

Aria Wangsakara Bridge of Banten Province and Community Social Economic Mobility

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Abstract: The construction of the Bogeg bridge (now Aria Wangsakara) which is located on the Pakupatan-Palima road section, Serang City, Banten Province was carried out because the previous bridge was narrow and was no longer able to facilitate the socio-economic mobility needs of the community. Because the purpose of this research is to find out how the impact the expansion of the Aria Wangsakara bridge has on the socio-economic mobility of the community. The research method uses qualitative methods, data collection techniques are carried out through interviews and observation. This study concludes that the construction of the Aria Wangsakara bridge has an impact on social and economic mobility. Social mobility is related to the structural and cultural activities of the community as a response to the construction of bridges. Economic mobility is related to the economic activities of the community, both those engaged in services, services, sales, and or transportation activities.

Keywords: Development, social-economic mobilization and welfare.

1. Introduction

Development has always been a hot issue in Indonesia. Rogers (1971) defines development as "a beneficial change toward a social and economic system that is decided as the will of a nation." According to siagian, "development is a deliberate enterprise or set of growth and change enterprises made by a nation, country and government headed for modernity in the course of national development." Thus, the basic idea of civic development is meaningful: "(a) that construction is an endless process; (b) construction is a continuous, conscious effort; (c) construction is planned and planning for growth and change; (d) development leads to modernity; (e) the modernization attained through multidimensional development; The process and development activities are devoted to a nation's up building effort in order to achieve its stated national and state objectives."

Many refer to construction as the physical construction of buildings, roads, harbors, and other physical things. However, there is also non-physical development. There is no doubt that construction done by governments tends to be physical. According to kuncoro (2010) physical development is a development that can be felt directly by society or development visible to the eyes. Physical development would include infrastructure, buildings, and public facilities. Besides physical construction, there is also non-physical development that wresniwiro described as "non-physical development is the kind of development created by the drive of local people and over a long period." The development of this type pertains to human resources itself, such as human development, economics, health, and education.

Among the most common among governments is the construction of infrastructures, such as roads and Bridges. Roads and Bridges connect one point to another so that the distribution of goods and services may occur, roads and Bridges connect one region to another so that communities can mobilize both on foot and by vehicle.

The construction of the bridge is also related to the construction of the expansion of the bridge, which is to facilitate the social mobility of the people. The Bogeg Bridge (now Aria Wangsakara) which is located on the Pakupatan-Palima road section, Serang City, Banten Province, is a bridge that has undergone road expansion. Previously, the roads were narrow and were no longer able to facilitate the social and economic mobility needs of the increasingly crowded society. Communities are hampered because of long queues on the road which have an impact on congestion, delays in getting to their destination, and prone to accidents because heavy vehicles and public transportation are on the same road. Before the Aria Wangsakara bridge was built, this bridge was used for

various types of vehicles, project vehicles, large inter-city bus vehicles, public transportation, private vehicles, and two-wheeled vehicles. In operation, this bridge can only be passed by one lane, so it has to take turns and cause quite long traffic jams. Not a few people are looking for alternative roads to avoid traffic jams even though the distance is longer and takes

For this reason, the road expansion was carried out by the government and supported by the community. The assumption is that with the expansion of the road, the social mobility of the community will no longer be hampered but will lead to an increase in productivity. The formulation of the research problem is how is the impact of the expansion of the Aria Wangsakara bridge on the socio-economic mobility of the community.

2. Methods

The research method uses a qualitative method, namely a type of method that aims to describe, explore and understand the meaning of a number of individuals or groups of people related to research problems (Sugiono, 2010). Moleong (2007) argue that qualitative methodology is a research procedure that produces descriptive data in the form of written or spoken words from people and observed behavior. Descriptive research has the main task of explaining what is (Merriam, 2002). or describing what is (Suharsimi Arikunto).

Data collection techniques using interviews and observation. Interviews addressed to bridge users included; public transportation users, project vehicle users, private vehicle users, local communities, pedestrians, and UMKM around the bridge. The government agencies that were used as research subjects were BAPPEDA Banten Province. The research was conducted for three months in order to obtain valid and comprehensive data from the various key informants in question. While the observations focus on the social and economic activities of the community around the bridge. Data analysis was carried out by reducing data, selecting and sorting data for later verification. The final stage is to describe the data and draw conclusions to answer research problems.

The data extracted in this research is data related to the construction of the Aria Wangsakara bridge starting from construction, budget, design, and the role of the government. Furthermore, the data needed is related to data on the socio-economic mobility of the community before and after the construction of the Aria Wangsakara bridge. All of these data were mapped and analyzed to answer research questions.

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3. Result and Discussion

3.1. Expansion of the Aria Wangsakara Bridge

The Bogeg Bridge now has another name, namely the Aria Wangsakara Bridge. This bridge is a bridge in Banjaragung, Cipocok Jaya District, Serang City. This bridge has an important role in vehicle mobility in Banten Province, especially in the City of Serang. This is because the bridge which is located on the Palima-Pakupatan road connects many strategic places such as the Pakupatan Terminal, Polda Banten, and RSUD Banten, to the Banten Province Central Government Strategic Area (KP3B). In addition, this road is also a road commonly used by public transportation such as buses to travel to and from Pandeglang District and container trucks that deliver goods to various areas in Banten.

