



Changes in People's Livelihoods and Lifestyles Stop the Trans Sumatra Toll Road

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Abstract

The purpose of this study is to analyze and describe changes in the livelihoods and lifestyles of the people affected by the construction of the Trans Sumatra Toll Road in Agom Village, Kalianda District, Lampung Selatan Regency. This research uses a case study method with a qualitative approach. The object of this research is the change in the livelihoods and lifestyles of the people who receive compensation for the construction of the Trans Sumatra Toll Road in Agom Village, Kalianda District. The results showed that the construction of the Trans Sumatra Toll Road had an impact on 1) the livelihoods of the people of Agom Village changed after the development which experienced changes in their livelihoods as traders, as employees, and as entrepreneurs and they remained in their original profession, namely farmers but they expanded their agricultural land. 2) changes in livelihoods have significantly changed the lifestyle of the people of Agom Village after the development with details of experiencing a simple lifestyle change to tend to show off by buying four-wheeled vehicles, luxury houses and new cellphones whose functions are not really needed or needs that are not important.

Keywords: *Change; Livelihoods; Lifestyle; Trans Sumatra Toll Road*

Introduction

Development is very important. With the development, especially road infrastructure, the distribution of goods and services can be carried out optimally, so that the economy in the country can move. Defines infrastructure as "services derived from a series of public works traditionally supported by the public sector to increase private sector production and to enable household consumption" (Fox, 1994). Public facilities are prepared by the central and regional governments as public servants to support and encourage the economy and social community.

The basic purpose of development is for the progress and welfare of society. Even so, development cannot be separated from the various impacts caused by physical and social changes. One of the important infrastructures built with the aim of achieving people's welfare is the toll road. Infrastructure development projects such as toll roads will actually change the lives of the surrounding communities. Many aspects have changed, either in a positive or negative direction.

One of the toll road developments that have an impact on the community is the Trans Sumatra toll road. The construction of the Trans Sumatera toll road crosses three regencies, namely Lampung Selatan Regency, Pesawaran Regency, and Lampung Tengah Regency. These impacts are divided into two, namely positive impacts in the form of changes in livelihoods that tend to increase residents' income,

and negative impacts in the form of lifestyle changes that make the people of Agom Village tend to behave hedonistically after receiving compensation funds.

The behavior of the people of Agom Village who experienced changes in their livelihoods and lifestyles after receiving compensation funds is one of the Social Science studies (IPS) which has 6 (six) thematic standards and main disciplines, namely: 1) culture, 2) time, continuity, and change, 3) people, place and environment, 4) individual development, 5) individuals, groups and institutions, and 6) power, authority, and government (Yulia, 2018: 15). The study of changes in the livelihoods and lifestyle of the people of Agom Village is part of the culture.

Based on this explanation, researchers are interested in examining changes in the livelihoods and lifestyles of the people affected by the construction of the Trans Sumatra Toll Road with the aim of describing the factors that cause and process these changes.

A toll road (this term is often used interchangeably with a freeway) is a road that is devoted to two or more axle vehicles (cars, buses, trucks) and aims to shorten the distance and travel time from one place to another (id.wikipedia.org. 2019).

The targets that are the target of toll road services for service users are smoothness, security and comfort. To be able to achieve this target, the operational benchmarks are in the form of service time at the substation, toll road travel time, smoothness level, facility level, customer complaint level and road grade standards.

Social change is defined as changes that occur in the structure and function of society. A similar view is expressed by Wilbert Moore who views social change as a change in social structure, behavior patterns and social interactions. Meanwhile, according to Mac Iver, social change is a change that occurs in social relations or as a change to balance (in Robert H. Laurer, 1993:289).

One theory of social change is the cyclical theory. The proponents of the cycle theory with his work summarized are Pitirim A. Sorokin (1889-1969). He is a Russian sociologist who sees various circles in the historical process. In the remainder of his life he wrote several important works in the fields of social mobility, sociological theory, and sociocultural change. According to Sorokin, sociocultural history is a circle that varies between the three super systems that reflect a slightly homogeneous culture. A large culture is not just a place to jump a large number of different cultural phenomena, but a unity or individuality whose elements are permeated by the same central principle and form the same basic values (in Ranjabar, 2015: 39).

