

Strategy of Housing and Settlement Area Services in Equality Development of Settlement Road Infrastructure in Batu City

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Abstract

Equitable quality infrastructure development is a driving factor and a challenge that must be implemented by the Department of Housing and Settlement Areas in terms of fulfilling urban or residential infrastructure needs and access to basic infrastructure such as residential environmental infrastructure. The purpose of this study was to analyze the efforts of the Department of Housing and Settlement Areas in equitable distribution of infrastructure development for access roads to settlements in Batu City. The type of research used was descriptive research with a qualitative approach. Data collection techniques through interviews, observation, and documentation. The subjects in this study consisted of the Head of the Infrastructure Section, and the Infrastructure Implementing Staff. The research was conducted at the Department of Housing and Settlement Areas of Batu City. Data analysis techniques used in this study consisted of data collection, data reduction, data presentation, and drawing conclusions. The results showed that the area in Batu City that had been paved was about 40% in Bumiaji District, 50% in Batu District and 70% in Junrejo District. In addition, the inhibiting factors for the development of paving road access infrastructure for settlements are often overlaps in handling development between the City government and the Village government and the role of the community is not yet optimal. Following up on the findings of this study, the equitable distribution of infrastructure development for residential road access should be optimized.

Keywords

Equity; infrastructure; settlement



I. Introduction

Infrastructure is a basic need as the operation of the flow of activities in daily life so that it runs smoothly and optimally, in this case it will also be able to support the economy of the community as subjects who go through or use the infrastructure. (Aunirrouf & Nasihien, 2019). Infrastructure is one of the important economic pillars to be developed in Indonesia. According to a survey on the global competition index in 2016-2017, Indonesia was ranked 60th in the infrastructure pillar (Schwab, 2017).

Infrastructure is the responsibility of the local government which is for the smooth running of public activities as a regional development planning system that is evenly distributed and all can feel the progress. Infrastructure development is directed not only at the expansion and improvement of the quality of roads between villages and sub-districts, but rather at supporting access to superior production to production development centers between regions. (Rasyid et al., 2019). The index system of factors influencing development and development in China is built from aspects of urban infrastructure development, technical support, humanistic and socio-economic foundations, and government support. (Li, Tao, & Zuo, 2021).

Development is a systematic and continuous effort made to realize something that is aspired. Development is a change towards improvement. Changes towards improvement require the mobilization of all human resources and reason to realize what is aspired. In addition, development is also very dependent on the availability of natural resource wealth. The availability of natural resources is one of the keys to economic growth in an area. (Shah, M. et al. 2020)

Currently, there are several growing problems for sustainable urban growth, and typical policy strategies to address them are inadequate. In recent years, several governments have initiated various smart cities and smart infrastructure programs aimed at improving people's quality of life and helping city managers improve activities and management of public infrastructure. (Yang, Wen, Aziz, & Luhach, 2021). Meanwhile, settlement infrastructure is aimed at realizing housing and community economic activities in a safe, comfortable, productive and sustainable manner (Pamekas, 2018). Infrastructure is also defined as all elements of an interconnected system that provides goods and services essential for creating, maintaining or improving people's living conditions (Silva and Wheelver in Setiawan, 2018).

The government as a public administrator in carrying out its services through The Department of Housing and Settlement Areas as a government agency that provides services to the community and supports the development of the City which provides a major role in housing and settlement affairs. It corresponds to Mayor of Batu Regulation Number 116 of 2020 concerning Position, Organizational Structure, Description of Duties and Functions as well as working procedures for the Department of Housing and Settlement Areas of Batu City (DPKP, 2021). The rapid development of Batu City as an effort to realize the Mayor of Batu's vision to make Batu City a city that prioritizes international tourism has direct implications for the needs of the community for public facilities and/or tourists as well as residential facilities and infrastructure as the basic needs of the community that support the realization of this vision. (DPKPP, 2017).

According to the Law of the Republic of Indonesia Number 1 of 2011 concerning Housing and Settlement Areas, it is explained that the construction of housing and settlement areas depends on the community, which must fulfill the rights and opportunities to participate in urban or rural areas. (Suwarja, 2019). The Department of Housing and Settlement Areas of Batu City can respond positively and consider a challenge that must be taken seriously in the post-Regional Autonomy by providing better services and welfare to the community by prioritizing aspects of democracy, justice and equity and certainty.

