タイ国バンコク市

# サトン橋計画調査報告書

〈交通量推定報告書〉

1970年 3 月

海外技術協力事業団

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# 謝　　辞

Sathorn Br. 架橋計画に関する交通調査が，日本調査団が現地についてやや不案内であったにもかかわらず，満足すべき結果をもって完了したことは，タイ国内務省公共事業局を中心とする多数の方々の熱心な援助と暖い理解に負っている。「サトン橋計画調査報告書」に挙げられた以外に，とくに交通調査に関して協力して頂いた方々を次に記して，ここに心からの感謝の意を表明する。

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# 第1章　まえがき

タイ国の首都，バンコク市はチャオピヤ河の東岸に位置し，近年目ざましく発展し続けており，対岸のトンブリ市とともにバンコク・トンブリ首都圏を形成している。これに伴って両市間の交通は増大の一途を辿り，現在チャオピア河を越えて両市を結んでいる4橋，Memoial Br.，Krung Thon Br.，Krung Thep Br.およびRama 6 Br.では激増する交通需要をまかないきれなくなりつつある。このような背景のもとにバンコクおよびトンブリ市を結ぶ架橋計画が促進されようとしている。先に計画されたTha Chang Br.は現在着工されようとしているが，ここに第2次架橋としてSathorn Br.が計画されるに至った。

タイ国政府の要請に基づき日本政府が派遣した調査団は，2度にわたり現地調査を行ない，架橋計画の妥当性および概略設計に関する報告書，「サトン橋計画調査報告書」をまとめた。

この報告書は，第1次の現地調査として行なわれた交通調査の結果をとりまとめるとともに，上記報告書においては充分述べることのできなかった将来交通量推計の詳細を扱っている。したがって上記報告書の交通計画に関する部分の補遺となるものである。

この報告書において用いられている交通量推計の方法は，実際の調査から得られたＯＤ表が不完全ＯＤ表であるため，これに基づいて完全ＯＤ表を推定する点に特徴がある。一旦現在完全ＯＤ表が推定された後は，現況解析に基づいて，将来における推定対象地域内の総トリップ数および各ゾーン発生交通量を推定し，分布交通量を求め，配分交通量の推定を行なう。

バンコク・トンブリ首都圏は人口約2,500,000人（1966年現在），面積約176 Km²を有し，タイ国の首都として大規模な都市に発展している。これだけの規模の都市全域にわたって交通調査を行なうことは容易ではない。なかでもＯＤ調査は調査そのものにも，調査を準備するためにもきわめて多くの人手と長い期間を要し，また調査を計画するための基礎資料も種々必要となる。しかしＯＤ調査は，将来交通量予測のためには必要不可欠のものである。

計画の対象となっているのは，Sathorn Br.とその取付道路であり，首都圏全体の道路網から見れば，そのごく僅かな部分を構成するだけであるにもかかわらず，Sathorn Br.の交通量を推定するためには首都圏全体の交通を推定しなければならない。なぜなら，Sathorn Br.はその位置から見て首都圏の交通の流れに影響を与えると予想され，その重要性と役割は首都圏全体の道路網との関連において検討されねばならないからである。

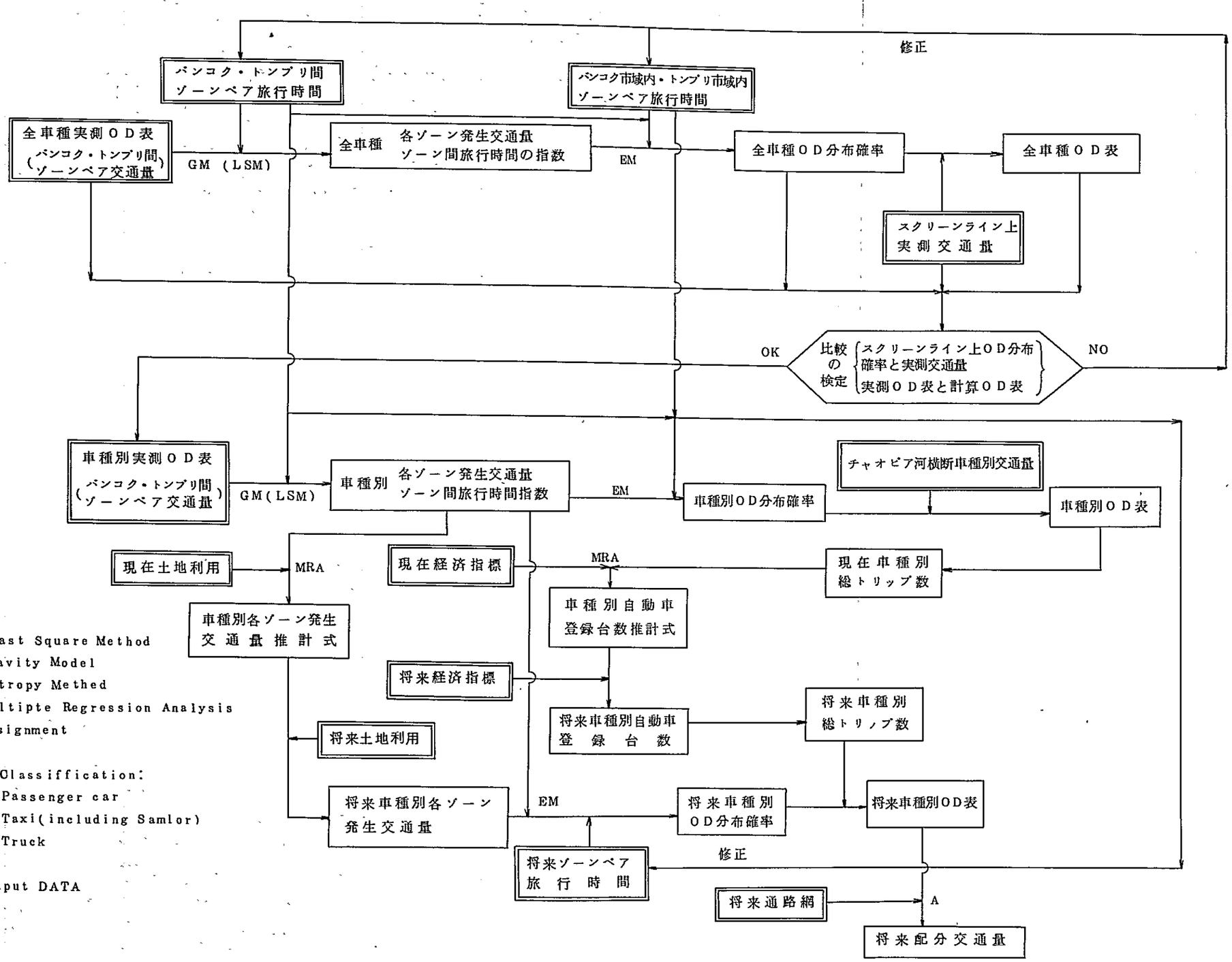
そこでＯＤ調査の規模を縮少するために，調査の対象をチャオピア河を渡る交通にしぼり，その結果得られるバンコクトンブリ間の交通から成る不完全ＯＤ表から首都圏全域の完全ＯＤ表を推定する。

将来配分交通量推定に至る交通量解析の各段階の詳細は後にゆづるとして，ここでは将来交通量の推定作業の過程を，Fig. 1－1に示すにとどめる。

交通量解析作業は，まず交通調査から始められる。第2章では，現地で行なった調査の概略を述べた。調査結果の詳細は巻末に付録として収録した。第3章では，ＯＤ調査によって得られた

不完全ＯＤ表から，現在完全ＯＤ表を作成する。第４章に於いては，バンコク・トンブリ首都圏の将来発生交通量及び将来分布交通量を推定する。推定された分布交通量を，将来道路網に配分する問題は，第５章で扱った。なお第５章では，首都圏の交通に対するSathorn Br. 建設の効果の問題も論じている。

Fig. 1－1　Flow Diagram Estimating Future Traffic in the Bangkok－Thon Buri Metropolitan Area



# 第2章　交　通　調　査

## 2.1　概　　要

日本調査団は，バンコク・トンブリ首都圏の交通状況を把握し，将来の交通量推定の基礎資料とするため，一連の交通調査を実施した。同時にできるだけ広い観点から交通量推計に役立つ資料を収集するよう努力した。

これらの交通調査は，ＯＤ調査4地点，１２時間交通量観測３９地点，週間交通量観測3地点，走行調査１８路線および渡船利用客調査6地点にのぼり，日本調査団のうち5名が専門に担当し，準備を含めて１９６９年3月から4月にかけての約6週間の期間を要した。

また，タイ側からは，内務省公共事業局の技師約１０名が，随行員及び観測地点の監督者として協力した他，Uthenthawai School of Building Construction の教師2名が観測員の人的管理に，同校の生徒約５０名が観測にあたった。

当調査団が行なった各種交通調査の概要を Table 2−1 および Fig. 2 − 1 に示す。

## 2.2　ゾ　ー　ニ　ン　グ

先にも述べたようにバンコク市とトンブリ市は行政上2つに区切られていても，都市機能上は1つの都市圏を形成していると見られる。したがってこの2つの都市の間の交通は都市内交通の性格をおびるものであり，したがって Sathorn Br. の交通量を推計するにあたっては，バンコク・トンブリ首都圏内の交通の全貌を明らかにし，その1部として Sathorn Br. の交通を把握する必要があると考えられる。

このような考え方のもとに推定対象地域はバンコクおよびトンブリの都市圏を含むように，次のような線を境界として設定した。（ Fig. 2−2，Fig. 2 − 3，Table. 2 − 2 参照）

チャオピヤ河の東（バンコク側）

北方　　Cha. Phra Nakhon と Cha. Nontha Buri の境界

東方　　Khlong Song Khathiam および Khlong Phra Khanong

南方　　チャオピヤ河

チャオピヤ河の西（トンブリ側）

北方　　Cha. Thon Buri と Cha. Nontha Buri の境界

西方　　Amp. Bangkok Noi Bangkok Yai および Thon Buri の境界

これらの境界によって囲まれる推定対象地域を，経済指標との対応を確保するために，まず行政上の区画である Amp によってゾーンに分割し，とくに大きな Amp. Dusit を3ゾーンに，部分的に土地利用の異なる Amp. Pathun Wan を2ゾーンに細分するにとどめた。

