

Access through road in Pahing Hamlet, Sukadana Village, Kuningan Regency as a means of improving the community's economy

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Abstract

Purpose: This study aims to investigate and examine the effects of improved road access on the economy of residents of Pahing Hamlet, Sukadana Village, and Kuningan Regency.

Research methodology: The research method used was qualitative, involving data collection through field observations, in-depth interviews, and documentation.

Results: The findings indicate that improved access to the through-road in Sukadana Village significantly enhanced the economic condition of the Pahing Hamlet community. Enhanced road access enables farmers and local traders to reach markets and potential customers more easily, thereby improving accessibility and mobility of goods. This positively affects local income, business growth, and community economic empowerment.

Limitations: Although improved road access yields tangible benefits, some limitations of this study should be acknowledged. First, this research is limited to Pahing Hamlet in Sukadana Village; thus, generalizing the results should be approached with caution. Second, the study does not thoroughly examine other factors such as supporting infrastructure and government policies, which also affect community economic improvement.

Contribution: This study contributes to a better understanding of the potential advantages of village economic empowerment in rural development and identifies strategies that can be implemented in other rural areas. It recommends that governments and development organizations prioritize supporting village economic empowerment initiatives and collaborate closely with local communities to overcome the challenges and obstacles to implementation.

Keywords: Access Through Road, Community Economy, Sustainable, Sukadana, Kuningan

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1. Introduction

The Indonesian National Development Planning Agency (Bappenas) initiated a Voluntary National Review (VNR) program with the aim of expediting the realization of Sustainable Development Goals (SDGs) (Surya, 2019). Infrastructure constitutes a fundamental public facility essential for driving a country's economy, playing a crucial role in supporting community economic activities, and facilitating

the efficient distribution of goods ([Dewi, 2022](#)). An effective transportation system can be established using sufficient infrastructure. Among the various infrastructural elements, roads are one of the most frequently used to enhance economic growth in a region ([Iriyena, Naukoko, & Siwu, 2019](#)). Road infrastructure improvement serves as a fundamental facility intended to facilitate the seamless distribution of goods and support human transportation networks. Community well-being can be gauged by assessing the physical condition of an area in relation to the amenities provided by the government ([Sasmito, 2019](#)).

The attributes of rural development possess a multidimensional essence, encompassing all facets of village community life. Funding for infrastructure enhancement can be derived from village fund allocation in the regional budget and village funds in the state budget ([Mamonto, Sumampow, & Undap, 2018](#)). Progress in Information and Communication Technology (ICT) has led to substantial changes in both private and public domains. Specifically, it has been instrumental in propelling the modernization of public services at the community level, with a particular emphasis on village governance ([Astanto et al., 2023](#)).

In Indonesia and other developing nations, the transformation process encounters several hurdles ([Zairina, Wibisono, Ngalian, Indrayani, & Satriawan, 2023](#)). These obstacles include a digital divide arising from insufficient ICT infrastructure, constrained innovation leadership, and deficiency in digital literacy within the local government apparatus ([Faozanudin, Rosyadi, & Sulistiani, 2023](#)).

Market access and infrastructure enhancement are essential to the development of natural resources. Human resources show promise and sociocultural initiatives align with community needs. Consequently, it is imperative to tackle the challenges associated with market access and resource development. The utilization of village funds should be geared towards promoting sustainable exploitation of resources ([Phoek, Bhaumik, Isaac, & Tjilen, 2024](#)).

Constructing habitable rural communities has emerged as a crucial objective in strategies aimed at revitalizing rural areas. Substantial correlations were identified among the five facets of rural livability: infrastructure conditions, village aesthetics, economic factors, social ambiance, and the quality of public services, leading to overall satisfaction. The prominence of public services has surfaced as the most influential factor with discernible mediating effects on these correlations ([Pang, Zhang, & Jiang, 2024](#)).

Specifically, overall satisfaction is influenced by infrastructure conditions and environmental quality, which affect village aesthetics. Simultaneously, the level of public services indirectly shaped overall satisfaction through the mediation of social ambiance. Furthermore, differences exist in the influence of factors affecting rural livability between plains and mountainous regions, with mountainous areas exhibiting a more substantial impact from various factors ([Agustina, Abas, Hajar, & Saefullah, 2023](#)).

