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This research is an analytical study of public transport system in Greater Bangkok Area (GBA), with its application is also suitable in other cities. The main purpose is to analyse existing public transport, trips and patronages characteristics and to study relationship of mode choices related to socio-economic, transport characteristics and government policy variables.

The modal split model was carried out by dividing the study area into traffic zones, analysed trip interchange between zones, analysed travel time and cost for each mode. Finally choice models was formulated by employing multinomial logit theory.

The results of study are as follow : (1) Conclusion of the three major characteristics : trip maker, trips and transport system characteristics. (2) Conclusion on public transport opinions survey related to improvement of level of service, frequency of usage and traffic restraint on private car concept. Most of the interviews agreed and gave positive answers to these questions. (3) Conclusion related to variables influenced mode choices : socio-economic and specific variables which tended to have more influence.

Results of the models indicated that trips by private car, motorcycle, bus, taxi and others are approximately 16.1%, 9.5%, 52.0%, 3.2% and 19.2% respectively. The SIMR survey yielded similar results as follows 16.3%, 9.4%, 41.6%, 5.0% and 27.7% respectively. Thus, this model is suitable to explain travellers' mode choices in Bangkok and should be applicable in other cities.