



Toll Road Interconnectivity Management In Regional Development During The Covid-19 Pandemic In Pandeglang District, Banten Province

Taudin Anwar

Faculty of Social and Political Sciences
Padjadjaran University
Bandung, Indonesia
taudinanwar3@yahoo.com

Entang Adhy Muhtar

Faculty of Social and Political Sciences
Padjadjaran University
Bandung, Indonesia
entang.adhymuhtar@unpad.ac.id

Ida Widianingsih

Faculty of Social and Political Sciences
Padjadjaran University
Bandung, Indonesia
ida.widianingsih@unpad.ac.id

Caroline Paskarina

Faculty of Social and Political Sciences
Padjadjaran University
Bandung, Indonesia
Caroline.paskarina@unpad.ac.id

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Abstract

Pandeglang District Government in the implementation of road traffic and transportation development is directed to improve the implementation of road traffic and transportation in all modes of transportation in an integrated manner and have sustainable interconnectivity by taking into account all aspects of people's lives to realize the goal. In the land transportation sector, the main attention is currently directed to the problem of inter-city and urban transportation. One of the priorities for the road and bridge infrastructure development program is to lead to a stable road, leaving the Cipanas-Warung Banten road segment which is targeted for completion in 2020 and subsequently a program of crossing structuring and widening of road sections that do not meet the technical standards of provincial roads with a minimum width of 7,0 meters pavements will be carried out. At the beginning of 2020 there were floods and landslides in the Lebak Regency area, as well as the Covid-19 outbreak that had hit since March 2020, causing the development performance targets for roads and bridges to be in stable condition and meeting the technical standards of provincial road widths to be delayed. Transportation



infrastructure problems related to interconnectivity between toll roads, national roads, provincial roads, district roads and village roads, have become a major concern in studies related to their management policies. The research method used in this research is the descriptive qualitative research method. This study requires data to conclude the results of the study, so the researcher uses book studies/literature reviews.

Keywords—*toll road interconnectivity; regional development policy; covid-19 pandemic*

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I. INTRODUCTION

The 2020-2024 annual RPJMN is the starting point for achieving the Indonesia Vision 2045 goal, namely Advanced Indonesia. Strengthening the economic transformation process in order to achieve the development goals in 2045 is the main focus in order to achieve better infrastructure, quality of human resources, public services, and people's welfare. The President in Presidential Regulation Number 18 of 2020 concerning the National Medium-Term Development Plan (RPJMN) of 2020-2024 stipulates 5 (five) main directions as a strategy in implementing the Nawacita mission and achieving the targets of Indonesia's Vision 2045. The five directives include Human Resources Development, Infrastructure Development, Regulatory Simplification, Bureaucracy Simplification, and Economic Transformation.

The reform of the National Medium-Term Development Plan (RPJMN) 2020-2024 from the acceleration of infrastructure development contains three main reforms, namely 1) the elimination of monopolies by encouraging the creation of competition; 2) eliminating discrimination and barriers for the private sector and cooperatives in the provision of infrastructure; and 3)

repositioning the role of government, including the separation of the policy-making and operating functions. The government always gives priority to the development and functioning of infrastructure in order to support economic growth.

Regional development in Pandeglang Regency, especially the development and management of infrastructure in the transportation sector as an important issue in the development of development in the Pandeglang Regency area, is aimed at meeting minimum service standards in the transportation sector, supporting increasing competitiveness of the real sector and increasing the role of the private sector in efforts to develop and manage transportation infrastructure. In general, the problems faced by the transportation sector are the limited conditions of transportation facilities and infrastructure.

