

A SYSTEMATIC LITERATURE REVIEW ON THE IMPACT OF TOLL ROAD DEVELOPMENT TO THE LOCAL BUSINESS ON THE EXISTING NATIONAL ROAD

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Abstract

Development is a physical reality as well as a mental state (state of mind) of a society that has gone through a certain combination of socio-economic processes and institutions, has a way to create a better life. The development of toll roads is carried out to facilitate traffic in the regions, increase the efficiency and effectiveness of business especially on the distribution of goods and services. The purpose of this study is to review previous research related to the impact of toll road development on the socio-economic based on the SLR (Systematic Literature Review) method. Based on the results of the analysis obtained from 146 scientific journals that are relevant to the topic under study, previous studies stated that the toll road development impacted to the macro economic growth but in microlevel reduce the income of the business of the local community. The construction of the Toll Road in Lampung Province can contribute to the increase of macro-economic growth but in other hand decrease of the profit of the local business on the existing national road.

Key words: Development, Local Business, Socio-Economy, Toll Roads

Abstrak

Pembangunan merupakan realitas fisik sekaligus keadaan mental (state of mind) suatu masyarakat yang telah melalui perpaduan tertentu antara proses dan kelembagaan sosial ekonomi, mempunyai cara untuk mewujudkan kehidupan yang lebih baik. Pembangunan jalan tol dilakukan untuk memperlancar arus lalu lintas di suatu daerah, meningkatkan efisiensi dan efektivitas usaha terutama pada distribusi barang dan jasa. Tujuan dari penelitian ini adalah mengkaji penelitian terdahulu terkait dampak pembangunan jalan tol terhadap sosial ekonomi berdasarkan metode SLR (Systematic Literature Review). Berdasarkan hasil analisis yang diperoleh dari 146 jurnal ilmiah yang relevan dengan topik yang diteliti, penelitian terdahulu menyatakan bahwa pembangunan jalan tol berdampak pada pertumbuhan ekonomi makro namun secara mikro menurunkan pendapatan usaha masyarakat setempat. Pembangunan Jalan Tol di Provinsi Lampung dapat memberikan kontribusi terhadap peningkatan pertumbuhan ekonomi makro namun di sisi lain menurunkan keuntungan usaha masyarakat setempat pada jalan nasional yang ada.

Kata Kunci : Pembangunan, Bisnis Lokal, Sosial Ekonomi, Jalan Tol

INTRODUCTION

Economic development is defined as a process that causes the per capita income of the population of a society to increase in the long term. Economic development as a process means continuous change which contains elements of its own power for new investment, efforts to increase per capita income and increase per capita income must take place in the long term (Sandono, 1985). Development is a multidimensional process that includes changes in social structure, changes in people's attitudes to life and changes in institutions (Muklis Imam, 2009). The aim of development is essentially to increase the economic growth of society which is oriented towards creating as many jobs as possible, creating social justice, politics and environmental community development that will be generated by the production process of such development. (Lincoln Arsyad, 2015).

The development of road infrastructure in Indonesia plays an important role in facilitating the running of the economy for a region, in particular toll roads are needed to reduce congestion on main roads and can improve the distribution of goods and services, especially for areas that have started to develop. The construction of toll roads has a very important role in supporting the pace of economic, social, cultural, unity and community unity in interacting and functioning as a link between regions in Indonesia. Toll roads are one of the infrastructure developments that require very large land or land. This is because toll roads are specifically designed as alternative roads for

land routes that are free from obstacles. Government Regulation Number 15 of 2005 Regarding Toll Roads in Article 1 paragraph 2 explains that toll roads are public roads that are part of the road network system and as national roads whose users are required to pay a toll.

While there has been substantial research on the macroeconomic impacts of toll road development, limited attention has been given to the micro-level effects on local businesses situated along existing national roads. These businesses, traditionally dependent on the high volume of traffic passing through, face significant challenges when traffic is redirected to new toll roads. Moreover, current studies often focus on immediate economic benefits, neglecting the longer-term implications for local economies. This systematic literature review seeks to fill this gap by synthesizing available research on how toll road development affects the viability of businesses on national roads, providing a comparative analysis of the short-term versus long-term impacts and offering insights into how local economies adapt to these change

Infrastructure development and economic growth cannot be separated. The linkages between these two aspects influence each other, in general infrastructure development will increase the economic growth of a region. community empowerment which covers the fields of education, social, economic, political and cultural but also in infrastructure aspects such as the construction of roads, bridges, markets and other public infrastructure facilities. Development on infrastructure aspects that require more space or large land

must still consider the environmental ecosystem. Development needs to be done but development must not damage the environment, be it the biotic (living things) or abiotic (non-living) environment. This is because humans are part of the environment so humans will be affected by development. For this reason, it is necessary to have the concept of long-term development with an environmental perspective, meaning development that pays attention to environmental sustainability and human ecology. So that the development process has a positive impact on environmental sustainability and provides benefits in general, because the goal of development is for the welfare of the community. In order to achieve these development goals, supporting facilities and infrastructure are needed.

