
DEVELOPMENT OF ROAD INFRASTRUCTURE TO IMPROVE TRAFFIC SMOOTHNESS IN WEST PAPUA

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Abstract

Development has a function to improve the welfare of the surrounding community. Therefore, West Papua Province then carried out development to support the daily activities of the local community so that their activities could run well. This study aims to see how the development of road infrastructure will function to increase the smoothness of traffic in the province of West Papua. This research will be carried out using a qualitative approach. The data used were obtained from various research results and previous studies. The results of this study found a positive effect that comes from the development of this infrastructure in the form of helping the community's daily activities and activities. However, several negative effects come from this development, namely the obligation for the government to carry out compensation for various properties belonging to local residents who must be sacrificed for the development of this infrastructure.

Keywords: *Infrastructure Development, Traffic, West Papua.*

A. INTRODUCTION

Development is one of the ideals of a country to achieve prosperity for its population in an era of ongoing development towards the bright spot of the people's focus and hope (Mayuzumi, 2021). As a developing nation, the government of West Papua Province is currently building in all fields concerning the implementation of infrastructure development to improve the community's welfare, in the form of material and spiritual based on Pancasila (Antoh, 2021).

One of the goals to be achieved through the development of the government apparatus is the realization of a state government apparatus that is open, innovative, and sensitive to the aspirations and dynamics of society. The development that the Indonesian government has carried out until now has improved the quality of life of the Indonesian people themselves (Arfan et al., 2021). This condition has pushed the socio-economic conditions of the community to improve. With this situation, the government can involve the community effectively in various development activities (Buheji et al., 2020).

Moreover, in the current era of regional economics, which prioritizes community participation in development activities, regional autonomy can be interpreted as the transfer of authority from the central government to regional governments in the management and administration of government and development planning (Moonti, 2019). With the concept of regional autonomy, the government has sufficient authority. In determining policy directions, especially regional development plans, they must be prepared based on their potential and existing conditions (Freemark et al., 2019).

The existing conditions include natural resources, human resources, capital, development facilities, infrastructure, the implementation of development activities, the number of development activity plans, and limited funding (Surya et al., 2020). So, the government needs to determine the priority scale based on the order of importance and increase the participation of the community in the implementation of the development plan (Myeong et al., 2018).

One form of planning mechanism from bottom-up planning is determining development programs and plans by involving the community. Increasing community participation in the preparation of development plans is a form of real and directed community empowerment (Pourzakarya & Bahramjerdi, 2021). In addition to including the role of the community. In implementing development, the results will be very beneficial for the community's interests (Sansone et al., 2019).

High community participation can realize the goals of efficient and successful regional development, preferably good regional development can encourage an increase in the ability of the community to participate more in development, seeing that the community's economic condition is gradually improving, enabling the government to involve the community effectively in various development activities. Meanwhile, the government will focus its role on coaching, regulation, planning, and supervision (Dobbin, 2020).

Moreover, with the existence of Law Number 32 of 2004 concerning regional government, where regions are given broad autonomy to manage their regions to prosper the community, community participation in regional development can take the form of, among others, community compliance in fulfilling their obligations such as paying taxes and pay service fees for the services they receive; Willingness to comply with the regulations outlined by the local government such as obtaining a building permit (IMB) before constructing a building, disposing of waste in the provided place and other regulations; Their willingness to develop land for the construction of regional facilities and infrastructure; Their willingness to properly manage and maintain the infrastructure and facilities provided by the government (Hamin et al., 2019).

While infrastructure refers to the physical system that provides transportation, water, buildings, and other necessary public facilities. To meet basic human needs economically and socially. Infrastructure is a government asset built in the context of serving the community. In principle, there are two types of infrastructure, namely central and regional infrastructure (Sanusi et al., 2020). Central infrastructure is an infrastructure built by the central government to serve the community's needs on a national scale, such as inter-provincial highways, sea, and airports, electricity networks, gas networks, telecommunications, etc. Regional infrastructure is an infrastructure built by local governments, such as providing clean water, special roads for the benefit of tourism, and others (Ali, 2020).

In terms of its function, infrastructure is also divided into infrastructure that generates income and does not generate income. The first type of infrastructure is generally used by a certain group of people where the facilities provided by the community are subject to fees, such as clean water, electricity, telephone, tourist parks, and so on (Zhong et al., 2019). The second type of infrastructure is provided to the general public, such as roads, bridges, irrigation canals, etc., so their use is free of charge (Callau et al., 2019).

