

#3072156825 : MAJOR URBAN PLANNING

KEY WORD: PEDESTRIAN / MASS RAPID TRANSIT / SIAM SQUARE-MBK

SUNTHORN MOLTHA : GUIDELINES ON SPATIAL ORDERING FOR PEDESTRIAN BETWEEN THE SIAM SQUARE AND NATIONAL STADIUM MASS RAPID TRANSIT STATIONS AND RELATED COMMERCIAL AREAS.

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The objectives of this reserch is to study the linkages between the commercial activities in Siam Square- Mar Boon Krong (MBK) area, the most attractive regional shopping center of Bangkok Metropolis and the new constructed mass transit system(BTS) which will affect pedestrians and the surrounding environment. By emphasizing on the number of pedestrians, directions, patterns, pedestrian walkways and facilities the resercher tries to examine pedestrian capacity, facilities and network of BTS and bus stations pedestrian attractions and related areas. Finally after the fact finding is the proposal of spatial ordering for pedestrian networks and its accommodations.

The role of Siam Square-MBK area is the business district that has 4 shopping centers at Patumwan Junction. The main function of this area is fashionable, modern goods with service facilities that can attract a large number of people to this area everyday. Most of this people use public transport and walk from bus stops to commercial areas. Pedestrians use space for walking in various patterns, different densities and atmospheres. Because of the unplanned pedestrian traffic many problems occur. For examples, a crossing of pedestrians and car and the congestions of pedestrians at every junction of circulation areas around 4 shopping centers, at bus stops bridges and staircases.

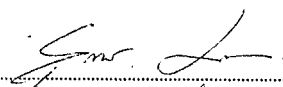
From the result of the opinion survey has shown us that most of the bus users(about 63 percent) prefer to change from using bus to the new mass transportation mode. Therefore the Bangkok Transit System (BTS) stations will be work as major starting point of walking visitors in this area. Furthermore, the attraction of BTS which are convenience, quick, safety, easy access and can carry a majority of passenger from sub-urban to this area is very attractive now. These caused the trend of increasing pedestrain volume. It's forcasted numbers of pedestrians is about 133,200 person, and the existing pedestrian will be more dense and congested. Moreover manner of pedestrains on walkways, bridges or staircase are difference. The pedestrain facilities on Rama I is the most dense pedestrians. Because its locate between BTS station and will caused pedestrian conflict and congestion. So it needs to have a plan and regulation to prevent or decrease the coming problems.

Future guidelines for this area are proposed in two alternatives according to the future of built development and carrying capacity of pedestrian facilities. The first guideline is to expand walkway and pedestrian facilities to solve the physical problem. Second guideline is to separate the new pedestrains from the existing walkways, by constructing a new elevated pedestrains, which connect to the four new developed shopping centers.

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