Apart from social changes, there are also economic changes in society. Socio-economic changes are changes that occur in the structure of people who want to live better which can affect better patterns of social interaction independently and freely in something that can build human character.

Livelihood can be defined as the main work carried out by the community to earn income as an effort to meet the needs of life. Livelihood change or so-called job transformation can be interpreted as a shift or change in the basic work people do to live and the resources available to build a satisfying life.

Lifestyle is defined as a way of life identified by how people spend their time (activities), what they consider important in their environment (interests), and what they think about themselves and the world around them (opinions).

Social Sciences (IPS) is one of the subjects applied to primary and secondary education, even now it has reached the university level. Social Studies is a subject developed in an integrated manner by taking essential concepts from the Social Sciences and Humanities, which consists of various disciplines

such as geography, sociology, economics, history, and anthropology. Social Studies examines various problems and social phenomena that often occur in the community (Kariadi, 2017:119).

Mentions that the purpose of social studies is to prepare students to be good citizens in their lives in society. He explicitly said "to prepare students to be will-functioning citizens in a democratic society". Another goal of social studies education is to develop the ability of students to use reasoning in making decisions on every problem they face (Gross in Trianto, 2010: 173)

Method Research

The research approach used in this study is a qualitative approach (qualitative research). This qualitative research is specifically more directed at the use of the case study method. Case studies, as formulated by Robert K. Yin (2008: 1), is a method that refers to research that has elements of how and why in the main research questions and examines contemporary (present) problems and the lack of opportunities for researchers to control the events (cases) they study.

Data were collected through observation, interviews, and documentation studies. After the data is collected, then it is analyzed by going through 4 stages, namely: 1) data reduction, collecting data related to changes in the livelihoods and lifestyles of the Agom Village community, 2) presenting data, explaining the data that has been taken by paying attention to the accuracy of the data written 3) verifying the data, ensuring that the data compiled is in accordance with field conditions, and 4) draw conclusions.

Result and Discussion

The construction of the Trans Sumatra Toll Road has had a major impact on the social and economic life of the people of Agom Village. Agom Village is located in Kalianda District, Lampung Selatan Regency. Agom village stretches on an area of 630 KM² with a population of 2,926 people.

The construction of the Trans Sumatra Toll Road has led to changes in the livelihoods and lifestyles of the people of Agom Village. Of the 8 recipients of compensation funds, as many as 5 people claimed to have changed their livelihoods while 3 others remained in their original livelihoods. Meanwhile, from the same 8 people, 7 people experienced lifestyle changes while 1 other person remained in their original lifestyle. This is in line with the cycle theory which states that what may appear to be an increasing or decreasing direction of change, is actually just one phase of a cycle, which will eventually lead to the next transition (Ranjabar 2015: 39). That is, every Agom Village community who decides to change his livelihood or lifestyle is a part of a life cycle as a direction of change to improve his standard of living.

Livelihood Changes

The following describes the process of changing livelihoods for the people of Agom Village:

Table 1. Livelihood Changes and Lifestyle Change Process

No.	Initial Name	Amount of Compensation	Livelihood Change	Lifestyle Change
1	YB	Rp.1 M	Farmer → Trader	Simple → Tend to show off
2	ZA	Rp.500 Jt	Farmer → Trader	Simple → Tend to show of
3	RT	Rp.100 Jt	Farmer → Trader	Simple → Tend to show of
4	RT Mother's Child	Rp.100 Jt	Farmer → Security	Simple → Tend to show of
5	BI	Rp.1,7 M	Farmer → Business	Keep simple
6	RL	Rp.750 Jt	Keep being a farmer	Simple → Tend to show of
7	SM	Rp.250 Jt	Keep being a farmer	Simple → Tend to show of
8	BS	Rp.500 Jt	Keep being a farmer	Simple → Tend to show of

Source: Interview by researcher, 2020

Based on the table above, it can be seen that after the provision of compensation funds, 62.5% of residents decided to change their livelihoods and 87.5% of residents chose to change their lifestyle. The following describes the process of changing the livelihoods and lifestyles of the people affected by the construction of the Trans Sumatra Toll Road.

1. Initial Name YB

YB Initially working as a farmer, after receiving compensation funds after the construction of the Trans Sumatra Toll Road, he later switched professions to become a trader. The main factor behind this change is the desire to be more prosperous by getting a larger income. This is as expressed by Ranjabar (2015: 39) that the cycle theory sees what may be seen as an increasing or decreasing direction of change. By becoming a trader, YB thinks that he will be able to change his quality of life to be more improved.

