











countries. In order to understand deeper about the factors, we apply the correlation method to test the relationship between each factor. In this correlation, we want to accept that there is no relationship exists between the factors. Therefore, each of the factors develops independently and it is caused by different reasons. This is to prove that there are many factors contribute to land use and transportation success and not necessarily depends on economy status of a developing country. The correlation method is applied to two parted groups. This is to clarify the influence of colonization factor as secondary factor in varies the land use and transportation planning in developing countries. XLSTAT software is used in this study and it contains correlation Spearman test.

The value of alpha ( $\alpha$ ) used in the correlation is 0.05 and confidence level is 95%. As a result, we found correlation between factors in non-colonized developing country group is averagely low. The correlation between lack of talent factor with lack of public transport is higher than average with 0.747. This shows stronger relationship compared to other factors. As we can see in the Table 1, the relationship between economy factor and political factor is relatively low. Thus suggest to us that economy factor is not associated to political factor. While the value of law problem and political factor is stronger with 0.62 compared to economy with 0.270. This is possible because politician makes policy and law. However, there is weak relation between politic factors with other factors. Lack of talent is strongly correlated with unconcern people with 0.712 and negatively correlated but strong with -0.791 with lack of info. This resembles that many problems in developing countries because of not enough skill worker and expertise in land use and transportation planning. In addition, there is weak correlation between lacks of talent with economy factor. Hence, lack of talent and economy factor is not necessarily associated. The rise or downward of economy not necessarily contribute to lack of talent.

In contrast, colonized developing countries have a different correlation result. Based on the colonized developing country result, the correlation between unconcern people and law problem is strong with -0.721. This suggests that the law problem in implementing land use and transportation planning in colonized developing country most likely has relation to unconcern people. Economy factor shows weak relationship to political factor with -0.013 suggesting no association between them. It shows that it is not necessary to have strong economy to ensure success in land use and transportation planning. There is also weak relationship between economy factors with other factors. In summary to the Spearman correlation test that we used is we can accept that there is no relationship occurs between most factors in both non-colonized and colonized developing countries factor of land use and transportation planning failure. Based on Table 1 and Table 2 both tables shows in average weak relationship between each factors. Therefore, factors can cause by many reasons and not necessarily with economy. Economic achievement is not compulsory a benchmark for developing country to depend on and able to gain success in land use and transportation planning. Correlation only explains relationship and it is not necessarily explain causes. For example, lack of talent contributes to lack of public transport because not enough skilled and educated transport planner to plan them. However, the insufficient transport planner may cause by another factor that is another secondary factor which we can also called as the third variable problem. Further analysis is done to study the influence of secondary factor that is colonization towards level of land use and transportation planning success in developing countries.

Table 1. The correlation matrix for non-colonized developing countries of question one

Variables	Economy factor	Political Factor	Law Problem	Lack of cooperation	Lack of talent	Lack of public transport	Lack of info	Difficulty policy implement	Unconcern people	Other
Economy factor	<b>1</b>	0.270	0.624	-0.239	-0.316	-0.244	0.112	0.432	0.129	-0.283
Political Factor	0.270	<b>1</b>	0.620	-0.172	-0.240	-0.292	0.178	-0.043	-0.484	0.402
Law Problem	0.624	0.620	<b>1</b>	0.000	0.047	0.063	0.066	0.442	0.009	0.294
Lack of cooperation	-0.239	-0.172	0.000	<b>1</b>	-0.213	-0.251	0.380	0.239	-0.135	0.184
Lack of talent	-0.316	-0.240	0.047	-0.213	<b>1</b>	<b>0.747</b>	<b>-0.791</b>	0.293	<b>0.712</b>	-0.012
Lack of public transport	-0.244	-0.292	0.063	-0.251	<b>0.747</b>	<b>1</b>	-0.563	0.311	0.320	0.309
Lack of info	0.112	0.178	0.066	0.380	<b>-0.791</b>	-0.563	<b>1</b>	-0.207	-0.663	0.337
Difficulty policy implement	0.432	-0.043	0.442	0.239	0.293	0.311	-0.207	<b>1</b>	0.351	-0.050
Unconcern people	0.129	-0.484	0.009	-0.135	<b>0.712</b>	0.320	-0.663	0.351	<b>1</b>	-0.493
Other	-0.283	0.402	0.294	0.184	-0.012	0.309	0.337	-0.050	-0.493	<b>1</b>