The provincial road management policy in Banten Province refers to the Banten Governor Regulation Number 19 of 2018 concerning the Establishment of Organizations and Work Procedures of Branch Offices and Regional Technical Implementation Units within the Banten Provincial Government. Banten Province is divided into 4 (four) regions, namely UPTD PJJ Tangerang Region with working areas covering



Tangerang Regency, Tangerang City and South Tangerang City; UPTD PJJ Serang and Cilegon Region with working areas covering Serang Regency, Serang City and Cilegon City; UPTD PJJ Pandeglang Region with the working area of Pandeglang Regency; and UPTD PJJ Lebak Region with the working area of Lebak Regency. The UPTD PJJ of the Banten Provincial PUPR Service is tasked with carrying out technical operational activities of the service in the field of road and bridge maintenance.

One of the priorities of the road and bridge infrastructure development program towards a stable road, leaving the Cipanas-Warung Banten road segment which is targeted for completion in 2020 and then a program of crossing structuring and widening of road sections that do not meet the technical standards of provincial roads with a minimum width of 7,0 meters. At the beginning of 2020 there were floods and landslides in the Lebak Regency area, as well as the Corona Virus Disease 2019 (Covid-19) outbreak that had hit since March 2020, causing the development performance targets for roads and bridges to be in stable condition and meeting the technical standards of provincial road widths to be delayed. This is due to the policy of changing the budget to refocus the handling of Covid 19.

With this regulation, construction actors have to make a re-plan with the remaining funds and this automatically results in work delays. Then the policy of Large-Scale Social Restrictions has an impact on reducing the number of personnel and reducing working time in the field. Limited number of workers. related to the regulation regarding Large-Scale Social Restrictions, the Regional Government and the Central Government issued regulations so that face-to-face activities are reduced, to reduce the possibility of contracting the Corona

disease, while from a material perspective it is known that a project will run well if the material can be provided on time.

From the research that has been done by (Deshariyanto, 2013) regarding the factors that affect the time of project implementation, it is known that finance is one of the factors that can make construction work run smoothly, while during the Covid-19 pandemic the Government made a policy to cut some funds in In all aspects, President Joko Widodo issued "Government Regulation in Lieu of Law (Perppu) Number 1 of 2020 concerning State Financial Policy and Financial System Stability for Handling the 2019 Corona Virus Disease (COVID-19) Pandemic and/or in the context of dealing with dangerous threats. National Economy and/or Financial System Stability".

Randy Putra Agritama and Miftahul Huda who concluded that one of the 5 factors causing delays in construction work was delays in material delivery (Agritama & Miftahul Huda, 2018) while during the pandemic, PSBB rules made it difficult for materials to be delivered on time. This has also resulted in construction workers having to rearrange the number of personnel and working hours according to the applicable regulations. The PSBB rules that regulate the reduction in the number of face-to-face meetings also have an impact on auction activities. Auction activities that were originally carried out face-to-face have been transferred online. In addition, there are several projects that are not affected by the Covid-19 pandemic. This unaffected project continues to maintain health protocols, in accordance with (Parinduri & Parinduri, 2020) that the application of health protocols in K3 construction can increase efficiency and effectiveness during the COVID-19 pandemic. Knowledge of the implementation of health protocols was also obtained by



construction workers from various sources. Social media is the most widely used source by construction industry workers to gain knowledge about the health protocols implemented during the pandemic. This is also stated in Purbohastuti's research that social media is an effective forum for conveying information and promotions (Purbohastuti, 2017). The impact of the pandemic has also been felt personally by construction workers. The limitation of carrying out activities is a significant impact felt by construction workers.

Furthermore, to add insight, the researcher also collected several previous studies regarding the implementation of regional development policies. First, research conducted by Elisabetta Vitale Brovarone and Giancarlo Cotella revealed that improving accessibility is an important prerequisite for sustainable development in rural areas. One of them can be done by improving responsive transportation services. However, the implementation process is more challenging than it appears, due to the potential barriers intrinsically linked to the different socioeconomic, cultural, and institutional features between rural and urban areas. Furthermore, increasing transport offerings is only one side of many facets of rural accessibility. In addition, an effective multi-level and multi-sectoral governance institutional mechanism is also a more comprehensive prerequisite for solving the problem of rural area accessibility (Vitale Brovarone & Cotella, 2020).

