Is the Transportation Revolution Accelerating the Marginalization at Regional Level?

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Abstract

This research aims to illuminate the core is emerging, and the periphery is undergoing marginalization on geography proximity through the spatial competition process of tourism development, using the indexes of traveler's number of tourist spots and typical itineraries of travelers to explore how marginalization after transportation revolution tourism development.

In order to clarify the relationships of spatial completion among the travel nodes at the regional level along National Highway 6 of Taiwan, this research used convenient random sampling way to collect data based on distributing 300 questionnaires in central Taiwan, and adopted SPSS statics description, GIS mapping analysis way to examine core-periphery relationship among the travel nodes before and after the transportation revolution. The results are as below:

1.Before the transportation revolution, the primary destinations of the travelers to Cing Jing Farm or Sun Moon Lake almost visited Guo-Shing as secondary destination by the way, while after the transportation revolution due to locate on the branch way Guo-Shing destination turned to be periphery travel node, when contrasting to Pu-li destination, this neighboring core travel node with more and more drawing attractions.

2.This research corresponded to the conception of transportation revolution promote core-periphery phenomenon through the spatial competition, in other words, when the travel nodes have the same level of transportation accessibility at regional level, the more attractions there is, the more tourist competitiveness it possesses.

Keywords: transportation revolution, marginalization, core travel node, periphery travel node

1. Introduction

Is transportation revolution available to promote local tourism development? This research focus on National No.6 Highway in central Taiwan area to explore the accessibility by transportation innovation promotes tourim or not. This research, using the indexes of traveler's number of tourist spots and typical itineraries of travelers, aims to illuminate the core is emerging due to geography proximity, and the periphery is undergoing marginalization in the spatial competition process of tourism development. Finnally, we explored how marginalization is going underway after transportation revolution, and approached to that the more tourism attractions of tourist spots are, the more tourism development maintain.

For the topic of tourism and transportation, previous studies prefer to discuss and analyze from the perspective of accessibility. Most studies point out that transportation revolution promote tourism development due to more accessible for tourists (Dickman,1994；Prideaux,2000a；Su&Wall,2009；Khadaroo & Seetanah, 2008). Schiefelbusch (2007) also indicated that transportation revolution might link the primary, secondary and tertiary nodes together, resulting in a travel chain in terms of tourist spatial structure. Masson (2009) indicated, using Perpignan of France and Barcelona of Spain as examples, that although transportation is available in the both places, a lot of tourist activities mainly take place in Barcelona. Comparing with Barcelona, Perpignan is less attractive because there are fewer tourist activities than in Barcelona, and tourists tend to choose Barcelona to visit. Therefore, Masson proposed transportation revolution push tourism development, but this can also intensify a spatial competition between tourist places, resulting in a core-peripheral phenomonon in terms of tourist spatial structure.

Based on the perspective of tourism and transportation revolution, this research aims to analyze the influence of transportation revolution to the tourism development on the way to Sun Moon Lake or Cing Jing Farm after availability of National Highway 6. The objects of this research are to discuss whether the availability of National Highway 6 will transform the role of travel nodes or not.

2. Method

2.1 Data collection

This research, using the random convenient sampling method, conducted a survey on 300 individual tourists in the hot tourist spots of Cao Tun Township, Guo Shing Township, Pu Li Township, Yu Chih Township, and Ren Ai Township along the National Highway 6 from December 2011 to December 2012. Questionnaires were distributed to individual tourists in areas such as Formosan Aboriginal Culture Village,

Chung Tai Chan Monastery, Tau Mi Community, Pu Li winery as most of the tourists prefer to go these places and convenient to conduct questionnaire survey.

In this research, the content of the questionnaire survey is composed of two parts: one part includes tourists' personal attributes and motives such as how they got together, where they are from, how long they will stay; the other part includes the arrangements of traveling routes, and ranks of traveling nodes. It is designed to explore the tourists' primary nodes, secondary nodes and tertiary nodes after the availability of National Highway 6. Then the personal information will be used to analyze what the obvious changes were in the tourist node features in Puli area or if new tourist places will be built after the availability of National Highway 6.

2.2 Data analysis

In order to clarify the relationships of spatial completion among the travel nodes at the regional level along National Highway 6 of Taiwan, this research used convenient random sampling way to collect data based on distributing 300 questionnaires in central Taiwan, and adopted SPSS statics description, GIS mapping analysis way to examine core-periphery relationship among the travel nodes before and after the transportation revolution.

3. Result and Disscusion

1. Before the transportation revolution, the primary destinations of the travelers to Cing Jing Farm or Sun Moon Lake almost visited Guo-Shing as secondary destination by the way, while after the transportation revolution due to locate on the branch way Guo-Shing destination turned to be periphery travel node, when contrasting to Pu-li destination, this neighboring core travel node with more and more drawing attractions.