Values in bold are different from 0 with a significance level  $\alpha=0.05$

Table 2. The correlation matrix for colonized developing countries of question one

Variables	Economy factor	Political Factor	Law Problem	Lack of cooperation	Lack of talent	Lack of public transport	Lack of info	Difficulty policy implement	Unconcern people	Other
Economy factor	<b>1</b>	-0.013	-0.358	-0.183	0.363	0.277	0.363	0.182	-0.110	0.124
Political Factor	-0.013	<b>1</b>	-0.283	0.175	-0.578	0.358	0.500	-0.035	0.353	0.511
Law Problem	-0.358	-0.283	<b>1</b>	-0.130	0.227	-0.563	-0.646	-0.245	<b>-0.721</b>	0.248
Lack of cooperation	-0.183	0.175	-0.130	<b>1</b>	0.354	0.235	0.393	0.286	0.326	0.156
Lack of talent	0.363	-0.578	0.227	0.354	<b>1</b>	0.177	-0.089	0.484	-0.207	-0.227
Lack of public transport	0.277	0.358	-0.563	0.235	0.177	<b>1</b>	0.275	0.667	0.661	-0.165
Lack of info	0.363	0.500	-0.646	0.393	-0.089	0.275	<b>1</b>	0.261	0.445	-0.054
Difficulty policy implement	0.182	-0.035	-0.245	0.286	0.484	0.667	0.261	<b>1</b>	0.583	-0.520
Unconcern people	-0.110	0.353	<b>-0.721</b>	0.326	-0.207	0.661	0.445	0.583	<b>1</b>	-0.392
Other	0.124	0.511	0.248	0.156	-0.227	-0.165	-0.054	-0.520	-0.392	<b>1</b>

Values in bold are different from 0 with a significance level  $\alpha=0.05$

### 2.3 Further Analysis

Since correlation only explains relationship and does not explain causes, further analysis is conducted. The second objective of this research is achieved by using the Factor Analysis to understand the differences of land use and transportation planning between colonized and non-colonized developing country. The Factor Analysis is chosen as method of analysis because it makes a complex set of data simpler. In land use and transportation success for example, there are many factors involved. Based on correlation, we could not find any exact answer to our hypothesis therefore factor analysis allows certain factors falls into group that we want to study. This makes our analysis results narrower and easier to interpret. According to Kline (1994), factor analysis was formulated by Spearman because it simplifies complex field by indicating what the important variables are. Factor analysis is an analysis method which is good to study the patterns of relationship among many dependent variables. The indirect independent variables are labelled as *factors*. After factor analysis was applied to the data, we acquire six factor groups for each colonized and non-colonized developing country group. Table 3 and Table 4 represent the eigenvalue and variability of the analysis for both groups. The goal of getting eigenvalue action is to include enough variation in the model. The variability of the first factor (denote as F1) has the variability of 31.785% while the second factor (denote as F2) has the variability of 20.655%.

Table 3. Non-colonized developing countries Eigen value results before factor loadings

	F1	F2	F3	F4	F5	F6
Eigenvalue	3.178	2.065	1.608	1.078	0.363	0.121
Variability (%)	31.785	20.655	16.080	10.776	3.630	1.212
Cumulative %	31.785	52.440	68.520	79.296	82.926	84.138

Table 4. Colonized developing countries Eigen value results before factor loadings

	F1	F2	F3	F4	F5	F6
Eigenvalue	3.269	2.123	1.392	1.054	0.442	0.158
Variability (%)	32.692	21.232	13.924	10.545	4.418	1.582
Cumulative %	32.692	53.924	67.848	78.393	82.811	84.394

Rotations are then applied in order to make the loadings sharper. By observation to the plot, four factor groups are obtained for each group. The highest variability of factor is chosen for considerations and rotation. As a result of rotation (Refer Chart 1 and Chart 2), two factor groups initially D1 and D2 are formed for non-colonized developing country group and colonized developing country group. The result after rotation is stated as chart 1 and chart 2. D1 and D2 are denoted based on characteristic of factors falls within the factor group. In colonized developing country group the factors are more disperse while in non-colonized developing country group the factors are tendency in groups of certain factor.