交通調査および現況解析においては，このようなゾーニングにしたがったが，将来推計にさいしては，Amp. Yan Nawa および Amp. Bangkok Noi は面積が大きくとくに開発が見込まれること，Amp. Khlong Sarn は Sathorn Br. およびそのアプローチ道路に対する

方角により南北に2分されること，などの理由によりこれらの3つのゾーンをそれぞれ2つのゾーンに分割した。

## 2.3 結果の概要

以上のようにして実施された交通調査の結果の概要をFig. 2－4～2－6に示す。Fig. 2－4は，OD調査の結果を希望路線図としてまとめたものである。Fig. 2－5は，交通量調査の結果を交通流として表現している。Fig. 2－6は，走行調査による各道路間の走行速度を表わしている。これらの基礎となる数値の詳細については，付録を参照して頂きたい。

Table 2－1　　交通調査の概要

| 調査の種類 | 調査目的 | 調査方法 | 調査対象 | 調査項目 | 調査地点 | 調査日時（1969年） | 摘要 |
|---|---|---|---|---|---|---|---|
| OD調査 | Sathon Bridgeの交通量を予測するためのもっとも重要かつ基礎的な資料。自動車交通のゾーン別発生量およびOD分布を知るためである。 | 無作為抽出による路側面接。<br>同地点で12時間交通量調査を行ない，拡大率の基礎とした。 | Chao Phraya河を越える12時間自動車交通，ただし，路線バスおよび2輪車を除く。 | 調査日<br>調査地点<br>車両通過方向<br>〃　時刻<br>車種<br>乗員<br>出発地<br>目的地 | Memorial Bridge | 3月12日(水曜日)<br>13日(木曜日)<br>14日(金曜日) | 調査台数（抽出率）<br>14,682台(8.29%) |
| | | | | | Krung Thon Bridge | 3月11日(火曜日) | 5794台<br>(2355%) |
| | | | | | Krung Thon Bridge | 3月18日(火曜日) | 3098台<br>(2061%) |
| | | | | | Rama 6 Bridge | 3月19日(水曜日) | 1,649台<br>(2809%) |
| | | | | | | 7:00～19:00 | 合計　平均<br>25,223台(1133%) |
| 12時間交通量調査 | 推定対象地域内の交通の流れ，各路線および交差点の交通量を知るための基礎資料。スクリーンライン上に設置された調査地点の資料は，完全OD表推定のための補正値として利用された。 | 人手による | 推定対象地域内の主要地点における12時間自動車交通 | 毎時間車種別方向別交通量 | OD調査4地点を含む11地点 | 3月11日～25日の火，水，木，金曜日<br>7 00～19.00 | |
| | | | | 毎時間全車種方向別交通量（2輪車を除く） | 26地点 | 3月20日～26日の火，水，木，金曜日<br>7.00～19.00 | |
| | | | | 毎時間交差点方向別交通量 | 2地点 | 3月26日(水曜日)<br>3月27日(木　〃)<br>7'00～19.00 | |
| 週間交通量調査 | 交通量の週間変動および24時間変動に関する資料。これに基づいて日交通量を算出した。 | ゴムチューブ式移動型交通量自記記録計による。観測はDept of Public and Municipal Works, Ministry of Interiorに委託した。 | Chao Phraya河を越える自動車交通 | 毎時間方向別交通量 | Memorial Bridge | 6月3日～6月9日 | |
| | | | | | Krung Thon Bridge | 7月1日～7月7日 | |
| | | | | | Krung Thep Bridge | 6月20日～6月26日 | |
| 走行調査 | 道路網の各区間ごとの走行速度と交通量の関係を把握し，交通量配分において道路区間別の走行時間算出の資料として利用した。 | 試験車を走行させ，主要地点における通過時刻をストップウオッチにより計測した。試験車の走行速度は乗用車の標準的速度となるよう留意した。昼間の一般的交通状態における速度を調査するために，走行の時間帯は<br>9:00～12'00および<br>13:00～17:00とした。 | | 主要交差点間の走行時間および停止時間 | 主要18路線 | 4月2日～4月10日 | |
| 渡船旅客調査 | 現在Chao Phraya河を越えるとき渡船を利用している旅客が架橋により自動車旅客に転換しうるかどうかを明らかにする。 | 渡し場に観測員を配置し，渡船利用客数および渡船発着回数を計測した。 | Sathorn Bridge架橋予定地付近において渡船を利用する旅客 | 毎時間方向別渡船旅客数および渡船発着回数 | Memorial Bridge およびKrung Thep Bridgeの間の渡し場6カ所 | 4月1日<br>7:00～19.00 | |
| | | 1時間に数回観測員を渡船に乗り込ませ，船中の旅客をできるだけ多数に乗船前に利用した交通機関および下船後に利用する交通機関を質問させた。 | | 渡船利用客の両岸における接続交通機関。 | | | 被調査者数<br>4463人 |

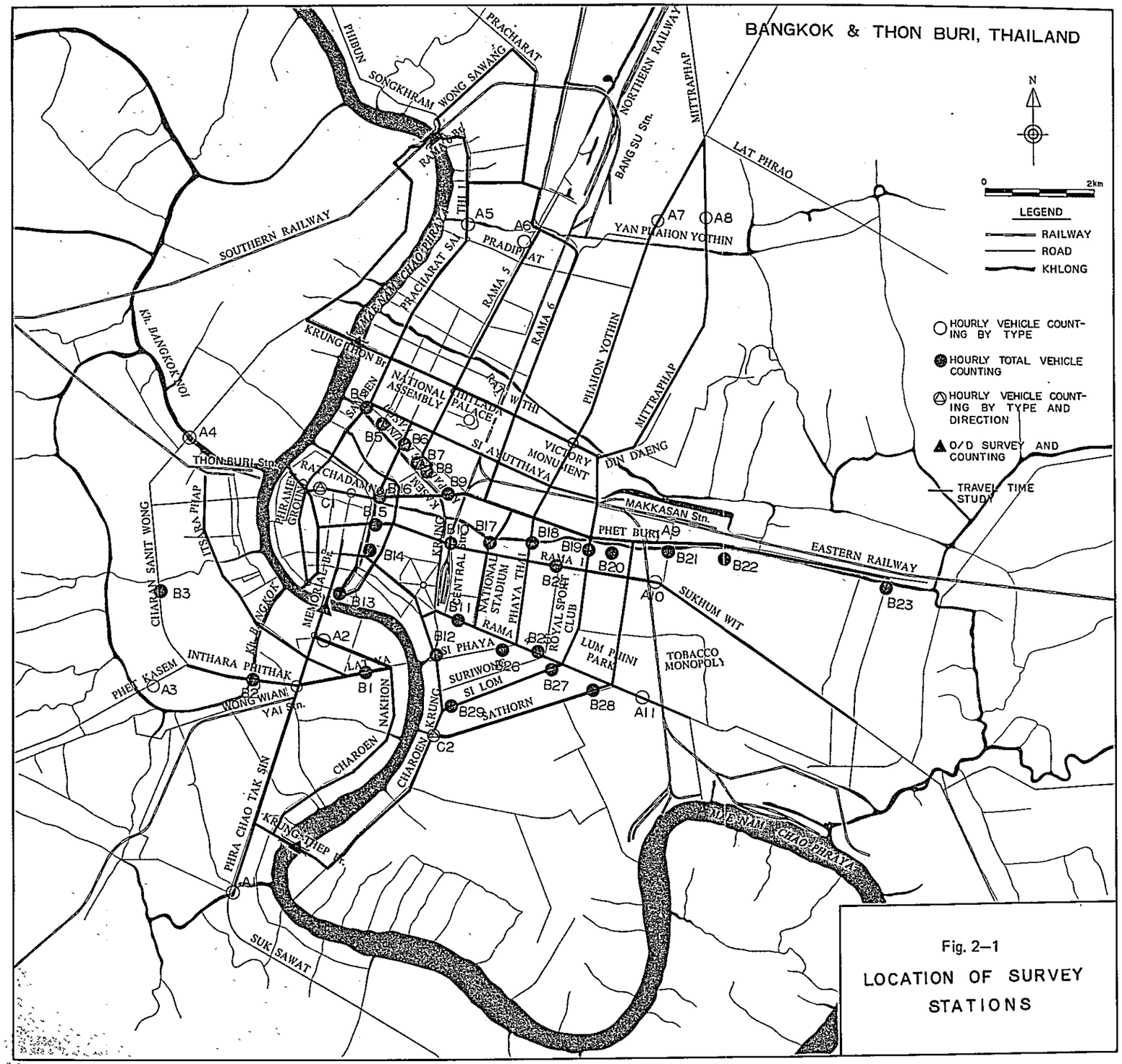
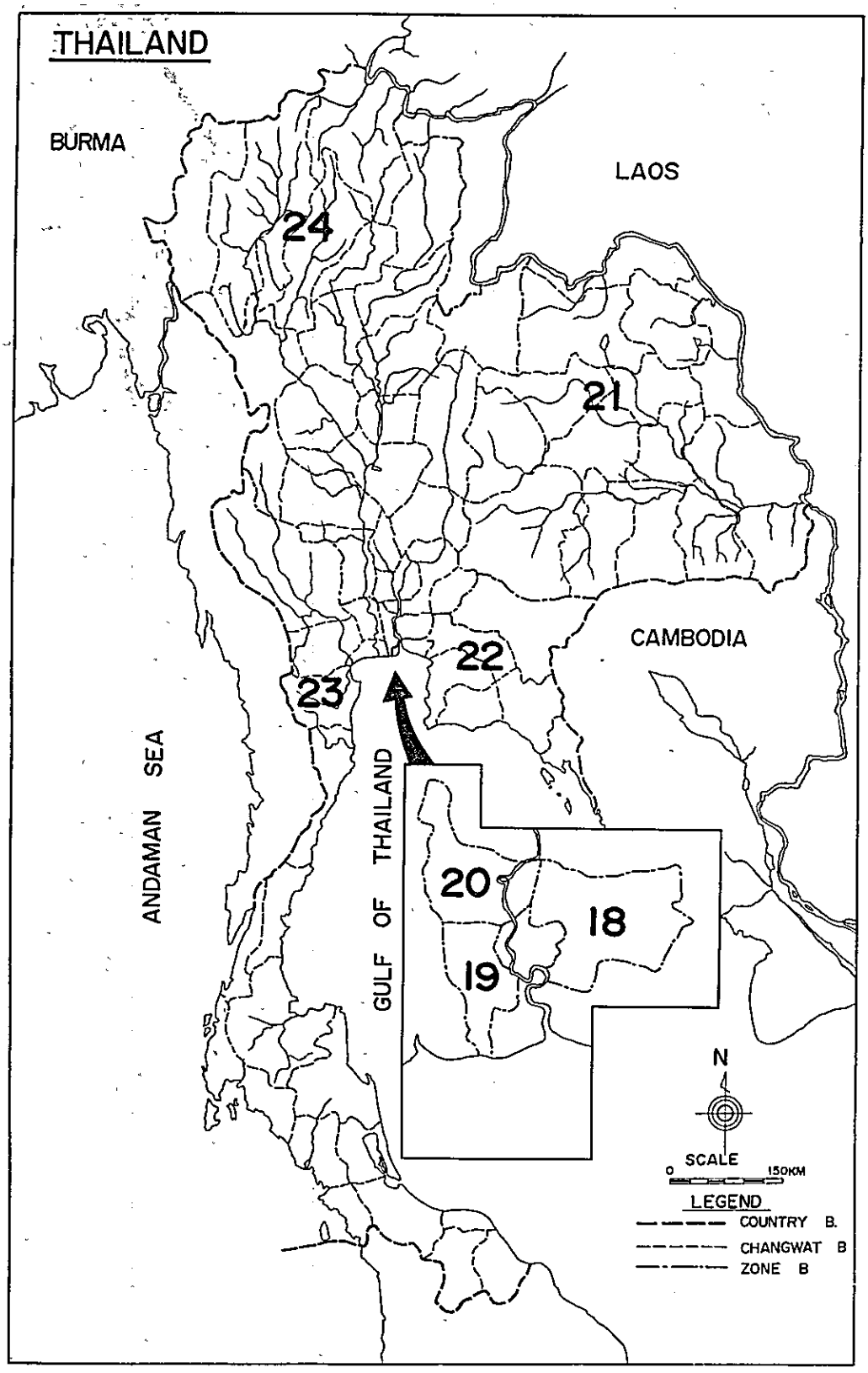



