

**EVALUATION OF ROAD CONSTRUCTION POLICY IN
HEGARMANAH VILLAGE CICANTAYAN DISTRICT SUKABUMI
REGENCY**

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ABSTRACT

The road condition of Hegarmanah Village is dominated by dirt-based roads and damaged road conditions, which can result in disruption of local community mobilization. The purpose of this study is to find out how to evaluate the road development policy of Hegarmanah Village, Cicantayan District, Sukabumi Regency. This research uses the theory of William N. Dunn, 2018. The research method uses qualitative research methods. Data collection techniques use observation, interviews and documentation. Data validation used triangulation of sources, techniques, and time, data analysis using data condensation, data display, and drawing conclusions. The results showed that the Hegarmanah Village road construction policy related to the desired results has not been fully achieved, there is still a lot of development that has not been carried out, due to the refocusing of the budget, namely the budget for activities in 2021 cut for handling Covid-19, therefore there are still many activities that should be carried out in 2021 to be not carried out due to budget cuts that focus activities on handling Covid-19. Each development activity is carried out based on a priority scale resulting from deliberations and mutual agreements of the community in accordance with the regulations and budget obtained by Hegarmanah Village. In conclusion, regarding the benefits of the Village road construction policy, it has not been distributed evenly throughout the area in Hegarmanah Village, there are still many damaged road conditions and even based on land that requires repairs and development.

Keywords: *Policy evaluation, Village Road Construction, Refocusing.*

A. INTRODUCTION

The many complaints of the people of Hegarmanah Village expect and wait for the seriousness of the local village government to improve the condition of the damaged roads, which are no longer suitable for passage and roads that are still on red soil that can endanger the people who go through the road. As well as road conditions that are still dominated by dirt-based roads and damaged road conditions. Roads that are damaged can cause disruption of community activities, especially if the road is usually passed by the community to travel. Based on the profile of Hegarmanah Village in 2020, the road conditions in Hegarmanah Village are still not feasible and concerning from the length of the Hegarmanah Village road, which is 63,673 meters, good or relatively decent road conditions are only about 11,375 meters or about 17.9% of the total road length of 63,673 meters in Hegarmanah Village, while the road that suffered damage was around 6,750 meters or about 10.6%, and roads that have not been touched by asphalt or are still grounded in about 45,548 meters or about 71.5%. Road construction using Village funds is planned to be 26% of the total budget, but the realization is only 16% of the total Village fund budget for development. As for the development sourced from the receipt of kabupaten financial assistance (PBK) for its planning, it turned out to be greater than the total budgeted by the district, but the realization of the construction was 100% of the budget given was entirely allocated for road construction in Hegarmanah Village and finally the budget sourced from the receipt of Provincial financial assistance (PBP) the entire budget was used for the construction of concrete rebate roads in Hegarmanah Village and realized for its construction activities. The purpose of this study is to find out how to evaluate the road development policy of Hegarmanah Village, Cicantayan District, Sukabumi Regency.

The following is an earlier study that researchers took as evidence that this study existed before, but the research carried out has a novelty when compared to previous studies.

Rini Mastuti, Abdul Chalik, Toti Sindra Kurniawan and Natasha (2021). Entitled "*The impact of village road construction on the social conditions of the community*". The research variables are the impact of road construction and social conditions of the community. The research method is descriptive qualitative. The result of the study is that the construction of road infrastructure in Simpang Empat Village is a revitalization program for transportation functions carried out in accordance with the standards of the Ministry of PUPR. The implementation of road physical construction projects involves the active participation of the community as labor using local resources. The construction of the road has a positive impact on changing the social conditions of the community.

Abdul R Dilapanga (2019). Entitled "*Evaluation of rural infrastructure development policies (PPIP) in East Bolaang District, Bolaang Mongondow Regency*". The variables in this research include policy evaluation and rural infrastructure development (PPIP). The research method is qualitative. The results of this study, namely KPP and KD, mean that the entire process of implementing activities involves the active role of the community. Community facilities (FM) stationed in Bolaang Timur Subdistrict have played a role in guiding and

directing CSOs, KDs, poor people and women to be truly empowered and given the opportunity to be actively involved in the community. Infrastructure built on all three targets can be accepted by the community because the community has been involved starting from the stages of surveying, planning, and implementing development so that it is right on target according to the needs of the village community. Overall, the planning process by the community through OSS and the implementation of infrastructure development in the three target villages have been carried out based on specified standards and criteria.