Based on the result we found that there are different factor pattern in both group of developing country. In order to explain the dimensions of the factor analysis result, factor names are given based on the character of the factor falls within dimension.

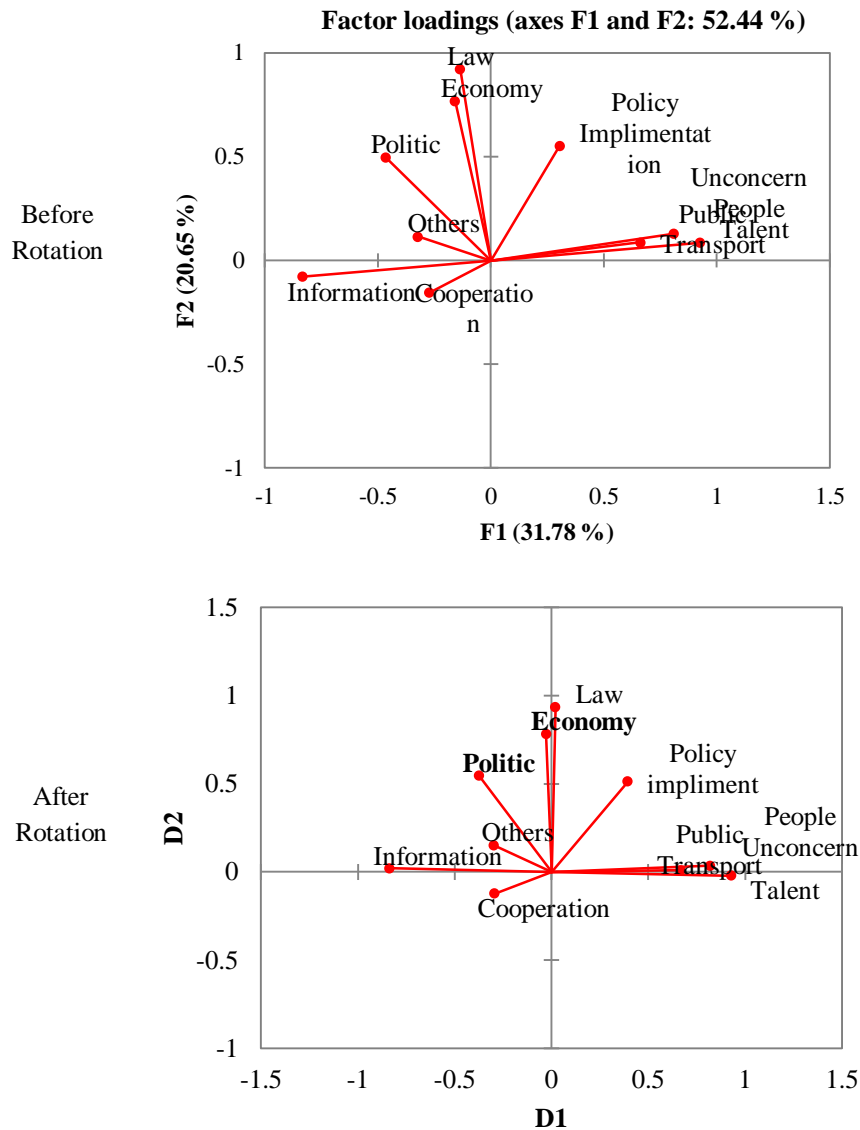


Chart 1. Factor loadings before and after rotation to get factor groups for non-colonized developing countries.