[Ladjin et al. \(2021\)](#) indicated that the presence of high-quality infrastructure is positively correlated with effective global value chains, efficient economies, and improved living standards. The absence of reliable transport connections, a stable electricity grid, access to technology networks, information, computers, and a sustainable supply of clean water renders the attainment of social, economic, and political objectives unattainable.

Various measures are imperative for achieving sustainable development through regional infrastructure development. These include: a) prioritizing and equitably distributing infrastructure development to foster economic parity, b) conducting comprehensive feasibility studies for proposed developments to mitigate potential risks and avert "project failure," c) fostering synergy and collaboration across sectors by reinforcing community and local government institutions for resource management, thereby enhancing the institutional capacity of government, local community social institutions, and economic entities in disadvantaged areas; d) formulating fiscal policies by the government linked to the state budget, and e) directing budget allocations to stimulate economic growth through labor-intensive programs aimed at employing more workforce across various labor-intensive activities, including water

resources, roads and bridges, settlement infrastructure, and housing. This initiative is anticipated to generate extensive employment opportunities and contribute to maintaining people's purchasing power ([A Saefullah, Fadli, & Fariha, 2023](#)).

According to [Ng, Law, Jakarni, and Kulanthayan \(2019\)](#), and [Banerjee, Duflo, and Qian \(2020\)](#), road infrastructure has the capacity to bolster the transportation sector, aiding the smooth distribution of goods and services, facilitating human mobility, improving regional accessibility, and contributing to the enhancement of overall quality of life and human well-being. [Radjawane and Lao \(2023\)](#) elaborated on the considerations essential for enhancing the stability of roads in a village, encompassing factors such as land use, environmental impact, energy consumption, internal rate of return, ease of construction implementation (including equipment mobilization), travel time, accessibility, security, and average travel speed.

The enactment of Law No. 6/2016 on villages offers villages the flexibility to formulate plans for meeting fundamental needs, advancing amenities and infrastructure, harnessing local economic potential, utilizing natural resources, addressing environmental concerns, and promoting sustainable village governance ([Darmawan, 2018](#)). Transport facilities and infrastructure are essential, particularly in remote villages. Establishing such facilities in isolated areas demands a significant budget and encounters numerous challenges that need to be addressed ([Aep Saefullah, Gustiawan, & Kuraesin, 2023](#)).

Pahing hamlet, also known as Patapan, is situated in Sukadana village, Ciawigebang Sub-district, Kuningan district, West Java province. It is located in a secluded region on the northern border adjacent to Cirebon district. The distance from the Sukadana Village office center is approximately 10 km, accessible via a road that traverses through the forest and hills. The route is characterized by fragmented and steep terrain and is often prone to landslides during rainfall. Sukadana Village encompasses five hamlets, including Pahing, along with Wage, Manis, Kaliwon, and Puhun. Positioned at an elevation of 247 meters above sea level, Sukadana Village covers an area of 5.75 km² within Ciawigebang Sub-district, Kuningan Regency. The region's natural resources include vegetables, fruits, and various other commodities ([BPS, 2022](#)).

