De La Salle University - Dasmariñas

TRAFFIC CONGESTION IN DIFFERENT TOURIST DESTINATIONS IN MANILA:

A BASIS FOR TRAFFIC MANAGEMENT PLAN

A Thesis Presented to the
College of International and Hospitality Management
De La Salle University – Dasmariñas
Dasmariñas, Cavite

In Partial Fulfillment of the Requirements for
The Degree of Bachelor of Science in
Tourism Management

Proponents:
Cantillas, Jamayne Clariz
De Llave, May Arnelle
Iijima, Yurika
Tero, Nanette
Zapico, Christine Anne

October 2011

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

ABSTRACT

Title: Traffic Congestion Problems on Selected Destinations in Manila

Proponents: Cantillas, Jamayne Clariz

De Llave, May Arnelle

Iijima, Yurika

Tero, Nanette

Zapico, Christine Anne

Degree: Bachelor of Science in Tourism Management

Research Professor: Paul Anthony Notorio, MBA

Summary

The purpose of this analysis was to find out if there is no significant difference in the perception regarding the problems observed and the possible solutions regarding the traffic in the different destinations in Manila after the proposed improvement plan.

It specifically answers the following questions:

1. What are the problems observed by the respondents regarding the traffic feud in the different destinations in Manila?
2. How do the respondents perceive the possible solutions to the identified problems?
3. Is there a significant difference in the perception regarding the problems observed and the possible solutions regarding the traffic in the different destinations in Manila when grouped according to classification, age and gender?
4. Based on the respondents responses, what probable plan can be recommended to help lessen the traffic congestion in Manila?

The researchers used the descriptive method of research in this study since it is the most appropriate to use. The researchers formulated a questionnaire and then was later on checked and approved. It was used as the major statistical tool in data gathering that makes the study truthful and factual.

Findings

1. Problems Observed by the Respondents.

   Among the ten (10) problems stated, the top three who are strongly observed are the following, that traffic is caused by the large volume of vehicles especially on peak hours (3.53) , the undisciplined behavior of commuters and drivers (3.51) and the respondents observed that traffic is caused by lacked of road space (3.29). The one who got not observed is that traffic is caused by infrastructure building (2.91). But then, the average weighted mean was (3.16) and the interpretation was good.

2. Solutions Perceived by the Respondents.

   Out of the ten (10) stated problems, the top three who are strongly agree are the following, there should be strict color coding scheme (3.60), providing sanction for not abiding road rules and regulations (3.57), proper waste disposal (3.55) . The two who got lowest weighted mean are the provisions of visible and plenty signage (3.45) and driving seminar (3.41). However, the average weighted mean is (3.5) and still agree.

3. Significance in the perception regarding the problems observed and the possible solutions regarding the traffic in the different destinations in Manila when grouped according to classification, age and gender.

   a. When grouped according to classification

The computed value of F of 3.416 has a p-value less than the 0.05 level of significance. This finding showed that perception of the respondents regarding problem of traffic observed in the different destinations in Manila had a significant difference when grouped by classification. The null hypothesis was rejected. Also, using Scheffe's Method, it was found that students had the lowest perception regarding problem of traffic in different destinations in Manila while employees and tourists have the highest perception.

The computed value of F of 0.218 has a p-value greater than the 0.05 level of significance. This finding showed that perception of the respondents regarding possible solutions to the problem of traffic in the different destinations in Manila had no significant difference when grouped by classification. The null hypothesis was accepted.

This result implied that the perception of the students, employees and tourists regarding the possible solutions to the problem of traffic in the different destinations in Manila are the same.

b. When grouped according to age

The computed value of F of 2.645 has a p-value less than the 0.05 level of significance. This finding showed that perception of the respondents regarding problem of traffic observed in the different destinations in Manila had a significant difference when grouped by age. The null hypothesis was rejected. Using Scheffe's Method, it was found that respondents from the age group 36 to 45 years old had the highest perception regarding problem of traffic in different destinations in Manila while 46 to 60 year old respondents had the lowest perception.

The computed value of F of 5.229 has a p-value less than the 0.05 level of significance. This finding showed that perception of the respondents regarding possible solutions to the problem of traffic in the different destinations in Manila had a significant difference when grouped by age. The null hypothesis was rejected. Using Scheffe's Method, it was found that respondents from the age group 46 to 60 years old had the lowest perception regarding the possible solutions to the problem of traffic in the different destinations in Manila.

c. When grouped according to gender

The computed value of t of 0.716 has a p-value greater than the 0.05 level of significance. This finding showed that perception of the respondents regarding problem of traffic observed in the different destinations in Manila had no significant difference when grouped by gender. The null hypothesis was accepted.

This result implied that male and female respondents have the same perception regarding problem of traffic in different destinations in Manila.

The computed value of t of 5.229 has a p-value greater than the 0.05 level of significance. This finding showed that perception of the respondents regarding possible solutions to the problem of traffic in the different destinations in Manila had no significant difference when grouped by gender. The null hypothesis was accepted.

This result implied that male and female respondents have the same perception regarding the possible solutions to the problem of traffic in the different destinations in Manila.

4. The probable plan to be implemented are based from Table 1, the respondents observed that traffic is caused by the large volume of vehicles especially on peak hours and undisciplined behavior of commuters and drivers, thus based on Table 2, strict color coding scheme and sanctions for not abiding rules and regulations should be implemented. Road widening and proper waste disposal were also the possible solutions to help lessen the traffic congestion in Manila. All of these will reflect in the researchers' output which is the Traffic Management Plan.

Conclusions

The following conclusions were drawn based on the findings of the study:

1. There were 3 major observed problems by the respondents regarding the traffic feud in the different destination in Manila. They were the undisciplined behavior of commuters and drivers, lacked of road space and the large of volume of vehicles especially an on peak hour which was considered as the top observed problem.
2. The respondents perceived the strict color coding scheme as the possible solution to the indentified problems.
3. There was no significant difference in the perception regarding the problems observed and the possible solutions regarding the traffic in the different destinations in Manila when grouped according to classification, age, and gender.
4. A Traffic Management Plan was recommended to help lessen the traffic congestion in Manila.

Recommendations

In the light of the formulated conclusions, the following recommendations were offered.

1. The strict color coding scheme implemented among vehicle users must be the first priority to be given solution for traffic is caused by large volume of vehicles is the most contributor of traffic congestion.
2. As the possible solution identified by the respondents, strictly color coding scheme must be strictly followed among vehicle users. Implementation of the rule must be at continuous maintenance.
3. Since the respondents' answers had no significant difference, it was recommended that the solutions to the identified problems should be addressed properly as to lessen the traffic congestion.
4. The researchers recommended that the Traffic Management Plan should be imposed, implemented and followed.
5. For the future researchers, the group recommended that future researchers should also conduct the same study in the years to come just to see if there are changes made after the Proposed Traffic Management Plan.
6. Present rules and regulations must be continuously followed and implemented.
7. Providing well trained traffic enforcers were also keys to lessen the traffic congestion.
8. The researchers recommended continuous research study about traffic congestion for the students so as to provide ideas & better solutions about the problem.
9. Disciplined behavior among individuals involved in traffic congestion was recommended.
10. The researchers recommended that provision of lectures & seminars for every individual drivers or travelers will be a must as to provide assistance and awareness about the traffic rules and regulations.