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Analysis of the Impact of the Construction of the Lombok International Airport-Mandalika Bypass Road on the Economy Around the Mandalika Area



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ABSTRACT: The construction of the Lombok International Airport-Mandalika Bypass Road is one of the regional development projects expected to have a significant impact on the economy in the Mandalika area and its surroundings. This research aims to investigate the effect of the bypass road construction on the economic conditions in the Mandalika area. By adopting a quantitative approach, this study measures the impact of the new infrastructure on the local economy. The methods used include SWOT analysis to identify influential internal and external factors, as well as the Structural Equation Modeling-Partial Least Squares (SEM-PLS 3.0) model to statistically analyze the relationships between variables. The research results indicate that the construction of the bypass road has a significant impact on the economy through the opportunities it creates, while the factors of strengths, weaknesses, and threats do not have a direct significant impact. These findings are expected to provide guidance for policymakers in formulating economic development strategies in the Mandalika area and its surroundings.

KEYWORDS: Bypass Road Development, Economic, Mandalika

I. INTRODUCTION

Indonesia is an archipelagic country consisting of 38 provinces, where each province has significant differences from one another. These differences include social, economic, cultural aspects, natural characteristics, as well as a variety of natural resources. Indonesia is known for its natural beauty and abundant resources. However, the country also requires high-quality human resources and adequate infrastructure to effectively manage its wealth (Hayati, 2022)

Road infrastructure development is one of the key instruments and a supporting factor for the success of development efforts aimed at enhancing the economy of a region (Setiawan, 2019). Road development also plays a role in transporting goods and people, good road infrastructure positively influences the smooth flow of community activities and the distribution of goods and services in business. However, the construction of new roads can also lead to negative consequences, such as changes in land use and a reduction in environmental quality (Nababan et al., 2022).

Central Lombok Regency is located in the Province of West Nusa Tenggara, where most of its area is utilized for tourism, agriculture, and industry. One of the largest tourism areas in Central Lombok is the Mandalika Special Economic Zone (SEZ). A few years ago, a bypass road was inaugurated, connecting Lombok International Airport with the Mandalika Tourism Area. This bypass was built in an area that was previously mountainous and agricultural land, specifically in Pujut District, Central Lombok, West Nusa Tenggara. The Lombok International Airport-Mandalika Bypass Road is one of the development projects in Central Lombok Regency designed to support the hosting of MotoGP in the Mandalika Special Economic Zone (SEZ) (Dewi, 2023).

The Lombok International Airport-Mandalika Bypass was constructed along 17.363 km using a multi-year contract, starting in the 2020 fiscal year and completed in 2021. The government hopes that with this bypass, the execution of the MotoGP event and other events can proceed without traffic congestion or delays due to long distances. Additionally, the road construction is also expected to boost the local economy through various events held along the bypass route (Fahrudin et al., 2023). Like most bypasses, the primary objectives of this construction are to reduce traffic congestion, improve travel efficiency by shortening travel time, lower vehicle operating costs, enhance safety, develop the tourism industry, and support economic growth that was previously hindered by inadequate road access (Andersen et al., 1993).

The construction of the Lombok International Airport-Mandalika Bypass Road will bring changes to The community's economic and social circumstances, as well as the surrounding environment (Siregar & Majid, 2023). Regional development is crucial for Indonesia, being an archipelagic nation archipelagic country. One approach to addressing this challenge is through the development of tourism, which is expected to have a positive impact on the economy. Tourism development will be more effective if supported by a special economic zone for tourism, provided that there is adequate and appropriate infrastructure (Febriansyah et al., 2018).

