



## Editorial

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The current Bhumi Journal publication explores South Asia's planning challenges and future directions. Over the past decades, the face of urbanization in the South Asian region including Sri Lanka is phenomenal. It is projected that 60% of the region's population will be living in urban areas by 2030. The current process of urbanization is undergoing a prolific transformation of region's cities and rural areas. In recent years, particularly Sri Lankan cities have attracted a large some of foreign and local state sector initiated investments. Here the ongoing Port City project, housing and tourism industry related project ventures further the economic growth and advance urban imaginaries of citizens. Further on the positive site, Sri Lanka has been identified as one of the top tourist destination in the world and Asia in 2018 by the Lonely Planet. While this positive spatial and economic transformation are occurring in the region, the current urban growth raises some serious challenges in terms of livability and the sustainability of the people living in the urban and regional centers in the South Asia. Cities face immense environmental challenges such as pollution, urban flooding and landslides, public transportation, traffic congestion, housing for middle class and the informal housing. These challenges are needed to investigate in-depth. The present journal issue stands in proudly in this direction of willful scholarly expedition but modest production of and focuses on specific themes. It contains five articles from authors that reflect on applied thinking and placing theories in relation to specific case studies.

Bhuruk, Rao and Gankar's paper looks at issues associated with the construction industry. Construction industry requires application of skills and knowledge to perform duties in the planning, designing, and overseeing construction and maintenance of building structures, and facilities. This paper focuses on civil engineering students' specific skills and how roles and responsibilities can be allocated to them. This paper also suggests initiatives to improve the skills and knowledge preferred by the Indian construction companies for the jobs (Bhuruk, Rao, & Gankar, 2018).

Landslide is a result of a complex spatial-temporal interaction of geological, geomorphological, climate and land use factors. Dynamics of geological, geomorphological and climate factors expands over relatively longer periods whilst land use change in short run. Hence, land use has a significant influence on landslide frequency and distribution, even in a short time span. However, limited studies have been carried out to investigate the relative contributions of the changes of different land use types in triggering landslides. Gunarathne, Jayasinghe, Abeynayake and Mahanama's paper analyzes land use changes occurred in Sabaragamuwa Province, Sri Lanka over a period of ten years and assessed the effect of specific land use changes on landslides (B.W.G.I.D.Gunarathna, A.B.Jayasinghe, C.C.Abenayake, & P.K.S. Mahanama, 2018).

In the next paper, Perera takes us to the design considerations in cities. His paper investigates how and in which ways regenerative design could be applied to define the sustainability in urban design practices. With that, the regenerative design process is adapted for urban design context through integrated and centralised approach. The ultimate regenerative design process, through the research study, articulates which aspect (method/technology/design) is appropriate for each place, what kind of people for, what yield within the frame of co-evolution of the whole system (Perera, 2018).

The next two papers in this issue are related transport planning. Emmanuel and Taiwo's paper examines how urban transportation, urban mobility and urban land Planning at urban Centres influence urban space that serves a variety of human needs; housing, working, social interaction, leisure, and mobility of persons and goods. In this paper, the findings inform that spatial distribution of housing, working, shopping, leisure and other activities determines average trip distances in urban mobility. High population density as well as a mixture of land use for various social and economic activities, maintains low distances between origin and destination of urban trips. It also shows that road development parameters were well within the range of metropolis city (Emmanuel & Taiwo, 2018).

We conclude this issue with a research study by Senevirathena and De Silva on developing a method to identify a job-house ratio for each analysis zones where the road congestion will be optimized. In this study, the gravity model is used to perform the trip distribution and it is assigned to the road network using the graph theory. The results of the method for Colombo district indicate that the job-house ratio varies from 0.1 to 9.2 resulting an average trip length of 23 km between houses to work locations. However, the method suggests a minimum and maximum value of 0.5 and 4 which reduced the VMT from 46% and average fuel consumption by 22% (S.W.M.P. Senevirathne & P.C.P. De Silva, 2018).

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