Abdul Latif, et al. (2019). Entitled "*Community participation in infrastructure development in Timoreng Panua Village, Panca Rijang District, Sidenreng Rappang Regency*". These research variables include community participation and infrastructure development. The theory used, namely Fachrudin Adi (2001), community participation or citizen involvement in development is seen in 4 stages including *the assessment stage*, the alternative program stage, the implementation stage and the evaluation stage. The research method is descriptive quantitative. The results include the following

- a. Community participation in Timoreng Panua Village, Panca Rijang District, Sidenreng Rappang Regency is categorized as good with a percentage of 78.65%. An indicator that has a high value is community participation in participating in musrenbang meetings (Participation in the decision-making process).
- b. Infrastructure development in Timoreng Panua Village, Panca Rijang District, Sidenreng Rappang Regency is well categorized with a percentage of 82.42%. An indicator that has a high value is the construction of existing farm roads (Accessibility infrastructure)
- c. The role of community participation in infrastructure development in Timoreng Panua Village, Panca Rijang District, Sidenreng Rappang Regency is categorized as very good with a percentage value of 80.25%.

La Pojo, Misran Safar and Abdul Halim Momo (2019). Entitled "*Youth participation in Village development (Study in Kasimpa Jaya Village, South Tiworo District, West Muna Regency)*". The variables of this study are youth participation and village development. The theory used, namely Keith Davis, (2006) classifies participation into 4 forms including money participation, property participation, energy participation and skills participation. The research method is descriptive qualitative. The results of his research are:

- a. Youth participation in the construction of paving farm business roads, mosque construction activities, and mosque restoration activities in Kasimpa Jaya Village, South Tiworo District, West Muna Regency, both forms of thought, energy, or money/material can be seen at the stage of implementing these development activities. At the stage of implementation of youth participation is quite good. However, the participation of youth in development activities in the form of thoughts, energy or money/material at the planning and evaluation stages is still minimal or still lacking.
- b. Factors that influence youth participation in village development in Kasimpa Jaya Village, South Tiworo District, West Muna Regency, namely factors of

will, ability and opportunity. Thus the dominant factor influencing youth participation is the opportunity factor.

The differences between previous research and current research include the focus of the research, the theory taken, the research method and the locus of research. The first research by Rini Mastuti, Abdul Chalik, Toti Sindra Kurniawan and Natasha (2021) focused on research, namely the impact of village road construction and the social conditions of the community. For the theory is not listed so the researcher does not know the theory used. Descriptive qualitative qualitative research methods. The location of the study is in Simpang Empat Village. The second researcher is Abdul R Dilapanga (2019). The focus of his research is policy evaluation and rural infrastructure development (PPIP). The theory used is not listed. Qualitative research methods. The location used is in the East Bolaang District of Bolaang Mongondow Regency. Third study by Abdul Latif, et al. (2019). The research focuses on community participation and infrastructure development. The theory used, namely Fachrudin Adi (2001), community participation or citizen involvement in development is seen in 4 stages including *the assessment stage*, the alternative program stage, the implementation stage and the evaluation stage. The research method is descriptive quantitative. The research location is in Timoreng Panua Village, Panca Rijang District, Sidenreng Rappang Regency. Lastly by La Pojo, Misran Safar and Abdul Halim Momo (2019). The focus of the research is youth participation and village development. The theory used, namely Keith Davis, (2006) classifies participation into 4 forms including money participation, property participation, energy participation and skills participation. The research method is descriptive qualitative. His research was located in Kasimpa Jaya Village, South Tiworo District, West Muna Regency. Meanwhile, the research (2022) focuses on his research, namely policy evaluation and village road construction. The theory used, namely William N Dunn (2018) consists of effectiveness, efficiency, adequacy, fairness, response and accuracy. Qualitative research methods of case studies. The research location is in Hegarmanah Village, Cicantayan District, Sukabumi Regency.