II. LITERATURE REBVIEW

Development

Development is the effort to change a specific condition, based on past experiences, existing situations, and the interests of the parties determining the direction of development. There are two definitions of development. First, development that emphasizes growth with a focus on increasing production and the quantitative utilization of resources. Second, development that focuses more on change, the distribution of goods, and the enhancement of social relationships. According to Sudharto P. Hadi (2000), the second definition places greater emphasis on social development, focusing on the equitable change of societal structures. This can be achieved by reducing exploitation and discrimination, as well as expanding opportunities and benefits of development that are evenly distributed across all segments of society (Akram, 2021). Development is an important aspect that occurs around us every day, and road construction plays a significant role in economic growth as well as enhancing a country's competitiveness. The quality and density of the road network directly affect the level of competitiveness. Furthermore, there is a strong relationship between investment in road infrastructure, Gross Domestic Product (GDP) growth, and the inflow of foreign direct investment (FDI). Therefore, investment in road infrastructure not only accelerates economic growth but also strengthens a country's appeal to foreign investors (Ivanová & Masárová, 2013). The benefits of physical development are evident through efforts to build, equip, and renovate road infrastructure, which will shape and improve the community's way of life. With the construction of roads, people can utilize them for various activities such as mobility, marketing, and the distribution of goods. Roads are a crucial factor in facilitating land transportation flows, which in turn play a significant role in driving economic and social growth in a region. Transportation plays a crucial role in economic development and in fulfilling the needs of nations, regions, and cities. However, it should not only address basic physiological needs but also cater to the social needs of the community, including ensuring environmental safety (Vitkūnas et al., 2021). However, economic development after the completion of road construction often occurs more slowly than expected, or may not materialize at all (Sloman et al., 2017)

Infrastructure

Infrastructure is a primary resource designed to facilitate people's lives and is expected to be utilized to the fullest. In economic terms, infrastructure is a form of public capital generated from investments made by the government (Rahman & Widiasanti, 2019). Infrastructure development is a physical system that serves as an essential means to meet basic human needs in social and economic aspects. In the short term, this development creates job opportunities in the construction sector, while in the medium to long term, infrastructure contributes to improving efficiency and productivity in various related sectors. Infrastructure also significantly contributes to economic growth, as its existence is closely related to a country's development. Infrastructure such as transportation, sanitation, and energy is considered the main pillars of development; without it, productivity in various economic sectors cannot operate optimally and efficiently (Khabibah, 2018). In the Indonesian Dictionary, infrastructure is defined as public facilities that include both physical and non-physical means and infrastructure (soft infrastructure), both of which are interconnected to create comprehensive infrastructure services. Thus, the scope of infrastructure becomes broader based on this definition (Juliantina & Adhitya, 2020).

Mandalika Spacial Economic Zone

The Special Economic Zone (SEZ) is an effort to enhance the economy of a region, serving as a catalyst for driving regional development in West Nusa Tenggara (Suryade et al., 2022). The development of the Special Economic Zone (SEZ) has several main objectives. First, to encourage economic growth through export-import activities, where this area is expected to thrive in a competitive free-market environment. Second, to increase job absorption, as various facilities in the SEZ will require a substantial workforce. Third, to develop human resources (HR), as the SEZ provides new opportunities for HR development through diverse experiences and work patterns, which will enhance productivity. To face challenges and respond to rapid development, the community needs to prepare itself by improving knowledge and awareness of the impacts of this development (Masrun et al., 2022). Tourism development strategies in rural areas must consider existing facilities and

infrastructure, as well as the implementation of the Seven Wonders (Sapta Pesona). Tourism facilities can be classified into three distinct categories: main Primary tourism facilities, supporting tourism infrastructure, and complementary tourism services. Infrastructure is also categorized into two parts: economic infrastructure and social infrastructure. The implementation of the Seven Wonders at tourist sites is crucial as it consists of seven elements that create a positive image of a destination: Safe, Orderly, Clean, Cool, Beautiful, Friendly, and Memorable. These elements not only meet the basic needs of tourists but also serve as indicators for improving tourism quality. The implementation of the Seven Wonders is at the core of efforts to raise public awareness of the importance of tourism. This is a primary requirement in tourism development and the enhancement of the economy (Suryani, 2017).