The Aria Wangsakara Bridge will be expanded in 2021 from previously being only five meters wide to 33,8 meters. This expansion was carried out with the aim of facilitating mobilization to the Banten Province Central Government Area (KP3B) so that all employees and related parties do not experience obstacles in their journey.

Previously, there were frequent long traffic jams on this bridge due to the narrowness of the roads which were not proportional to the volume of vehicles in it. This bridge is an active and busy route, passed by large cars such as buses and trucks. Previously, this bridge could only be passed by one large vehicle such as buses and trucks and had to take turns and other vehicles behind it also had to join in long queues. The times when traffic jams usually occur are in the morning and evening when people are going to and from work or school.

The expansion of the Aria Wangsakara Bridge is not only related to the width of the road but also its distinctive structural design using batik ornaments. This bridge is then not only a link, but also one of the icons that belong to Banten Province. It is also one of the focal points of the Provincial Government. Many people will recognize it as one of the most iconic places in Banten Province. The beauty of the Aria Wangsakara Bridge will be more visible at night, when the lights there are turned on and highlight the batik ornaments on it. Therefore, it is not surprising that this bridge not only functions as a connecting road that facilitates mobility, but also as a visiting point for the community. With its current width and the beauty of the batik ornaments it has, the Aria Wangsakara Bridge has earned the title of the bridge with the largest ethnic batik ornaments in Indonesia by the Muri record.

The expansion of the Bogeg Bridge was carried out by the Provincial Government of Banten at a cost of 165 billion using the 2021 Regional Revenue and Expenditure Budget (APBD). The expansion of the Bogeg bridge is adjusted to criteria and standards to fulfill public facilities or infrastructure that assist community and government activities in the social, cultural, economic fields and others. The construction of this bridge requires a lot of time, apart from the issue of permits from BPJT, there is also a need for assessment and consideration of the safety of the toll road underneath. Moreover, the Tangerang - Merak Toll Road which is under the bridge is fairly busy and active. The construction of this bridge uses the services of PT. PP (Persero) Tbk as the contractor and supervised by the supervisory consultant PT. Anugerah Kridapradana.

When all the physical safety factors in the construction of the bridge expansion have met the standards and are well calculated, road expansion will begin. During the project construction process, the previous bridge could still be used with an open and closed road system because the project work was right beside the road. The implementation of this project pays attention to security and order which is controlled by the government, security is guaranteed, there are no illegal levies from irresponsible persons and the Satpol PP conducts routine surveillance at various times.



Figure 1. Aria Wangsakara Bridge before expansion

The construction of the AriaWangsakara road is not only taking into account the load-bearing strength but also taking into account the earthquake-resistant strength, keeping in mind that the Banten region is an earthquake-prone area. According to BAPPEDA Banten Province, factors to provide traffic safety and comfort have been calculated in such a way, one of which is that roads and bridges do not have the same width which is constrained by land acquisition. However, this bridge can be completed and inaugurated on March 29, 2022.



Figure 2. Aria Wangsakara Bridge after expansion

Source: News media

The expansion of the Bogeg Bridge has had an impact on transportation mobility in Banten, especially in the City of Serang. BAPPEDA Banten Province itself also stated that the purpose of expanding or widening the bridge was indeed to overcome the problem of congestion that often occurs there and help transport mobility. The state traffic flow in the Aria Wangsakara Bridge area is in smooth state. Thus, the mobility of transportation that occurs is better and smoother than before which often experienced congestion due to the width of the road being unable to accommodate incoming vehicles. The Aria Wangsakara Bridge stretches wide across the Tangerang-Merak Toll Road.

Before experiencing the current expansion, this bridge used to have functions such as connecting strategic places in Banten, public transportation routes and container trucks, as well as one of the connecting roads between Serang City and Pandeglang District. With the expansion of this bridge, there has been a change in this area, especially from among the drivers. Previously, traffic jams often occurred there, causing delays in community mobilization, both from a social, economic, or educational perspective. Distribution of goods and travel can now be done more quickly. Wide road sections make traffic flow smoother, transportation mobility is better than before. Overcoming congestion and slow mobility there has been resolved. This change has a positive impact on the development and progress of Banten. From an economic point of view, the distribution of goods and the travel of economic actors has become smoother.

The opportunity for the community to explore one of them is to trade around the Bogeg Bridge or Aria Wangsakara. The Bogeg Bridge expansion provides space for traders to make buying and selling transactions. As an icon of Banten, many people come to the Bogeg Bridge for different purposes, some come to take pictures, some enjoy the infrastructure, or pass the route while traveling. Visitor factors The Bogeg Bridge provides a great opportunity for traders to offer products and services and attract the attention of visitors.