Based on the results of the study if it is associated with the theory and the results in the field, it shows a gap that is, based on the theory of William N Dunn, (2018, 1). Effectiveness means whether the desired results have been achieved, and the results that researchers have found that the Hegarmanah Village road construction policy related to the desired results has not been fully achieved, there is still a lot of development that has not been carried out, due to the *refocusing* of the budget, namely the budget for activities in 2021 cut for handling *covid 19*, therefore, there are still many activities that should be carried out in 2021 that are not carried out due to budget cuts that focus activities on handling *Covid-19*. 2). Efficiency means How much effort is needed to achieve the desired results while the result is that the Hegarmanah Village Government has tried its best to carry out development activities but is constrained by the budget due to *refocusing*, each development activity is carried out based on the priority scale of the results of deliberations and mutual agreements of the community which are adjusted to the regulations and budget obtained by Hegarmanah Village, and in the

accountability report of the Hegarmanah Village government, it has been open about this as evidenced by the cross-section of the hegarmanah village budget report *banner*. 3). Adequacy means how far the results that have been achieved can solve the problem, while the result is that the policy is taken based on the wishes of the community through deliberation, whether or not the village road construction is granted based on budget conditions, if the development is not carried out in the predetermined year, it will be budgeted for development in the following year, as well as related to community satisfaction regarding the village road construction policy, some communities are satisfied with the existence of Village road construction because the existence of the road makes it easier for the community to mobilize, while there are also people who are dissatisfied with the construction of village roads because the roads they usually pass have not been repaired or built village roads. 4). Justice means whether the costs and benefits are distributed equally to different community groups, while the result is that the benefits of the Village road construction policy have not been distributed evenly throughout the area in Hegarmanah Village, there are still many damaged road conditions even on land that require repairs and development. 5). Response means whether the policy results satisfy the needs, preferences, or values of certain groups while the results of the Hegarmanah Village Community are not satisfied with the road construction policy because there are still many damaged road conditions, in line with this from the Hegarmanah Village government is open to criticism and suggestions from the Hegarmanah Village community for the better progress of the Village. And 6). Accuracy means whether the results achieved are beneficial to the results of the policies taken by the Hegarmanah Village government have not been in accordance with the wishes of the community, but in that case the Hegarmanah Village government has tried that every policy taken has been through deliberation or mutual agreement, and on the results of community aptitude, so every policy taken is not just taken but through a deliberative process tailored to the needs of the people of Hegarmanah Village.

B. LITERATURE REVIEW

Policy evaluation in the public policy flow occupies the last position after policy implementation, so it is natural that public policies that have been made and implemented are then evaluated. From the evaluation, it will be known the success and failure of a policy, so that recommendations will be obtained whether the policy can be continued, or it needs improvement before it continues or even needs to be stopped.

Public policy evaluation cannot be separated, policies must always be supervised and one of these supervision mechanisms is referred to as policy evaluation. Evaluation is usually aimed at assessing the extent of the effectiveness of public policies to be accountable to the public. "Policy evaluation is an activity to assess or see the success and failure of the implementation of a public policy" (Mustari, 2015: 223). Public policy evaluation does not only look at *outcomes* or *impacts*, but also sees how a policy is implemented. In other words, policy evaluation is used to see whether the process implemented is in accordance with predetermined technical or implementation guidelines or not. Therefore, public

policy evaluation is divided into two types, namely evaluation of results and evaluation of processes.

This study uses policy evaluation indicators proposed by William N Dunn, 2018 which consists of effectiveness, efficiency, adequacy, fairness, response, and accuracy. So it can be interpreted that policy evaluation is a process carried out to measure the extent to which it can be known the success or failure of a policy, evaluation also assesses the relationship between theory and practice in the form of policy impact, that is, the impact of the policy is as expected or not, from an evaluation it will also be known whether the policy provided provides benefits or not for the community. This measurement is based on the achievement of policy implementation indicators that can be measured in terms of effectiveness, efficiency, adequacy, fairness, response and accuracy.

One of the main functions of government in addition to government services and community services is the implementation of development. In addition to national development and regional development, village development is also carried out, and even village development at this time is one of the priorities and orientations of the national development series.

Roads as part of transportation infrastructure as a link and binder to all areas in the Republic of Indonesia. Based on its designation, the road is divided into two, namely public roads and special roads. Public roads are grouped according to system, function, status and class, while special roads are not intended for general traffic in the framework of the distribution of goods and services needed.