III. METHODS

The research methodology in a study discusses the theoretical concepts of various methods, including their advantages and disadvantages, which are tailored to the scientific work and the technical aspects of the methods used (Muhajir, 2017). This study adopts a quantitative approach. The research sample consists of 155 respondents, and the survey was conducted among the general public and students who have passed through the Lombok-Mandalika airport bypass and are familiar with the bypass road. Respondents were selected using purposive sampling methods (Karimuddin Abdullah et al., 2022). The next step is to develop a questionnaire, which is constructed based on relevant theories such as the impact of the strengths, weaknesses, opportunities, and threats of the Lombok-Mandalika International Airport bypass road on the economy of the surrounding Mandalika area. Once the relevant indicators or dimensions are identified, an instrument grid is created and then transformed into statements in the research questionnaire. Each statement is answered using a Likert scale with five options: Strongly Disagree (SD), Disagree (D), Neutral (N), Agree (A), and Strongly Agree (SA). This constructed questionnaire is then uploaded to Google Forms and distributed via WhatsApp. This analysis also aims to examine the impact of the SWOT variables of the Lombok-Mandalika airport bypass development on the economy of the surrounding Mandalika area. Data analysis is conducted using SEM PLS 3.0. The testing includes instrument validity and reliability tests of the research questionnaire. The validity test aims to measure whether the questionnaire is valid. A questionnaire is considered valid if the loading factor value of the variables is greater than 0.7 (sig > 0.7). Meanwhile, the reliability test is used to determine whether the questionnaire is reliable or not (Yanti et al., 2022).

RESEARCH LOCATION



IV. RESULT AND DISCUSSION

Respondents are a summary of the objects of the respondents in the study. Regarding the identity of the research, respondents are categorized into different groups based on gender, education, address, and occupation.





This study conducted a survey of the general public and students who have passed through and are familiar with the Lombok-Mandalika International Airport bypass road, including 148 respondents from Lombok Regency, 2 respondents from Sumbawa Regency, 1 respondent from West Sumbawa Regency, 1 respondent from Dompu Regency, and finally, 3 respondents from other areas.





"The respondents in this study are predominantly male, comprising 90 (58.1%) respondents, while female respondents total 65 (41.9%).



Figure 3. Respondent Education

The education level of respondents in this study is dominated by the bachelor's degree (S1) level, comprising 102 or 65.80% of respondents, followed by master's degree (S2) and others, accounting for 29 or 18.70% of respondents, high school/vocational school (SMA/SMK/MA) with 22 or 14.20% of respondents, and finally, junior high school (SMP/MTS) with 2 or 1.30% of respondents.



Figure 4. Respondent Age

Based on age, the respondents in this study are divided into four groups: first, respondents aged 15-20 years make up 29%; second, respondents aged 21-25 years account for 41.9%; third, respondents aged 26-30 years represent 11%; and finally, respondents over 30 years old constitute 18.1%.



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Figure 5. Respondents' Occupations

The occupations are dominated by students, accounting for 126 or 85% of the respondents, followed by private sector employees with 13 or 5% of respondents, teachers with 5 or 3%, security guards with 5 or 3%, entrepreneurs with 3 or 2%, and lastly construction workers & farmers with 3 or 2% of the respondents.



The PLS Algorithm Model depicted in Figure 6 illustrates the preliminary SEM-PLS model derived from the formulated research hypotheses. However, certain indicators from the SWOT variables were removed, including the indicators from the weaknesses variable, namely b2 and b3, and the indicator from the threats variable, namely d4. This is because the removed indicators had values below the minimum threshold set by SEM-PLS, which is 0.7 (Marliana, 2020). Therefore, the final PLS Algorithm Model in this study is considered appropriate for subsequent calculations, as illustrated in Figure 7. This is because the path scores of the indicators for the variables comply with the PLS requirements.



Figure 7. Model II PLS-Algorithm

Figure 7 presents the processed SEM-PLS model with the same number of variables as in the previous figure, but with certain indicators removed that did not meet the criteria. These include the indicators from the weaknesses variable, namely b2 and b3, and the indicator from the threats variable, namely d4.