Regional transportation as infrastructure in regional development has a very important function, namely reaching all places in the region to supply goods needed by the community, apart from that it is to collect various commodities from the agricultural sector to be marketed outside the region (Adisasmita, 2012).

The objectives of transportation in the development of the transportation sector, stated by Adisasmita are to support development, to increase the mobility of people, goods and services, to help create a stable and dynamic distribution pattern, and to support regional development. In order to realize these transportation objectives, it is necessary to formulate various policy strategies. Transportation policy should be adjusted to the conditions and characteristics of each region/region, but in general and in general, transportation policy is directed at the following efforts:

- a. Provision of Transportation Infrastructure and Facilities with a sufficiently reliable capacity, so as to be able to meet the needs of transportation services and support the dynamics of cross-sectoral and regional development.
- b. Increasing the competitiveness of the national and regional transportation service industry so that it can provide added value to the national and regional economy.
- c. Empowerment of the business community and government in the context of providing effective and efficient transportation services.
- d. Increasing the role of transportation in supporting and accelerating the rate of national and regional growth

II. METHOD

In this method, due to the COVID-19 pandemic, the research uses several data collection techniques. The data sources used by the author in this study are secondary data, in the form of books, journals, news, reports related to the issues being studied and this article uses qualitative which according to J.W. Creswell's approach is methods to explore and understand the meaning that a number of individuals or groups of people ascribe to social problems (Creswell, 2014)



with data collection techniques in the form of literature studies. The data collection technique used is the study of library documents, namely the collection method directed at searching document data and documents, both written documents, photos, images and electronics that can support the writing process (Sugiyono, 2012).

III. RESULT

The Corona outbreak (Covid-19) that is spreading throughout the world is currently having a significant influence in all fields such as the fields of Economy, Tourism, and Education. The movement of trade in goods and services declined very extreme due to the enactment of Large-Scale Social Restrictions (PSBB). PSBB limits mobility to enter one area and to another. This is one of the reasons for the delay in construction work. The materials used to work on a project cannot be delivered on time. Likewise with the amount of the budget, nationally a lot of the budget has been relocated or rationalized for handling Covid-19. The impact of Covid-19 also has an impact on housing sales. At a certain range during the pandemic, many housing developments were stopped because the budget allocated to other needs was more of a priority. During the pandemic, there were still projects that were still running, construction work that was still being carried out was a priority project, especially facility projects to support the handling and prevention of Covid-19, such as the construction of hospitals, clean water providers, and hand washing facilities.

This research is expected to provide information on how big the impact of Covid-19 on the world of construction is and what are the most dominant causes that affect construction work during the pandemic. According to (Hassan et al., 2016), there are several factors that cause construction project

delays, namely: shortage of construction materials, material changes in form, function and specifications, and delays in delivery of goods. The method used in this research is the ranking method by giving priority to the study variables. (Hassan et al., 2016). In the scope of Government projects there are 3 main factors that affect delays, namely, weather, workers and design (Kurniawan et al., 2018).

The effects of the Covid-19 pandemic on the Indonesian economy include: layoffs, a decline in manufacturing PMI (Yamali & Putri, 2020). Several sectors, such as tourism, trade and investment, were directly affected (Nasution et al., 2020). By using descriptive quantitative methods and secondary data, it is known that the impact of Covid-19 causes low investor sentiment towards the market. With the development of more and more Covid-19 cases, the market fluctuates more in a negative direction. Based on the sensitivity analysis, it is also known that the sluggish global economy also causes the Indonesian economy to slow down (Nasution et al., 2020).

The Minister of Works and Public Housing (PUPR) encourages all Toll Road Business Entities (BUJT) to continue to improve the governance of the toll road service system by using the Covid-19 pandemic as a momentum to improve the operating system, including by utilizing technology towards the modernization of the Toll Road Operation System. Intelligent Tollroad System). During a pandemic with many limitations, it can actually be used as a momentum to improve public service governance and make toll road operator companies healthy. As has happened to the health care system which continues to be improved by the pandemic. With the increasing number of toll roads operating, there are various challenges that continue to arise regarding toll



road traffic management which is also increasingly complex. Therefore, the use of technology to improve toll road operating performance will continue to be a necessity.