The construction of this toll road aims to increase the ease and smoothness of the road network in serving traffic. The construction of toll roads cannot be separated from the physical and non-physical aspects of society. The physical aspect is related to the environment while the non-physical aspect is a social problem for the community. Of course, these two aspects are felt directly by the people affected by the construction of the toll road. The Trans Sumatra toll road is a 2,818 km long toll road network in Indonesia, which is planned to connect cities on the island of Sumatra from

Lampung to Aceh. This toll road is estimated to cost Rp. 150 trillion.

The introduction of the Trans-Sumatra Toll Road has altered traffic patterns significantly, diverting a substantial portion of traffic away from the traditional national roadways. For many small and medium-sized businesses, this change has led to a noticeable decline in customer numbers, which directly impacts revenue. Conversely, businesses located near toll exits may benefit from increased accessibility, though the impact varies depending on several factors, including location and business type.

The decline in traffic on national roads due to toll road development could lead to a cascade of negative economic effects. Local businesses such as restaurants, fuel stations, and small retailers may face closures, leading to increased unemployment and reduced local economic activity, especially in rural and less urbanized parts of Lampung Province. This shift threatens the sustainability of local economies that were once bolstered by high road traffic volumes.

The construction of toll roads on the island of Sumatra from Lampung Province to Aceh for a length of 2,987 km continues to be completed, currently 653 km have been in operation consisting of 9 toll roads. The Trans Sumatra Toll Road (JTTS) consists of a main corridor (backbone) of 2,069 km and a supporting corridor (fin) of 919 km, which is targeted to be fully operational in 2024. The 9 toll roads are:

Table 1. Area of the Lampung Province Toll Road (Trans Sumatra Toll Road)

No	Toll Name	Length
1.	Bakauheni - Terbanggi Besar	140 km
2.	Terbanggi Besar - Kayu Agung	189 km
3.	Kayu Agung - Palembang - Betung	38 km
4.	Belawan - Medan - Tanjung Morawa	43 km
5.	Medan - Binjai	13 Km
6.	Medan - Kualanamu - Tebing Tinggi	62 Km
7.	Palembang - Indralaya	22 Km
8.	Sigli - Banda Aceh Seksi	414 Km
9.	Pekanbaru - Dumai	132 km

Source: BPJT PU, 2023

The Trans Sumatra Toll Road will open up many profitable opportunities. More and more job opportunities are created so that it absorbs a large number of workers, business activities can be carried out at costs that are competitive with other provinces and other countries. In the construction of toll roads there will be positive and negative impacts. One of the positive impacts caused by the construction of toll roads is that people affected by land acquisition use their compensation money to expand their business and use compensation money to replace their previous business land (Subekti et al, 2015).

The emergence of the construction of the toll road network has made Lampung Province a strategic and accessible area because it can be accessed from the Bakauheni port to Terbanggi Besar. The research question established for this paper is: What is the development and analysis of previous research regarding the impact of toll road construction on socio-economics based on the SLR (Systematic Literature Review) method?

This systematic literature review aims to explore the impact of toll road development on local businesses located along the existing

national roads in Lampung Province. By synthesizing existing research, the review can further seek to identify key trends, challenges, and potential strategies that local businesses may adopt to survive and thrive in the context of changing traffic patterns. In doing so, it will contribute to a more comprehensive understanding of the local economic shifts triggered by toll road construction in this Indonesia.

Access to the Trans Sumatra toll road has an impact on the development of accessibility in several areas in Sumatra, especially Lampung, which is the southern tip of the island of Sumatra as a link between the islands of Java and Sumatra (Muhammad Ermando Nurman Sasono and Cahyono Susetyo, 2017). Of course, Lampung is a region with great potential in driving progress in the Sumatra region, with the Trans Sumatra Toll Road increasing and accelerating the travel time between regions so that it is more effective and efficient, so this has the potential to increase the business mobility as well as the economic growth in general. This is in line with the goal of development itself, namely to increase the economic growth of a region. Nevertheless, the local business existing on the national road as

one of the socio-economic activities of the community will be greatly impacted due to the reduction of number of traffic on the national road.