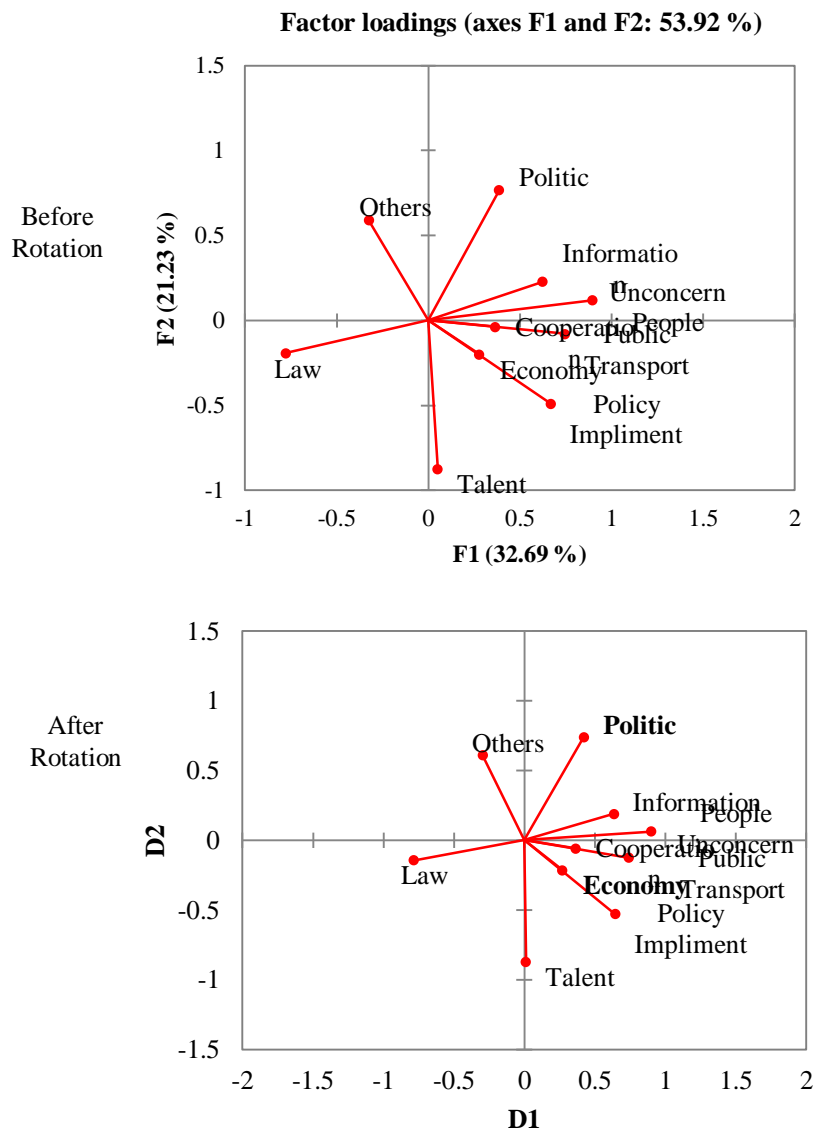


Chart 2. Factor loadings before after rotation to get factor groups for colonized developing countries.

Table 5: Factor pattern after rotation for non-colonized developing countries

<b>D1(Peripheral Factor)</b>	<b>Values</b>	<b>D2(Interrelated Factor)</b>	<b>Values</b>
D(Lack Cooperation)	-0.295	A(Economy Factor)	0.783
E(Lack Of Talent)	0.929	B(Political Factor)	0.547
F (Lack Of Public Transport)	0.669	C(Law Problem)	0.934
G(Lack Of Information)	-0.836	H(Difficult Policy)	0.513
I(Unconcern Of People)	0.820		
J(Others)	-0.299		

Based on the values shown in Table 5 and Table 6, “Lack of Talent” and “Unconcern of People” factor has a higher value in non-colonized developing countries. While in D2 we see that “Law Problem” has a high value. We can see all factors related to people do not mix

with economy and political. Therefore, we assume that economy and political factor does not influence other factor in non-colonized developing country.