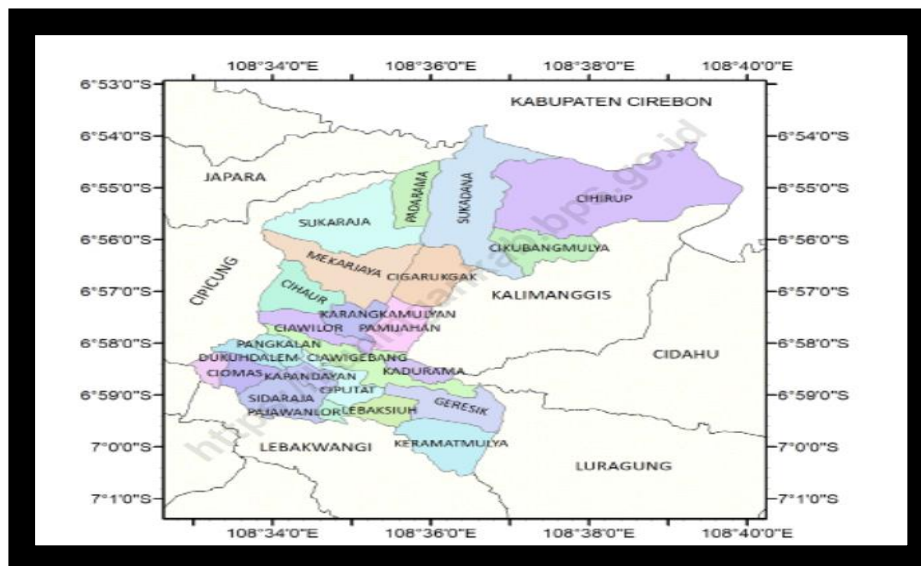


Figure 1. Map of Sukadana Village in Ciawigebang Sub-district Area

The Pahing hamlet has a population of 624 and is distributed across 134 households, encompassing 326 men and 298 women. The primary occupation of most residents is farming. The presence of functional roads is crucial for the well-being of the local community, as road access serves as the primary infrastructure connecting Pahing hamlets to Sukadana Village. The prevailing issue faced by the

residents of the Pahing hamlet is the deteriorating condition of road access, rendering it unsuitable for travel. Local residents urgently require enhancements to road infrastructure to enhance both mobility and the community's economic activities. This study specifically focuses on the Pahing hamlet within Sukadana village, aiming to comprehend the residents' perspectives on road access and its role in bolstering the local economy. The findings of this research are significant, as they provide valuable insights for stakeholders involved in enhancing village infrastructure.

Prior research on road access, such as the study conducted by [Ahmadsyah, Caisarina, and Meilianda \(2024\)](#), has explored community perceptions of various amenities, such as roads, drainage, wastewater systems, solid waste management, drinking water supply, street lighting, health facilities, education facilities, and trade establishments.

An examination by [Marzuki, Sidabutar, Hardiyanti, and Hayati \(2024\)](#) of infrastructure networks, including electricity, clean water, and communal wastewater, indicates their overall significance in fostering community involvement and contributing to area development.

[Umiyati, Zulgani, and Prasetyo \(2023\)](#) identified four crucial areas for the empowerment of BUMDes: institutional strengthening, enhancing human resource quality, improving infrastructure, and securing capital. [Muliawan \(2023\)](#) highlighted the development of roads as a catalyst for the growth of the agricultural and marine sectors in villages, leading to increased community income and facilitating the distribution of agricultural products, particularly for farmers.

Examining various factors, [Hutapia, Izharudin, and Benardin \(2023\)](#) asserted that village funds, road infrastructure, electricity accessibility, and mobile phone ownership collectively contribute to reducing income inequality between villages. [Padilah, Fayuni, and Nurviyanti \(2023\)](#) underscored the role of community empowerment in political participation, emphasizing direct involvement through village meetings, participation through representative mechanisms, and collective action and advocacy. These participatory measures played a vital role in reinforcing village autonomy in managing natural, social, and economic resources.

[Mastuti, Chalik, Kurniawan, and Natasha \(2021\)](#) noted that the execution of road construction projects entails the active involvement of the community as labor, utilizing local resources. Road construction positively influenced social conditions within the community. [Azhar and Anwar \(2020\)](#) found that expanding and upgrading roads can enhance the safety and comfort of travel on the Cipasung-Cimenga road section in Kuningan Regency. This improvement aims to boost human and goods transportation; support the broader economy, tourism, and education; and enhance transportation infrastructure services for the road user community. Additionally, [Nss, Suryawardana, and Triyani \(2015\)](#) identify the positive and substantial effects of road infrastructure on economic and social benefits.

A review of previous research reveals several studies emphasizing the significance of infrastructure, particularly road access, in village development and the enhancement of community economics. Nonetheless, a noticeable gap exists, which forms the basis of the urgency of the current study. This study addresses this gap by focusing on road access in Pahing Hamlet, Sukadana Village, aiming to stimulate and enhance the self-sufficiency of the local economic sector. The study is crucial in providing a more profound and pertinent understanding of how road access impacts the economic advancement of the community in Dusun Pahing and in presenting more precise and effective policy recommendations.

2. Literature review

2.1 Road

A road is a transportation infrastructure that encompasses all elements of the roadway, including supporting structures and equipment designed for traffic, whether situated on the ground, above the ground, beneath the ground or water surface, or above the water surface, excluding railways, lorry roads, and cable roads ([Muliawan, 2023](#)). Roads play a pivotal role, particularly in achieving balanced inter-

regional development, ensuring an equitable distribution of developmental outcomes, and enhancing national defense and security within the context of national development realization.