Public roads according to their status are divided into National roads, Provincial roads, Regency roads, City roads, and Village roads. National Roads are roads that connect between provincial capitals, and national strategic roads, as well as toll roads. While the Provincial road is a provincial capital road that connects with the capital of the Regency or City, or between the capitals of the Regency or city and the strategic roads of the province. Regency Roads are roads that connect the regency capital with the sub-district capital, between sub-district capitals, regency capitals, regency capitals with local activity centers, between local activity centers, as well as public roads in the regency regional system and regency strategic roads. Furthermore, the City road is a road that connects between service centers within the City, service centers, between settlement centers located in the inner city area. Then the Village road is a public road that connects the area and or between settlements within the village and environmental roads.

The development of road infrastructure is the most basic means aimed at supporting the smooth running, distribution of goods, and as human transportation. Environmental roads are public roads that function to serve environmental transportation with the characteristics of short-distance travel and low average speed and community-based development. People use neighborhood roads and alleys as a means of supporting transportation and part in social interaction.

C. METHODS

In order to achieve the research objectives, in knowing the evaluation of road development policies in Hegarmanah Village, Cicantayan District, Sukabumi

Regency, this research uses qualitative methods. The determination of data sources in the interviewees was carried out by *snowball sampling*, which is a technique for determining subjects/objects (samples) which were initially small in number, then became enlarged according to the needs of the researcher, the number of informants in the field research process ended when the data needs had been met. The way data collection is carried out in three techniques including observation, interviews, and documentation. Data validation in this study used triangulation techniques, including source triangulation, technique triangulation and time triangulation. Related to the need for research data analysis, Miles and Huberman's model data analysis techniques are used," there are three activity flows, namely 1). Condensation of data 2). Data display, and 3). Conclusions/verification" (Miles and Huberman, 2014 : 31-33).

D. EXPLANATION

At this stage, researchers collect, and present information that has been interpreted from the results of field research using a policy evaluation model proposed by William N. Dunn, 2018 including 1). Effectiveness, 2). Efficiency, 3). Adequacy, 4). Justice, 5). Responses and 6). Accuracy.

Effectiveness

Effectiveness can be said that the work that has been carried out is in accordance or not with what has been planned. A policy can be said to be effective as seen from the successful implementation of the policy can be achieved in a timely manner or not.

The policy formulation process carried out by Hegarmanah Village related to village road construction is by carrying out deliberative activities. Deliberation starting from the *RT*, *RW* and *kedusunan* levels which are usually referred to as *musdunan* deliberations (MUSDUS) is one of the steps of a series of activities in the process of planning, development, coaching and community empowerment, community deliberations become a routine agenda every year or have become a mandatory agenda that is in the compilation, besides that, the deliberation of the community becomes a gathering place for village officials with the community, so that the development, coaching and empowerment activities carried out by the Village government are right on target and useful for the welfare of the community. In the deliberations of the village in each RT chairman, RW proposes what activities must be immediately handled by the village government, as well as informing the problems that occur in the surrounding environment or that occur in the community, as well as exploring the potentials that exist in the community that can be developed into businesses that can improve the economy of the surrounding community.

In the preparation of the Village Term Development Plan (RPJMDes) aligned with the policies of the central government, provincial governments and regency governments, so as not to overlap policies, in addition to also containing the aspirations of the village community both through deliberations and village deliberations.

The Hegarmanah Village Term Development Plan (RPJMDes) for 2020-2025 is a village planning document for a period of 6 (six) years, determined with

the intention of providing direction for village financial policies, village development strategies, general policies, village development programs and strategic goals to be achieved over the next 6 (six) years. The medium-term development plan of Hegarmanah Village for the 2020-2025 periods, prioritizes problems in the field of village governance, implementation of development and disaster management, emergencies and village emergencies. Thus, the Hegarmanah Village RPJMDes becomes the basis for all planning documents, both the village government's annual development plan, as well as other planning documents.

In relation to the Development Planning System as mandated in the *Undang-Undang Nomor 6 Tahun 2014* and the *Peraturan Menteri Dalam Negeri Nomor 114 Tahun 2014*, the existence of the 2020-2025 Hegarmanah RPJMDes is a complete part and is a frame of reference in realizing the performance of village government, especially in carrying out the development agenda in accordance with the development plan that has been and or will be determined and its existence will be used as a guideline for all institutions and communities in the village to compile RKPDes, RAPBDes, and others.

