1. Traditional Society

In a traditional society, the level of productivity per worker is still low, therefore most of society's resources are used in the agricultural sector.

2. Takeoff Prerequisites

This stage is defined as a transition period where society prepares itself to achieve growth on its own strength (self-sustained growth). Characteristics and efforts:

- a. Level of investment in the infrastructure sector, especially transportation.
- b. Changes in the agricultural sector to meet the needs and increase in population demand.
- c. Import expansion, including imports of initial funds with efficient production costs and marketing of natural resources for export.

3. Take Off

The take-off stage is a change in the industrial sector that is related to changes in production methods and is defined as three interrelated conditions.

4. Adult

The stage towards maturity is marked by the effective application of modern technology to existing resources. At this stage there are three important changes:

- a. The workforce is transforming for the better.
- b. Transform the character of the entrepreneur from hardworking and rude to efficient, smooth and polite.
- c. People are tired of industrialization and expect change.

5. High/Mass Consumption

This stage is the final stage which is marked by large-scale movement and migration from people living in the city center to suburban areas due to the city center being used as a place to find and earn income. (M. L. Jhingan).

2.1.6 Economic Development

Economic development is measured in terms of the increase in real national income over a long period of time. The real national income in question refers to the overall output of finished goods and services from the country in real terms rather than in monetary terms. So price changes must be excluded when calculating real national income. But this does not correspond to reality because in a developing economy price variations are inevitable. In this definition, the term long term indicates a sustained increase in real income. A short-term increase in national income that occurs during the ups and downs of the business cycle is not referred to as economic development (M.L. Jhingan, 1997).

2.1.7 Infrastructure

According to the Big Economic Dictionary, infrastructure means everything that provides primary support for the implementation of business processes, project development, etc., such as roads, railways, hospitals, schools, etc. In economics, infrastructure is a form of public capital which includes investments made by the government, including roads, bridges and drainage systems (Mankiw, 2001).

2.1.8 Types of Infrastructure

1. Road Infrastructure

Roads are transportation infrastructure that connects one region to other regions. According to Law of the Republic of Indonesia Number 38 of 2004 concerning Roads and Government Regulation Number 34 of 2006 concerning Roads, based on the authority/status of roads, public roads are divided into national highways, provincial roads, district roads, city roads and village

roads. Based on their condition, roads are divided into good roads, moderate roads, damaged roads and heavily damaged roads (Shaleh, 2021).

2. Electrical Infrastructure

Electricity infrastructure is a variety of elements which include generating electrical energy, distributing electrical energy, transmitting electrical energy, and/or other electrical equipment that is useful for supporting economic development (Ulpah, 2022).

3. Water Infrastructure

Water infrastructure is all facilities and infrastructure that are useful to support the supply of water in an area, including the provision of drinking water, sanitation and drainage systems. Regarding drinking water supply, the main manager of drinking water supply in Indonesia is the Regional Drinking Water Company (PDAM).

4. Education Infrastructure

Educational infrastructure is the most important support for the implementation of the educational process. In the educational process, adequate infrastructure is absolutely necessary to support quality education.

5. Market Infrastructure

According to BPS (2022), the market is a place where sellers and buyers of goods and services meet. Based on their location, markets consist of markets that use permanent, semi-permanent buildings or no buildings at all. Goods traded on the market can consist of several goods (mixture) or specifically one particular item.

2.1.9 The Relationship between Road Infrastructure Development and Community Economic Business Development

Infrastructure development is the driving wheel of economic growth. From the allocation of public and private financing, infrastructure is seen as a locomotive for national and regional development. Infrastructure also has an important influence on improving the quality of life and human welfare, including increasing consumption value and increasing productivity, workforce and access to employment opportunities. The nature and type of infrastructure required by an area is influenced by the natural characteristics and population distribution patterns that are unique to an area (Srihardjono, 2019).

The existence of good physical infrastructure such as roads, bridges, telecommunications facilities, electricity facilities, irrigation facilities and transportation facilities is also often linked as a trigger for development development in various fields in an area. We can easily assess differences in the welfare of an area just by looking at the infrastructure gaps that occur within it. Related to the above, in the future it is increasingly important to pay more attention to the acceleration of infrastructure development, this is based on the benefits of the existence of infrastructure such as roads which can act as a means of opening up the isolation of an area from the outside world so that with this infrastructure, it is hoped that it will have an impact on improving community welfare in the economic sector and a person's ability to run a business (Srihardjono, 2019).