Based on the existing literature and theoretical frameworks, this systematic review hypothesizes that:

1. Toll road development in Lampung Province will lead to a significant reduction in traffic and customer flow along existing national roads, negatively impacting local businesses dependent on pass-through traffic (Liu, Y., & Nie, Y. M, 2011).
2. Businesses located near toll road exits will experience a relative increase in customer traffic and sales, while those further away will suffer a decline in business performance (Sadono Sukirno, 2017 and Michael P. Todaro and Stephen C. Smith, 2011).

LITERATURE REVIEW

Development is a physical reality as well as a mental state (state of mind) of a society that has gone through a certain combination of socio-economic processes and institutions, has a way to create a better life. There are three components of core value development among others are; adequacy (ability to meet basic needs), self-esteem (being fully human), freedom (ability to choose) (Michael P. Todaro and Stephen C. Smith, 2011). Development can also be interpreted as a whole activity that runs simultaneously; includes planning, implementation, and evaluation in order to achieve goals towards changes in people's welfare for the better. All of these activities are supported by development policies, so that they

become representative guidelines in increasing added value in efforts to achieve these changes.

In general, economic development is defined as a series of efforts within an economy to develop its economic activities (Nurul Huda, et al 2017). Economic development is economic growth coupled with change, meaning that there is economic development in a country in a given year is not only measured by other changes that apply to various aspects of economic activity such as educational development, technological development, improvement in health, improvement in infrastructure. availability and increase in income and community prosperity (Sadono Sukirno, 2017).

Economic Development is a series of efforts and policies aimed at improving the standard of living of the people. This is done by equalizing the distribution of people's income, expanding employment opportunities, increasing regional economic relations through a shift in economic activity from the primary sector to the secondary and tertiary sectors. In the end, the direction of economic development is expected to be able to increase people's income so that equity will be better (BPS, 2017).

The pace of a country's economic development can be measured using the Gross Domestic Product (GDP). However, this method is not very appropriate considering that this method has weaknesses, namely it does not clearly show the improvement in the welfare of the community that has been achieved. At a time when there is an increase in community economic activity, population growth continues to increase. The impact is therefore that the increase in economic activity is used to improve

the economic welfare of the community. If GDP growth is lower than population growth, per capita income will remain the same or tend to decrease. This means that the increase in GDP does not improve the level of economic welfare.

According to M.L. Jhingan, 2014 economic growth as “a long-term increase in a country's ability to provide types of economic goods to its population; this capability grows according to technological advances, institutional, and ideological adjustments required. It has three components; first, the economic growth of a nation can be seen from the continuous increase in the supply of goods; secondly, advanced technology is a factor in economic growth that determines the degree of growth in capability in supplying goods to the population; third, the use of technology widely and efficiently so that the resulting innovations can be utilized appropriately.

The construction of various infrastructure and facilities for the construction of various economic service facilities and social service facilities requires the availability of adequate urban spatial planning. Regional spatial planning must be arranged effectively and dynamically, so that it can be fulfilled in an adequate, orderly manner, and there is no long-term chaos, which is set forth in the mid-term and long-term general spatial/city plans (five years or twenty years).⁴⁶ So that for the arrangement and utilization of space in an orderly and orderly manner, accommodative and anticipatory spatial planning and policies are needed. For this reason, many urban managers and urban planners are needed with capacity and quality who are able to challenge and demand to meet

development needs. and very fast and rapid urban growth (Rahardjo Adisasmita, 2014).

Regional development planning is a decentralized plan, Regency/City regional government is an autonomous region, which is given authority from the central government to manage and regulate the area in accordance with the aspirations of the local community and does not conflict with applicable laws and regulations. Regional development plans (districts/cities) are prepared by the Regional Development Planning Agency (BAPPEDA) after taking into account the materials proposed by the Village Development Consultation (Musbangdes). The district development plan is a plan drawn up from the bottom (bottom-up planning) (Rahardjo Adisasmita, 2013).

Toll roads are public roads that are part of the road network system and as national roads whose users are required to pay tolls (Regulation of the Government of the Republic of Indonesia Number 15 of 2005 concerning Toll Roads, Article 1(2)). And Toll is a certain amount of money paid for the use of toll roads. How the Toll funds are used for return on investment, maintenance and development of the toll road (Law of the Republic of Indonesia Number 38 of 2004 Concerning Roads, Article 43 (3))

According to Law Number 38 of 2004 concerning Roads, Article 43 (1) The construction of toll roads is carried out to facilitate traffic in areas that have developed, increase the efficiency and effectiveness of goods and services distribution services to support increased economic growth, ease the burden on the government and increase the

distribution of development outcomes and justice.