Infrastructure can be defined as the accumulation and investment made by the previous government or local government, which includes goods that can be seen and touched, for example, roads, bridges, clean water supplies, and others. As well as intangible goods such as trained (educated) labor created by investment in human capital (Goodfellow, 2020). And one of the real, dynamic, and responsible economic dynamics is the influence of the implementation of infrastructure development in opening up transportation to achieve the interests of regional income sources to own and manage their regions (Cherepovitsyn & Evseeva, 2020).

Through the discussion above, the researcher then intends to see how the development of highway infrastructure will then function to improve traffic smoothness in the province of West Papua.

B. LITERATURE REVIEW

1. Infrastructure Development

In general, infrastructure development is an important part of realizing national development, which influences the movement of economic growth and the welfare of the community. Development as a process of change which in the concept of development includes the entire system, one of which is infrastructure (Umanailo et al., 2019).

In Presidential Regulation No. 38 of 2015, it is stated that infrastructure is one of the physical techniques, hardware, and software systems needed to provide public services. In addition, infrastructure supports the network structure so that the economic and social growth of the community can run well (Srinivas et al., 2019).

As stated by Ginanjar Kartasasmita, quoted by Nurman in his book entitled *Regional Development Strategy*, "Development is a process of change for the better through planned efforts". As a process, development is not carried out instantaneously, and several processes apply as planned. As quoted by Sahaya Anggara and Sumantri, Seers stated that in a building, there are value considerations, which means that development should not conflict with the values that develop in the community (de Jonge & Scarf, 2020).

Likewise, according to Riggs, there is a beneficial orientation value in building. So, from the existence of these several definitions, it can be understood that development, apart from being a process towards better change, can also provide welfare for the local community by prioritizing the values that develop in the community (Fahmi & Sari, 2020).

There is Main Idea of Development put forward by Sondang P. Siagian in his book entitled *Development Administration*, among others, namely:

- a. Development is a process: it means that development proceeds according to stages, based on time and cost, to produce goals that follow what is expected from the implementation of the development.
- b. Consciously Implemented Development: where development is carried out not only sporadically and also incidentally because it cannot be categorized into development
- c. Development is carried out in a planned manner: what is meant is that there is short-term, medium-term, and long-term planning, this aims to determine decisions in the present for the future
- d. Development Leads to Modernity: what is meant is a way of life that is newer and better than before, but it does not mean a way of life that is identical to the western lifestyle but rather a way of maintaining one's identity with noble values.
- e. Development of a Nation Development Forum: this serves to strengthen the foundation of Indonesia. From the existence of this coaching forum, it is hoped that it will produce prosperity for the nation (Syahputra & Khairina, 2021).

2. Traffic

Traffic is individuals who move with or without a means of propulsion from one place to another. Traffic is taking action with a vehicle related to traffic rules that must be obeyed (Muelhaupt et al., 2019).

Soekanto explained that traffic is something related to traveling from one place to another. The intended journey is not only a trip from land but sea and air routes. UU no. 22 of 2009, related to traffic rules and road transportation, explains that traffic is the movement of vehicles and individuals in the road space, such as infrastructure for moving vehicles, people, and other supporting facilities (Darwis et al., 2020).

Based on the explanation of the theory above, it can be concluded that traffic is humans and vehicles moving on roads or other supporting facilities.

Traffic procedures based on practical guidebooks published by the Directorate General of Land Transportation are as follows:

- a. Order and safety, namely every individual, must be orderly and prevent actions that can interfere and endanger safety and security so that it can cause road losses.
- b. Motorcycle riders are required to comply with several provisions, such as complying with road markings, traffic signs, traffic movements, provision of tools for traffic signals, tools for stopping and parking, then warnings in the form of sounds (honks) and lights (lights), minimum speed and maximum, as well as procedures for coupling and attachment procedures with other vehicles.
- c. Every driver must show and have a motorized vehicle registration certificate (STNK) and must have a driving license (SIM).
- d. Drivers or passengers of motorized vehicles are required to use a helmet that meets the Indonesian National Standard (SNI).
- e. Motorcyclists are required to turn on the lights either day or night (Wong et al., 2018).

C. METHOD

This research was carried out using a qualitative approach as the research method. Research data obtained through literature study through the results of previous studies or studies which are still considered relevant to this research. Research data that has been obtained will be processed and analyzed so that later research results can be found.