Table 6: Factor pattern after rotation for colonized developing countries

<b>D1(Phase Factor)</b>	<b>Values</b>	<b>D2(Performance Factor)</b>	<b>Values</b>
I(Unconcern People)	0.900	B(Political Factor)	0.747
H(Difficult Policy)	0.645	E(Lack Of Talent)	-0.875
F (Lack Of Public Transport)	0.742	J(Others)	0.609
G(Lack Of Information)	0.634		
A(Economy)	0.269		
D(Cooperation)	0.364		
C(Law)	-0.785		

Compared to colonize developing as shown in Table 6, political factor is separated into different group. This suggests that in colonized developing countries, economy relates to other factor compared to political factor. In addition, D2 in non-colonized developing country is categorized as “interrelated factor”. The key point for D2 is the economy factor and political factor positioned in the same dimension. However, for colonized developing country group, D1 is termed as “phase factor”. It is termed as phase because all of the factors are orderly influence to land use and transportation planning. The important point to understand is the existence of economy factor in D1 and the separation of political factor in D2. D2 group is termed as “performance factor”. It is titled “performance factor” because it is rely on the performance of policy makers and the number of talent. We observe that in colonized developing country, the two main factors that is economy and politic factor falls into two different dimensions. For question 2 we identify many reason of failure in land use and transportation planning unity given by the respondents. In Table 7, explains the most frequent failures reason suggested by our respondents regarding reason of land use and transportation planning unity in developing countries. The highest frequencies are listed as below:

Table 7: Frequency of failure reasons in land use and transportation unity

	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>TOTAL</b>
<b>Political Commitment</b>	2	1	1	2	2	3	0	2	3	16
<b>Financial Constraint</b>	0	3	1	3	2	2	1	1	3	16
<b>Land use not strictly followed</b>	2	3	0	2	0	2	1	2	1	13
<b>Lack of public transportation</b>	1	1	1	1	1	0	2	2	2	11
<b>Land use doesn't function</b>	1	0	0	1	2	0	3	1	1	9
<b>Lack of strong leadership</b>	1	3	2	0	1	0	1	1	1	10
<b>No proper survey before development</b>	1	1	3	1	1	1	1	2	4	15
<b>Lack of budget</b>	2	4	0	3	1	0	1	0	3	14
<b>No continued political process</b>	2	0	1	0	1	3	1	1	2	11
<b>In coordination between ministries</b>	2	0	1	2	0	0	1	0	2	8
<b>TOTAL</b>	14	16	10	15	11	11	12	12	22	123

Political commitment and financial constraint are the two main factors disturbing the unity. In general we can understand that political and economic factor is vital. Other reasons given by respondents are also reflected politic factor such as lack of strong leadership, no continued political process and in coordination between ministries. There are also other reasons given related to economy factor such as lack of budget. Obviously, based on this reasons we understand that to unite or integrate land use and transportation needs political and economy support. Furthermore, in order to understand colonization influence to land use and transportation, we compare Malaysia and Singapore in order to grasp colonization influence in the success of land use and transportation planning. Based on the comparison we can further understand the relationship between colonization and land use and transportation planning in developing countries.

### **3. COMPARISONS BETWEEN BRITISH COLONIZED COUNTRIES**

The comparison analysis between British colonized countries is vital to explain the influences of colonization as secondary factor to the success of land use and transportation planning. The comparison is to seek the gap between land use and transport. It is also significant to investigate colonization influences really exist as secondary factor. This research takes Malaysia (previously known as Malaya or Tanah Melayu) as the case study to understand British colonization influence. This research also investigates Singapore; the neighbouring country that was also colonized at about the same time with Malaysia however is able to progress quickly and became develop country. The economy growth in Malaysia is currently encouraging and this has stimulated many land developments in Malaysia. However, the rapid development along with population growth has created many land use transportation issues. Traffic congestion is one example of transportation problems in Malaysia. The congestion is contributed by the rise of private vehicles in Malaysia due to many reasons and one of it is the affordability of owning a private vehicle (Shariff, 2012).

