

3 CURRENT TRANSPORTATION SITUATION, PROBLEMS AND ISSUES

3.1 Profile of the Study Area

Metro Manila or the National Capital Region (NCR), with an area of about 636 sq km, has been constantly growing rapidly. The effect of its rapid urbanization spilled over to adjoining municipalities with areas of about 3,670 sq km. The actual densely populated urbanized area today has reached about 800 sq km, far exceeding the administrative area of Metro Manila. Its population of less than two million in 1950 increased to 5.9 million in 1980 and 14.4 million in 1995, inclusive of the 4.9 million in adjoining areas. Metro Manila shares more than 20% of the country's population and its share has been increasing. In 1990-1995, the Study Area grew at a significant rate of 4.2% a year, with a faster growth rate of 5.4% in outer areas (refer to Table 3.1).

Table 3.1
Population of the Study Area

Area	Population: 000 (%)			Growth Rate: %/yr.		
	1980	1990	1995	80-90	90-95	80-95
Metro Manila	5,926 (70.9)	7,929 (67.7)	9,454 (65.8)	2.9	3.6	3.1
Adjoining Area	2,434 (29.1)	3,773 (32.3)	4,914 (34.2)	4.5	5.4	4.8
Study Area	8,360 (100.0)	11,703 (100.0)	14,368 (100.0)	3.4	4.2	3.7
Philippines	48,098	60,703	68,614	2.4	2.5	2.4
% of Study Area to RP	17.4	19.3	20.9	-	-	-

Source: NSO

Enrolment in higher educational levels and employment opportunities, however, have not followed the urban sprawl. Most are still located in the inner urban core (refer to Table 3.2): About 72% of total jobs and 66% of total enrolments (secondary level and above) are within Metro Manila.

Table 3.2
Employment and Enrolment in the Study Area

Area	Population Density: person/ha		Employment at Work Place: 000		Students at School Place: 000	
	1980	1995	1980	1995	1980	1995
Metro Manila	99	158	1,784	3,622	1,547	3,122
Adjoining Area	8	15	n.a.	1,440	n.a.	1,624
Study Area	22	38	n.a.	5,062	n.a.	4,746

Source: NSO and MMUTIS

3.2 Urban Development Characteristics

Metropolitan growth and expansion follow common historical patterns – initial densification of population followed by commercialization and the outward movement of residents to the suburbs. The suburbs subsequently attract commercial developments, and the cycle continues without let up and apparent order.

Metro Manila has experienced this phenomenon since the 1970s. Population in many areas, more or less within the Epifanio de los Santos Avenue (EDSA), has decreased while that in the outer areas has grown rapidly. Suburbanization is expected to cast a wider net on adjoining municipalities as a result of population pressures, increasing mobility and the quest for better community environment. Thus, the urban activity space is no longer confined to the NCR but extends to a Greater Manila Region (GMR). It is for this reason that the planning and future development of the transportation system must encompass these adjoining areas. Ignoring this larger sphere of urban activities will not only be myopic but will also preclude real solutions to emerging problems.

The changing urban landscape can be characterized as follows:

- Suburbanization has not decreased the density of inner areas with the stepping-in of commercial activities. Growth rates have been low, negative even, in some sections as was observed in the City of Manila. Infrastructure in the inner urban core has not improved, and the environment has deteriorated.
- There are significant clusters of mixed land uses as well as squatter/slum communities, both of which exert strong but contrasting influences on transport.
- The spatial separation of residences from workplaces and educational centers has worsened. With more households opting to live outside Metro Manila, and farther away from jobs and schools, the number of trips and trip distances has increased proportionately.
- Development and land-use controls have not been evident in the Study Area. In outer areas, ribbon developments have prevailed with adverse impact on future road flexibility and capacity. High-intensity structures (reflected in very high floor-to-area ratio) have risen in areas intended for low-density development. Traffic impact assessment is non-existent. Private sector interests in urban development have not been properly tapped to secure public interests.
- The outer urban areas (which are receiving the influx of suburbanization) are generally unprepared. Their infrastructure is inadequate, if not lacking, and neither the local nor national government is addressing the problem.

Urban Development Characteristic in the Study Area



High-density Development



Suburban Sprawl



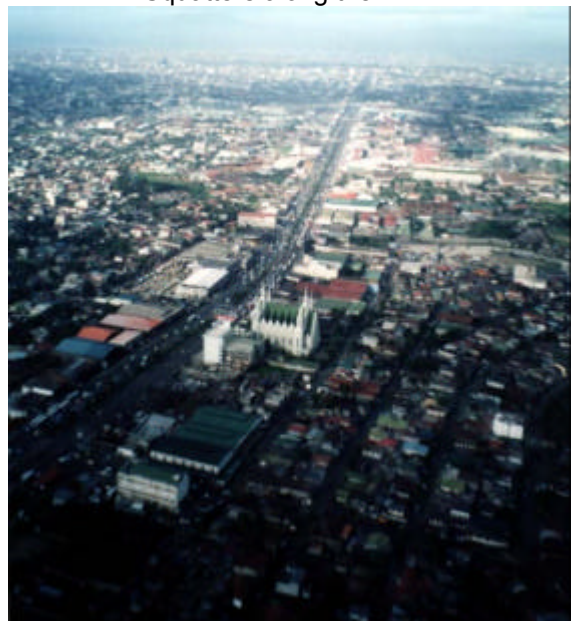
High-density Residential Area



Squatters along the PNR



Pasig River



Development along an Arterial Road

Figure 3.1
Population Growth, 1980-1995