Fig. 2–1
LOCATION OF SURVEY STATIONS

Fig. 2–2 ZONING



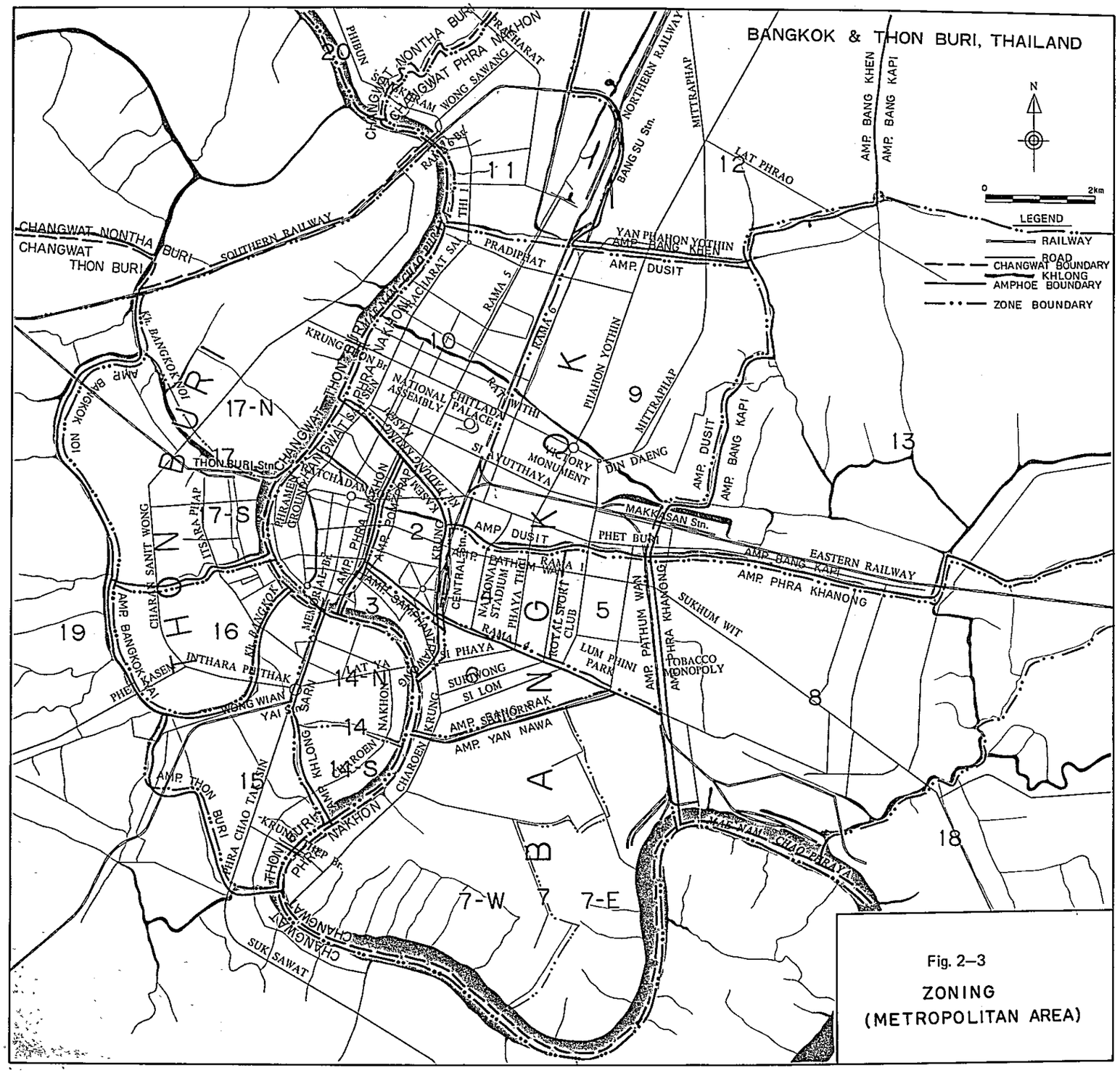



Fig. 2–3
ZONING
(METROPOLITAN AREA)

## Table 2–2 Zoning

| Zone No. in Area covered for Estimation | Changwat | Amphoe | Tambol |
|---|---|---|---|
| 1 | Phra Nakhon | Phra Nakhon | – |
| 2 | | Pom Prap | – |
| 3 | | Samphanthawong | – |
| 4 | | The part to the west of Sanam Ma Rd in Pathum Wan | Rong Muang, Wang Mai and a part of Pathum Wan |
| 5 | | The part to the east of Sanam Ma Rd. in Pathum Wan | Suanlumpini and a part of Pathum Wan |
| 6 | | Bang Rak | – |
| 7E | | The parts to the east and south of Soi Suan Phlu Rd., Nang Linchi Rd., Chan Rd. and Sathu Pradit Rd. in Yan Nawa | Tung Mahamek, Chongnonsi and a part of Bang Pongpang |
| 7W | | The parts to the west and north of Soi Suan Phlu Rd., Nang Linchi Rd., Chan Rd. and Sathu Pradit Rd. in Yan Nawa | Yan Nawa, Wat Prayakrai, Bon Korlum, Tung Watdorn and a part of Bong Pongpang |
| 8 | | A part of Phra Khanong | Khlong Toey, Khlong Ton and Phra Khanong |
| 9 | | The part to the east of Northern Railway in Dusit | Tanon Petchburi, Tung Payathai, Tanon Payathai, Maggason and a part of Samsen Nai |
| 10 | | The part to the west of Northern Railway and to the south of Khlong Bang Su in Dusit | Wachira Payaban, Dusit, Suan Chitlada, Tanon Nakhonchaisri and a part of Samsen Nai |
| 11 | | The part to the north of Khlong Bang Su in Dusit | Bang Su and a part of Samsen Nai |
| 12 | | A part of Bang Khen | Lad Yao |
| 13 | | A part of Bang Kapi | Samsen Nork, Wang Tong Lang, Khlong Chang and Hua Mark |
| 14N | | A part of Khlong Sarn | Samdaj Chao Phraya, Khlong Sarn and Khlong Tonsai |
| 14S | | A part of Khlong Sarn | Bang Lumpoo Lang |
| 15 | | Thon Buri | – |
| 16 | | Bangkok Yai | – |
| 17S | | The part to the south of Khlong Bangkok Noi in Bangkok Noi | Sirjraj, Bang Chang Lor, Bang Kunsri and Bang Kunnon |
| 17N | | The part to the north of Khlong Bangkok Noi in Bangkok Noi | Bang Yikan, Bang Suanra, Bang Plad and Bang Or |

| Zone No. outside of Area covered for Estimation | Changwat |
|---|---|
| 18 | The rest of Phra Naknon |
| 19 | The rest of Thon Buri |
| 20 | Nontha Buri |
| 21 | Nong Khai, Udon Thani, Sakon Nakhon, Nakhon Phanom, Chaiyaphum, Khon Kaen, Kalasin Nakhon Ratchasima, Maha Sarakham, Roi Et, Ubon Ratchathani, Buri Ram, Surin, Si Sa Ket |
| 22 | Samut Prakan, Chachoengsao, Prachin Buri, Chon Buri, Rayong, Chanthaburi, Trat |
| 23 | Kanchanaburi, Ratchaburi, Nakhon Pathom, Samut Sakhon, Samut Songkhram, Phetchaburi, Prachuap Khiri Khan, Chumphon, Ranong, Surat Thani, Phang-Nga, Phuket, Krabi Nakhon Si Thammarat, Trang, Phatthalung, Narathiwat, Yala, Pattani, Satun, Songkhla |
| 24 | Pathum Thani, Nakhon Nayok, Suphan Buri, Saraburi, Ang Thong, Lop Buri, Sing Buri, Chai Nat, Phrae, U.Thai Thani, Tak Kamphaeng Phet, Phichit, Phetchabun, Nakhon Sawan, Sukhothai, Phitsanulok, Loei, Mae Hong Son, Chiang Mai, Lamphum, Lampang, Chiang Rai, Nan, Uttaradit, Phra Nokhon Si Ayutthaya |