2.2 Previous Research

The preparation of this research was supported by several previous studies that were relevant to the main idea in this research. This research includes:

Rr. Passed Prapti NSS, Edy Suryawardana and Dian Triyani (2015) with the title "Analysis of the Impact of Road Infrastructure Development on the Growth of People's Economic Enterprises in the City of Semarang". Based on the results of data analysis that has been carried out on all the data obtained, the following conclusions can be drawn: There is a positive and significant influence of the road infrastructure variable (X1) on economic benefits (Y1) which is acceptable; There is a positive and significant influence of the road infrastructure variable (X1) on acceptable social benefits (Y2); There is a positive and significant influence of the road infrastructure variable (X1) on social costs (Y3) which is acceptable; There is a positive and significant influence of the economic benefit variable (Y2) on social costs (Y3) which is acceptable.

Wulan Puspita Dewi, Prayitno Basuki, Muhammad Alwi (2023) with the title "Analysis of the Effect of Road Infrastructure Development on the Growth of MSMEs in Tanjung Village, Tanjung District, North Lombok Regency". The research results show that Road Infrastructure Development on MSME Growth has a significance value of 0.000, where this value is smaller than 0.05, with coefficients of 0.788, so road infrastructure development has a positive and significant effect on MSME growth. Then we obtained a coefficient of determination value of 0.877, which means that road infrastructure development influences MSME growth by 87.7 percent.

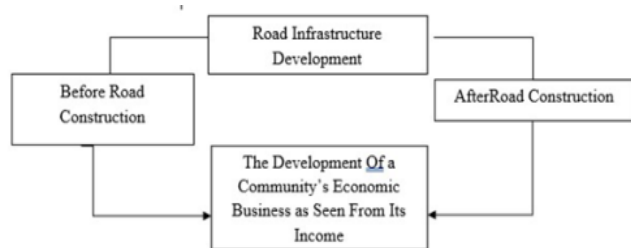
Intan Suswit, Darwin Damanik, Pawan Darasa Panjaitan (2020) with the title "The Influence of Infrastructure on Economic Growth in Simalungun Regency". The results of this research are first, road length (X1) has a positive and insignificant effect on economic growth in Simalungun Regency. Second, the amount of clean water (X2) has a positive and insignificant effect on economic growth in Simalungun Regency. Third, the number of electricity customers (X3) at PLN Simalungun Regency has a positive and significant effect on economic growth in Simalungun Regency.

Laen Sugi Rante Tandung, Abd. Hamid Paddu, Fatmawati (2013) with the title "Analysis of the Influence of Road Infrastructure on the Economic Growth of Mamasa Regency for the 2003-2013 Period". The results of the influence of the ratio of damaged road infrastructure on economic growth show that government spending on road infrastructure has a positive but not significant correlation with economic growth, while the decreasing number of good roads has a negative relationship with economic growth.

Desti Saputri (2018) with the title "Analysis of the Impact of Road Infrastructure Development on the Growth of People's Economic Enterprises and Community Welfare on the Banks of the Ngrowo River in Panggungrejo, Kutoanyar, and Tretak Villages, Tulungagung Regency". The results of the research show that partial road infrastructure development has a significant effect on the growth of people's economic businesses and community welfare in the areas along the banks of the Ngrowo River in the villages of Panggungrejo, Kutoanyar and Tretak in Tulungagung Regency. Based on the results of this research, it is hoped that the Tulungagung Regency Government can increase infrastructure development in various sectors in remote or isolated areas so that the economy in Tulungagung Regency can improve.

2.3 Conceptual Framework

Figure 2.1 Conceptual Framework



Within the conceptual framework of road infrastructure development, an assessment will be carried out in terms of changes in the development of community economic businesses, especially in terms of income, which is an important subject to observe and analyze. In the conceptual framework above, researchers will look for the impacts after road construction, such as estimates of increased accessibility and connectivity, which can open up new opportunities for the growth of community economic businesses or even have negative impacts such as hindering the community's economy. With better access to markets and resources, whether the hope regarding increasing the income of local communities is effective or not.