Implementation in the main programs as the parent of the planned program, namely the settlement development program, this program is directed at realizing equitable distribution of infrastructure development, thus it is hoped that the Batu City Government's programs and activities can reflect the aspirations of the community. The expansion of the reach and quality of this rural-based infrastructure is directed at the expansion and improvement of the quality of residential roads and efforts to support farmers' access to fields or rice fields which are access to earn a livelihood and access to send crops.

Equitable quality infrastructure development is a driving factor and challenge that must be implemented by the Department of Housing and Settlement Areas in terms of fulfilling urban or residential infrastructure needs and access to basic infrastructure such as residential environment infrastructure. (DPKPP, 2017). Improving infrastructure is a priority for the Batu City Government in 2021, one of which is to complete the paving program which spreads in three sub-districts, receiving a budget of Rp. 5 billion from the Regional Revenue and Expenditure Budget (APBD). (Yani, 2021). Cultivation of paving through the Department of Housing and Settlement Areas (DPKP) of Batu City is carried

out based on proposals from deliberation on development plans at the village/kelurahan, sub-district, to city levels and also through the council's recess program or pokir. This is done to optimize urban infrastructure, especially the environment in settlements so as to be able to create and organize a comfortable environmental area.

The development of settlements is carried out to achieve a predetermined goal, both long term and short term. This is where the strategic role of the Department of Housing and Settlement Areas plays a role in realizing equitable distribution of infrastructure development in accordance with the vision and mission of the regional head through determining programs or policies based on regional potential, problems and strategic issues. The implementation of this settlement development program requires community participation or community participation starting from the planning, implementation, to monitoring process. This community participation is a benchmark for the success of a development that can be directly enjoyed by the community, because participation is a spirit in development based on mutual cooperation and deliberation for consensus.(Sabta & Setyawan, 2018).An innovative, evidence-based concept that integrates social practices from participatory design, representing a bottom-up model into infrastructure procurement in the community as construction of electrification, drainage, and roads(Gbadegehin, Ojekalu, Gbadegehin, & Komolafe, 2020).

The hope of the community is the availability of decent and good road network settlement infrastructure. With the passage of time and progress in this era, it is undeniable that life in the community is also increasing, in terms of household needs, access to mobilization in activities, the feasibility of living in the environment including the development of infrastructure in the community.(Aunirrouf & Nasihien, 2019).The principle of equity in socio-economic aspects in the concept of sustainable development implies that there is a need for equitable distribution of development and public services, or in other words sustainable urban development with all its attributes must serve all levels of society.(Elvida Yosef Suryandari, 2018). Highest quality in urban development in terms of buildings, roads, sidewalks, walkways, parking lots and open spaces(Zhou et al., 2021).

Various analyzes of settlement development have actually been carried out in various areas, such as Surakarta City (Saputro, 2016), Malang city (Wijaya, 2016), Wajo (Rasyid et al., 2019), Tarakan City (Julianto & Jumario, 2017) and many other studies, but in this analysis all of them are focused more on improving the infrastructure of slums. In line with this information, research examining the development of settlements through activities for equitable distribution of infrastructure development, especially paving, has never been carried out. This kind of research needs to be done because it can provide information on how the settlement development program, especially paving, can run optimally. In addition, the findings obtained can be used as the basis for research on settlement development in terms of equitable distribution of road infrastructure development. The results can also be used as a reference for the relevant government regarding settlement development.

II. Research Methods

The type of research used is descriptive research with a qualitative approach. The qualitative method uses a source approach (Institutional Research) and this study describes and describes phenomena and events that exist in the field regarding Strategy of the Department of Housing and Settlements in Equitable Development of Road Infrastructure for Settlement in Batu City.