Validity and Reliability

In the data analysis process using SEM-PLS, there are two types of analysis: measurement modeling and structural modeling. Measurement modeling includes convergent validity and discriminant validity. Table 2 shows the results of convergent validity, such as factor loadings, Cronbach's alpha, composite reliability, and average variance extracted (AVE). The factor loading values of all items exceed the expected value of 0.7 (Mirwan Arif Irfani et al., 2023), Cronbach's alpha exceeds 0.7 (Ariwibowo & Endaryono, 2021), but one variable from "Weakness" did not meet the criteria because its Cronbach's alpha was 0.488, below

0.7. Composite reliability exceeds 0.7 (Musyaffi et al., 2022), and finally, all AVE values exceed 0.5 (Artha & ., 2023). Thus, the measurement model in this study is supported in achieving convergent validity

Predictor	item	Outer Loading> 0.7	Cronbach's Alpha	Composite Reliability	AVE
					>0.5
	xa1	0.726			
Streangths (X1)	xa2	0.856	0.795	0.867	0.620
	xa3	0.767	-		
	xa4	0.794	-		
Weaknesses (X2)	$\frac{xb1}{xb4} = \frac{0.867}{0.751} = \frac{0.488}{0.793} = 0.793$	0.793	0.658		
	xc1	0.755			
Opportunities (X3)	xc2	0.826	0.832	0.889	0.667
	xc3	0.797	-		
	xc4 0.885	0.885	-		
	xd1	0.832			
Threats (X4)	xd2	0.915	0.856	0.912	0.775
	xd3	0.892	-		
Variabel Y	y1	1.000	1.000	1.000	1.000

Table 1: Construct Validity and Internal consistency

Source: SEM-PLS 3.0.

The square root of the AVE for each variable is considerably greater than its correlation with the other variables, thus ensuring discriminant validity (Sumitra Danisworo et al., 2021). The model testing results using the Fornell-Larcker criteria show that all the values in Table 2 are acceptable.

Table 2: Discriminant Validity (Fornell-Larcker Criterion)

Predictor	opportunities	Streangths	Threats (X4)	Weakness	Y
	(X3)	(X1)	(X2)		
Opportunities (X3)	0.817	-			
Streangths (X1)	0.649	0.787	-		
Threats (X4)	0.281	0.267	0.881	-	
Weakness (X2)	0.423	0.412	0.394	0.811	-
Y	0.729	0.512	0.176	0.352	1.000

Source: SEM-PLS 3.0.

The item values in the cross-loading are loaded into the construct. As shown in Table 4, all accessibility items included in their respective constructs have sufficient cross-loading values for each construct. Thus, discriminant validity using cross-loading is supported by the research (Ariwibowo & Endaryono, 2021).

abel 3: Dis	ibel 3: Discriminant Validity (cross-Loading)								
	Item	Streangts	Weakness	Opportunities	Threats	Y			
		(X1)	(X2)	(X3)	(X4)				
	al	0.726	0.310	0.443	0.332	0.395			
	a2	0.856	0.378	0.503	0.253	0.408			
	a3	0.767	0.396	0.420	0.158	0.318			
	a4	0.794	0.241	0.638	0.105	0.464			

Tabel 3: Discriminant Validity (cross-Loading)

b1	0.322	0.867	0.323	0.282	0.322
b4	0.356	0.751	0.376	0.375	0.243
c1	0.488	0.258	0.755	0.146	0.583
c2	0.563	0.295	0.836	0.289	0.572
c3	0.516	0.390	0.797	0.187	0.603
c4	0.551	0.431	0.885	0.294	0.619
d1	0.244	0.394	0.226	0.832	0.122
d2	0.230	0.355	0.254	0.915	0.167
d3	0.236	0.309	0.259	0.892	0.168
y1	0.512	0.352	0.729	0.176	1.000

Source: SEM-PLS 3.0.

The R Square test results presented in Table 4 indicate a value of 0.537 for subjective norms, suggesting that 52.5% of the variation in changes to the dependent construct can be accounted for by the independent construct, while the remaining 47.5% is affected by other variables not included in the model (Uswatun Chasanah & Muhammad Mathori, 2021).