Another advantage for traders in expanding the Bogeg Bridge is the income generated by traders. Before the expansion was carried out by the local people who traded selling around. However, after the expansion of the Bogeg Bridge, traders took the place to put their merchandise. Then, the income earned by traders increases.

3.2. Community Social and Economic Mobility

The Aria Wangsakara Bridge influences and contributes to society, both from social and economic aspects. In the social aspect, community movements occur in various aspects, both in structural and cultural aspects. Social mobility or social movement is a change, shift, increase or decrease in the status and role of its members. Etymologically, the word mobility is a translation of the word mobility which means mobile (English). The word mobile means active, enterprising, and agile, and mobility is movement. Literally, social mobility means movement in society. Social mobility is the transfer of the position of a person or group of people from one layer to another. According to Kimball Young and Raymond W. Mack, social mobility is a movement in social structures, namely certain patterns that govern the organization of a social group. The social structure includes the nature of the relationship between individuals in groups and the relationship between individuals and their groups.

Social economic activity can be interpreted as: (1) a socially defined will, behavior, action, and purpose (2) an activity carried out by man (3) the functioning of an organism (4) an organized response (Pattinasarany, Indera Ratna Irawati. 2016). Social economic activity means that there is an activity between one, two or more societies associated with social and economic life. Where a human performs the work of earning a living (Sujatmiko, Iwan Gardono. 1996.).

Structural mobility in the case of the construction of the Aria Wangsakara bridge can be seen from the increasingly strong structural role in supporting and making this program successful. The local government to the related village government devotes all efforts so that this development runs smoothly. The village government helps supervise and control, the local government provides a variety of infrastructure starting from the budget, procedures, and mechanisms for implementing development. Structural mobility also occurs in intensity in coordinating and synergizing various programs and regional needs. This is done so that when the bridge is completed and can be used, a multi-flyer effect will appear which will have an impact on regional economic growth. Subsequent social mobility can also be seen from the activities of the community and residents in addressing the construction of this bridge.

The factors leading to social mobility around the region of Aria Wangsakara Bbridge were motivated by people's desire to improve their lives and their opportunities to expand. The people around the bridge thought that this great openness of opportunity would be too good to take advantage of. There is a large area around Aria Wangsakara UMKM Bridge whether it is available in service, supplies, or food sales. Heavy traffic from public vehicles, both project vehicles, and personal vehicles led the public to take the initiative to provide the needs normally needed by road users. From homes to feed, fruit merchants to people, hawkers, and vehicle repair services to others. Social mobility makes people's activities increasingly trigger.

Every social mobility will create opportunities for adjustments or it will lead to conflict. According to Horton and Hunt (1987), there are several negative consequences of vertical social mobility, including the anxiety that there will be a decrease in status if there is decreased mobility and tension in learning new roles from increased position status.

The positive impact of social mobility is to encourage someone to be more advanced. Opening opportunities for society to obtain a more advanced and better life. other causes high motivation in a person to move forward and achieve in order to obtain a higher status. Social mobility will further accelerate the level of social change toward a better society. The occurrence of social mobility in society can increase social integration. For example, the community around the Aria Wangsakara bridge will adapt to new business opportunities, values , and social norms so that social integration is created in response to development.

Community social mobilization activities can be seen in the daily activities that people carry out in the Bogeg, Cipocok, and Banjaragung environments. Social mobility can be seen, for example, in religious activities such as education, health, religion, agriculture, and social economic activities.

Social mobility in terms of education can be seen from the learning process, knowledge, skills, and habits of a group of people that are passed down from one generation to another through teaching, training, or research. While health mobility is related to community efforts to nourish themselves and their souls through activities. Health. Health maintenance is an effort to overcome and prevent health problems that require examination, treatment, and/or care, including pregnancy and childbirth. Various efforts to improve public health status have been carried out by the government, including by providing healthy living counseling, providing various facilities

Economic mobility as a result of this development is the growth and development of UMKM around the bridge to KP3B. many restaurants, many hawkers as well as many thriving home industries. This development is the result of a multi-flyer effect from the ease of access and road safety that has been built. In the afternoon, there are not even a few street vendors selling their wares around the bridge, and because of this, this bridge not only functions as a link between cities but is a tourist attraction. Communities, traders, and road users use this bridge as a means to increase family income. Merchants get buyers, buyers get profits, and users are met.

4. Conclusions

Research on the Aria Wangsakara Bridge and the social economic mobility of the community concluded that the construction of the Aria Wangsakara bridge had an impact on social and economic mobility. Social mobility is related to the structural and cultural activities of the community as a response to the construction of bridges. Structural activities can be seen from the activities of coordination, synergy, and cooperation across sectors in carrying out bridge construction. Economic mobility is related to the economic activities of the community, both those engaged in services, services, sales, and or transportation activities. Factors driving the social mobility of the people around the Aria Wangsakara Bridge area were triggered by the community's desire to improve their standard of living and opportunities to develop more widely.

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