As outlined in Government Regulation No. 34/2006 on Roads, the conceptual and comprehensive implementation of roads necessitates viewing them as an integrated road network system that binds and connects activity centers. This system distinguishes between primary and secondary road network systems by grouping roads based on their function, status, and class. This categorization enables the government to manage roads of national significance, whereas local governments organize roads within their jurisdictions, adhering to the principles of regional autonomy ([Adminpu, n.d.](#)).

According to [Sudarsana, Nandiasa, and Artamana \(2016\)](#), roads constitute land transportation infrastructure encompassing all road components, supplementary structures, and traffic-related equipment located on the ground surface, above the ground surface, beneath the ground surface, or in water. This definition excludes railways, lorry roads, and cable roads (Law No.38 2004). Roads are further classified into various types: (a) public roads intended for general traffic use; (b) special roads constructed by agencies, businesses, individuals, or community groups for specific purposes; and (c) toll roads, which are public roads within the road network system, designated as national roads with users required to pay tolls.

The *Road Infrastructure Manual (Rural Roads, 2017)* defines roads as a tangible infrastructure intended and built to ease the transportation of individuals, vehicles, and commodities between different locations. Generally, roads include a surface layered with materials such as asphalt, concrete, or gravel and incorporate diverse elements such as road markings, traffic signs, pavements, and pedestrian crossings.

2.2 Community's Economy

The term "economy" or "economic," as frequently discussed in economic literature, is derived from the Greek words 'Oikos' Oikos' Nomos' which translate to 'household' and 'rules' respectively. Essentially, economics is defined as anything related to household life management. Over time, the concept of a household has expanded beyond the traditional family units of husbands, wives, and children to encompass broader entities, such as the household of a nation, state, and the global community ([Putong, 2013](#)).

Economics is a discipline dedicated to overseeing the utilization of material resources by individuals, communities, and nations with the goal of enhancing the well-being of human existence. As the science of human behavior and actions, economics addresses the dynamic and diverse needs of life by navigating available resources through the choices made in production, consumption, and distribution activities ([Aep Saefullah, Fadli, Agustina, & Abas, 2023](#)).

A communal economy refers to a collective of human societies with established lifestyles, norms, and customs within their surroundings. This revolves around self-sufficient and productive businesses that emphasize effective management practices. The community economy encompasses various aspects of economic activities within a group setting, including the production, distribution, and utilization of goods and wealth. It incorporates domains such as finance, industry, trade, agriculture, plantations, livestock, fisheries, mining, and services ([Kustina et al., 2022](#)).

The community economy, also recognized as the social economy or communal economy, denotes an economic framework centered around individuals with active involvement from community members in economic decision-making processes. Within a community economy, local residents participate in the administration of their economic assets, including agricultural land, production tools, or natural resources, with the aim of fulfilling their needs and preferences ([Diah et al., 2022](#)).

Collaborative economic choices involve active involvement of community members in decisions related to production, distribution, consumption, and resource allocation. The primary objective of

community economics is to enhance the overall well-being of society and prioritize collective benefits over individual economic gains. This approach underscores the significance of social values, ethics, and justice in the decision-making process, emphasizing fostering sustainable community development, recognizing the interconnectedness of economic, social, and environmental factors, and their mutual influence ([Defourny & Nyssens, 2010](#)).

3. Methodology

The research adopts a descriptive qualitative approach, characterized by procedures for approaching relevant problems, used to achieve targets and objectives, scope, and stages of research activities. In addition, to obtain research instruments, the flow will be carried out ([Sugiyono, 2020](#)).

The researcher aimed to understand the influence of road accessibility on improving the economy of the residents of the Pahing hamlet of Sukadan Village. The research was conducted over six months from September 2022 to January 2023. The respondents comprised 50 heads of family from local residents. Data collection techniques included a literature review, observations, and interviews. Observations were conducted with residents present at the location where the researcher visited. The data were analyzed to obtain accurate information ([Abdussamad & Sik, 2021](#)).

The steps used in this study were as follows:

1. Literature Study

The literature review involved sources from internationally (Scopus) and nationally (Sinta) accredited books, articles, and sites related to the research theme.

2. Interview

Interviews were conducted directly or indirectly through questionnaires administered to the respondents. This was aimed at obtaining information about the current conditions and constraints faced in improving community economic growth through road accessibility.