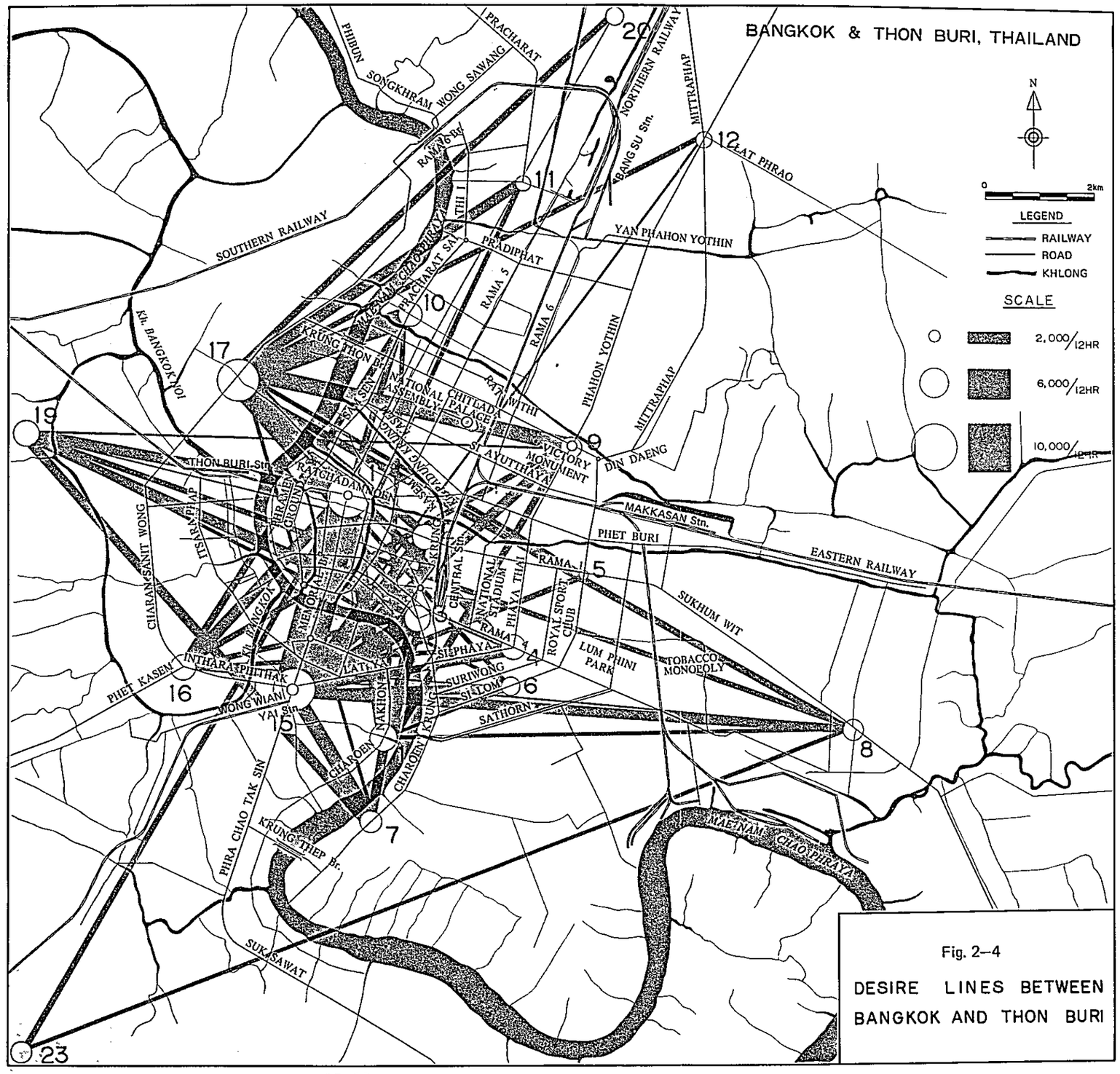



Fig. 2–4

DESIRE LINES BETWEEN BANGKOK AND THON BURI

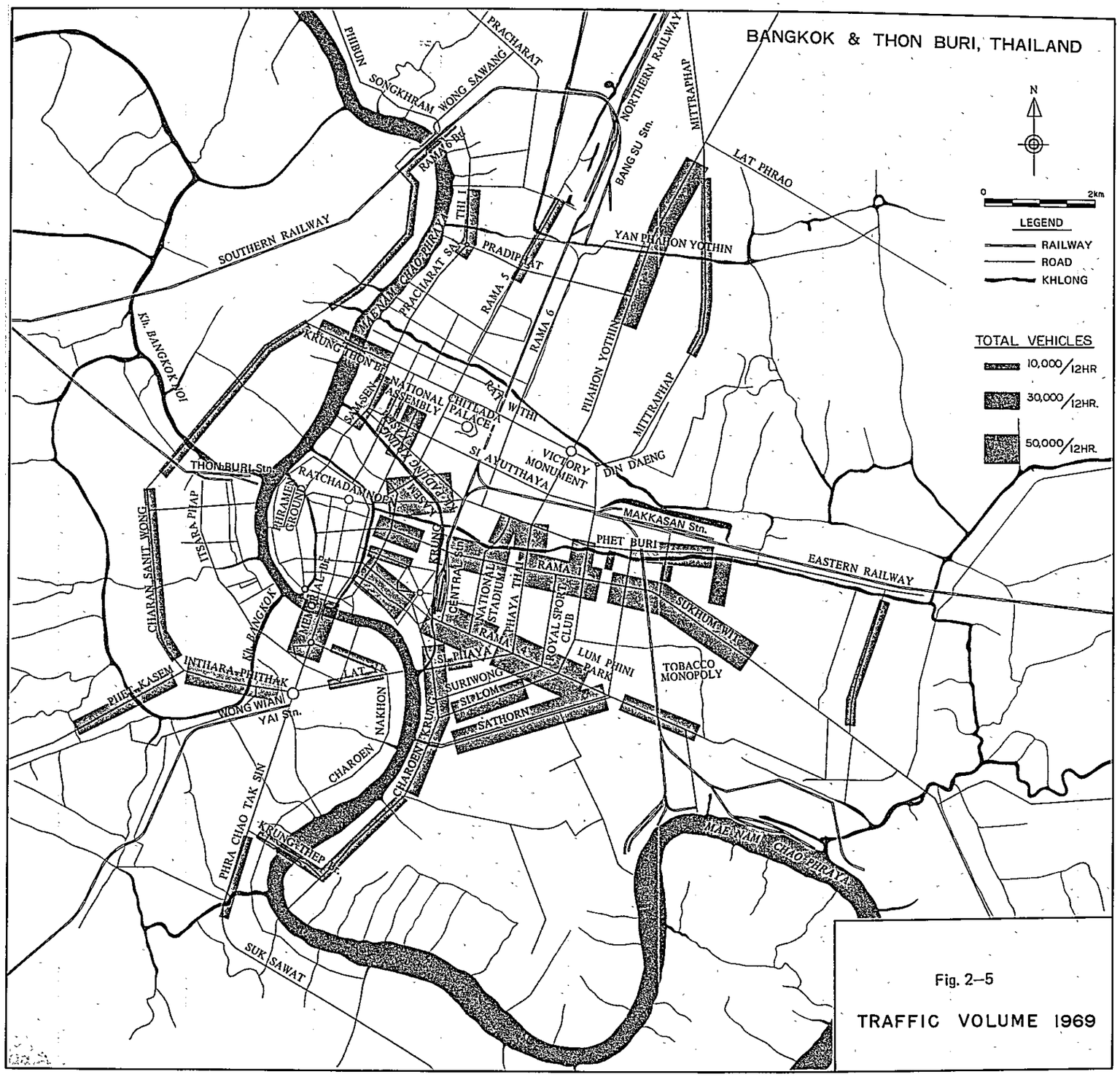



Fig. 2–5

TRAFFIC VOLUME 1969

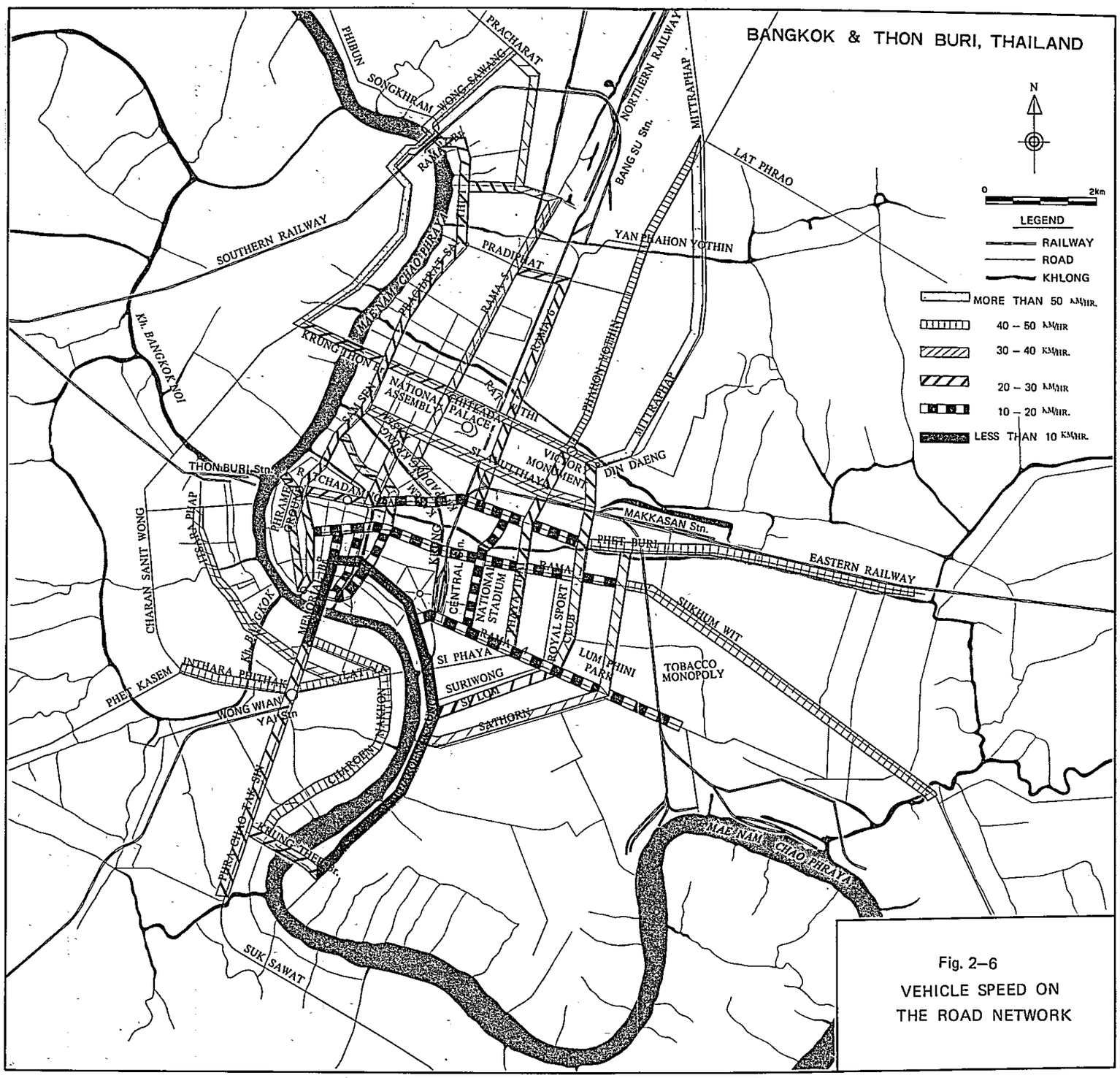



Fig. 2–6
VEHICLE SPEED ON
THE ROAD NETWORK

# 第3章　現在完全ＯＤ表

## 3.1　推定の方法

本章では交通調査の結果である不完全ＯＤ表から，バンコク・トンブリ首都圏の完全ＯＤ表を作成する手順の大要を示す。

首都圏を通行する車を車種別に分類すれば乗用車，タクシー，トラック，バス，サムロー，二輪車があげられるが，推定の対象としたのは乗用車，タクシー，トラックである。

路線バスについてはその運行路線，回数とも資料からわかるので，別に求めることができる。

サムローは小型３輪車でタクシーの半額料金で利用できるBangkok 独持の乗物である。速度や快適性はタクシーには及ばないが，料金的に言ってバスとタクシーの中間の位置にあり，バクコク市民の間では非常によく利用されている。サムローの運行形態は，タクシーのそれとほとんど同一であり，将来廃止されるときにはタクシーにとって代られると考えられるので，推定に際してはタクシーに含めて考える。従って以下タクシーという言葉はとくに断わらない限りサムローを含むものとする。

ＯＤ調査のインタビュー地点は，バンコク・トンブリ間の４つの橋に設置されたために，ＯＤ調査により直接捕捉された交通はバンコク・トンブリ間の交通に他ならない。

ゾーン間交通量とゾーン間時間距離の関係は重力モデルにあてはまると考え，まずバンコク・トンブリのゾーン間全車種交通量ならびに想定されたゾーン間時間距離から，各ゾーンの交通発生量およびゾーン間距離の指数を推定する。

各ゾーンの交通発生量，ゾーン間距離およびその指数を用いて，求められたＯＤ表については次のような検討が加えられ，その正確さが確かめられた。

第１は，スクリーンラインで首都圏内を分割し，計算されたＯＤ表のうち，そのスクリーンラインをこえるＯＤ分布確率を求める。このスクリーンライン上の実測交通量と，計算されたＯＤ分布確率から首都圏内の総トリップ数を求めることができる。もし条件の設定が正しければ，数本設定されているスクリーンのそれぞれについて求まる総トリップ数は等しくなるはずである。

第２は，計算されたＯＤ表と実測されたＯＤ表についてバンコク・トンブリ間の部分のゾーンペア交通量を比較する。

以上２つの条件を満足させるＯＤ表が得られるなら，推定された完全ＯＤ表は正しいと見なしてよいであろう。

以上の過程により，ゾーン間旅行時間，ゾーン別全車発生量が定まるわけである。

最後に確定されたゾーン間旅行時間と調査された車種別不完全ＯＤ表から，同様な手順で車種別完全ＯＤ表を作成することができる。

### 3.2 全車種ＯＤ表

(1) 各ゾーン交通発生量およびゾーン間旅行時間の指数

ゾーン間交通量$\chi$は次式のような重力モデルで表わされると仮定する。

$$\chi_{ij} = \alpha W_i W_j \ t_{ij}^{-\gamma}$$

$\chi_{ij}$： ゾーン i，j 間の交通量

$\alpha$ ： 定　数

$W_i$ ： ゾーン i の交通発生量

$t_{ij}$： ゾーン i，j 間の旅行時間

$\gamma$ ： ゾーン間旅行時間の指数

ここで，Wi のうちチャオピヤ河を渡る部分をWbti と表わす。すなわち，２－２で述べたゾーニングによると，域内のバンコク側のゾーン番号は１～１３トンブリ側のゾーン番号は１４～１７であるから，

$1 \leqq i \leqq 13$ のとき　　$Wbti = \sum_{j=14}^{17} \chi_{ij}$

$14 \leqq i \leqq 17$ のとき　　$Wbti = \sum_{j=1}^{13} \chi_{ij}$

とする。

したがって，

$$W_i = Wbti^{k_i}$$

$$1 < k_i \qquad (\because W_i > Wbt_i)$$

が成り立つ。

このWbti なる部分的発生量を表わす記号を用いて，先の重力モデルを書きなおすと，

$$\chi_{ij} = \alpha W_i W_j t_{ij}^{-\gamma}$$