The implementation of toll roads is intended to realize equitable distribution of development and its results as well as balance in regional development with due regard for justice, which can be achieved by fostering a road network whose funds come from road users. The implementation of toll roads aims to increase the efficiency of business activities especially the distribution services in order to support increased economic growth, especially in areas that have a high level of development. The scope of this Government Regulation includes arrangements for the administration of toll roads, BPJT, as well as the rights and obligations of business entities and toll road users (Law Number 15 of 2005 Concerning Toll Roads, Article 2).

The construction of the transportation network is carried out using the following basic principles:

1. The basic functional principle, namely the grouping of networks in various arrangements has different characteristics.
2. The basic principle of structuralism, namely that each arrangement is formulated in an order that is interrelated but differentiated according to its intensity
3. The basic principle of excellence is the characteristics of the mode (means of conveyance used to move) and guidance

which emphasizes the role of each mode while the weaknesses are anticipated by integrating it with other modes of transportation

The basic principle of optimization, which pays attention to the limitations of available resources and preserves the environment in an effort to obtain maximum benefits with maximum cost sacrifice

RESEARCH METHODOLOGY

The results of this systematic literature review were made by accessing scientific articles on toll road construction and its socio-economic impacts including the local community business on the Scopus and Google Scholar databases with the keywords "Toll Road Development" and "Social Economy". From this exploration, the most relevant articles that discuss this topic are obtained. The sorting process is as follows:

1. Articles with "Toll Road Development" and "Social Economy" (n=550)
2. Articles related to toll road infrastructure are abbreviated (n=110)
3. Then determined on Toll Roads and Socio-Economy (n=240)
4. In order to be more relevant, the collected articles are then shortened to become the most relevant articles according to the case of Toll Road Construction and its Impact on Socio-Economy (n=146)

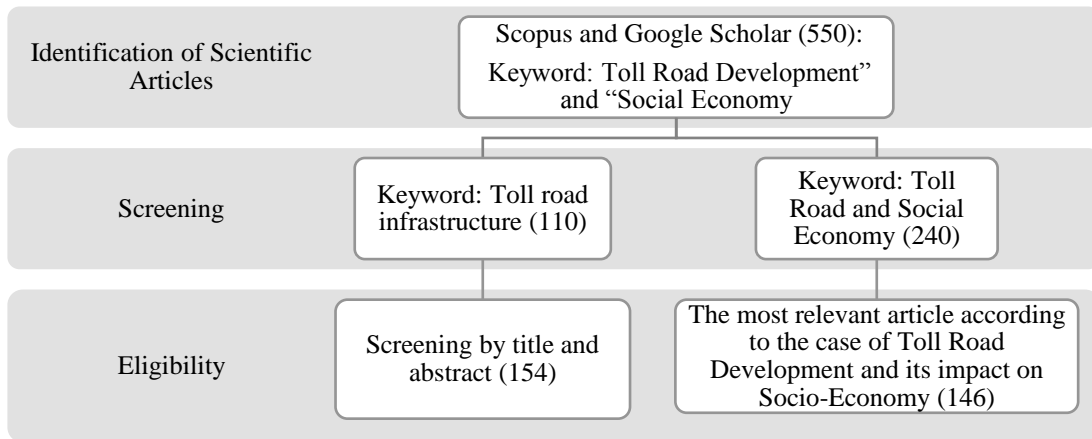


Figure 1. Prism Diagram Impact of Toll Road Construction on Socio-Economic Communities

RESULT AND DISCUSSION

Content Analysis from the Selected Journals

Previous studies on toll road construction and its socio-economic impact were mostly carried out at the national level, not yet touching on the people directly affected by the toll road construction. Studies on toll road development and its impact on socio-economics are still very limited. In this study, a search was made in the Scopus and Google Scholar databases with the

keywords “(TITLE-ABS-KEY (toll AND social AND economics)) AND (toll AND road AND social AND economics) AND (LIMIT-TO (LANGUAGE , "English")) i” only 146 were deemed most relevant to the topic. So that it can be said that there is still a gap in the topic of Toll Road Development in relation to socio-economic impacts. Following are the search results and Vos Viewers of previous research in this study:

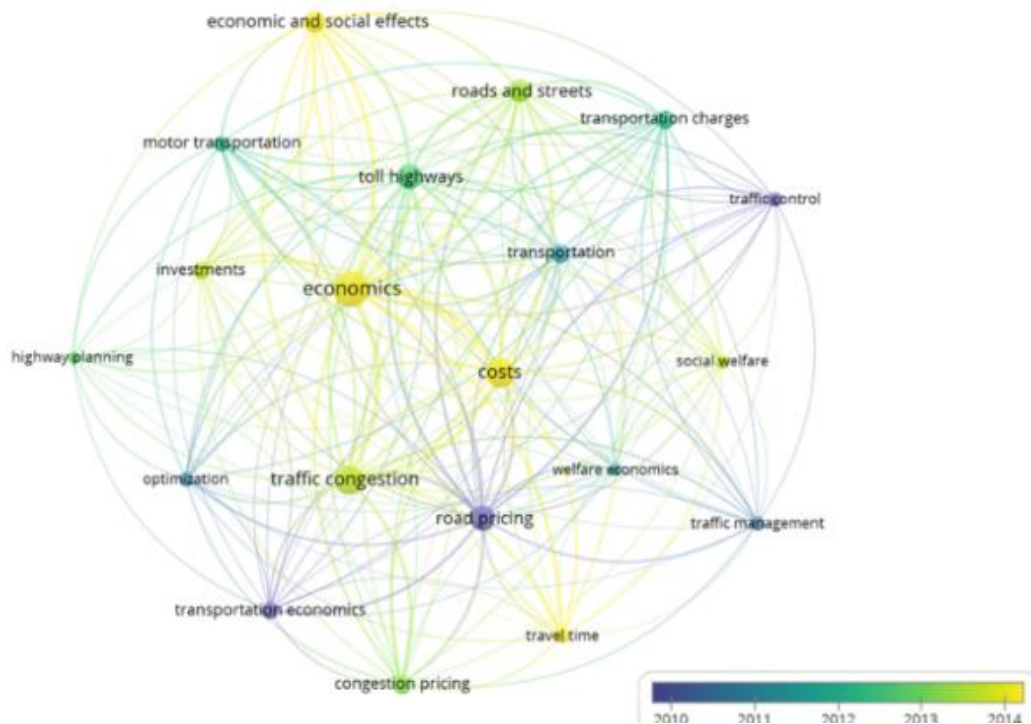


Figure 2. Search results of previous research

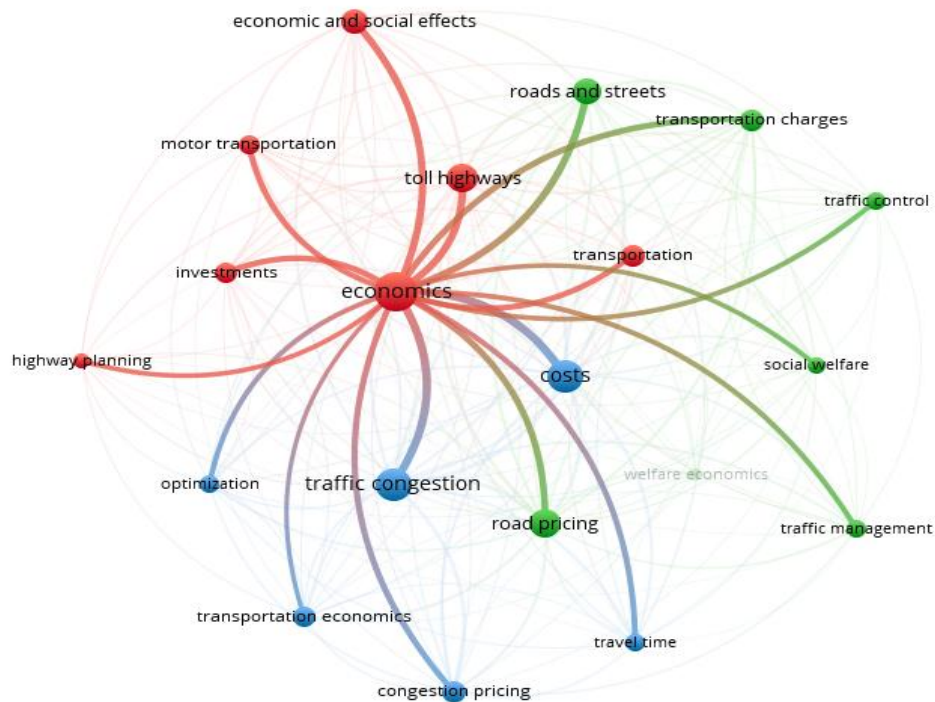


Figure 3. Search results of previous research

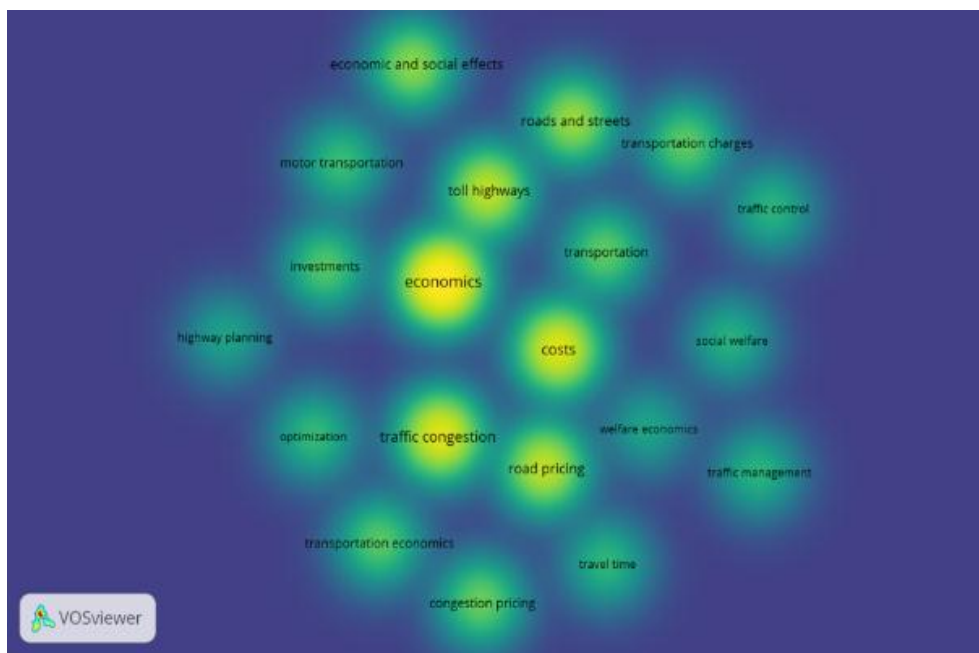


Figure 4. Density Overlay Previous research

Based on the results of previous studies, the topic of toll road development and its socio-economic impact from 2010-2014 still shows research discussing this matter, but interestingly, over 2015 until now very few have researched the topic of increasing toll road construction.

Aspects of the Socio-Economic Impact of Toll Road Development

According to Laura Garrido and José Manuel Vassallo, (2020) the changes that occur in people's lives can be progress or maybe a setback. In developed societies or in developing societies, social and cultural changes are always

closely related to the characteristics and form of their economy. Change from the social aspect is a process of change that occurs in society which includes changes to aspects of the social life of the community. Changes in aspects of social life include changes in social interaction, social status and other social actions.

Social Change. Social change is a social process experienced by members of society as well as all cultural elements and social systems, in which all levels of community life voluntarily or are influenced by external elements leave the old patterns of life, culture and social systems and then adjust themselves or using new patterns of life, culture and social systems Tiong, R. L., Yeo, K. T., & McCarthy, S. C. (1992) and Yang, H., & Hai-Jun, H. (1997).