On the other hand, the construction of the Trans Sumatra Toll Road has also changed YB's lifestyle, which was originally simple, now tends to be hedonistic by buying luxury goods such as cars, motorbikes, and also building luxury houses.

2. Initial Name ZA

Sulistiyono (2015) in his thesis entitled Transformation of Livelihoods from Farmers to Fishermen at Depok Beach, Parangtritis Village, Bantul Regency, revealed that changes in livelihoods are influenced by internal factors such as economic pressures and external factors such as the development of the tourism sector. ZL The decision to change his livelihood from being a farmer to being a trader is due to these two factors, namely economic pressure and the growing tourism sector in the Agom Village area (the existence of a rest area).

In addition, ZL also changed his lifestyle which was originally simple, now tends to be hedonistic. This change can be seen in his behavior in buying tertiary goods after receiving compensation funds for the construction of toll roads.

3. Initial Name RT

RT Originally working as a farm laborer, after receiving compensation funds after the construction of the Trans Sumatra Toll Road, he later switched professions to become a trader in the rest area. The main factor behind this change is the desire of RT to live a more prosperous life by earning a higher income.

The construction of the Trans Sumatra Toll Road has also changed the RT's lifestyle which was originally simple, now tends to be hedonistic by buying luxury goods such as motorbikes and building luxury houses.

4. RT Mother's Child

RT Mother's Child is also one of the residents of Agom Village who received compensation funds for the construction of the Trans Sumatra Toll Road. He originally worked as a farmer, but after receiving the compensation fund, Mrs. RT decided to switch professions to become a security guard at the toll road construction company. RT's mother's son also changed his life style, which was originally simple, now tends to be hedonistic by using the money he earns to buy tertiary goods that he doesn't really need.

5. Initial Name BI

BI is one of the residents of Agom Village who after receiving the compensation fund decided to change his profession, he was originally a farmer and now opens a business of transporting natural products on a large scale. Even so, BI does not necessarily change his lifestyle. After receiving compensation funds and changing his profession, he tends to stick to his original simple lifestyle.

6. Initial Name RL

RL is one of the few residents who receive compensation funds who do not change professions. He who originally worked as a farmer continues to carry out his activities as a farmer. Even so, the compensation funds that he received had an impact on changing his lifestyle, he who originally had a simple lifestyle now became hedonistic by buying luxury items that he did not need such as cars, motorbikes, etc.

7. Initial Name SM

SM is also one of the residents who did not change his profession, he chose to remain a farmer. Even after the construction of the Trans Sumatra Toll Road, he later decided to change his lifestyle by becoming hedonistic. This can be seen in his behavior in buying luxury goods and also building luxury houses after receiving compensation funds.

SM's behavior is considered to be hedonic because it refers to the following indicators: (1) having an instant view of life, (2) being a physical identity chaser, and (3) having spontaneous desires (Chaney in Subandi, 1997:56).

8. Initial Name BS

Just like the other two residents who decided not to change their profession after the compensation fund was awarded, BS also decided to continue his old profession as a farmer. Even so, with the compensation he received, he decided to buy luxury items even though he didn't really need them. This resulted in him changing his lifestyle to tend to be hedonistic. The main factor that caused the change was the desire to live a more decent and prosperous life.

Conclusion

Based on the data analysis of the results of the research and discussion, it can be concluded several things as follows.

1. The construction of the Trans Sumatra Toll Road has an impact in the form of changes in livelihoods for the people of Agom Village, Kalianda District. Changes in livelihoods that occur in Agom Village are divided into three classifications, 1) groups of farmers who change professions to become traders; 2) farmers who change professions to become entrepreneurs; and 3) farmers who change professions to become security guards/employees. The factor that influenced the change in the profession was the desire to live in prosperity by earning more income.
2. There is a change in the lifestyle of the people of Agom Village due to the construction of the Trans Sumatra Toll Road. Of the 3 classifications of people who experienced changes in their livelihoods, 87.5% of the people receiving compensation funds changed their lifestyle to tend to be hedonistic with the following characteristics: buying cars, motorbikes, building permanent houses, and spending the money for things that were not needed.

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