On the other hand, a related study will be carried out before the road is built, such as whether the limited accessibility can hamper the community's economic growth, thereby causing low income, and limiting their access to wider economic opportunities or not. Therefore, understanding changes in community income before and after road construction is an important basis for evaluating the impact of infrastructure development on the economic welfare of local communities.

3. RESEARCH METHODS

3.1 Research Methods

This research uses qualitative research using a case approach. This research took place or research location in Tanjug Village, Tanjung District, North Lombok Regency. This research was carried out for one month or until the data required by the researcher was complete and carried out in Tanjug Village, Tanjung District, North Lombok Regency. The technique for determining information is carried out using a purposive technique by considering several things about the impact of road construction in the area. Mulyana (2003) added that the purposive technique is a technique for taking informants that is determined by the researcher himself deliberately by paying attention to various criteria. The criteria in question are, knowledge of the object to be researched, the informants selected are in the community to be researched, structural officials in the location where the research is conducted and religious, community, etc. figures related to what will be researched with as many respondents as possible. 15 respondents. Data collection techniques in this research used observation, interviews, documentation and questionnaires. The type of data used in this research is primary data obtained from respondents. In this research, the analytical methods used are data collection, data reduction, data presentation and drawing conclusions.

4. RESULTS AND DISCUSSION

4.1 Data Analysis Results

The data analysis process was carried out by compiling and organizing data obtained from interviews, field notes and documentation. The collected data is then organized into relevant

categories, described into units of analysis, and synthesized to produce comprehensive findings.

Interviews were conducted in Tanjung Village with 15 informants consisting of 13 key informants, 1 supporting informant, and 1 main informant. From the data analysis carried out, it was found that the construction of road infrastructure in Tanjung Village had a significant impact on the development of the local community's economic businesses. The majority of informants stated that the construction of this road was very beneficial for the community's economy. Increased accessibility has facilitated population mobility, streamlined the distribution of goods, and overall increased business efficiency and productivity. This category of findings shows that increasing accessibility is a major factor in improving the economic conditions of society.

However, there were two informants who felt that this development was hampering their economy. They cited negative impacts such as relocation of stalls and lack of government support during the construction process as the main factors hampering their businesses. The data units reflecting these complaints indicate a need for improvements in project management and support to affected parties.

Based on these findings, several recommendations can be given to the government and other related parties. First, the government needs to provide more active support and direction to affected communities during the development process. This support can take the form of temporary relocation assistance, compensation, or financial support to reduce the burden felt by affected communities and ensure they can continue running their businesses during the development period.

4.2 Discussion

The development of road infrastructure in Tanjung Village has had a significant impact on the development of the local community's economic businesses. From interviews with 15 informants consisting of 13 key informants, 1 supporting informant, and 1 main informant, the majority stated that infrastructure development is very beneficial for the community's economy. However, there were two key informants who did not agree with this infrastructure development because they felt that this development would actually hinder the economy of the people in the Tanjung area.

Before construction, many business actors experienced difficulties with unstable income due to inadequate road conditions. Key informant 1 revealed that before the development, income fluctuated because their stall was affected by road construction. Key informant 2 added that the long distance to the place of sale was the main challenge before road construction. However, after construction, road access became easier so traders' income increased slightly. Other key informants also support this view by stating that road construction makes access to business locations better and increases the number of customers.

The development of road infrastructure is closely related to local economic growth. Key informant 1 stated that people depend heavily on areas along roads for their economic activities, indicating that good road conditions can facilitate economic growth. This was supported by key informant 2 who also acknowledged the connection between road construction and improving the local economy. Supporting informants added that good road access encourages population mobility and economic development, making the distribution of goods smoother and community economic efforts more developed. Key informants

emphasized the importance of this road in connecting national strategic areas, which automatically increases economic activity. Most informants agreed that good road conditions increase business efficiency and productivity.

Regarding trading patterns, there has been a significant shift. Key informant 1 stated that traders often moved because their stalls were displaced by road construction, although this did not always have a negative impact on all traders. Another key informant emphasized that trade patterns have become more dynamic with better road conditions, which influences distribution and trade patterns of goods. Most informants saw that this change had a positive impact, although two key informants felt disturbed by the relocation they had to make. Key informants also emphasized that trade patterns have become more dynamic with better road conditions, which influences distribution and trade patterns of goods.