III. Results and Discussion

The 2021 Batu City Housing and Settlement Service Work Plan (Renja) was prepared based on the Batu City Land and Settlement Agency's Strategic Plan (Renstra) for 2017-2022, and refers to the Batu City 2021 Regional Government Work Plan (RKPD). The implementation of the Batu City RKPD Musrenbang is carried out in the fourth week of March, the implementation time is also in accordance with the Minister of Home Affairs Regulation Number 86 of 2017, namely the implementation of the Regency/City level RKPD Musrenbang carried out no later than the 4th (fourth) week of March. The results of the musrenbang are formulated in the minutes of agreement and signed by elements representing stakeholders regarding the Procedures for Planning, Controlling and Evaluation of Regional Development Article 94 Paragraph (4) explains that, (Ra'is, Setyawan, & Dimus, 2020). Performance indicators of the Housing, Settlement and Land Offices that refer to and support the achievement of the goals and targets of the 2017-2022 RPJMD in Mission 4 - Improving quality infrastructure development and regional connectivity for equitable and sustainable development, which are described in more detail in Table 1 below.

Table 1. Performance Indicators of the Department of Housing and Settlement Areas Referring to the Goals and Targets of the RPJMD

No	Indicator	Performance Conditions at the Beginning of the RPJMD Period	Target Achievement Every Year Indicator					Performance Conditions at the End of the RPJMD Period
		2017	2018	2019	2020	2021	2022	
1	Residential Infrastructure Quality Index	69	76	79	82	86	89	89
2	Scope of Availability of Liveable Houses	99.08	99.11	99.12	99.13	99.14	99.15	99.15
3	Percentage of population with access to clean water/drinking water	82.00	84.49	86.98	89.47	91.96	94.45	94.45
4	Percentage of Sanitary Residential Houses	85.16	86.96	90.16	93.33	96.51	99.65	99.65
5	Percentage of Residential Roads in Good Condition	60.00	80.00	85.00	90.00	95.00	100.00	100.00
6	Percentage of	80.00	84.00	86.00	88.00	90.00	90.00	90.00

	State Buildings that comply with Technical Requirements							
7	Percentage of Land Certification Facilities	0.00	100.00	100.00	100.00	100.00	100.00	100.00
8	Percentage of Cemetery with Decent Infrastructure	0.00	10.00	20.00	30.00	40.00	50.00	50.00

Source: Department of Housing, Settlement Areas and Land, 2017

Based on Table 1. above, it can be seen that The percentage of Settlement Environmental Roads in Good Condition at the beginning of the RPJMD period in 2017 was 60% and the achievement target at the end of the RPJMD or in 2022 was 100% so that the equitable distribution of Settlement Environmental Roads in good condition could be achieved.

The Strategic Plan is prepared based on the Regional Medium-Term Development Plan. In determining the benchmarks and performance indicators of the Department of Housing and Settlement Areas after referring to the Main Performance Indicators in the RPJMD as indicators that must be achieved by regional heads, this indicator is used as the goal of the Head of Regional Apparatus (Head of Service) as an Indicator of Objectives in the Housing and Settlement Areas sector. which is then described as an indicator of Program and Activity Indicators of one of the programs implemented by the Department of Housing and Settlements in Batu City in 2021, namely, the settlement development program for which more complete data is presented in Table 2.

Table 2. Performance Indicators of the Settlement Development Program

Description	Regional Government Affairs/Sectors and Programs/Activities	Program Performance Indicators (Outcomes)/ Activities (Outputs)	
	Program	Settlement Development Program	coverage of the availability of housing
Activity	Implementation of Infrastructure in Settlements in Strategic Areas of Regency/City Areas	construction of public facilities	
Sub Activities	Residential Area Infrastructure Development and Development in Regency/City Strategic Areas	construction of public facilities	