The following is a medium-term development plan for Hegarmanah Village for the 2020-2025 period, regarding the Village road construction plan to be carried out, pay attention to the following table:

Table 1 Hegarmanah Village Road Construction Plan 2020-2025

No.	Types of Activities	Location	Year of Implementation					
			1	2	3	4	5	6
1	Village road paving (rehab)	7 Location	√	√	√	√	√	√
2	Paving of residential neighborhood roads	3 Location	√	√	√	√	√	√
3	Hotmic paving of village roads	3 Location	√	√	√	√	√	√
4	Village road paving	9 Location	√	√	√	√	√	√
5	Village road paving (rehab)	3 Location	√	√	√	√	√	√
6	New Village road opening	2 Location	√	√	√	√	√	√
7	New road openings	2 Location	√	√	√	√	√	√
8	Village road paving	3 Location	√	√	√	√	√	√
9	Paving alleyways	4 Location	√	√	√	√	√	√
10	Rabat concrete alleyway (rehab)	9 Location	√	√	√	√	√	√
11	Concrete rebates	18 Locations	√	√	√	√	√	√

Source: RPJM Hegarmanah Village, 2022.

Based on the table above, it shows that in the Village Medium-Term Development Plan (RPJMDes) for road construction activities to be carried out, it is known that for the construction of Village roads are planned every year to make

it easier for the community to carry out daily activities, the plan for road construction activities in Hegarmanah Village is dominated by concrete rebates compared to other Village road construction. Therefore, for the Hegarmanah Village government's 2021 work plan which refers to the RPJMDes, as well as the regulations or decisions above regarding Village roads, the following is described in the 2021 Hegarmanah Village road construction plan in the table as follows.

Table 2. Hegarmanah Village Road Construction Plan in 2021

No.	Types of Activities	Location	Estimated	Estimated costs and sources of financing	
				Sum	Source
1	Village Road Paving	Kp Base 2/3	P=500M L=2 M	58.150.000	PBP
2	Construction of Environmental Road Concrete Rebates	Kp Sampay 1/1	P=300M L=2 M	60.000.000	PBK
3	Construction of Environmental Road Concrete Rebates	Kp Nanggela 2/2	P=200M L=2 M	50.000.000	PBK
4	Construction of Environmental Road Concrete Rebates	Kp Citalahab 2/7	P=500M L=2 M	100.000.000	PBK
5	Construction of Concrete Rebates	Kp New 3/8	P=200M L=1 M	14.653.000	DDS
6	Construction of Concrete Rebates	Kp Cipeureu 2/9	P=250M L=1 M	17.690.000	DDS
7	Construction of Concrete Rebates	Kp Persil 1/8	P=150M L=1 M	11.370.000	DDS

8	Construction of Concrete Rebates	Kp Sindang 3/7	P=150M L=1 M	11.370.000	DDS
9	Construction of Concrete Rebates	Kp Citiris 4/5	P=200M L=1 M	14.653.000	DDS
10	Construction of Concrete Rebates	Kp Cipeureu 4/10	P=100M L=1 M	8.579.000	DDS
11	Construction of Concrete Rebates	Kp Base 2/3	P=150M L=1 M	11.370.000	DDS
12	Construction of Concrete Rebates	Kp Chileles 2/4	P=275M L=1 M	19.203.500	DDS

Source: Hegarmanah Village Work Plan, 2022.

Based on the table above, it shows the Village road construction plan for the 2021 period, which has been adjusted to the needs of the people of Hegarmanah Village based on the results of the Village Development Deliberation, as well as the deliberations on village development planning. So that data is obtained based on the scale of development priorities to be carried out as stated above for the construction of Village roads.