$$= \alpha Wbti^{k_i} \ Wbtj^{k_j} \ t_{ij}^{-\gamma}$$

となる。対数をとれば，

$$\log \chi_{ij} = \log \alpha + k_i \log Wbti + k_j \log Wbtj - \gamma \log tij$$

となる。

ＯＤ調査により，バンコク・トンブリ間のゾーンペア交通量$\chi_{ij}$およびゾーン i の部分的交通量Wbti は既知であるから，バンコク・トンブリ間のゾーンペア旅行時間 $t_{ij}$ を適当に仮定すれば log $\alpha$，k　および$\gamma$を未知数とする次のような方程式が成立する。

$$\log \chi_{1\cdot14} = \log \alpha + k_1 \log Wbt_1 + k_{14} \log Wbt_{14} - \gamma \log t_{1.14}$$

$$\log \chi_{1\cdot15} = \log \alpha + k_1 \log Wbt_1 + k_{15} \log Wbt_{15} - \gamma \log t_{1.15}$$

$$\vdots$$

$$\log \chi_{1\cdot17} = \log \alpha + k_1 \log Wbt_1 + k_{17} \log Wbt_{17} - \gamma \log t_{1.17}$$

$$\log \chi_{2\cdot14} = \log \alpha + k_2 \log Wbt_2 + k_{14} \log Wbt_{14} - \gamma \log t_{2.14}$$

$$\log \chi_{13\cdot17} = \log\alpha + k_{13}\log Wbt_{13} + k_{17}\log Wbt_{17} - \gamma\log t_{13\cdot17}$$

これらの方程式においてＯＤ調査によりバンコク・トンブリ間のゾーンペア交通量 $\chi_{ij}$ およびゾーンの部分的交通発生量 $W_i$ は既知であるから，バンコク・トンブリ間のゾーンペア旅行時間 $t_{ij}$ を適当に定めると，未知数は $\alpha$，$\gamma$，$k_1$，$k_2$ ……$k_{17}$ の１９コとなる。一方，方程式の数は４×１３＝５２であるから，最小自乗法により未知数 $\alpha$，$\gamma$，$k_i$ の値を求めることができる。$k_i$ が得られれば，$W_i = Wbt_i^{k_i}$ の関係から $W_i$ が求められる。

このような考え方に基づいて，付録に示した全車種ＯＤ表のバンコク・トンブリ間のゾーンペア交通量および仮定されたバンコク・トンブリ間のゾーンペア旅行時間を用いて，全車種の各ゾーンの交通発生量ならびにゾーンペア旅行時間の指数を推定することができる。

ゾーン間旅行時間の指数は，1.３０１０を得た。各ゾーンの相対的交通量はTable3－1に示されている。またそのときのバンコク・トンブリのゾーン間の旅行時間を他のゾーンペアのそれとともにTable3－2に示す。

Table 3-1 Relative Traffic Generation of All Vehicles by Zones in 1969

| Zone No. | Relative Traffic Generation |
|---|---|
| 1 | 0.2239 |
| 2 | 0.0889 |
| 3 | 0.1248 |
| 4 | 0.0733 |
| 5 | 0.0175 |
| 6 | 0.0587 |
| 7 | 0.0810 |
| 8 | 0.0958 |
| 9 | 0.0389 |
| 10 | 0.0315 |
| 11 | 0.0229 |
| 12 | 0.0350 |
| 13 | 0.0162 |
| 14 | 0.0114 |
| 15 | 0.0364 |
| 16 | 0.0103 |
| 17 | 0.0335 |
| Total | 1.0000 |

(2) ＯＤ分布確率の推定

以上のようにして全車種の各ゾーン交通発生量，ゾーン間旅行時間の指数，バンコク・トンブリ間のゾーンペア旅行時間を定めることが出来ると，次にバンコク・トンブリ間以外のゾーンペアについて旅行時間を想定してＯＤ分布確率を計算する。最終的に採用された旅行時間をTable３－２に示す。

Table 3-2 Traveling Time between Zones in 1969

(hr.)