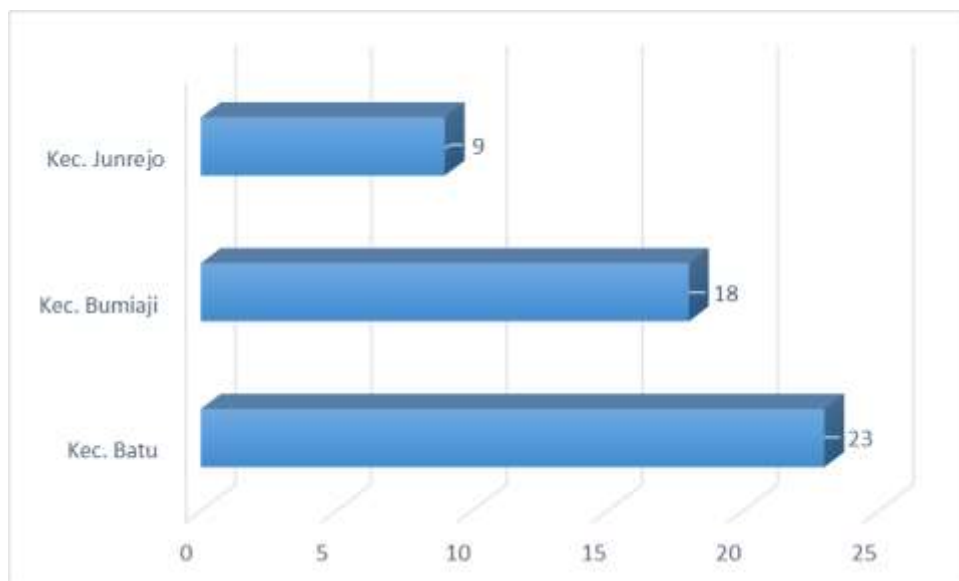
Source: Department of Housing and Settlement Areas, 2021

In the development and infrastructure development activities of residential areas in strategic areas of the Regency/City Areas, they carry out basic service work such as clean water networks and minimal road access.(Wihadanto, Barus, Achsani, & Bratakusumah, 2017). The construction of road access in Batu City is focused on paving activities carried out based on proposals from deliberation on development plans at the village/kelurahan, sub-district, and city levels. This is done to optimize urban infrastructure, especially the

environment in settlements. In addition, paving is also carried out based on proposals from the thought or council recess program. The recess period includes the selection of strategic places, selection of target groups, time of activities and completeness of activity facilities(Hidayatullah & Personal, 2016). The venue for recess activities does not have to be formal and can be held anywhere. DPRD members can summon constituents to their homes and directly accommodate the aspirations of the people.

Based on the results of an interview with the Head of the Infrastructure Section for Creation,(Firmansyah, 2021)The target of the Department of Housing and Settlement Areas of Batu City is to make all proposals for the construction of paving access roads from the Pikir or council recess program realized, but in reality most regions carry out budget-based performance, even though ideally the budget should be based on performance because it must adjust the existing budget allocation. So that all proposals for the construction of paving access roads must be sorted out to the Department of Housing and Settlement Areas. In 2021, the proposal for regular paving planning carried out at the beginning of the year is 11 work locations and the proposed PAK paving plan at the end of the year is 58 work locations. However, the number of proposals for this plan may change, increase or decrease due to the verification and sorting process.

Improving infrastructure is indeed a priority for the Batu City Government in 2021, one of which is completing the pavingization program of 50 locations spread across three sub-districts. More complete data is presented in Graph 1. Paving cultivation through the leading sector of the Housing and Settlement Area Service (DPKP) Batu City so as to be able to create and organize a good environmental area.

