

Thesis Title	A Study On The Role Of Pedestrian Way In Bangkok Inner City : The Case Of Pedestrian Behavior And Attitudes On Silom Road
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### ABSTRACT

The role of the pedestrian is to walk. Walking is the most basic means of transportation. It has many important attributes, most relating directly to the quality of life. Walking provides a versatile linkage between modes of transportation which would be impossible to be unlimited by other means. As a mode of transportation, walking is continuously available. Travel times are predictable, its routes ubiquitous and easily maintainable. Service is reliable, free, nonpolluting, and non-energy-consuming. For many, walking provides a healthful, relaxing exercise. Conventional mode of transportation is usually dispersed and comprised of many short, irregular modes. Patterns of trip activity are best by walking. So the pedestrian ways in CBD or inner city were made to improve the walking experience, to make it more safe, convenient and attractive.

The purpose of this research is to know and understand of pedestrian characteristics and activities in study area could help to guide to plan and improve a more efficient, adequate and safer pedestrian facilities. The objectives of this research are : 1. to know the problems and situation of pedestrians in study area, 2. to observe the pedestrians behavior in this congested sidewalk situation, 3. to observe the pedestrians attitudes in study area, 4. to forward the suggestions for the improvement of pedestrian facilities base on the findings. The method that will be used is researching the quantity and quality of walkways in the west Silom road, By field survey; this will be

done using questionnaires at systematic random sampling and having observe the pedestrians behavior in sidewalk situation. By using statistic program SPSS/FW for analysis.

The study found that high density pedestrians on weekdays more than weekends. Because the types of land use, types of area, characters of the land use activities. And it depends on days and the periods of time. Including the location and accessibility. And all this things effect the difference. For the accessibility behavior of the major sampling were using the bus more than other ways which related to level of education and monthly income of population sampling and found that two out of three preferred to walk for shopping and transit. And the maximum walking time can be tolerated was less than 20 minutes and cross in the right crossing way. Regarding the reasons of walking, the major of sampling pedestrians stated that "faster" and "no other choice". For the problems of crossing the road were found that more than half of sampling population thought that the vehicles on roads are not stop which is the most biggest problem in crossing roads. Moreover, there are obstruct on sidewalk, excavations temporary, vending stands, construction equipment, and winmotercycle on sidewalk.

Regarding the attitudes of pedestrian environment were found that the major of sampling population appreciated the shade area the most but the opinion still be the negative way in noise and air pollution. However, the pedestrian way still be good effective and safer way. Concerned the further improvement, most pedestrians preferred to extend walking range and improve the surface of side walk for serving adequate requirement and more comfortable which could be given the suggestion in this study.