

The objectives of this study are 1) to study physical, socio-economic and demographic aspects of Tambon Koyo before and after the Tinsulanonda Bridge construction, 2) to study land use changes of Tambon Koyo and the factors influencing those changes, 3) to identify the impact of Tinsulanonda Bridge on land use, 4) to project the future land use and, 5) to give the guidelines for land use planning.

The result derived from the research delineated that the Tinsulanonda Bridge created impacts on Koyo and the related areas, namely, Tambon Pawong, Tambon Sating Mhore, Tapae Kahanyont and the Songkhla Community. The greatest impact was on Koyo where the rural landuse was replaced by the urban land. The agricultural area had been changed to be the highway, the island ringroad, food gardens, the institute of the Southern Studies, urban residences, shops, community park, and the basaar. In economic aspect there were inequalities in wealth distribution caused by different revenues. There were more varieties in profession of the Koyo inhabitants while the land price had been raised up. In terms of socio and demographic aspects, there were more in-migrants to Koyo. The society pattern has been changed from the closed to opened one.

Moreover, the coming of the Tinsulanonda Bridge greatly caused the changes in the transport pattern of the Songkhla Province. The important of the ferry-raft was reduced while the Koyo highway played the important role as the origin-distination spots. This situation had also the effects on Tambon Pawong and Tambon Sating Mhore as the significant through traffic route. Tambon Pawong had been selected as the new governmental centre of the province. As being such centre, the landuse of Tambon Pawong had been changed from the vacant and paddy fields to be the shopping centre, business building, the petrol station and the other urban-used buildings. The land price in Tambon Pawong and Tambon Sating Mhore was increased. Finally, the proper Songkhla as well as the ferry-raft port had become the out-of-route community.

The high degree of Koyo preservation was the recommendation proposed in this research. The future development caused by the tourism promotion and the different project introductions had to be pulled away from Koyo to Tambon Sating Mhore. It needed to be done together with the development of the Songkhla town as the tourism center famous for the natural beauty and the historical value.