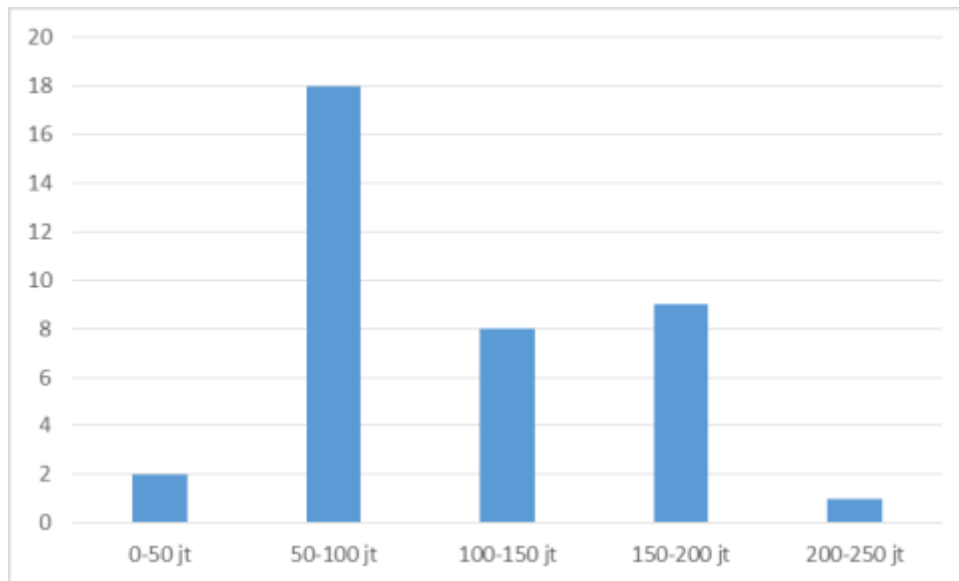


Source: Processed by the Author, 2021

Figure 1. Paving Road Construction per TA District. 2021

Paving installation is more environmentally friendly than asphalt. This is because paving is more suitable for use in areas with unstable soil contours. Paving is resistant to changes in the soil surface. In addition, paving absorbs rainwater more quickly to the ground and is also easy to repair. If you look at the General Procurement Plan Information System, the Batu City Government has prepared a total budget of around Rp. 5 billion more for the paving.(Yani, 2021). Then, all existing construction activities use sources of funds originating from the regional budget (APBD). All are evenly distributed, in Batu

District, Junrejo District, and Bumiaji District. On average, each paving construction work is a direct procurement because each point costs under Rp 200 million. And, only one point did the tender. Then, the paving installation will be carried out as soon as possible in 2021.



Source: Processed by the Author, 2021

Figure 2. Contract Value for Paving Stone Township TA. 2021

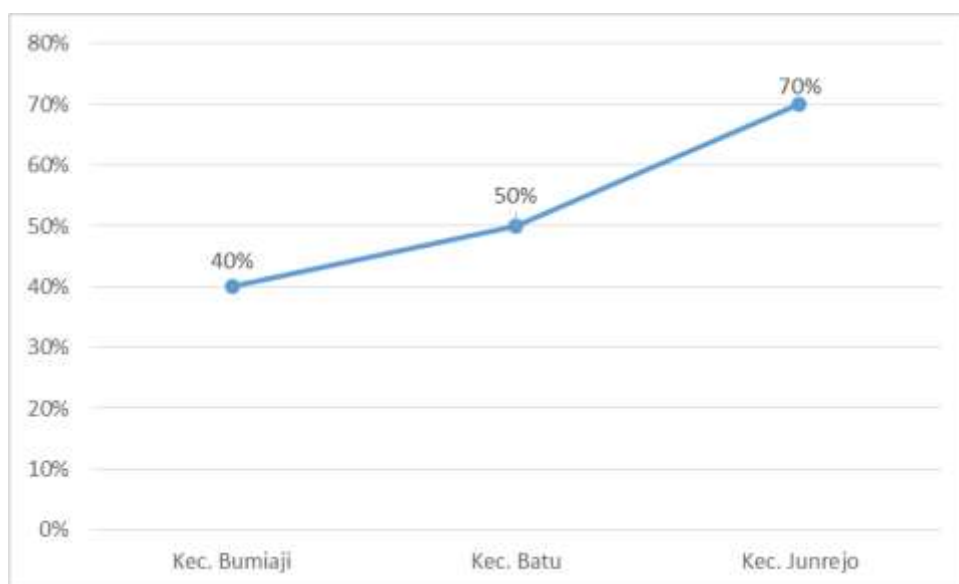
Based on graph 2. The lowest budget for paving construction is IDR 49 million allocated in RT 04/RW 02 Jalan Bukit Pinus, Songgoriti, Songgokerto Village. Then, for the paving area with the highest budget in RT 01/RW 08, Dusun Dresel, Oro-Oro Ombo Village, which absorbs funds of around Rp. 239 million. This is because the budget is also for the construction of the fence for the public cemetery and the physical work will be carried out in a previous tender. The disbursement of funds for paving road construction is carried out per term, namely in term I by 95% and termin II by 5%. And also pays taxpayers for partners, namely domestic VAT Collected by the Regional Budget Treasurer by 10% and for the Housing and Settlement Areas Service, the taxpayer pays PPh Article 4 paragraph 2 of 4% on the Final PPh of Construction Services.