The implementation of village road construction in 2021 is planned at 12 points including the Paving of the Village Road Kp Pangkalan RT 02 RW 03 has a length of 500 meters and a width of 2 meters for financing budgeted through the receipt of Provincial assistance (PBP), the construction of concrete rebates for environmental roads Kp Sampay RT 01 RW 01 with a length of 300 meters, width of 2 meters is budgeted through the receipt of District assistance (PBK), construction of concrete rebates for environmental roads Kp Nanggela RT. 02 RW. 02 has a length of 200 meters wide 2 meters is budgeted through the receipt of District assistance (PBK), the construction of concrete rebates on environmental roads Kp Citalahab RT 02 RW. 07 with a length of 500 meters wide 2 meters is budgeted through the receipt of District assistance (PBK), furthermore, the construction of concrete rebates whose source of development is budgeted through village funds (DDs), Kp Baru RT.03 RW. 08 with a length of 200 meters 1 meter wide, Kp Cipeureu RT. 02 RW. 09 length 250 meters width 1 meter, Kp Persil RT.01 RW. 08 length 150 meters wide 1 meter, Kp Sindang RT.03 RW.07 length 150 meters width 1 meter, Kp. Citiris RT.04 RW.05 length 200 meters wide 1 meter, Kp Cipeureu RT. 4 RW. 10 length 100 meters wide 1 meter, Kp Base RT. 02 RW. 03 length 150 meters wide 1 meter, Kp Chileles RT. 02 RW. 04 length 275 meters wide 1 meter.

Based on the results of interviews that have been carried out by researchers, it can be interpreted that every policy to be implemented must refer to regulations or decisions made by higher leaders, such as regent, provincial or presidential regulations. For the implementation of the implemented policy, an APBDes is

made for the use of Village funds where the document is a reference in the implementation of the policy because it has been adjusted to the priorities and regulations above.

According to the statements that have been expressed by all informants, it can be interpreted in the formulation of community policies to be included in the Village Development Planning Deliberations (MUSYRENBANGDES), which discusses the policies to be taken by the Hegarmanah Village government based on the deliberations that have been carried out by each village attended by village officials, heads of villages, RT, RW, and local residents. It discusses all the policies that the community wants, as well as what must be built immediately in the village which will be brought to the village development planning deliberations and determined the priority scale based on the most urgent matters first.

From the results of interviews with informants, all of them regarding policy formulation are generally involved, because basically every policy formulation has a representative of every leader in their region who represents such as RT, RW, therefore regarding the results of the deliberations that have been carried out it is the obligation of the RT/RW to convey the results of deliberations and what policies have been mutually agreed upon to the community.

From the analysis of the data described above, if it is related to the evaluation model of William N Dunn, 2018 which explains the effectiveness that whether the desired result has been achieved, if viewed from the explanation above, it can be interpreted that the desired result has not been fully achieved, there is still a lot of development that has not been carried out, due to *the refocusing* of the budget, namely the budget for activities in 2021 cut for handling *Covid-19*, therefore, there are still many activities that should be carried out in 2021 that are not carried out due to budget cuts that focus activities on handling *Covid-19*.

Efficiency

Efficiency is said to be a way to achieve a goal optimally, as expected.

Regarding 2021 regarding the construction of village roads, the construction of concrete rebates was carried out only as many as four points including Kp. Cipereu RT. 02 RW 09 is 250 meters long. Kp. Persil RT 01 RW 08 is 100 meters long. KP. Citiris RT. 04 RW.05 is 200 meters long and Kp. Chileles RT. 02 RW.04 is 275 meters long. For the implementation of the concrete rebate construction, it is carried out through village fund funding, then there is the construction of concrete rebate road infrastructure Kp. Sampay RT. 01 RW. 01 which was funded by the receipt of District assistance (PBK) with a length of 69 meters, and the construction of the Kp. Pangkalan RT Village road paving. 01 RW. 03 which was sourced from the receipt of 300 meters of Provincial assistance (PBP).

Based on the results of the interviews that have been conducted, it can be interpreted that the government has tried its best to carry out the development that the community has submitted, but in that case a large budget is needed for the implementation of development activities as a whole, as stated in the previous discussion that for the 2020-2021 budget there is *a refocusing* budget, where the

refocusing, each development activity is carried out based on the priority scale of the results of deliberations and mutual agreements of the community which are adjusted to the regulations and budget obtained by Hegarmanah Village, and in the accountability report of the Hegarmanah Village government has been open about this as evidenced by the cross-section of the hegarmanah village budget report *banner*.

Adequacy

Adequacy in this case means how far the results that have been achieved can solve the problem. The main problem in this study is that there are still many roads that are grounded and many roads that have been damaged.

