

## Understanding the Design of Transport Infrastructure - Focusing on Roads, Railways, Transit Complex and Marine Port

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The main purpose of this research is suggesting the way to comprehend and utilise the landscape guideline for roads, railways, transit complex, and marine port. By the way, it should be notified that this research is basically an extension of the research on establishing integrated approach for improving urban landscape which performed by the ministry of land, transportation and maritime affairs. Distribution industry and urban could be developed by expanding road and railway network, and constructing airport. And, this gave rise to rapid economic growth of South Korea.

However, on the other side, its side effects have been emerged. For example, there are destruction of the environment / small sized community as life zone, and lack of public spaces providing amenities of pedestrians. Especially, the fact that city has been become a just complex of facilities without any harmonious and aesthetic aspect is very serious problem. This means that there is no harmonious relationship of factors which are establishing landscape of city and country.

From these problems, new paradigm for transport infrastructure is needed to set up the aesthetic and harmonious values for the public. According to this trend, systemised method for landscape management should be prepared, since there is public intention that government needs to assume the responsibility for the management of transport infrastructure landscape.

In this sense, national-level policy and the landscape guideline for synthetic management of landscape has been preparing by the Ministry of Land, Transport and Maritime Affairs. Also, the Ministry of Land, Transport and Maritime Affairs is trying to modify 『Landscape Law』 to make institutional grounds solid for landscape management of transport infrastructure. The new 『Landscape Law』 is including institutional grounds and obligation of landscape deliberation. The new 『Landscape Law』 as institutional framework can be embodied in reality by a bond of sympathy amongst several agents which are highly related for making facilities of transport infrastructure.

In this sense, it can be said that there are two purposes this study. First is establishing the subject and concept of the landscape guideline. Second is helping to understand the landscape guideline by explaining the specific contents of the landscape guideline. Additionally, from this study, it can be expected that effectiveness of landscape management for transport infrastructure can be secured by suggesting the ways to utilise the landscape guideline in reality.

There are five chapters in this study. In first chapter as introduction, background, purpose and range of study are explained. And, serious problems and core issues which are emerged from the current landscape of roads, railways, transit complex, and marine port are explored in second chapter. In third chapter, the concept and characteristic of the landscape guideline investigated. In fourth chapter, based on chapter 2&3, the specific contents of landscape guideline for each of facility of transport infrastructure are illustrated to make each line of the landscape guideline clear. Lastly, in fifth chapter, suggesting the ways to utilise landscape guideline in existing institutional framework.

**Keywords : Landscape, infrastructure, roads, railways, transit complex, marine port**