

## **A Primer for Behavioral Planning Theory**

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Plan making is an activity that explores related decisions in time and space contingent on future conditions. However, little has been said or modeled descriptively and normatively about how such an activity takes place. Given their commonality, the theoretical framework of decision analysis can readily be extended to model such activity because making plans can be formulated as choosing among alternative plans and the formulation itself is a decision making problem. In this paper, I will attempt to argue that the axiomatic and behavioral aspects of plan making can be explored paralleled by the development of behavioral decision theory, except that the latter focuses on one choice at a time whereas behavioral planning theory considers more complex situations of linked decisions. In this paper, I will review related ideas in behavioral decision theory and similar attempts in the planning field, and propose a preliminary framework and research agenda concerning how we can proceed to explore the behavioral aspects of plan making. Finally, I will provide some insight into the usefulness of behavioral planning theory in light of urban development processes.

## **The Urbanization and structural change within Taiwan's Urban System**

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The rapid industrialization and urbanization in Taiwan occurred in the later half of the twentieth century. In this paper, we try to elucidate the question of regional convergence thru employment structure in Taiwan during 1986 to 2001, using Gini coefficient of Specialization and the extent which this convergence can be attributed to the sectoral composition of activities. Our empirical result indicate that the industry mix affect the convergence pattern; this convergence tends to form a growth pattern toward the major urban areas in Taiwan. Our finding thus provides support to urban development policies focusing on actions producing increases in the proper industry mix and urban planning strategy throughout the Taiwan urban system.

## **Urban-Rural Linkage Approach for Rationalizing 'Spread' and 'Backwash' Effects in between 'Centre' and 'Periphery' - Extracts of the Facts from Agricultural Transformation in the Periphery of Dhaka, Bangladesh**

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The study of 'spread effect' and 'backwash effect' in between the two extreme spheres of a region- core and periphery, has been in style for years without the consideration of the effects of the two flows on the spaces and people between them and vice versa. Although small and intermediate town development strategy has been advocated for years it also in several cases forgot the effects of already located intermediate centres, neither urban nor rural in many cases, on the linkage and changes in the nature of core-periphery interaction. In such a context a new approach of urban rural linkage has emerged to examine and understand the flows between core urban and rural peripheral ends. Assuming such urban rural interactions as (ultimate) sequel to 'backwash' and 'spread effect (primarily and secondarily developed) this study has sought to depict how the linkages developed in response to 'spread effect' and 'backwash effect' in between, how the two extremes change the activity pattern in the peripheral ends and intermediate locations and again, how the

degree of change is associated with the proximity to core region. Here Dhaka city, the capital of Bangladesh has been identified as the core and Singair thana of Manikganj district has been picked, from several peripheral pockets of Dhaka, for study of the impact of urban rural linkage.

As the periphery is predominantly agriculture dependant, this study has shown how and to what extent the agricultural practices are undergoing transition from subsistent to commercial one and how the transformation is related with the settlement and infrastructure development there. With surveys and several case studies this study concentrated into the quantitative and qualitative analyses of agricultural practices, produces, nature of investment etc. mainly in three different rural markets and their adjacent settlements. At last it has been tried to suggest that better urban-rural linkage is a sustainable way to minimize the net (in many cases, negative) balance of 'spread' and 'backwash' effects. The stronger the linkage the more humble will be the disparity between core and periphery.

## **Identification of Regions and Cities in Delivering Compact City Strategy -Examination of Compactness Attributes in Japan and England-**

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Recently, to perform sustainable communities in urban areas, compact city as an urban strategy becomes most popular in the world. However, in implementation level, the uniqueness of compact city is just employed practically as belief or slogan without any respects to the various characters of the cities. Having addressed to identify the importance of city character consideration, this study is aimed to examine roles of the region characters related with their conditions during a certain period (1980 to 2000) in delivering compactness strategy. Indeed, it is strongly triggered by rare condition on studies that pronounce sustainability concept transformation in a compact city strategy, mainly in how to measure a compactness of city. It obviously seems as a basic study to present the most influential indicators based on attributes development to measure city compactness. The study attends to compare conditions of Japanese cities with England's cities where the compact city strategy was introduced about a decade earlier. Case studies of Japan were represented by 110 cities in Greater Tokyo Region and 63 cities in Tohoku Region. While, the study undertook 3 regions of England, which have some considerations such as similarities of region type and structure as case studies, those are Greater London Region (33 cities), East Midlands Region (40 cities), and North West Region (42 cities). With the cities' data, which provide appropriate indicators, this study is able to present the conditions of cities based on attributes of city compactness and their tendencies in various types of cities within the different regions of two countries. By showing some differences between the case study regions, the city-specific nature of compactness using a set of proposed compactness attributes are clearly understood. The results will be useful in preparing an appropriate strategy to deliver more compactness in these cities.

## **Alternative Institutional Settings for Transit Oriented Development - Three International Case Studies**

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No Abstract