| Zone No. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.135 | 0.280 | 0.433 | 0.279 | 0.324 | 0.288 | 1.147 | 0.501 | 0.241 | 0.145 | 0.308 | 0.354 | 0.318 | 0.417 | 0.467 | 0.449 | 0.570 |
| 2 | | 0.049 | 0.480 | 0.250 | 0.219 | 0.246 | 1.058 | 0.401 | 0.201 | 0.164 | 0.281 | 0.314 | 0.265 | 0.487 | 0.525 | 0.843 | 0.507 |
| 3 | | | 0.117 | 0.216 | 0.303 | 0.271 | 0.710 | 0.459 | 0.309 | 0.529 | 0.435 | 0.370 | 0.392 | 0.516 | 0.544 | 0.551 | 1.288 |
| 4 | | | | 0.046 | 0.099 | 0.113 | 0.333 | 0.256 | 0.144 | 0.309 | 0.318 | 0.263 | 0.140 | 0.437 | 0.456 | 0.456 | 0.617 |
| 5 | | | | | 0.073 | 0.102 | 0.516 | 0.152 | 0.088 | 0.212 | 0.249 | 0.171 | 0.075 | 0.344 | 0.375 | 0.368 | 0.583 |
| 6 | | | | | | 0.037 | 0.463 | 0.159 | 0.191 | 0.309 | 0.345 | 0.304 | 0.210 | 0.491 | 0.522 | 0.519 | 0.721 |
| 7 | | | | | | | 0.075 | 0.318 | 0.407 | 0.526 | 0.552 | 0.487 | 0.400 | 0.750 | 0.640 | 0.725 | 1.080 |
| 8 | | | | | | | | 0.060 | 0.110 | 0.125 | 0.292 | 0.212 | 0.170 | 0.973 | 0.722 | 0.780 | 0.673 |
| 9 | | | | | | | | | 0.070 | 0.147 | 0.191 | 0.133 | 0.176 | 0.382 | 0.416 | 0.298 | 0.191 |
| 10 | | | | | | | | | | 0.071 | 0.150 | 0.294 | 0.277 | 0.337 | 0.390 | 0.267 | 0.176 |
| 11 | | | | | | | | | | | 0.042 | 0.177 | 0.371 | 0.368 | 0.462 | 0.282 | 0.187 |
| 12 | | | | | | | | | | | | 0.049 | 0.250 | 0.515 | 0.560 | 0.445 | 0.429 |
| 13 | | | | | | | | | | | | | 0.063 | 0.762 | 0.755 | 0.785 | 0.867 |
| 14 | | | | | | | | | | | | | | 0.051 | 0.080 | 0.085 | 0.270 |
| 15 | | | | | | | | | | | | | | | 0.058 | 0.094 | 0.240 |
| 16 | | | | | | | | | | | | | | | | 0.037 | 0.173 |
| 17 | | | | | | | | | | | | | | | | | 0.055 |

ＯＤ分布確率の計算は，京都大学教授　佐佐木　綱博士の提唱になるエントロピー法*によることとする。

(3)　ＯＤ分布確率の検定

a)　スクリーンライン

Fig. ３－１に示すような，５本のスクリーンライン上において観測された交通量を用いて計算された，ＯＤ表の正確さは次のようにして検討される。

計算されたＯＤ分布確率から各スクリーンラインをこえる交通の割合が求められる。

実測された交通量は域外交通も含めた値であるから，そのうちの域内交通量を求め，スクリーンラインをこえるＯＤ分布確率との比から１００％確率交通量すなわち域内総トリップ数を算出することが出来る。計算で求められたＯＤ表が正しければ，上記によって求めた対象地域内総トリップ数は，どのスクリーンラインについてもほぼ等しくなるはずである。もし一致しない時はさらにゾーン間旅行時間（$t_{ij}$）の仮定からやり直さなければならない。

数回の試行後，得られた各スクリーン上での総トリップ数をTable ３－３に示す。

Table 3-3　Surveyed and Computed Traffic Volume on Screen Lines

| Screen Line Number | Surveyed traffic volume | Traffic Volume within the area | OD distribution probability | Total number of trips within the area |
|---|---|---|---|---|
| I | 102,400 | 76,800 | 0.08006 | 959,280 |
| II | 375,600 | 293,000 | 0.21750 | 1,347,126 |
| III | 86,200 | 67,300 | 0.05788 | 1,162,750 |
| IV | 391,800 | 305,000 | 0.20416 | 1,493,926 |
| V | 356,200 | 276,000 | 0.28110 | 980,112 |

b)　バンコク・トンブリ間のＯＤ分布

実測されたＯＤ表と計算されたそれとの比較をFig. ３－２に示す。両者はほぼ一致していることが分るであろう。

この報告書の目的であるバンコク・トンブリ間の交通量を，正確に求めるために，Fig. ３－１に示したいくつかのスクリーンラインのうち，チャオピヤ河の線を用いて得られる値，すなわちTable３－３の９５９,２８０トリップを対象地域内総トリップ数とする。

## 3.3　車種別ＯＤ表

前節までの計算で全車種ＯＤ表，各ゾーン交通発生量，ゾーン間時間距離およびその指数


＊　参　考　文　献

Tsuna Sasaki :　Probability Method to Estimate Trip Distribution
日本道路協会発行
Annual Report of Roads　１９６７版所収

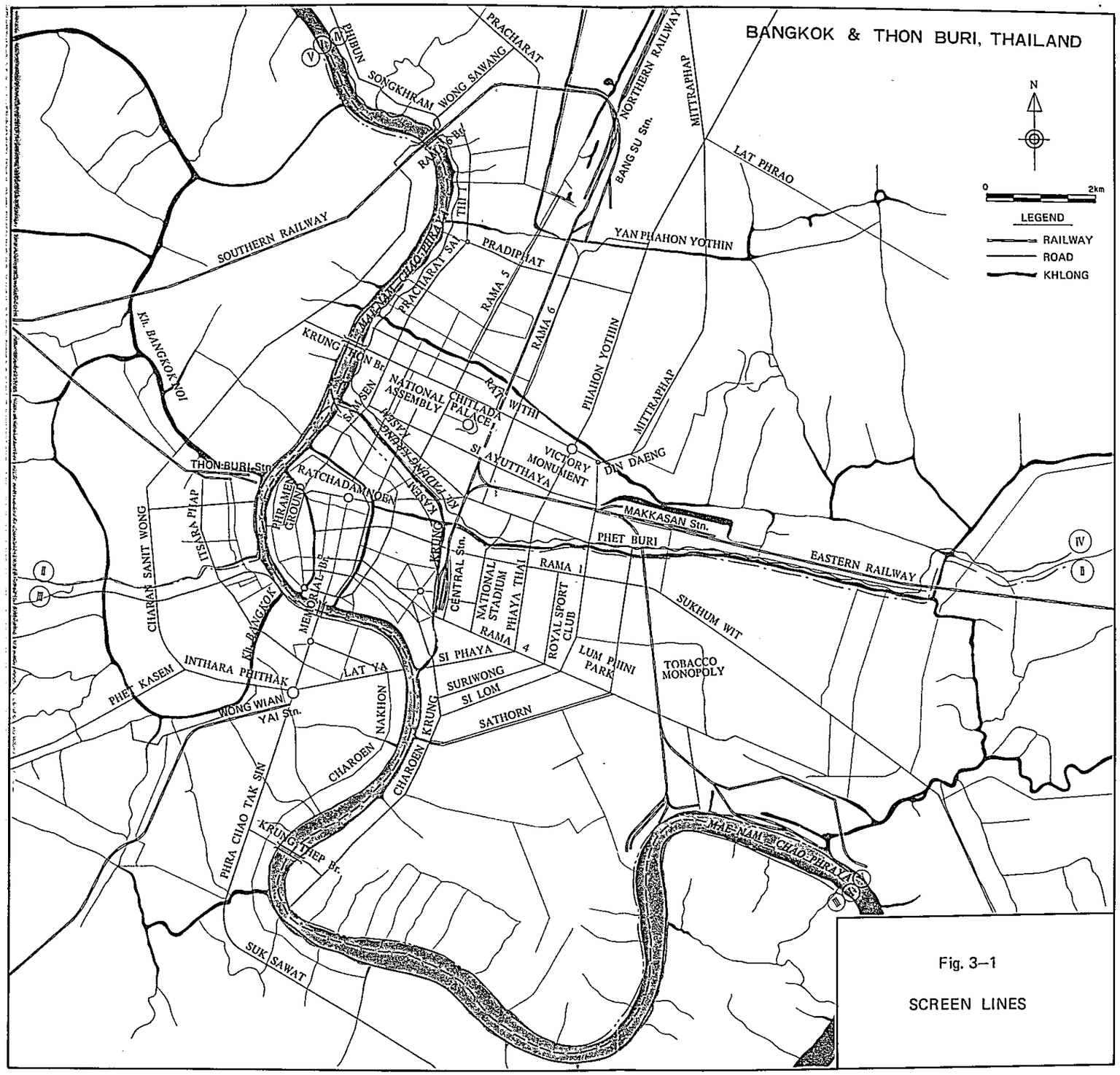
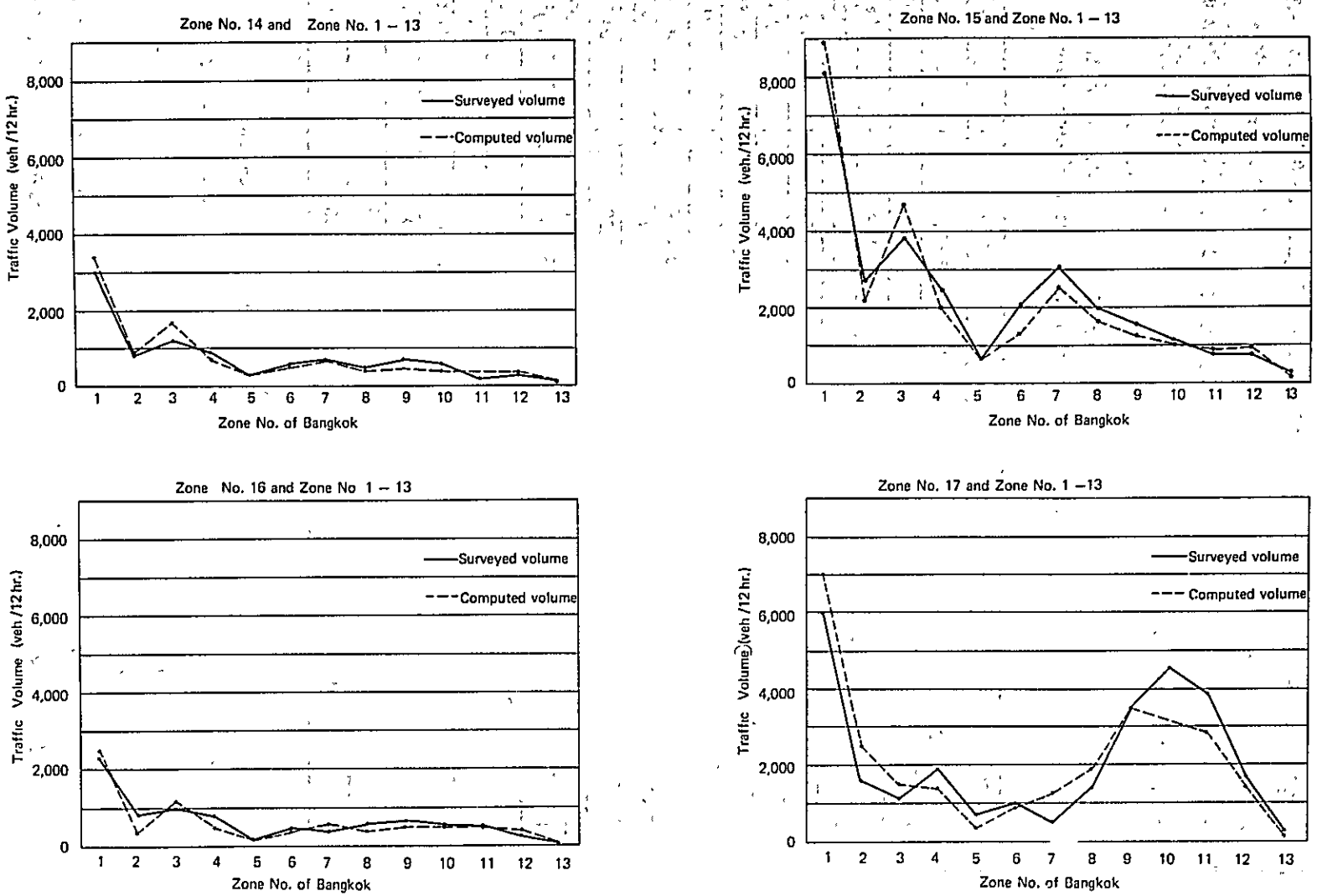