Tabel 4: R Square

Variable	R Square	R square Adjusted	
Y	0.537	0.525	

Source: SEM-PLS 3.0.

In Table 5, to determine whether a to determine if the hypothesis is accepted, we can look at the T-statistic value. If the Tstatistic exceeds 1.96, the hypothesis is accepted; if it is below 1.96, the hypothesis is rejected. The direction of the effect is determined by the original sample value: if the value is negative, the effect is negative, If the effect is positive, it indicates a positive impact. Furthermore, the significance of this effect is evaluated using the p-value. If the p-value is less than 0.05, the effect is considered significant; if it is greater than 0.05, the effect is deemed not significant (Muhammad Rais et al., 2022). The following are the results of the hypothesis testing in this study.

Predictor	originial sample	T- values	P- Values	Decision	
Streangts -> Y	0.062	0.862	0.389	UNSUPPORTED	
Weaknesses -> Y	0.062	0.940	0.348	UNSUPPORTED	
Opportunities -> Y	0.678	8.942	0.000	SUPPORTED	
Threats -> Y	-0.055	0.955	0.340	UNSUPPORTED	

Tabel 5: hasil uji hipotesis

Source: SEM-PLS 3.0.

V. DISCUSSION

Based on Table 5 regarding the hypothesis testing results, the following is an explanation of each SWOT variable (Strengths, Weaknesses, Opportunities, and Threats) in relation to variable Y:

- Strengths in relation to Y show a very small positive impact, with an initial sample value of 0.062. However, the value of the T-statistic of 0.862, which is below the 1.96 threshold, suggests that this effect is "not significant." Moreover, the P-value of 0.389, which exceeds 0.05, further reinforces that the effect is not significant. Therefore, "this hypothesis is not supported". Meanwhile,
- 2. Weaknesses in relation to Y also show a very small positive effect, with an initial sample value of 0.062. However, the value of the T-statistic ue of 0.940 and the P-value of 0.348 indicate that this effect is "not significant." Therefore, "this hypothesis is not supported".
- 3. **Opportunities** in relation to Y show a significant and strong effect, with an initial sample value of 0.678. The T-statistic value of 8.942, which far exceeds the threshold of 1.96, and the P-value of 0.000, which is well below 0.05,

- indicate that this effect is highly significant. Thus, this hypothesis is strongly supported, meaning there is a "significant positive opportunity effect on Y" (Cornelius & Primandhana, 2022).
- 4. Threats in relation to Y show a very small effect, with an initial sample value of -0.055. However, the T-statistic value of 0.955 and the P-value of 0.340 indicate that this effect is "not significant." Therefore, "this hypothesis is not supported".

VI. CONCLUSION

This study aims to analyze the impact of the bypass road construction on the economic conditions in the Mandalika area. Using a quantitative approach, this research measures the effects of new infrastructure on the local economy. The methods used include SWOT analysis to identify (internal and external factors) that influence, and the Structural Equation Modeling using Partial Least Squares (SEM-PLS 3.0) model to statistically analyze the relationships between variables. This test results show that the strengths of the bypass road construction "have not yet been proven to have a significant positive impact" on the local economy, as indicated by insignificant T-value and P-value (P-value > 0.05). Although the project may offer potential benefits, there is no statistical evidence of a direct impact on the economy. Similarly, the weaknesses of this project "do not have a significant impact" on the Mandalika economy, indicating that challenges in construction have not substantially affected economic conditions. On the other hand, opportunities arising from the bypass road construction, such as improved accessibility and the growth of the tourism and trade sectors, "have been shown to have a significant impact" on economic growth in the region (P-value < 0.05). However, threats like potential environmental damage or negative social changes "have not been proven to significantly affect" the economic development of the area. Overall, the study concludes that the construction of the Lombok International Airport-Mandalika Bypass Road has had a significant economic impact through the opportunities it has generated. Additionally, strengths, weaknesses, and threats must continue to be monitored and managed to avoid becoming long-term barriers to economic growth in the Mandalika area. These findings reaffirm the importance of continuously evaluating and managing other factors that may affect the sustainability and long-term success of this project.

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