Just like rubbing salt to the wounds, the lack of public transportations facilities and parking spaces worsen the condition of transportation system in Malaysia (Almselati *et.al*, 2011). Malaysia land use and transportation system can be trace to its policy. According to Barter (2000), the car-oriented planning cause more problems to the traffic in Malaysia. In another research done by Kasipillai and Chan (2008), stated Malaysia has a high percentage of private vehicles usage and the current transport policy does not solve the problems. During British colonization, British urban planning was fully implemented. Until today, the remains of British urban planning can still be found in several places throughout Malaysia namely Taiping, Ipoh and Johor Bahru. According to Jamil (2006), the ethnic segregation is the key element to understand Malaysia economic, politic and social patterns. The effect of British colonization in land use and transportation planning can also be seen in the first town planning act in 1923 known as the Town Planning Enactment for the Federated Malay States of Malaya. According to Ainul (2012), the enactment of this law was to tackle the issue of sanitation and health. During the early years of town planning, land issues are very weak and there are no specific elements of planning control. Almselati *et.al* (2011) also agrees that the urbanization process in Malaysia is started by colonialism. Under the Town and Country Planning Act 1976, the state government are on the top hierarchy of the system called executive council. As time pass by, the rise of economy encourages many lands and road to open. As income level also improved, people are more capable of owning a private car. The inefficiency of public transport planning encouraged people to drive private vehicles.

Therefore, it is obvious that economy factor does not solely influence land use and transport problems but also poor planning. Poor planning as indicates in our result analysis may cause by lack of knowledge, lack of cooperation between ministries, lack of talent, lack of information and unconcern people. All of these factors contribute to the failure of land use and transportation planning in developing country. In addition, these factor are varies because colonization delays developing country development. Time obviously crucial for developing country especially for colonized developing country to matured in land use and transportation planning.

The politic factor unquestionably holds a significant role in Malaysia land use and transportation planning. The involvement of politics in planning system can be seen at the structure of planning system in Malaysia that affirms the position of the State government as the head of town planning committee. As the chairman of the committee, the chairman holds the power to refer or refuse the development plan that was constructed by the land use regulations. The level of politician involvement in the planning system also allows vulnerable system that able to disturb the original planning. In addition, the lack of integration between land use and transport are resulted by the policy itself. The policy is vulnerable to politician influences. More great effort is actually needed to make sure that the land use and transport policy is integrated. Economy improvement alone could not resolve transportation problems and needed severe implementation of land use policy and integration that needs the political factor support. For example, politician influences to land development decision must be reducing to curb such personal intention of the politician.

In order to compare influence of colonization, another analogous case study is select. This is to understand if colonization made any influence to the success of land use and transportation. Singapore was also a British colony. Theoretically, Singapore should face the same situation like Malaysia. Singapore was actually a part of Malaysia before separately in 1965. It is located at the south part of Peninsular Malaysia, and through treaty with the Johor monarchs, Singapore Island administered by the British. Because of the rapid growth of the island, by year 1911 more than 185,000 people inhabited the island. With lack of proper land use planning, sanitary and health issues are quickly raised at that time. As a result, the city become congested and at the same time suffers from many health's related issues. The British quickly set up an improvement method towards situation of the city. However, the plan did not manage to control slums as the growths of Singapore are tremendously uncontrolled due to the high migrants of Chinese from China. The Urban Redevelopment Authority (URA) established soon after independence to improve land use planning especially to clear the slums in the city. URA was responsible to develop a new Singapore with 55 Development Guide Plans, Detailed Plans for Implementations and Urban Design Plans. These great plans are the approaches that shape Singapore into a great city today. There are many factors contributed to the success of land use and transportation planning and the size of Singapore is one of it. However, the most important is to balance and create meeting point among all factors. According to Lim (1997), the Singapore government take head in ensuring the success of Singapore land use and transport planning. Application of the Area Licensing Scheme in 1975 is an effective method to control traffic congestion during peak hours. The car-sharing scheme is a proof of a vigilant planning implemented to reduce private vehicles on road. While, application of taxes to control car and providing efficient public transport system is to give option and discourage people motivation to uses private cars are. These are among effective government brave action to make sure the success of land use and transportation planning. This somehow has stimulated through strong political condition. The

political factor definitely influence land use and transportation planning in Singapore by the results of achievement in land use and transportation planning integration.