Fig. 3–1

SCREEN LINES

Fig. 3–2 SURVEYED AND COMPUTED TRAFFIC VOLUME BETWEEN ZONES IN BANGKOK AND THOSE IN THON BURI



を確定することができた。次に各車種別に集計を行なう。

推定の方法はこれまで述べて来た全車種に関する手順と全く同様である。この場合ゾーン間時間距離は全車種の推計により確定されたTable 3－2の値を用いてさしつかえないであろう。というのは，いま推定の対象としている都市内の交通に於いては，車種ごとの走行速度の差は，ほとんどないとみなしうるからである。このようにして求められた各車種のゾーン間時間距離の指数およびゾーンの相対的交通発生量をTable 3－4に示す。

Table 3-4 Exponent of Traveling Time between Zones and Relative Traffic Generation of Each Vehicle Type

| (1) / (2) / Zone No. | Passenger car | Taxi | Truck |
|---|---|---|---|
| | 1.0723 | 1.6112 | 1.5769 |
| 1 | 0.2257 | 0.2379 | 0.1611 |
| 2 | 0.0918 | 0.0888 | 0.0820 |
| 3 | 0.1028 | 0.1628 | 0.1223 |
| 4 | 0.0760 | 0.0756 | 0.0537 |
| 5 | 0.0220 | 0.0150 | 0.0075 |
| 6 | 0.0683 | 0.0468 | 0.0558 |
| 7 | 0.0622 | 0.0887 | 0.1642 |
| 8 | 0.0967 | 0.0824 | 0.1274 |
| 9 | 0.0493 | 0.0311 | 0.0217 |
| 10 | 0.0398 | 0.0239 | 0.0185 |
| 11 | 0.0207 | 0.0152 | 0.0449 |
| 12 | 0.0394 | 0.0292 | 0.0323 |
| 13 | 0.0200 | 0.0065 | 0.0117 |
| 14 | 0.0115 | 0.0121 | 0.0082 |
| 15 | 0.0324 | 0.0402 | 0.0415 |
| 16 | 0.0094 | 0.0094 | 0.0116 |
| 17 | 0.0320 | 0.0344 | 0.0356 |
| **Total** | **1.0000** | **1.0000** | **1.0000** |

Notice: (1) Vehicle type
(2) Exponent of distance between zones

なお次のような点から以上の計算が実態によく適合していることがよく分る。

(1) ゾーン間距離の指数の値から，タクシーがもっともトリップ長が短い。

(2) 乗用車のトリップ長がもっとも大きい。

(3) ゾーン別発生力の値を各車種について見れば，Charoen Krung Rd．ぞいに密集する倉庫からのトラックの発生量はかなり大きいと考えられるが，その値はゾーン7（Amp.Yan Nawa）の値を大きくしているし，バンコク港を有するゾーン8（Amp.Phra Khanong）の値も大きくなっている。

Table 3－4を各車種の交通量の比で重みづけして示したのが，Fig．3－3である。こ

の図においては，全車種のゾーン１からゾーン１７までの合計が１になるように描かれている。

こうして，先に決められたゾーン間時間距離から，エントロピー計算により，車種別分布確率を計算する。計算されたＯＤ分布確率は，総トリップ数を用いてＯＤ表に換算される。

ここで車種別の計算を合成して計算された全車種ＯＤ表は，3.2において求めた全車種ＯＤ表とほぼ一致している。

求められた全車種のＯＤ表およびその合計として得られる全車種ＯＤ表をTable ３－５～３－８に示す。また全車種のＯＤ交通量を希望路線図としてFig．３－４に示す。

Fig. 3–3 RELATIVE TRAFFIC GENERATION BY ZONES

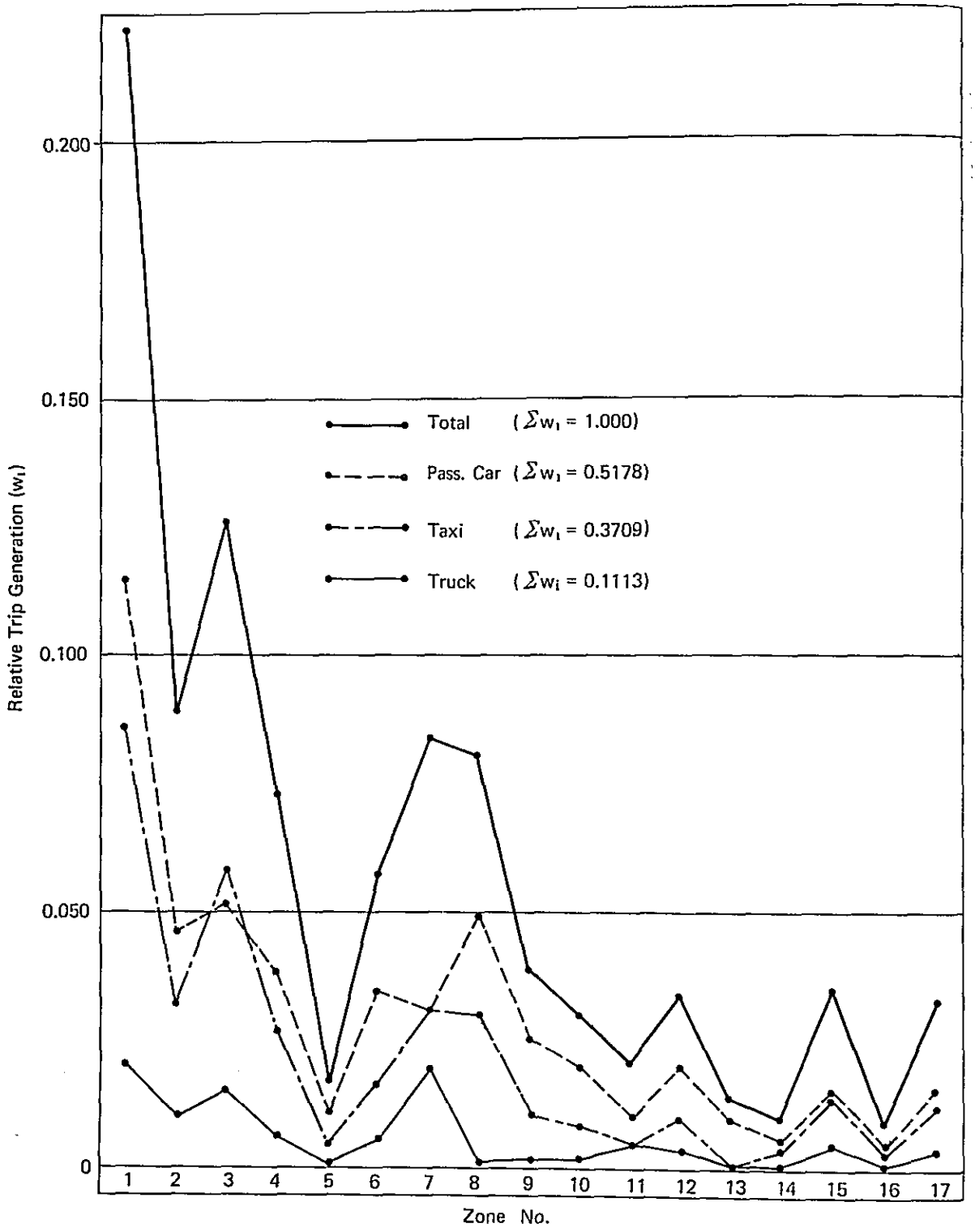


Table. 3-5 Computed OD Table (Passenger Cars) for 1969

(trips/12 hr.)