This is an important part of the intelligent tollroad system which is part of the Intelligent Transportation System. Tollroad 4.0 will be a feature of future toll road operations and it will begin with the implementation of a contactless transaction system and heavy vehicle monitoring technology going forward. Various innovations like this are expected to continue to be born with the support of the Intelligent Transport System (ITS) Indonesia. The modernization of toll road services also does not stop at the implementation of the contactless transaction system which will be implemented in 2023, but also surveillance technology to continuously improve the smoothness and safety of toll roads. Therefore, the Ministry of PUPR has instructed all BUJTs to install the installation of weight in motion (WIM) technology and overdimension detection which is targeted to be completed by the end of 2022. This is to control vehicles that exceed the allowed weight and dimensions. With this technology, it will be connected to the electronic traffic law enforcement (ETLE) operated by the National Police.

IV. DISCUSSION

The priority for the development of road and bridge infrastructure to other stable roads is the construction of the Serang-Panimbang Toll Road. The Serang-Panimbang Toll Road has a length of 83.67 Km which is divided into 3 (three) sections, namely Section 1 Serang - Rangkasbitung (26.50 Km), then Section 2 Rangkasbitung - Cileles (24.17 Km), and Section 2 3 Cileles - Panimbang Section (33 Km). The construction is carried out under the Government and Business Entity Cooperation (PPP) scheme with an

investment value of Rp 5.33 trillion consisting of Sections 1 - 2, the portion of the Toll Road Business Entity (BUJT) by PT Wijaya Karya Serang Panimbang and Section 3 the Government portion.

Overall, the Serang - Panimbang Toll Road is targeted to be operational in 2022. The presence of this toll road is a supporting access to the Tanjung Lesung Special Economic Zone (SEZ) and the Ujung Kulon National Park tourist area as well as providing convenience and efficiency of travel time because it will be connected to the Jakarta - Merak toll road. . The trip from Jakarta to Tanjung Lesung which previously took about 4-5 hours, will only take about 2-3 hours with an average speed of 80 km/hour.

The completion of the Serang-Panimbang Toll Road, in addition to being a liaison to tourism areas around the Banten area, will also facilitate community economic connectivity from the industrial, goods and service sectors, especially the 3 areas in Banten Province which are crossed by toll roads namely Serang, Lebak, and Lebak Regencies. Pandeglang. The existence of this toll road needs to be supported by accessibility and interconnectivity between toll roads both with the national road network, city/district roads and rural road networks in the context of developing an area, especially the Pandeglang Regency area as one of the regencies in Banten Province. The notion of interconnectivity refers to the state or quality of being connected together; as part of a system that interacts with each other and cannot be analyzed if considered alone, and is often associated with interrelationships and interdependencies. This interconnectivity can also be interpreted as the ability to connect with each other so that they can function properly, including the definition of interconnectivity which includes interoperability.



Regional development of Pandeglang Regency is a spatial implementation based on objectives, policies, and strategies in achieving the long-term development vision and mission of Pandeglang Regency by achieving the ideal conditions of spatial planning that are desired in the future. The Pandeglang Regency Spatial Planning Policy does not stand alone, but has a strong relationship with the Banten Province Spatial Planning Policy and the National Spatial Plan policy.

The embodiment of a synergistic, integrated, and sustainable spatial arrangement in the context of developing the Pandeglang Regency area, the objectives and spatial planning policies must pay attention to the National and Provincial RTRW of Banten. The purpose of the spatial planning of the Pandeglang Regency is the direction of the realization of the Pandeglang Regency's spatial area at the end of the spatial planning period in 2031.

