

**TIME-SPACE PREFERENCES OF
COMMUTERS IN YANGON CITY :
THE CASE OF SANCHANG TOWNSHIP
AND DAGON MYOTHT (NORTH)
TOWNSHIP**

PhD DISSERTATION

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Abstract

Transportation is one of the most important human activities found in the present society. Transportation mode and time spent by various travellers differ from one person to another. Although there is intricate relationship between transport and spatial organization this research is intended to examine the commuters' preferences and choices of various transport means.

The objectives of this study are : to examine the relationship between transportational structure and passengers flow of Sanchaung and Dagon Myothit (North) townships, to assess the efficiency of the passenger bus lines, to highlight the commuters pattern within the study areas, to analyze the preferences patterns of commuters based on time and location (space), to present the impacts of traffic congestion and crowded passengers on time and location preferences and to investigate the individual commuter's preferences of the various transport choices depending on the cost of transport and time.

In this study, First, ward Nos 18 and 6 of Sanchaung Township and ward Nos 26 and 6 of Dagon Myothit (North) Township are chosen for preliminary survey. Then relevant questions are set and distributed to 20 houses each in Thantada, Sanchaung (North) and Myaynigone (South) wards. The questionnaire includes 28 questions. Based on the answers received from the 60 respondents, more relevant questions are reset and delivered to another 60 households in the above- mentioned wards. The same procedure is done in Dagon Myothit (North) with focus on ward Nos 42, 35 and 29. To be able to know the true conditions of time-space preferences on passenger bus transport of the chosen areas, questionnaires are further distributed to 75 households in each of the selected 6 wards, thus totaling 450 households. Afterwards, questionnaires surveys, observations and interviews are made.

Although more bus lines have been extended the problems of passenger transport still remain. In the evening more buses are being served on emergency bus to carry the groups of waiting passengers has solved the problems. Most buses have already changed the mechanism to be adaptable to compressed natural gas (CNG). However, there are only a few CNG filling stations and thus most buses have to wait for a long time at the filling stations. As a result, there are only a few buses serving on the respective bus routes. This results in more passengers at most bus-stops waiting for bus, enhancing more travelling time. To solve this problem, more CNG filling stations should be established and electricity should be provided round the clock to these stations.

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