3. Observation

Observations were conducted to gather information about the condition of neighborhood roads and the economic growth of the local community through the behavior, perception, and speech of the residents of Dusun Pahing Desa Sukadana.

The collected data were carefully analyzed using a triangulation pattern to verify data validity ([Gunawan, 2022](#)). The research results were reviewed and validated by peers (peer review) to ensure the accuracy of the research product.

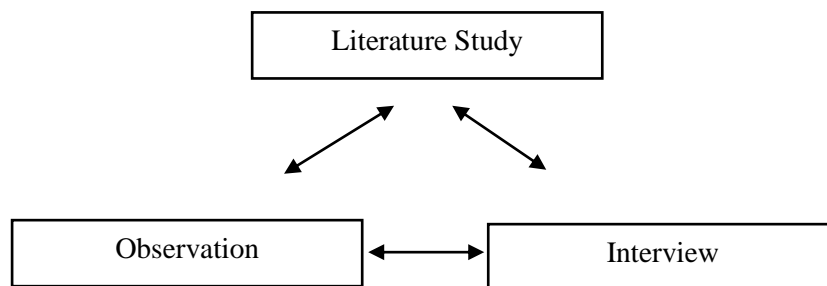


Figure 2. Data Triangulation

4. Result and discussion

Based on Government Regulation No. 34/2006 on Roads, the implementation of a conceptual and comprehensive road network necessitates viewing roads as a unified system that binds and connects the centers of activity. The 15 km access road of the Pahing hamlet in Sukadana village is categorized as a primary environmental road that connects activity centers in rural areas. This road is designed for motorized vehicles with three or more wheels, a planned speed of at least 15 km/h, and a minimum road width of 6.5 metres. In contrast, roads that are not intended for motorized vehicles with three or more wheels must have a minimum width of 3.5 meters.

As a road with a primary arterial function, It is designed for heavy vehicles with maximum dimensions of 2.5 m x 18 m, a height of 4.2 m, and the heaviest axle load (MST) of 10 tons, as per Law No. 22/2009 concerning Road Traffic and Transportation.

Table 1. Road Class and Function

Road Class	Road Function	Maximum Vehicle Dimensions			Heaviest Axis Load (tons)
		Width (m)	Length (m)	Height (m)	
I	Arterial	2,5	18	4,2	10
II	Collector	2,5	12	4,2	8
III	Local	2,1	9	3,5	8

Road development is beneficial for the community as it connects regions, facilitates the delivery of production products to the market, and improves social services, health, and education ([Danlami & Gajere, 2022](#)). However, road damage can interfere with the implementation of road service functions and cause losses to road users, such as longer travel times, reduced comfort, and increased accidents. One approach to development involves community empowerment, in which participation is expected to yield better and more efficient results ([Yuono, 2017](#)).

This research has had a significant positive impact on the residents of Pahing Hamlet and supports local government initiatives both at the village and district levels. Through an in-depth understanding of the condition of road access in Pahing Hamlet, the community is expected to be able to voice its hopes and needs more effectively. With the knowledge gained from this research, the community has a strong basis to advocate for the acceleration of road improvements in an effort to boost the local economy.

In the context of local governance, the research results can serve as a foundation for the Sukadana Village government to formulate more appropriate and accurate budget policies. By understanding the conditions of road access in Pahing Hamlet, the village government can develop a budget plan that supports road improvement solutions. Targeted and efficient financial support from the village government can ensure that available resources are wisely allocated to improving road infrastructure, which is a top priority.

Furthermore, the results of this study can serve as a reference for the Kuningan Regency government to design broader infrastructure policies. By thoroughly understanding the needs and benefits that can be generated by improving road access in Pahing Hamlet, the district government can prioritize and strategically allocate budgets to support infrastructure development in the region. Moreover, this research can also help strengthen the synergy between the community and government, create better communication mechanisms, and increase the active participation of citizens in the decision-making process related to infrastructure development and improvement. Thus, this research not only provides direct benefits in the form of improved road access but also has the potential to improve cooperation and overall community welfare.

The researchers found that the shoulder of the road to Pahing Village was damaged and split. The 10 km-long hamlet link road was in poor condition and required immediate repair. Until now, it has only been accessed by two-wheeled motorbikes. This has hampered the activities of Pahing villagers, especially their economic mobility.