The government's role in development is still considered less than optimal. According to key informants 1 and 2, the government has not provided direct direction or support to the affected communities. The main informant stated that the local government plans to create a special zone for street vendors (PKL) as part of the city center planning, which is expected to support the community's economic growth. Most informants hope for more active intervention from the government to support traders during the development transition period.

There are several challenges in optimizing the positive impact of road infrastructure development. Key informants 1 and 2 identified that the community experienced difficulties during construction because they were told not to sell without support from the government. However, supporting informants stated that this obstacle almost did not exist and the community was actually enthusiastic about increasing their business with the smooth distribution of goods. The majority of informants stated that the main challenge was the lack of communication and support from the government during the development process.

To maximize the benefits of road infrastructure development, various steps and strategies can be taken. Supporting informants suggested that the government or banks provide a larger capital loan program to increase traders' business capital. The main informant also recommended that the government provide a special zone for street vendors (PKL) and infrastructure spots in the form of rest areas in the square, which could support community economic activities in a more structured manner. The majority of informants agreed that these measures would help maximize the economic benefits of road construction.

The following is a reference for the discussion above obtained from the informant's answers based on research questions, namely:

- a. What is the impact of road infrastructure development on the development of community economic businesses in Tanjung Village, Tanjung District, North Lombok Regency before and after the road construction?
- b. What is the connection between road infrastructure development and local economic growth?
- c. Is there a shift in trade patterns or distribution of goods after the construction of road infrastructure? If yes, what is the impact?

- d. What is the government's role in ensuring that the development of road infrastructure has a positive impact on the economic development of society?
- e) Are there any challenges or obstacles faced in optimizing/maximizing the impact of road infrastructure development on community economic development?
- f) Are there certain steps or strategies that you recommend for the government or other related parties to maximize the benefits of road infrastructure development for the community's economic development?

Then below are the answers from 15 informants consisting of 13 key informants, 1 main informant and 1 supporting informant. Of the 15 informants, people agreed with the development of road infrastructure based on the answers from the informants, which can be seen in the interview results below. As stated by Mr. Tri Asmadi Sahgiwan, ST (Head of Highways PUPR KLU) as the main informant that:

"Where Mr. Tri Asmadi said, before the construction of the road, the width of the road was only 4.5 to 5 meters, where this road was only one lane, as time progressed, road construction work took place in the form of widening the national road from the support bridge to the front. The characteristic of the hospital is that the road is divided into two lanes and four lanes. In terms of economic function, in the past, street vendors (PKL) were spread out on both sides of the road, only supporting the hope of economic turnover from the community around the left and right sides of the road, office activities, road users. "What drives the economy there, the function of this road/the status of this road is a national road where this authority is given by the Ministry of Public Works and Public Housing (PUPR)."

"Mr Tri Asmadi also said that the vital function of this road is to connect the national tourism area (KSPN) in the form of Ampenan-KLU and Rinjani, secondly why is the road that is the object of this research from the Sokong bridge to the front of the hospital different in shape from the others, specifically the location your research, the road has changed into 2 lanes and 4 lanes, which is purely a request from the North Lombok Regency government for special purposes, firstly in the arrangement of the government city center, secondly along this road the North Lombok Regency government center arrangement will be formed, firstly the regent's office and other OPD offices will enter the government complex, then the Tanjung public square will become the economic center of the North Lombok Regency community, where a square will be built, the impact on street vendors will be a special place for trading, with this development it will certainly have an impact to the community economy. An increase in daily community traffic will automatically have an effect. "With this development, it will build and improve the community's economy."

"There is a connection between road infrastructure development and local economic growth. There is a trigger or will create a special location for a street vendor zone in the government square of North Lombok Regency, so with the construction of this road, access there will be freer, there will be a mutually beneficial symbiosis where the government will create a special location for street vendors there and the central government will build this route and it is hoped that with this In this route, there will be a significant increase in visits from tourists because North Lombok

Regency is the barrier from Senggigi-Rinjani, which will automatically increase economically. (Says Mr. Tri Asmadi)"

"Finally, Mr. Tri Asmadi conveyed the shift in trade patterns, then the challenges or obstacles and steps or strategies from the local government. Mr. Tri Asmadi said it was clear there was, because the road was stable/good and comfortable to use and the trading pattern was sweeter. Mr. Tri Asmadi continued regarding the government's role in this matter, as we have said above, the North Lombok Regency government will provide a special place to sell for traders, so this will have a positive impact on them. Then there will definitely be an impact from the road construction, namely a social impact, especially in terms of what needs to be emphasized is land acquisition. "Before closing the conversation, Mr. Tri Asmadi saw an interesting thing in providing recommendations to other related parties, namely establishing or providing special PKL zones, in the form of infrastructure spots and in the form of rest areas in the square." (Interview on June 10, 2024).