Based on the results of interviews with all informants, it is stated that every policy taken must have pros and cons in this case for the construction of village roads, the community is still not fully satisfied, there are people who feel that the Hegarmanah Village government is still lacking in terms of socialization of village programs, there are also those who feel that the development that has been carried out can help the community in carrying out daily activities, although not all of them have been evenly built and there are still many road conditions that are still damaged.

Based on the results of interviews that have been carried out with all informants, it is known that regarding the policies made by the Hegarmanah Village government related to the construction of village roads, there are people who are satisfied because the condition of the roads that have been improved can help the community to carry out mobilization, while people who are not satisfied regarding the village road construction policy because the road conditions that are usually passed are still damaged, there has been no improvement from the Hegarmanah Village government.

In relation to the data analysis that the researcher has described above is associated with William N Dunn's policy evaluation model, one of which is adequacy, namely the extent to which the results of the policies taken are able to solve problems, related to this the policy is taken based on the wishes of the community through deliberation, whether or not the construction of village roads is granted based on budget conditions, if the development is not carried out in the year that has been determined, it will be budgeted for development in the following year, as well as related to community satisfaction regarding the village road construction policy, some people are satisfied with the construction of village roads because the existence of these roads makes it easier for the community to mobilize, while there are also people who are dissatisfied regarding the construction of village roads because the roads they usually pass have not improved or built village roads.

Justice

In the policy evaluation put forward by William N Dunn, the intention of justice here means whether the costs and benefits are distributed equally to different groups of people. It can be interpreted from all informants regarding the Hegarmanah Village road, the condition of the road is good or that has been paved or concrete rebates are still not evenly distributed, there are still many roads that are damaged, and require repairs.

The results of the field survey that the researcher has conducted regarding the condition of the road in Hegarmanah Village, it is known that the road conditions in Hegarmanah Village still need repairs and development, because when the researcher is in the field and through the road it is true that the road conditions are very dangerous if passed, especially if the road conditions are slippery and rainy, it will further aggravate the condition of the road that is usually traversed by local people, many road conditions are still untouched by paving or concrete rebates and there are also many road conditions whose paving has been damaged and eroded by water so that it only leaves a large stone so that if it is passed by two wheels it will be very dangerous.

If it is related to William N Dunn's policy evaluation model regarding justice which is interpreted as whether the costs and benefits are distributed equally to different community groups, it can be concluded that the benefits of the Village road development policy have not been distributed evenly throughout the area in Hegarmanah Village, there are still many damaged road conditions and even on land that requires repairs and development.

Responses

In this regard, the response in the policy evaluation referred to by William N Dunn is whether the policy results satisfy the needs, preferences, or values of a particular group.

From the results of interviews with informants, they are dissatisfied about the condition of the road that is usually passed because it has been severely damaged so that it needs repairs, it has made a report to the Hegarmanah Village government but has not been repaired, with the condition of the road interfering with people's daily activities. However, based on interviews with informants from the Hegarmanah Village, they are always quick to respond if there are problems in the field because each region has a representative, namely the head of the village, and is open to criticism from the community that can build.

It can be interpreted that the Village government is very open to the aspirations of the community, whether satisfied or not it is returned to the community as a party who feels the policies that have been made by the Hegarmanah Village government, although sometimes expectations are not in accordance with the existing reality, and the Village government maximizes efforts and also responds to complaints in the community.

Based on the analysis of the data presented above, it is related to William N Dunn's policy evaluation model regarding responses, it can be concluded that the people of Hegarmanah Village are not satisfied with the road construction policy because there are still many damaged road conditions, in line with this from the Hegarmanah Village government, it is open to criticism and suggestions from the people of Hegarmanah Village for the better progress of the Village.

Accuracy

In the policy evaluation model put forward by William N Dunn, accuracy means whether the results achieved are beneficial, which means that the policies taken have come to an extent to provide benefits to the people of Hegarmanah Village.

It can be interpreted that the policies taken by the Hegarmanah Village government have been adjusted to the wants and needs of the people of Hegarmanah Village through the deliberations of the community that have been collected, brought to the village development planning deliberations which will be seen what are the most important and urgent that must be implemented immediately or called a priority scale, on the basis of mutual agreement from both the village government and the people of Hegarmanah Village what are the which is to be adjusted to the size of the budget, if it cannot be built in that year, it will be submitted for construction in the next year.