According to Larsen, O. I., & Østmoe, K. (2001) defines social change as changes that occur in the structure and function of society. Meanwhile, according to Tsai, J. F., & Chu, C. P. (2003), social change is a change that occurs in social relations or as a change in balance. According to Hensher, D. A., & Goodwin, P. (2004). Social change is defined as a change (change) that is significant regarding the social structure within a certain period of time. Social change has three dimensions, namely; Structural, Cultural, Interactional Dimensions. Aspects of social change include: (a) Changes in mindset: Changes in people's mindsets and people's attitudes regarding the issue of people's attitudes towards various social and cultural issues. (b) Changes in people's behavior: Concerning the issue of changes in social systems, where people leave the old social system and run a new social system. (c) Changes in the culture of society:

Changes in material culture involve changes in cultural artifacts used by the community such as clothing models, photographic works, film works, technology, and so on.

Changes in Economic Conditions. Changes from the economic aspect are the process of changing the system in society which includes changes in the economic life of the community. Changes in economic aspects include changes in livelihoods, changes in income, even to an increase in a better standard of living. According to Senden, L. A. (2005) the state of the economy is a position that rationally determines a person in a certain position in society. The granting of a position is also accompanied by a set of rights and obligations that must be played by the bearer of status (Torok, A., & Meszaros, F. (2010)).

