

A Study on the Inner Structure of Urban Cities  
— Comparative Geography of the Urban  
Cities in East Asia —

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The visual point of this study relates to the inner structure of the urban cities in East Asia. The object of the present study is to disclose the actual conditions of the cities through various indices (population phenomenon, land utilization, land value, etc.) indicative of the inner structure of those cities. In this case, the cities of which the writer had experienced a field survey were the following eleven cities: they are Seoul, Busan, Daegu, Jeonju, Taipei, Osaka, Nagoya, Gifu, Uwajima, Yonezawa and Takatsuki.

As a result, a dual structure of the cities consisting of an "old town" and a "new town" in each Korean city in the process of modernization, was recognized, being related to the Japan's colonial policy. In Taipei, too, the same condition was observed. In various Japanese cities, the location of the government office and the railways played an important roles.

In the inner structure of these eleven cities, a historical inertia was most conspicuous, and in the mapping, much importance was placed on the land value.

In the succeeding paragraphs are provided the rough summarization of the results of the comparative study.

(1) The basis on which "the inner structure of urban cities" is formed.

- The majority of the urban cities in East Asia are historical cities founded as the nucleus of the government organs, political administration, military affairs and economy. Consequently, a historical inertia is in existence in their inner structure.
- As the basis of natural environments of the cities, the traditionally convenient conditions of location having the mountainous districts behind the cities and the waters in front of the cities are clearly recognized. And as to the city forms, many shutted cities having such defensive facilities as ramparts and moats in the early days were in existence.
- In moderniation of the cities, Japan's colonial policy performed an important role in various cities in Korea and Formosa, while in various cities in Japan, the railroads played the role of pioneers. In either case, it was known that the old towns and new towns were competing and confusing one another.

In the developmental circumstances of the cities of East Asia, the matter of their locations relative to the developmental axes of the respective countries and their distances to the respective capitals would become problematical.

As a result of the rapid agglomeration of population in the urban areas centering around the capitals, there was noted in each city, an aspect of pseudourbanization of the edge of the the city area.

(2) Common characteristics of the cities in relation to their "inner structure of urban cities".

- A historical concentric element is projected on the inner structure of various cities in East Asia.

In many cases, the core area of various cities are located within the old gates of the castle or in the former concession areas, which may correspond to the down town of an old castle town in Japan.

And in either case, such an area was the core of each city in the process of developments.

- The influence of the railroads is used to have had a great influence on the inner structure of various cities. When a railroad is led into each city, there has been a tendency that its busy area was directed to the area of the station front, and its prosperity center was moved into such an area.
- The main road is closely related to the inner structure of a city. In various cities in Korea and Formosa, the first step toward the modernization of cities was often made after the destruction of the old castle towns. At that time, "the circular roads" and "the cross roads" were constructed. In Japan, the roads facing the station played a main role for the modernization of old cities. Therefore, the central area of many cities was built up centering around these main roads, and the core area of the cities was located near the cross-point of those roads.
- In the urban cities in East Asia, the plural number of the core areas in the central area of various cities could be constructed as the inner structure of each city. In each city, two or three core areas could be designated and the Central Business District was frequently located on the line connecting these two or three core areas.
- An actual state of the regional division of the inner structure of each city could be conspicuously represented. The central area of Metropolitan area may form C.B.D., the analysis of which clearly showed its divisions of the financial center, business center, shopping center, eating and amusement center in the core of the cities.

In the cities of East Asia, however, the C.B.D. and the residential area often overlapped one another. Consequently a densely populated area frequently began

to appear in the vicinity of the core of the cities.

- In recent years, a tendency of building higher buildings and overpasses is conspicuous in the core area of various cities. This tendency, however, led to the confused use of land and often making it the object of redevelopment. Besides, the rapid growth of the city zones caused a sprawl phenomenon in the surrounding areas of the cities.
- The center of activities of a city can be extracted from the "land value", a synthetic index. Assuming that the highest land value in each city is the core of the city, and adding such factors as land utilization, population phenomenon, etc., and furthermore, by taking the historical tradition and empirical judgement into consideration, the core area of various cities could be determined.

Generally speaking, it is characteristic of the case that the area of a city spot having the central functions is represented to be narrow, and the surrounding transitional zone to be large.

The foregoing descriptions are the results of the case study which the writer of this article made at the eleven cities in East Asia. However, the majority of the investigations were made in the foreign countries, and the writer encountered with various difficulties in proceeding on with his study. Since the cities which were made the object of his investigation were large cities, there were also several parts which were beyond an individual's ability to carry on.

The writer is ardently desirous of continuing and confirming the history of developments of various cities once again in some future, and looks forward to such an occasion, fully equipped with research materials.

〔付記〕 この英文要旨は昭和54年11月5日母校に提出した学位請求論文「都市の内部構造に関する研究」—東アジア諸都市の比較地理学的研究—のレジメです。本研究では R. E. マーフィーの理論を適用しながら、歴史的核をもつ本地域の諸都市では、この理論で、説明しきれないことを指摘し、「実態調査」の結果から、諸都市の内部構造に共通する特色を明確化しました。昭和55年2月26日の「公開審査」を経て、同年3月29日付で「文学博士」（立命館大学博第32号）の学位を得ました。本研究の作成では、地理学教室の諸先生、卒業生や在学の諸兄弟に、万般お世話になりました。付記して感謝の意を伝えたい。

（樋口）