Researchers have observed that improving accessibility to roads in this area has a positive influence on the economic growth and welfare of local communities. Residents feel prosperous, and their standards of living and economic status have improved. Therefore, enhancing the distribution channel, namely, the road, is imperative because the quality of the road is the quality of the nation's economy.

The analysis of these two findings provides a deep understanding of the urgency of improving road access in Pahing Hamlet. Enhancing road access in Pahing Hamlet is not only an urgent safety requirement, but also a strategic investment to bolster the economy and community welfare.



Figure 3. Road Access Condition to Pahing Hamlet, Sukadana Village
Source : Documentation 2023

The local government's efforts to increase the connectivity of the local community to the two districts of Kuningan and Cirebon, which serve as a connecting and alternative route to support the mobility of the distribution of goods and people from Kuningan Regency to Cirebon Regency and vice versa) are connected by the Sukadana suspension bridge. Infrastructure improvements, such as road shoulder repairs, were implemented in 2020. However, the structure of the road shoulder was damaged and split again owing to rainfall. The average rainfall in Sukadana Village is 2,124 mm/year, which falls into the moderate or humid rainfall category.

To date, there have been no further repairs by the local government. Road shoulder repairs increase the road capacity, thereby improving service performance. Consequently, the process of distributing goods/natural resources to the people of Pahing hamlet, Sukadana village, can occur quickly, safely, comfortably, and economically.

Transportation plays a crucial role in the support of development. One of the key elements of transport infrastructure is the road network. This network is vital for facilitating the distribution of people and goods from one place to another, thereby fostering economic, social, cultural, and national security growth and equitable development ([Mbamalu, Chike, Oguanobi, & Egbunike, 2023](#); [Mutiawati & Suprayitno, 2018](#)).



Figure 4. Sukadana Village road shoulder repair.

Souce: [Sukadana \(n.d.\)](#)

In interviews with respondents who were asked how neighborhood road construction can improve villagers' accessibility to markets and other economic opportunities, the majority agreed that road construction in this area can improve the accessibility of villagers to markets and economic opportunities.

According to the researcher, this finding indicates that neighborhood road development is not only a physical means for mobility but also a key factor in improving market accessibility and economic opportunities. These implications include strengthening the local economy, community empowerment, and improving the general welfare of the community. Therefore, development policies focusing on road infrastructure can be considered strategic investments to increase economic potential and welfare at the village level.

This statement is in line with the findings of [Fajri \(2017\)](#) regarding the impact of road infrastructure development on improving the welfare of the community in Jenggala Village, Tanjung District, and North Lombok Regency. It states that the phased construction of village road infrastructure has a significant influence on the improvement of the welfare of the community, particularly in the Jenggala Village area.

Regarding the benefits of local road access for the residents of Pahing hamlet in Sukadana Village, the majority of residents responded that the development of local roads can provide significant benefits for community accessibility, including: a) facilitating mobility: local roads can ease the mobility of village residents, thus facilitating access to markets and other strategic places. b) Improving accessibility: Local roads can enhance the accessibility of village residents to main roads and socioeconomic centers. c) Enhancing access to workplaces: the construction of local roads can improve access to workplaces, thereby increasing job opportunities for village residents. d) Improving access to resources: Local roads can enhance access to resources, leading to increased productivity in the village community.

This finding provides a comprehensive overview of the positive impact of developing local roads on the community in Pahing hamlet. Its implications include the enhancement of well-being, economic opportunities, and establishment of sustainable community development. Therefore, investments and efforts to develop road infrastructure at the village level can be considered a strategic step in supporting inclusive growth and development.

This aligns with the perspectives of [Kristiano and Suryana \(2019\)](#) and [Kasmahidayat and Hasanuddin \(2022\)](#) regarding the development of transportation facilities and infrastructure in relation to the economic level of the community in Kolang Village, West Kuwus District, West Manggarai Regency, and East Nusa Tenggara Province. They argue that inadequate transportation facilities and infrastructure can significantly impact the economic and educational levels in a region, particularly in Kolang Village, where the influence on economic income reaches 47%.

Regarding how the participation of the community in Pahing hamlet enhances the success of local road development is answered by the majority of residents expressed their willingness to participate in community efforts to repair roads. The steps they take include: a) Expediting the Construction Process: Community participation in the local road development process can accelerate the construction process as residents can assist in fundraising, procuring materials, and providing labor. b) Enhancing Construction Quality: Involvement of the community in the local road development process can improve the quality of construction, as residents can offer valuable input and suggestions for the improvement and development of the road. c) Improving Maintenance: Community participation in the maintenance of local roads can contribute to the success of road development by assisting in road upkeep, thus extending the lifespan of local roads. d) Fostering a Sense of Ownership: Community participation in the local road development process can foster a sense of ownership among residents, leading to increased attentiveness and responsibility for maintaining the road.