Based on the analysis of the data that has been submitted above, it is related to William N Dunn's theory regarding policy evaluation regarding accuracy, it can be interpreted that the policies taken by the Hegarmanah Village government are not in accordance with the wishes of the community, but in that case the Hegarmanah Village government has tried every policy taken has gone through deliberation or mutual agreement, and on the results of community aptitude, so every policy taken is not just taken but through a deliberative process that is tailored to the needs of the people of Hegarmanah Village.

The theoretical implications in this study are known that: 1). Effectiveness in this case based on the theory states that whether the desired results have been achieved, it turns out that what happened in the field the desired results have not been fully achieved due to budget refocusing, therefore in order to maximize the development activities in the village, it would be nice if the village has the original village income that is able to meet the needs of the existing village, one of which is activities. road construction, a way to increase the original income of the Village, namely village-owned enterprises, must be optimized. 2). Efficiency based on theory means how much effort is needed to achieve the desired results, based on research that has been carried out, namely the Village government has pursued development activities so that they can be completed, it is known in the Village work plan and the Village also involves the community for road construction activities starting from the deliberation of the level of sumptuity to the implementation of development. 3). Adequacy means How far the results that have been achieved can solve the problem, based on the results it is known that the results that have been implemented have not fully solved the problems that exist in the community environment, since not all the roads have been repaired or built therefore the problem has not been completely solved. 4). Fairness means whether the costs and benefits are distributed equally to different community groups in reality for road construction activities have not been carried out evenly, there are still many locations that require improvement or development. 5). Response based on theory means whether the policy results satisfy the needs, preferences, or values of certain groups whose results are road construction policies have not been able to satisfy the needs of the community because there are still many road conditions that are still not being built or improved. And 6). Accuracy in theory states whether the results achieved are useful and the results, namely the Village road construction policy, are useful for the sustainability of village community activities to carry out mobilization activities, but the community is still not satisfied because all road construction activities in

Hegarmanah Village have not been achieved, the community wants good road conditions, but the village is still hampered by the lack of budget with the size of the Hegarmanah Village area.

E. CONCLUSION

Based on the results of research conducted by researchers from data collection to discussions regarding the evaluation of road construction policies in Hegarmanah Village, Cicantayan District, Sukabumi Regency using William N Dunn's theory, 2018 can be drawn the following conclusions:

1. Effectiveness

The Hegarmanah Village road construction policy related to the desired results has not been fully achieved, there is still a lot of development that has not been carried out, due to the *refocusing* of the budget, namely the budget for activities in 2021 was cut for handling *covid 19*, therefore there are still many activities that should be carried out in 2021 to be not carried out due to budget cuts that focus activities on handling *Covid-19*.

2. Efficiency

The Hegarmanah Village Government has tried its best to carry out development activities but is constrained by the budget due to *refocusing*, every development activity is carried out based on the priority scale of the results of deliberations and mutual agreements of the community in accordance with the regulations and budget obtained by Hegarmanah Village, and in the accountability report of the Hegarmanah Village government has been open about this as evidenced by the cross-section of the hegarmanah village budget report *banner*.

3. Adequacy

The policy is taken based on the wishes of the community through deliberation, whether or not the village road construction is granted based on budget conditions, if the development is not carried out in the predetermined year, it will be budgeted for development in the following year, as well as related to community satisfaction regarding the village road construction policy, some people are satisfied with the construction of village roads because the existence of the road makes it easier for the community to mobilize, while there are also people who are dissatisfied with the construction of village roads because the roads they usually pass have not been repaired or built village roads.

4. Justice

The benefits of the Village road construction policy have not been distributed evenly throughout the area in Hegarmanah Village, there are still many damaged road conditions and even on land that requires repair and development.

5. Responses

The people of Hegarmanah Village are not satisfied with the road construction policy because there are still many damaged road conditions, in line with this, the Hegarmanah Village government is open to criticism and suggestions from the people of Hegarmanah Village for the better progress of the Village.

6. Accuracy

The policies taken by the Hegarmanah Village government have not been in accordance with the wishes of the community, but in that case the Hegarmanah Village government has tried every policy taken through deliberation or mutual agreement, and on the results of community aspiration, so every policy taken is not just taken but through a deliberative process tailored to the needs of the people of Hegarmanah Village.

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