The following income may be subject to PPh Article 4 paragraph (2) which is final: income in the form of interest on deposits and other savings, interest on bonds and state debt securities, and interest on deposits paid by cooperatives to individual cooperative members; income in the form of lottery prizes; income from share and other securities transactions, derivative transactions traded on the exchange, and share sale transactions or transfer of capital participation in partner companies received by venture capital companies; income from property transfer transactions in the form of land and/or buildings, construction service businesses, real estate businesses, and land and/or building rentals; and other certain income regulated by or based on a Government Regulation. These incomes are tax objects. Based on the following considerations: the need for encouragement in the framework of the development of public investment and savings; simplicity in tax collection; - reduced administrative burden for both taxpayers and the Directorate General of Taxes; equity in the imposition of taxes; and- taking into account economic and monetary developments, it is necessary to give separate treatment to these incomes in the imposition of taxes. Separate treatment in the imposition of taxes on these

types of income, including the nature, amount, and procedures for the implementation of payments, withholding, or collection is regulated by a Government Regulation.(djp, 2021).

Based on the results of the interview (Firmansyah, 2021) Funds for the construction of Batu City paving roads in 2021 are sourced from the central DBH and the provincial DBH. Revenue Sharing Funds (DBH) are funds sourced from APBN revenues allocated to regions based on certain percentage figures to fund regional needs in the context of implementing decentralization. The purpose of DBH is to improve the vertical balance between the center and the regions by taking into account the potential of producing regions. The distribution of DBH is carried out based on the by origin principle. DBH distribution is based on the principle of Based on Actual Revenue. This means that the distribution of DBH is based on the realization of revenues for the current fiscal year (Article 23 of Law 33/2004). The types of DBH include Tax DBH and Natural Resources DBH. Tax DBH includes Land and Building Tax, Income Tax and Excise on Tobacco Products. Meanwhile, the Natural Resources DBH includes Forestry, Mineral and Coal, Oil and Gas, Geothermal Business and Fisheries. DBH PBB and PPh are divided among producing regions in accordance with the portion stipulated in Law no. 33/2004. DBH CHT and DBH SDA are divided equally with the producing region getting a larger portion, and other regions (within the province concerned) getting an equal share with a certain portion as stipulated in the Law.(Djpk, 2017).

Based on Law no. 33 of 2004 concerning the Financial Balance between the Central Government and Regional Governments, the fiscal transfer policy aims to increase the financial capacity of the regions in the APBD, especially regional revenues, in order to implement regional autonomy or decentralization policies. In accordance with the concept of 'money follow functions', decentralization policies require funding sources for each region, especially district/city. The implementation of regional government functions in the context of autonomy will be carried out by optimal if followed by the provision of sufficient income. Local governments will have the flexibility to respond to people's aspirations and accommodate regional development priorities so as to accelerate the improvement of welfare, public services, and economic growth.(Harefa, 2018).



Source: Processed by the Author, 2021

Figure 3. Data on Paving Road Construction in Batu City per District in 2021

Based on graph 3. Shows that the area in Batu City that has been paved is around 40% in Bumiaji District, 50% in Batu District and 70% in Junrejo District. Based on the results of interviews with the Infrastructure Implementing Staff (Kholis, 2021) explained that even though paving is more suitable for use in areas that have unstable soil contours, but some areas in Batu City cannot be paved because of the contours of the land. Challenging contours in the construction of residential roads that adapt to soil conditions. Contour and soil improvements should be carried out as little as possible and major leveling should be avoided. In fact, the condition of the contoured soil poses a challenge to produce a design that is not the same as the design on land with unstable contours (Tombeq, Sangkertadi, & Rondonuwu, 2019). The Batu City Government chose to install paving because it is more environmentally friendly than asphalt. Paving is also resistant to changes in soil surface and absorbs rainwater more quickly to the ground and is easy to repair.

Based on the results of the interview (Kholis, 2021) The construction of Paving Roads in Batu City in 2021 is carried out by the Housing and Settlement Areas Office in collaboration with a number of partners or CVs who are given 25 days and 30 days to process the work. However, the average time given is 30 days from the time the contract was started or the issuance of a Work Start Order (SPMK) and only 2 (two) paving construction works were given 25 days, namely, RT paving road construction work. 01 RW. 07 Sidomulyo Village conducted by CV. Wedyakarya, namely from 29 November 2021 to 24 December 2021 and the construction of the Dsn. Srebet paving road in Pesangrahan Village carried out by CV. Total Tour is from 29 November 2021 to 24 December 2021.