Furthermore, the community agreed to the construction of the road infrastructure. As stated by Mr. Budiawan, SH (Head of Tanjung Village) as a supporting informant that:

"From the interview conducted with Mr. Budiawan, SH as the head of Tanjung Village said that before the road construction, the development of the community's economic business was less developed/less developed, and after the development it was more developed with good road access and population mobility also increased and The economic development of the community increases with the support of good road access."

"Mr Budiawan continued to say that having good road access provides access to develop the community's economy. Then, the impact is smoother distribution of economic mobility so that the community's business/economy develops. "With proper/good road infrastructure, spatial mobility will enable the community to improve their business accompanied by a smooth flow of goods."

"Finally, Mr. Budiawan responded to the obstacles and challenges where there are almost no obstacles, in fact the community is enthusiastic about improving their business by helping with the smooth distribution of goods. Then Mr Budiawan also provided interesting things for recommendations to the local government. "According to him, the local government or banks should issue a larger capital loan program to increase or increase business capital for entrepreneurs/traders," said Mr Budiawan. (Interview on June 5, 2024).

Apart from the 2 informants above, there are main informants and supporters who agree with the construction of this road infrastructure. The following are people who also agree with the development of road infrastructure which can be seen from the results of the interviews below. This is as stated by Mr. Agus Suranto (Chicken Noodle Trader) as the key informant that:

"Mr. Agus Suranto said regarding the question asked of him, that before the construction, the income he earned fluctuated due to the impact of the development, because his stall was affected by road construction. "Then in terms of the relationship between the road and the economic growth of the affected communities, it is very closely related, because the affected communities depend on their economy in the area along the road."

"Continued Mr. Agus Suranto, then regarding the shift in trade patterns, Mr. Agus Suranto firmly said that there was a shift in trade patterns or distribution of goods which was very smooth

because it was easy to access roads so that the distribution of goods was also very smooth. Mr. Agus Suranto continued, this trader often moved because the stall he usually occupied was evicted. Then Mr. Agus Suranto said that the government's role in this matter was not yet visible in providing direction to the affected communities. "From this, said Mr. Agus Suranto, challenges or obstacles emerged from the affected business communities, where the obstacles they faced were that during construction, they were asked not to sell for a while while construction was underway and there was no support from the government directly."

"From this, there needs to be steps or recommendations for the government or other related matters to maximize the benefits of road infrastructure development for the community's economic development, where Mr. Agus Suranto has no suggestions given to the government, where he only wants to follow the best rules from the government." (Says Mr. Suranto) (Interview on June 7, 2024).

The same thing was also expressed by the community who agreed with the construction of this road based on answers from interviews with this informant. As stated by Mrs. Sri Patmawati (Sate Trader) as the key informant that:

"According to Mrs. Sri Patmawati, before the construction of this road she said there were complaints that the road was too far to where she sells, and after this construction, the place where she sells can be said to be very close because she sells next to the sidewalk from the road so customers don't difficulty when wanting to buy. Regarding income, Mrs. Sri Patmawati said that the income obtained before and after the construction of this road had slightly increased because of easy road access for buyers to the place where they sell."

"Ms. Sri Patmawati continued regarding the relationship between road construction and local economic growth. According to her, this is very related, because it is easy for both us entrepreneurs and other communities to access roads very smoothly and community mobility is also smooth because the roads are good.

Then in terms of shifts in trade or distribution patterns, Mrs. Sri Patmawati said there was no shift/it didn't really affect her. He continued that the government's role in this matter was not yet clear because it was still in the development stage and the government itself did not provide direct direction or go to the location."

"The final question regarding challenges and obstacles, Mrs. Sri Patmawati said that during construction, she was told to close down during construction and not receive support from the government directly. Before closing the conversation he said he only wanted to follow the best regulations from the government." (Said Mrs. Sri Patmawati). (Interview on June 7, 2024).