The government land ownership is also a factor that enables Singapore to integrate between land use and transportation. This has given merit to Singapore government in planning land development and control over land price. In another aspect, transport facilities can integrate well within a master plan. Besides ensuring the success in economy, a strong policy that concern the integration and connection of each land uses has created a successful planning in Singapore. The single-tier administration has makes implementation easier. Thus, reflect the success of the government strategy and policy to improve transportation planning. Singapore proven to us complement of factors, a colonized developing country is able to have land use and transportation planning success. Singapore demonstrated stable political condition and the size of the island may give to the success of land use and transportation planning. In addition to that, the educated culture as well as the strong economy may also add in the merits of Singapore. Much achieved, plenty left to get done, positive attitude to make things impossible possible is important. In another conclusion to the comparison between Malaysia and Singapore is that the politic factor through strong political will and effective policy that comprehend the needs of transport and the need of land development will able to develop success land use and transport planning in a colonized developing country.

#### **4. CONCLUSIONS**

In summary, what is the definition of success of land use and transportation? First of all, it cannot be decide only by economy achievement. From this study, we found that economy factor is not a crucial factor determining the success of land use and transportation planning. Based on the analysis, economy only contributed 24% from all 10 factors suggested. Secondary factors can influences various land use and transportation planning success factor in developing countries. Different developing countries have different factors disturbing land use and transportation planning particularly in the pattern of economy and political factor. Research analysis show colonized developing country need to emphasize on strengthen skill, knowledge, talents and educating people. So, it is important for colonized developing country to improve their economy level as it influences other factors in the land use and transportation planning success. The influences in economy may cause by delay of development, scarce of knowledge, low talent and uneducated citizens on the important of land use and transportation planning. However, there is no proof of colonization affects directly to the current land use and transportation planning situation.

Research analysis result shows in colonized and non-colonized group, politic factor cause failure in developing countries and do not relate to other factors. Therefore, strong political will to create efficient policy and applying land use and transport integration is crucial. Based on the questionnaire analysis result, we see that politics is an important part in defining the success of land use and transportation planning in developing country. Land control is a result of strong political will to planning success. Control land development aligns with coordinated transport system ensures improvement in many sectors. For example strategic land use planning will create adequate housing settlements to accommodate population that can influence the need of commuting thus directly reduces the problem of traffic congestion and time spend on the road. Steady institutional and controlling framework as result of strong political will of the government to achieved success in land use and transport planning is fundamental despite of any condition of developing country. Control

land development also ensures city revitalization and thus sustains economy interests within the city. Singapore land use and transport policy verified their strong policy making and implementation. Their strong economy also supports the strong policy. Hence, we understand that the success of land use and transportation planning counts many factors. Colonization history in Singapore certainly did not delay them to plan for land use and transportation planning success.

In summary, the success of land use and transportation planning in developing country is not defined only by economy factor. There are many factors involved to ensure the success. While, secondary factor like colonization established varies land use and transportation planning condition in developing country. This is cause by the delayed time of development as well as time of country administration. However, colonization does not hinder developing country from moving forward. The success of land use and transportation planning relies on the balance between all the factors. Singapore has proven to overcome colonization factor and move forward. In order to find the meeting point and ensure the success, progressive baby steps is important. Developing countries need to take chances and not afraid to do mistakes. Our recommendation is further research should be conducted towards economy and political factor differences among colonized developing country. This is to understand the influence of colonization towards political culture in developing countries that affects land use and transportation planning. In many developing countries, land use and transport fail to unite due to conflict between political interest and economy achievement. Undoubtedly, strong political will supported by economy factor is important. Agreeing to Newman and Kenworthy (1996), the political power is vital to offer well planned urban area and runway from the typical Western style that is not adequate to the setting of many Asia cities.

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