Table 1 The spatial competitiveness in the process of tourism development

	Before transportation revolution			After transportation revolution		
Township	Primary Node	Secondary Node	Tertiary Node	Primary Node	Secondary Node	Tertiary Node
Cao Tun	2	15	0	10	8	0
Guo Shing	23	43	3	1	1	1
Pu Li	23	95	14	147	237	72
Yu Chih	140	61	0	94	46	4
Ren Ai	112	69	0	48	17	1

Source: Questionnaire survey, 2012

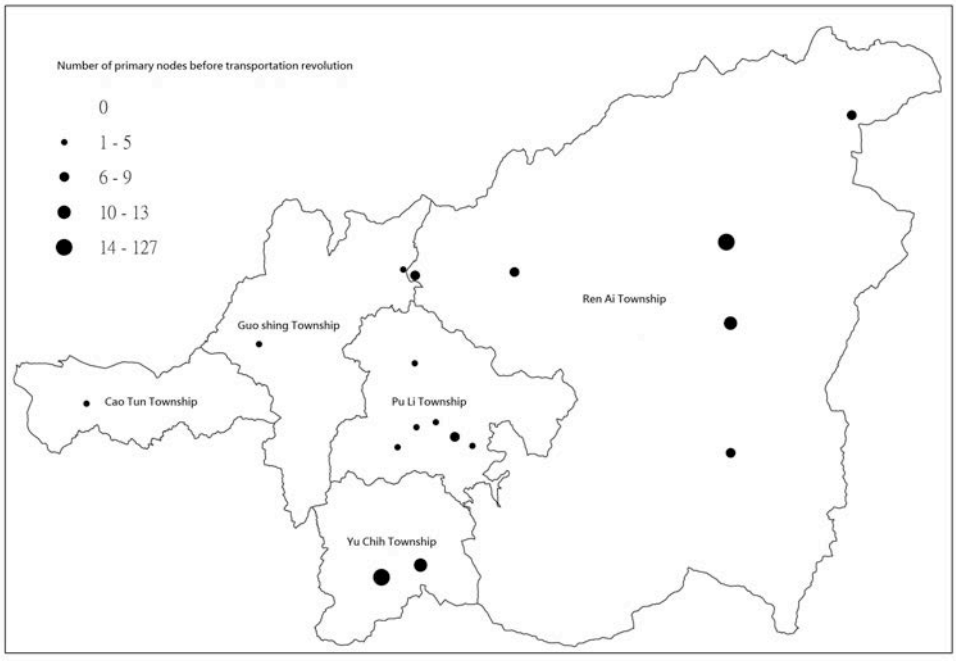

Figure 1 Number of primary nodes in townships before transportation revolution

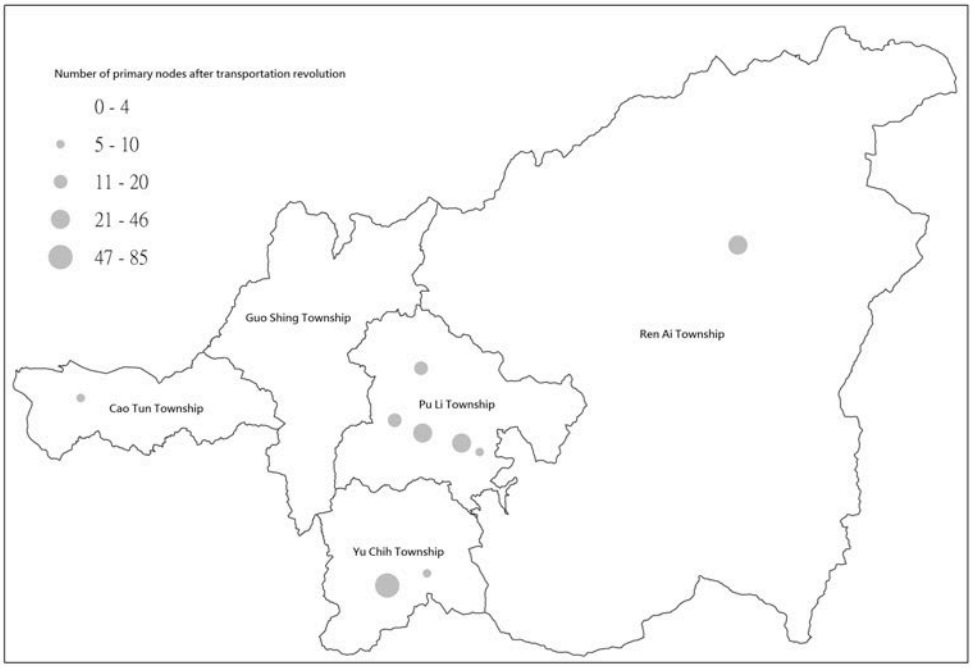

Figure 2 Number of primary nodes in townships after transportation revolution

2.This research corresponded to the conception of transportation revolution promote core-periphery phenomenon through the spatial competition, in other words, when the travel nodes have the same level of transportation accessibility at regional level, the more attractions there is, the more tourist competitiveness it possesses.

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