Pandeglang Regency based on Pandeglang Regency Regional Regulation Number 3 of 2011 concerning Regional Spatial Planning. Pandeglang Regency in 2011-2031, are: "Realizing the district's space as a center for agro-industry and tourism in Banten Province that is sustainable and environmentally friendly". The policies that will be implemented to realize the spatial planning objectives as above are:

1. Improving the quality and service coverage of the transportation, energy, telecommunications, and water resources facilities and infrastructure network in all districts;
2. Hierarchical development of service centers;
3. Maintenance and realization of environmental sustainability;
4. Strict control of protected areas;

5. The realization of integration between cultivation activities;
6. Development of cultivation areas to support the stabilization of agropolitan, minapolitan and agricultural-based industries and ecotourism systems; and
7. Increasing regional functions for national defense and security.

The construction of the Serang-Panimbang toll road is one form of a road network system, namely a unified road segment that connects and binds growth centers with areas under the influence of their services in a hierarchical relationship. The Serang-Panimbangan toll road as a freeway with other hierarchical roads as a form of road interconnectivity, consists of a primary road network system connecting cities at the national level, and a secondary road network system connecting areas/node points within the city. Based on their role, this road network can be further divided into arterial, collector and local roads.

Road transportation as a mode of transportation cannot be separated from other modes of transportation arranged in a dynamic national transportation system and able to adapt to future progress, has characteristics that are able to reach all corners of the mainland and integrate other transportation modes, needs to be further developed. its potential and increasing its role as a liaison between regions, as a supporter, driver, and driver of national development for the sake of improving people's welfare, including in Pandeglang Regency.

The Pandeglang Regency Government in the implementation of road traffic and transportation development is directed to improve the implementation of road traffic and transportation in all modes of transportation in an integrated manner and have sustainable interconnectivity by taking into account all aspects of people's lives to realize the goal. In the land transportation sector, the main



attention is currently directed to the problem of inter-city and urban transportation.

Regional Regulation Number 13 of 2012 concerning the transportation level of the Pandeglang Regency government in the development of urban and inter-city transportation is directed at improving the city and inter-city road network system so that it can function properly in serving interconnectivity in the form of local activities and the surrounding area, developing orderly mass transportation, safe, smooth, comfortable and efficient in order to provide an attraction for users of transportation services and so that congestion and traffic disturbances can be avoided and the quality of the environment can be maintained, develop inter- and intra-modal integration, harmonize every development with city and regional spatial plans and utilizing space in the corridor of mass transportation with a good management of urban and inter-city transportation so that an efficient level and high quality of service can be achieved.

The condition of Provincial Roads and Regency Roads in Pandeglang Regency, Banten Province, based on the basic data of district road infrastructure, it can be seen that of the 233 existing roads, there are road lengths including the heavily damaged category of 10.91%, lightly damaged by 15.43%, moderate 20.58% and which includes good conditions of 53.08% (Banten Province PUPR Service and Pandeglang Regency PUPR Office, 2021).

V. CONCLUSION

This shows that the capability of the road quality aspect still needs to be further addressed in meetin

g the criteria for a good condition. National economic growth takes place

rapidly, especially in large cities and supporting cities in the vicinity as well as cities that have certain activity centers. Along with the growth of the national economy, the mobility of people and goods transportation to various regions including Pandeglang Regency has also increased. The transportation sector plays a very important role in facilitating the economy and serving the need for transportation of people and goods within cities, between cities, and to all corners of the country, therefore a Road Network System is needed that has good and sustainable interconnectivity throughout the country. remote areas in Pandeglang Regency.

The Minister of Works and Public Housing (PUPR) encourages all Toll Road Business Entities (BUJT) to continue to improve the governance of the toll road service system by using the Covid-19 pandemic as a momentum to improve the operating system, including by utilizing technology towards the modernization of the Toll Road Operation System. Intelligent Tollroad System). During a pandemic with many limitations, it can actually be used as a momentum to improve public service governance and make toll road operator companies healthy. as has happened in the health care system which has been continuously improved by the pandemic.

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