Infrastructure development is an integral part of national development and the driving wheel of economic growth. Therefore, infrastructure development is believed to be an important basis in the development of an area. The government always gives priority to the development and functioning of infrastructure in order to support economic growth. With the provision of infrastructure, road access can be used properly for pedestrians and means of transportation. Especially for farmers' access, for example from their homes to fields or rice fields, or to send crops. The community really needs attention from the Regional Government and Village Government for the welfare of the community, through infrastructure for convenience in the daily activities of rural communities. One of the availability of good infrastructure has a good impact on community activities.

Then if the infrastructure is bad, it is likely to have a bad impact on the community, for example: roads, the activities of community farmers will be disrupted to bring the harvest, the educational activities of students who are still studying in elementary school to go to school are disrupted and waste a lot of time so that students This is slow and students may be reluctant or lazy to study due to poor road conditions, then activities for motorists can have an impact on being prone to accidents due to bad road conditions, and also impacting the community's economy. (Malo & Firdausi, 2019).

Infrastructure development for residential areas is expected to accommodate the principles of environmental protection and management based on Law no. 32 of 2009 concerning Environmental Protection and Management. And in Law no. 17 of 2007 concerning the National Long-term Development Plan. In order to improve the quality of a good living environment, it is necessary to consistently apply the principles of sustainable development in all fields.

3.1 Inhibiting Factors for the Department of Housing and Settlement Areas in the Development of Infrastructure for the Settlement Areas of Batu City

- a. The overlapping problems of handling development between the city government and the village government

Infrastructure development in residential areas is carried out by the Department of Housing and Settlement Areas through the field of copyright. However, in its implementation the construction of residential paving access roads often overlaps in the handling of development between the City government and the Village government. In the proposal for paving road construction that goes to the Department of Housing and Settlement Areas of Batu City, there is often no coordination because sometimes the proposal has been included in the village development program and has even been carried out such as Paving Construction Jl. Sakura intersection (towards Mayangsari boarding school) RT.07 RW.07 Pesanggrahan Village. So that the road construction program must be canceled by the Department of Housing and Settlement Areas in road construction planning. In this case, the Department of Housing and Settlement Areas must conduct a survey in advance of the proposals for the construction of paving roads that are submitted to the Department of Housing and Settlement Areas of Batu City, both from proposals, as well as from the council's review/recess.

- b. Community participation is not optimal yet

The development of residential area infrastructure aims for the welfare of the community with the hope that the community will live in a decent residential area with adequate infrastructure. However, in infrastructure development, community participation is still not optimal, people are still indifferent to infrastructure development, especially facilities and infrastructure for the settlement environment. The success of an infrastructure development program can be viewed from the collaboration between the community and the government towards a better level of community welfare (Malo & Firdausi, 2019). So, in a development program there is cooperation between the community and the government to realize a development program properly and maximally.

IV. Conclusion

In this study, the efforts made by the Department of Housing and Settlement Areas in equitable distribution of infrastructure development for access roads to settlements in Batu City are to ensure that all proposals for paving road construction can be realized, but in its implementation the work must adjust the budget allocation. The results showed that 40% of the area in Batu City has been paved in Bumiaji District, 50% in Batu District and 70% in Junrejo District. In addition, the inhibiting factors for infrastructure development paving road access for settlements often overlaps in the handling of development between the city government and village government and the role of the community is not yet optimal.

Through the findings obtained in this study, the strategy of the Department of Housing and Settlements in Equitable Infrastructure Development is highly recommended. Equitable distribution of infrastructure development needs to be done in order to facilitate road access for the community so that people feel comfortable because road access is the basic infrastructure for the community to access when going to the fields, school or work. In addition, further research that examines infrastructure development from other aspects, such as drainage networks, sanitation or from a welfare or regulatory perspective. This research will be able to provide information on infrastructure development from various perspectives. In addition, a study that examines the equitable distribution of infrastructure development for residential road access also needs to be carried out so that the community and interested actors know the equitable distribution of residential road access development in Batu City.

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