Furthermore, there are still the same people who agree with the construction of this road based on answers from interviews. This is as stated by Mr. Salim Bathep (Cucur Cake Trader) as the key informant that:

"Mr Salim Batihep said during an interview that before the construction, road access was very difficult and hampered business. After construction, roads became better, access was easier, and incomes increased. Road construction is closely related to local economic growth because it makes it easier to distribute goods and increases buyer visits."

"Continued Mr. Salim Batihep regarding the shift or distribution of goods, he said there was a shift in trade patterns because stall locations were more strategic and more easily accessible to customers. The government provides some assistance and facilities for traders, but it is still not optimal."

"Regarding the challenges faced, there are temporary disruptions during construction and a lack of compensation from the government. It is recommended that the government be more active in providing assistance and training for traders as well as providing suitable business premises during the development process." (Said Mr. Salim Batihep). (Interview on June 9, 2024)

In addition, the community agreed to the construction of this road based on answers from interviews. This is as stated by Mr. Abdurrahman (Cilok Trader) as the key informant that:

"Mr Abdurrahman is a cilok trader and he said that before the construction, his income was unstable due to poor road access. After development, income is more stable and increases. Road construction is closely related to improving the local economy because it makes transportation easier."

"Regarding shifting patterns, Mr. Abdurrahman said there was a shift in trading patterns that were more centralized and well-organized. The government has carried out several initiatives, but its role still needs to be improved."

"Finally, Mr. Abdurrahman regarding the obstacles and recommendations given to the local government, where he said the obstacles included a lack of sufficient information and outreach from the government. "Then, as a recommendation to the government, there needs to be a training program for traders and supporting facilities during and after construction." (Interview On June 9, 2024)

It can be seen from the answers obtained based on data submitted by informants that the government needs to provide further adequate support for street vendors affected by road construction projects. Fair compensation and providing strategic alternative locations before starting a project is necessary to ensure traders do not lose their livelihoods. Apart from that, increasing outreach and communication with the community, especially small traders, regarding development plans and their impacts must be a priority. The government also needs to provide supporting facilities and training programs that can help traders adapt to changes that occur due to infrastructure development. Regular monitoring and evaluation of development impacts is also important to ensure that the expected economic benefits are actually felt by local communities.

Collaboration with financial institutions to provide larger capital loan programs is also very important to support increasing business capital for affected traders. With these steps, it is hoped that road infrastructure development can provide more even and maximum benefits for the entire community, including small traders who play an important role in the local economy. Although several challenges and obstacles arise during the development process, a proactive and inclusive approach from the government can turn these challenges into opportunities for more sustainable economic growth. The government must ensure that no community group is left behind in the development process, so that all parties can benefit from the progress of the infrastructure that has been built.

6. CONCLUSIONS AND SUGGESTIONS

6.1 Conclusion

Based on information collected from interviews with various informants, it can be concluded that the construction of road infrastructure in Tanjung Village, Tanjung District, North Lombok Regency, has a significant impact on the development of community economic businesses. A comparison of income before and after the road construction shows a significant increase in income for the majority of traders and small entrepreneurs. They report that better access and increased mobility have made it easier to distribute goods and attract more customers, making their businesses more stable and growing.

It can also be concluded that after construction is completed, the government needs to carry out monitoring and evaluation to ensure that the positive impact of road infrastructure is truly felt by the community. Feedback from the community can be used to improve similar projects in the future. This research shows the importance of infrastructure development that is well planned and supported by adequate policies. The positive impact of road construction can be felt more optimally if the government and society work together harmoniously. These findings can be an important reference for policy makers to ensure that infrastructure development truly provides maximum benefits for local economic development.

6.2 Advice

This research reveals various positive and negative impacts of road infrastructure development on the development of community economic businesses in Tanjung Village. Based on these findings, several suggestions can be given to increase the benefits and reduce the negative impacts of future infrastructure projects. First, the government must be more active in involving local communities, especially street vendors (PKL), in the planning and implementation process of development projects.

By involving the community, the government can identify their needs and concerns, and provide more targeted solutions. Second, the government needs to provide adequate compensation and assistance for street vendors and other small businesses affected by road construction. This can take the form of providing strategic alternative locations and financial assistance during the transition period. Third, there needs to be a training and support program for business actors to help them adapt to changes caused by infrastructure development, such as training in business management and access to business capital. Fourth, the government must ensure that the benefits of infrastructure development can be felt equally by all levels of society, including the lower classes.

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