D. RESULT AND DISCUSSION

1. Implementation of Road Infrastructure Development for Smooth Traffic in West Papua Province

So far, infrastructure development has become an integral part of national development. Infrastructure is the driving wheel of economic growth in transportation activities and is the backbone of distribution patterns, both goods, and passengers. Then there are other infrastructures such as electricity and telecommunications related to the nation's modernization efforts, and their provision is one of the most important aspects to increase the productivity of the production sector, the supply of housing and settlement infrastructure such as drinking water and sanitation, as well as sustainable management of water resources can determine the level of community welfare. In addition, infrastructure has an equally important role in strengthening the nation's unity and integrity. Transportation and telecommunications networks are one of the main glues in Indonesia, and infrastructure has long been believed to be the trigger for the development of an area. It can be said that welfare disparities between regions can also be identified from the infrastructure gaps that occur. In this context, it is increasingly important to pay attention to the regional-based infrastructure development approach in the future. Experience shows that transportation infrastructure plays a significant role in opening regional isolation, and water availability is a prerequisite for the success of development and other sectors.

In this case, the researcher obtained data from the Head of the District and the local community as follows. According to the Head of the District, Karel Gifelem, regarding the effect of implementing road infrastructure development in opening up transportation, it is certainly something that is positively acknowledged. This is because infrastructure development such as road construction is essential infrastructure. After all, it has a very positive impact, such as public access, growth, and improvement of the community's economy, to smooth communication between urban villages, districts, and cities. According to the surrounding community, the impact of implementing road infrastructure development in opening up transportation is, of course, very important and has a very positive impact, for example in the development of road infrastructure and is a driving force in people's lives themselves, so that the community's economy can be guaranteed or fulfilled.

In daily activities, people in West Papua Province cannot operate without transportation for their daily activities. With the opening of transportation in West Papua Province, especially in urban villages, the community is very happy regarding opening transportation in West Papua Province. To open transportation between urban villages, land transportation is very important, especially in remote areas such as in the West Papua Province district, because land transportation there is very lacking, so it is necessary to open transportation.

Roads and bridges are vital components to facilitate the distribution of goods or services as well as opening up potential and remote areas, and this is an indicator of the movement of the economy, which is the development link towards the welfare of the community to achieve the desired road and bridge construction targets. The development of rural clean water facilities has been able to meet the needs of clean water facilities and infrastructure so that part of the rural infrastructure development program, there are many locations and activities for clean water facilities and infrastructure carried out by local governments in each fiscal year. However, the need for clean water facilities and infrastructure is still not completed and continues to be an issue and seems very difficult to solve. This is due to obstacles both at the planning level and in its implementation. Another obstacle that becomes an obstacle in achieving this program is the low level of community participation in efforts to maintain the facilities and infrastructure that have been built so that these facilities experience the function of community-based facilities and infrastructure development policies. It is hoped that more intensive community involvement will reduce the high level of functioning of the facilities and infrastructure that have been built.

2. Factors Influencing Infrastructure Development to Open Transportation in West Papua Province

Transportation is a very important means of supporting the success of development, especially in supporting community economic activities, including rural areas. The existing transportation system is intended to improve population mobility services and other resources to support rural economic growth. With transportation, it is hoped that it can eliminate isolation and provide a stimulant towards development in all areas of life, both trading, industry, and other sectors in rural areas. Transportation is very important for rural areas in developing countries because it provides access for urban communities to meet their daily needs for goods and services and improve socio-economic life, access to information, markets, community services, and specific locations, as well as new opportunities, are all critical requirements in the development process.

With the construction of transportation facilities for the community's economic activities, community empowerment, especially in rural development in areas that have high economic potential, will be easier develop, the economic activities of these rural communities will develop if they have the infrastructure for good marketing and technological innovation can only be obtained if access to the area is good. The influencing factor is the very limited authority of the district government; Regional Financial Capability (APBD) that has not yet reached or answered the district and sub-district development plans or plans proposed or proposed by the district government; Claims for compensation for community rights in the form of land, plants, plants, and others.

E. CONCLUSION

The results of this study found a positive impact that was successfully provided by the construction of road infrastructure for an increase in traffic in the province of West Papua. In addition, the construction of this infrastructure also has a positive effect on the people in West Papua because many of the local people carry out their daily activities with the help of transportation equipment, especially in remote areas. However, there are several obstacles in

developing this infrastructure, such as the existence of compensation demands from the community as a result of community property rights in the form of land, plants, and various other properties that must be sacrificed for infrastructure development.

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