The research was carried out by Rahayu Subekti and Winarno Budyatmojo, in 2015 with the title "Protection of Agricultural Land in Anticipating Land Transfer Due to Land Procurement for Development" using empirical or non-doctrinal juridical methods is used in this research as an attempt to approach the problem under study with the nature of law in accordance with the reality of life in society. The approach used is sociological/empirical using a non-positivistic approach and using qualitative analysis. As for the nature of the research is developmental descriptive which provides a systematic description of the object to be studied, then a model is developed that can be developed to overcome problems in the field. The results of this study indicate that in the construction of the Solo Mantingan Toll Road in Sragen Regency, agricultural land and non-

agricultural land are used. In granting land compensation, it is carried out through deliberations between the committee and the community (land owners) who are affected by land acquisition. Although the form of compensation can vary, so far it has been given in the form of money, cash and carry in accordance with the agreement between the land procurement committee and the land owner.

The other relevant research was conducted by Januardin Manullang and Hottua Samosir, in 2019 with title "The Impact of Medan-Tebing Tinggi Toll Road Construction on Micro, Small and Medium Enterprises". This research used qualitative research method where the data collection techniques are carried out by triangulation (combination) either by means of questionnaires, interviews and literature studies, data analysis is inductive/qualitative. The result of this research shows that the Medan-Tebing Tinggi toll road construction is very much impacted to the community's small and medium scale enterprise (UMKM) around the existing main road. This research concludes three negative impact of the construction of this toll road namely; (i) reduction of the monthly income of the workshop business by 50%, (ii) the workshop business employee is reduced from 2 to 5 people per shop before construction of toll road to 1 to 2 people, (iii) reduction on the regional revenue.

Impact on Regional Development.

Regional development is very closely related to the process of decentralization or concentration of development that is developing at this time, in the 1993 GBHN it is emphasized that development needs to be continuously increased

so that the rate of economic growth between regions is more balanced and harmonious so that the implementation of national development and its results are more evenly distributed. Congestion or traffic congestion is a waste of time a waste of time meaning that the use of time is not effective and efficient, in developed countries the use of time is tried to be as effective and efficient as possible, in conditions of congested traffic flow the average speed of motorized vehicles will be relatively slow (Rahayu Subekti and Winarno Budyatmojo, 2015).

The construction of toll roads is a solution and also a manifestation of regional economic equity, and has a positive impact on the community, especially land transportation users, which is the most important thing in supporting the needs of operational activities. Road construction, especially the Trans Sumatra Toll Road, has had a more positive effect in terms of goods transportation activities and reduced transportation costs, which previously took longer to travel with the Trans Sumatra Toll Road making travel time more effective and transportation costs more efficient. This is in line with the opinion of Alfred Weber (2015), transportation costs are the first factor in determining the location while other factors are factors that can be modified by location (Robinson Tarigan, 2015). However, the construction of the Trans Sumatra Toll Road does not only have positive impacts but also negative effects in other fields, such as land conversion or land conversion.

This situation will have an impact on economic conditions which will lead to social

impacts on the community around the land conversion. So that it has the potential to change the pattern of existing communities within the scope of coverage affected by the land transfer.

According to the explanation above, in this case, of course, it can be studied further with the framework described in Figure 5.

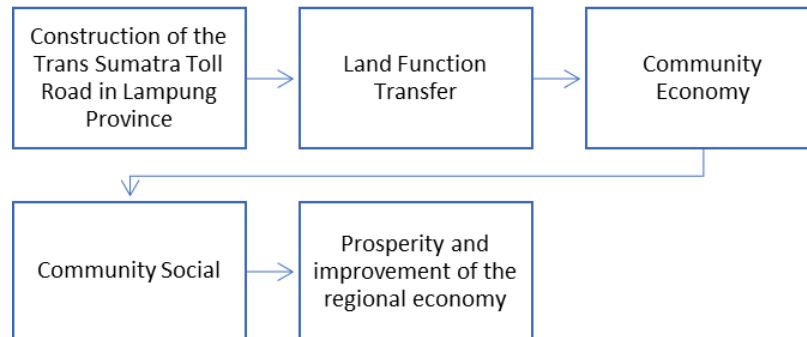


Figure 5. Framework for thinking about the impact of toll road construction on the socio-economy

Development is a planned effort to improve the welfare of society, nation and state. The road network is one of the factors supporting the success of a development because roads play a role in moving goods and people so that an adequate road network is needed and prioritizes speed. Toll roads are an alternative way to speed up transportation facilities, develop the tourism industry, support growth and accelerate economic processes which are often hampered due to transportation constraints, reduce congestion caused by spilled markets, traditional markets, road narrowing, damaged bridges, potholes and others. things that impede the economic process evenly and quickly.

