

## C035236 : MAJOR URBAN PLANNING

KEY WORD : BANGKOK/TRANSPORTATION/HIRED-MOTORCYCLE

SAKCHAI PRAYOCHVNIH : A STUDY OF THE APPROPRIATENESS OF  
TRANSPORTATION BY USING HIRED-MOTORCYCLE SERVICE IN BANGKOK  
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The objective of this study is to study the evolution and pattern of hired-motorcycle service and the patterns of how people use this service, then consider the appropriateness of hired-motorcycle service in Bangkok Metropolitan area.

The study reveals that hired-motorcycle service began in suburban residential area where mass transportation was inadequate and accessibility to the area was not good. Hired-motorcycle service in urban area was first established by a group of naval officers in Soi Ngam Duplee in 1981. The service point established was called "Win". Later, this kind of service point was imitated in other sois. The business grew rapidly and expanded to the central business district where traffic congestion in the area was the main factor that accelerated growth of this business. The number of service points and hired-motorcycles increased from 831 points and 16,528 motorcycles in 1988 to 1,415 points and 31,420 motorcycles in 1991. Service point establishment at present needs to have permission from local police in order to determine the location of the point and the number of motorcycles, and also to record personal data of the point's head and motorcycle riders. To work in the service point, win's jacket is required. The working queue is arranged by head of the point. Service hours of each point are from 05:00 am.- 01:00 am. the following day, and some points have 24-hour service. The total volume of revenue from hired-motorcycle service business in 1991 is approximately 2,705 million baht/year, 36.6 % of the revenue is net income of the riders, 3.8 % belong to head of the point and 0.8 % goes to local police.

According to the study, hired-motorcycle service is necessary in residential area in suburban district where mass transportation is inadequate and accessibility to the area is not good, especially the area that has many housing projects such as the areas encompassed by Phahon Yothin - Ram Intra - Sukhaphiban 1 - Ladphrao road ; Phattanakan - Ramkhamhaeng - Srinakharin road ; Rama 9 - Ratchada Phisek - Ladphrao - Ramkhamhaeng road, etc. Hired-motorcycle should be limited and controlled in the central business district due to the high risk of accident. Actually, hired-motorcycles should not be used as one mode of public transportation in the city since it raises question of passenger safety. However, the service should not be completely ceased because there are public needs and traffic congestion in Bangkok. The demand for hired-motorcycle service can be reduced by solving the problem of traffic congestion and improving mass transportation system.