Researchers have observed that community participation in Pahing hamlets not only serves as a practical contributor to the development of local roads but also acts as a catalyst for sustainable development that involves understanding and empowering the entire community. The implications encompass the enhancement of construction quality, project sustainability, and overall well-being of the community. Additionally, positive impacts include more frequent and closer interaction between residents, savings in travel time, improved vehicle engine conditions, and support for the implementation of community social activities that use the road ([Mastuti et al., 2021](#)).

There are three main reasons for the importance of infrastructure development. First, it can provide jobs that are stepping towards just and prosperous people and countries. Second, infrastructure significantly affects and even determines the socioeconomic integration of a region with other regions. Third, it opens up physical and nonphysical isolation in various areas ([Helwani & Rahayu, 2023](#)).

This aligns with the study conducted by [Kapita, Kaawoan, and Lengkong \(2017\)](#) on the empowerment of village communities as an efforts to improve community well-being, involving activities such as enhancing community initiatives and self-reliance, improving the environment and housing, developing local economic enterprises, establishing village financial institutions, and engaging in capacity building activities

When respondents were asked about how to improve the economic conditions in Pahing hamlet, they suggested supporting local businesses and entrepreneurship, fostering collaboration among residents, promoting local supply chains, maintaining road infrastructure, and supporting sustainable local agriculture

The researcher observed the respondents' diverse answers, reflecting the community's understanding of the local economy's complexity. This study considered five points. First, supporting local businesses and entrepreneurship involves empowering microeconomics and increasing the added value. Second, the residents collaborate through solidarity, synergy, and community empowerment. Third, promoting a local supply chain enhances the sustainability and autonomy of the local economy. Fourth, maintaining road infrastructure is an economic link to long-term investment. Fifth, it supports sustainable agriculture through education and practice. This aligns with a study by Righi et al. (2019) on investments in community infrastructure, such as community centers, markets, or shared workspaces, which can serve as hubs for economic activities, collaboration, and knowledge exchange.

This Also corresponds with the theories proposed by [Bantilan, Sombilon, Regidor, Mondoyo, and Edig \(2024\)](#).

for the collaboration model. Collaborative efforts among communities are crucial for promoting cooperative ownership and collaboration within the society. Cooperatives can provide opportunities for resource sharing, joint decision-making, and fair profit distribution.

The researcher observed synergy in the local economic approach, indicating the importance of synergy in local economic strategies. Through support for local businesses, community collaboration, encouragement of local supply chains, maintenance of infrastructure, and support for sustainable agriculture, a sustainable and inclusive ecosystem can be established

5. Conclusion

5.1 Conclusion

From the above research, it can be concluded that improving road accessibility positively affects the financial development and government assistance of the Pahing Villa Local Area. The construction of neighborhood roads can provide significant benefits for community accessibility, including a) facilitating mobility, b) improving accessibility, and c) enhancing access to the workplace and) improving access to resources. Pahing Hamlet community participates in improving the success of neighborhood road construction by participating in mutual cooperation to repair the road. The Steps taken include a) accelerating the development process, b) improving the quality of development, c) enhancing maintenance, and d) increasing the sense of ownership. The benefits to the residents of Pahing hamlet include being able to voice the hope that road repairs will be accelerated to improve the economic dynamics of the area. For the local government, this research provides material for study and consideration, and enables the formulation of budget policies to ensure that solutions for improving road access are implemented.

5.2 Limitation

This research is limited to the scope of Pahing Hamlet in Sukadana Village. It aims to provide a better understanding of the potential benefits of village economic empowerment for rural development and identify strategies that can be applied to other rural communities. The study recommends that government and development organizations prioritize support for village economic empowerment programs and work with local communities to overcome implementation challenges and barriers.

5.3 Suggestion

The significance of this study lies in its focus on the impact of improved road access on community economies at the village level using qualitative methods. The results of this study can enhance the understanding of the importance of road infrastructure in supporting local economic development, and provide a foundation for decision-making in infrastructure development planning in similar areas.

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