With this development there will be changes in the economic and social conditions of the community. According to Adisasmita (2012) that development is a change in the composition and pattern of society that will stimulate layers of society and with the presence of technology, economic growth will accelerate. In addition, according to Salim (1980) says that sustainable development can have both positive and negative impacts. The positive impact of

development is that it can improve the quality of life which consists of increasing physical quality, reducing mortality, and increasing welfare. While the negative impacts of development include lowering people's welfare, environmental damage, loss of land or plants.

The Change on the Social Economic Condition of the Community due to the Toll Road Construction.

With the construction of toll roads a little or a lot, of course, it will provide changes in society, this situation cannot be avoided, this is in line with the general development goals, namely to; increasing the availability and expanding the distribution of life necessities, increasing living standards, expanding economic and social choices (Michael P. Todaro and Stephen C. Smith, 2012). Changes in land use used for toll road construction have an impact on changing patterns of society due to the displacement of residential land and a decrease in the productivity of agricultural land use. The goal of constructing toll roads is to address the primary issues impeding the growth of tourist

destinations and create plans for doing so (Keiko Hubbansyah, A., Baharuddin, G., & Munira, M, 2023). Toll roads also can be intervention strategies in the framework of sustainable development with an emphasis on green marketing intervention strategies on the environmental problems facing the world today (Widyastuti, S, 2019)

The impacts that arise in society certainly provide changes in social and economic conditions, positive impacts after land changes include; open new jobs so as to improve the community's economy. Apart from that, because of the land conversion, vacant lands and community rice fields are used as residential areas, thus opening new settlements and making new crowded points. However, from the other side, changes that result in positive impacts are always followed by negative impacts, such as increase the distance between houses which separated between the toll road and lack of lighting as explained above thus making the area vulnerable. The toll road development also results on the negative impact to the local business on the existing main road. The presence of toll road will decrease the local business income as well as reduction of the workforce on the existing national road due to the decrease of the traffic thus decrease the presence of customers. By examining the expansion and sales of businesses, the goal of toll road development may be to support small and medium-sized businesses (SME) that are entrepreneurial in nature (Djaddang, S., Lysandra, S., & Mulyadi, and Kurniawati, D., Widyastuti, S., & Savitri Noor, L, 2019)

In addition, the transfer of land used in development is expected to provide benefits in terms of time effectiveness, cost efficiency in the process of distributing goods, but does not result in a decrease in the price of basic commodities and other necessities. Research on the Analysis of the Impact of the Construction of the Trans Sumatra Toll Road on the Conversion of Residential and Community Farming Land from an Economic Perspective found other results outside of the research indicators (Marzuki, 2005). The other results outside of the research indicators is on the determination of UGR (Compensation Money) and the technical implementation. In terms of determining UGR it is felt that it is not in accordance with the proper technicalities, this is that the implementation carried out by the toll road is felt to be not on target in giving UGR which in essence is felt to be unfair, because certified land with AJB land and sporadic land are rated the same in giving UGR. (Chen, D., & He, X. (2010) and Liu, Y., & Nie, Y. M. (2011)).

CONCLUSION AND SUGGESTION

Conclusion

The construction of the Trans Sumatra Toll Road has a positive impact on the macro-economic scale because it can increase the business mobility specially to facilitate accessibility between regions. The existence of toll roads can also reduce congestion so as to provide more optimal time efficiency while also increasing state revenues. The construction of toll roads in Lampung Province provides more macroeconomic benefits and the construction of toll roads is development for the common

interest and welfare of the community in order to provide wider benefits so that this development is really needed. Apart from the positive impact, the construction of toll roads in Lampung Province provide negative impact on micro level such as change on the land cover, separation of community across the toll road as well as the insufficient lighting around the bridge which causes residential areas to be vulnerable. The toll road development also results on the negative impact to the local business on the existing main road. The presence of toll road will decrease the local business income as well as reduction of the workforce on the existing national road due to the decrease of the traffic thus decrease the presence of customers.

Suggestion

In connection with a systematic literature review on toll road construction and its socio-economic impacts on the Lampung Province Toll Road Development, there are several suggestions that can be submitted for further improvement and refinement as follows:

1. Sources of SLR are limited to the Scopus and Goggle Scholar databases, which can be refined with other sources, namely PubMed, Science Direct, ResearchGate and others.
2. The articles from this SLR are the 146 most relevant to the topic. Therefore, continuous research on this case should be carried out to achieve a better understanding of the relationship.
3. This SLR paper could not explain to the micro level especially the impact of the development of toll road to the social economic condition of the community whose land is acquired during construction.

Therefore, continuous study related the impact of the development especially during construction process (pre-construction, during construction and post-construction) is also necessary to enrich the scientific repertoire related to development.

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