| Zone No | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 42,521 | 13,398 | 13,540 | 9,518 | 2,455 | 8,203 | 3,342 | 7,602 | 7,079 | 10,246 | 3,247 | 5,084 | 2,898 | 1,679 | 4,165 | 1,251 | 3,532 | 182,281 |
| 2 | | 14,942 | 4,181 | 3,690 | 1,283 | 3,342 | 1,251 | 3,326 | 2,961 | 3,088 | 1,235 | 1,995 | 1,219 | 491 | 1,267 | 222 | 1,378 | 74,211 |
| 3 | | | 15,298 | 6,952 | 1,473 | 4,862 | 3,104 | 4,640 | 3,009 | 1,425 | 1,251 | 2,692 | 1,283 | 744 | 1,964 | 554 | 824 | 83,094 |
| 4 | | | | 8,013 | 2,138 | 5,448 | 3,056 | 3,801 | 2,993 | 1,109 | 760 | 1,710 | 1,710 | 396 | 1,045 | 301 | 792 | 61,445 |
| 5 | | | | | 451 | 1,853 | 586 | 2,011 | 1,536 | 507 | 301 | 824 | 1,014 | 158 | 396 | 111 | 253 | 17,801 |
| 6 | | | | | | 8,053 | 1,916 | 5,654 | 1,980 | 998 | 633 | 1,299 | 982 | 301 | 808 | 238 | 602 | 55,225 |
| 7 | | | | | | | 12,091 | 4,814 | 1,568 | 998 | 681 | 1,409 | 887 | 348 | 1,156 | 285 | 697 | 50,280 |
| 8 | | | | | | | | 13,461 | 5,986 | 4,371 | 1,251 | 3,215 | 2,075 | 253 | 950 | 253 | 1,077 | 78,201 |
| 9 | | | | | | | | | 2,067 | 1,568 | 839 | 2,249 | 855 | 285 | 728 | 301 | 1,774 | 39,845 |
| 10 | | | | | | | | | | 1,433 | 919 | 808 | 443 | 269 | 649 | 285 | 1,615 | 32,164 |
| 11 | | | | | | | | | | | 1,275 | 998 | 222 | 174 | 396 | 190 | 1,077 | 16,724 |
| 12 | | | | | | | | | | | | 3,563 | 633 | 222 | 570 | 206 | 808 | 31,848 |
| 13 | | | | | | | | | | | | | 705 | 79 | 206 | 63 | 190 | 16,169 |
| 14 | | | | | | | | | | | | | | 531 | 1,821 | 491 | 523 | 9,296 |
| 15 | | | | | | | | | | | | | | | 3,603 | 1,235 | 1,647 | 26,209 |
| 16 | | | | | | | | | | | | | | | | 483 | 665 | 7,617 |
| 17 | | | | | | | | | | | | | | | | | 4,213 | 25,880 |
| TOTAL | | | | | | | | | | | | | | | | | | 404,145* |

Notice : * shows number of trips.

Table 3-6 Computed OD Table (Taxis) for 1969

(trips/12 hr.)

| Zone No. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 73,750 | 12,148 | 16,736 | 8,912 | 1,804 | 5,490 | 1,962 | 4,960 | 5,384 | 9,390 | 2,652 | 3,766 | 1,140 | 1,458 | 3,714 | 954 | 2,600 | 230,570 |
| 2 | | 26,816 | 3,766 | 2,838 | 902 | 1,884 | 610 | 1,884 | 1,922 | 2,042 | 822 | 1,220 | 398 | 292 | 822 | 106 | 848 | 86,136 |
| 3 | | | 51,098 | 10,000 | 1,486 | 4,482 | 3,156 | 4,244 | 2,678 | 876 | 1,114 | 2,600 | 610 | 770 | 2,148 | 504 | 530 | 157,896 |
| 4 | | | | 15,834 | 2,360 | 4,828 | 2,812 | 2,838 | 2,414 | 530 | 478 | 1,168 | 822 | 266 | 742 | 186 | 450 | 73,312 |
| 5 | | | | | 490 | 1,458 | 344 | 1,698 | 1,352 | 266 | 186 | 610 | 584 | 106 | 266 | 54 | 132 | 14,588 |
| 6 | | | | | | 9,430 | 1,060 | 3,978 | 982 | 344 | 266 | 610 | 292 | 132 | 398 | 106 | 212 | 45,382 |
| 7 | | | | | | | 33,420 | 4,324 | 982 | 504 | 424 | 954 | 332 | 238 | 928 | 186 | 398 | 86,054 |
| 8 | | | | | | | | 21,034 | 5,304 | 3,316 | 796 | 2,388 | 876 | 106 | 504 | 106 | 558 | 79,948 |
| 9 | | | | | | | | | 1,830 | 848 | 530 | 1,698 | 266 | 160 | 424 | 186 | 1,406 | 30,196 |
| 10 | | | | | | | | | | 1,060 | 610 | 372 | 106 | 132 | 344 | 160 | 1,220 | 23,180 |
| 11 | | | | | | | | | | | 2,214 | 770 | 54 | 132 | 266 | 132 | 1,060 | 14,720 |
| 12 | | | | | | | | | | | | 5,464 | 212 | 132 | 344 | 106 | 504 | 28,382 |
| 13 | | | | | | | | | | | | | 238 | 26 | 54 | 0 | 54 | 6,302 |
| 14 | | | | | | | | | | | | | | 1,300 | 3,872 | 848 | 530 | 11,800 |
| 15 | | | | | | | | | | | | | | | 9,986 | 2,228 | 1,962 | 38,988 |
| 16 | | | | | | | | | | | | | | | | 1,220 | 796 | 9,098 |
| 17 | | | | | | | | | | | | | | | | | 10,080 | 33,420 |
| TOTAL | | | | | | | | | | | | | | | | | | 484,986* |

Notice : * shows number of trips.

Table 3-7 Computed OD Table (Trucks) for 1969

(trips/12 hr.)

| Zone No. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 15,096 | 3,195 | 3,823 | 1,911 | 236 | 1,728 | 786 | 1,807 | 1,021 | 1,964 | 1,597 | 1,100 | 550 | 288 | 1,074 | 314 | 733 | 52,319 |
| 2 | | 8,288 | 1,074 | 759 | 157 | 733 | 288 | 864 | 445 | 550 | 602 | 445 | 236 | 79 | 288 | 26 | 288 | 26,605 |
| 3 | | | 12,019 | 2,278 | 209 | 1,519 | 1,335 | 1,650 | 550 | 209 | 733 | 812 | 314 | 157 | 655 | 183 | 157 | 39,696 |
| 4 | | | | 3,247 | 314 | 1,493 | 1,100 | 1,047 | 445 | 130 | 288 | 340 | 393 | 52 | 209 | 52 | 131 | 17,436 |
| 5 | | | | | 39 | 288 | 79 | 393 | 157 | 26 | 79 | 105 | 183 | 0 | 52 | 26 | 26 | 2,408 |
| 6 | | | | | | 4,111 | 602 | 2,095 | 288 | 104 | 262 | 262 | 209 | 52 | 157 | 52 | 105 | 18,171 |
| 7 | | | | | | | 21,800 | 2,802 | 340 | 183 | 471 | 500 | 288 | 79 | 498 | 105 | 209 | 53,265 |
| 8 | | | | | | | | 12,281 | 1,676 | 1,178 | 812 | 1,152 | 707 | 26 | 262 | 52 | 262 | 41,347 |
| 9 | | | | | | | | | 301 | 157 | 288 | 419 | 105 | 26 | 104 | 52 | 340 | 7,015 |
| 10 | | | | | | | | | | 223 | 367 | 105 | 52 | 26 | 104 | 52 | 340 | 5,993 |
| 11 | | | | | | | | | | | 3,574 | 628 | 79 | 79 | 209 | 131 | 812 | 14,585 |
| 12 | | | | | | | | | | | | 2,029 | 131 | 26 | 131 | 52 | 183 | 10,449 |
| 13 | | | | | | | | | | | | | 249 | 0 | 26 | 0 | 26 | 3,797 |
| 14 | | | | | | | | | | | | | | 209 | 943 | 236 | 131 | 2,618 |
| 15 | | | | | | | | | | | | | | | 3,548 | 917 | 707 | 13,432 |
| 16 | | | | | | | | | | | | | | | | 563 | 340 | 3,716 |
| 17 | | | | | | | | | | | | | | | | | 3,391 | 11,572 |
| TOTAL | | | | | | | | | | | | | | | | | | 162,212* |

Notice : * shows number of trips.

Table 3-8 Computed OD Table (All vehicles) for 1969

(trips/12 hr.)

| Zone No. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 131,367 | 28,741 | 34,099 | 20,341 | 4,495 | 15,421 | 6,090 | 14,369 | 13,484 | 21,600 | 7,496 | 9,950 | 4,588 | 3,425 | 8,953 | 2,519 | 6,865 | 465,170 |
| 2 | | 50,046 | 9,021 | 7,287 | 2,342 | 5,959 | 2,149 | 6,074 | 5,328 | 5,680 | 2,659 | 3,660 | 1,853 | 862 | 2,377 | 354 | 2,514 | 186,952 |
| 3 | | | 78,415 | 19,230 | 3,168 | 10,863 | 7,595 | 10,534 | 6,237 | 2,510 | 3,098 | 6,104 | 2,207 | 1,671 | 4,767 | 1,241 | 1,511 | 280,686 |
| 4 | | | | 27,094 | 4,812 | 11,769 | 6,968 | 7,686 | 5,852 | 1,769 | 1,526 | 3,218 | 2,925 | 714 | 1,996 | 539 | 1,373 | 152,193 |
| 5 | | | | | 980 | 3,599 | 1,009 | 4,102 | 3,045 | 799 | 566 | 1,539 | 1,781 | 264 | 714 | 191 | 411 | 34,797 |
| 6 | | | | | | 21,594 | 3,578 | 11,727 | 3,250 | 1,446 | 1,161 | 2,171 | 1,483 | 485 | 1,363 | 396 | 919 | 118,778 |
| 7 | | | | | | | 67,311 | 11,940 | 2,890 | 1,585 | 1,576 | 2,863 | 1,507 | 665 | 2,582 | 576 | 1,304 | 189,599 |
| 8 | | | | | | | | 46,776 | 12,966 | 8,865 | 2,859 | 6,755 | 3,658 | 385 | 1,716 | 411 | 1,897 | 199,496 |
| 9 | | | | | | | | | 4,198 | 2,573 | 1,657 | 4,366 | 1,226 | 471 | 1,256 | 539 | 3,520 | 77,056 |
| 10 | | | | | | | | | | 2,716 | 1,896 | 1,285 | 601 | 427 | 1,097 | 497 | 3,175 | 61,337 |
| 11 | | | | | | | | | | | 7,063 | 2,396 | 355 | 385 | 871 | 453 | 2,949 | 46,029 |
| 12 | | | | | | | | | | | | 11,056 | 976 | 380 | 1,045 | 364 | 1,495 | 70,679 |
| 13 | | | | | | | | | | | | | 1,192 | 105 | 286 | 63 | 270 | 26,268 |
| 14 | | | | | | | | | | | | | | 2,040 | 6,636 | 1,575 | 1,184 | 23,714 |
| 15 | | | | | | | | | | | | | | | 17,137 | 4,380 | 4,316 | 78,629 |
| 16 | | | | | | | | | | | | | | | | 2,266 | 1,801 | 20,431 |
| 17 | | | | | | | | | | | | | | | | | 17,684 | 70,872 |
| TOTAL | | | | | | | | | | | | | | | | | | 1,051,343* |

Notice : * shows number of trips.

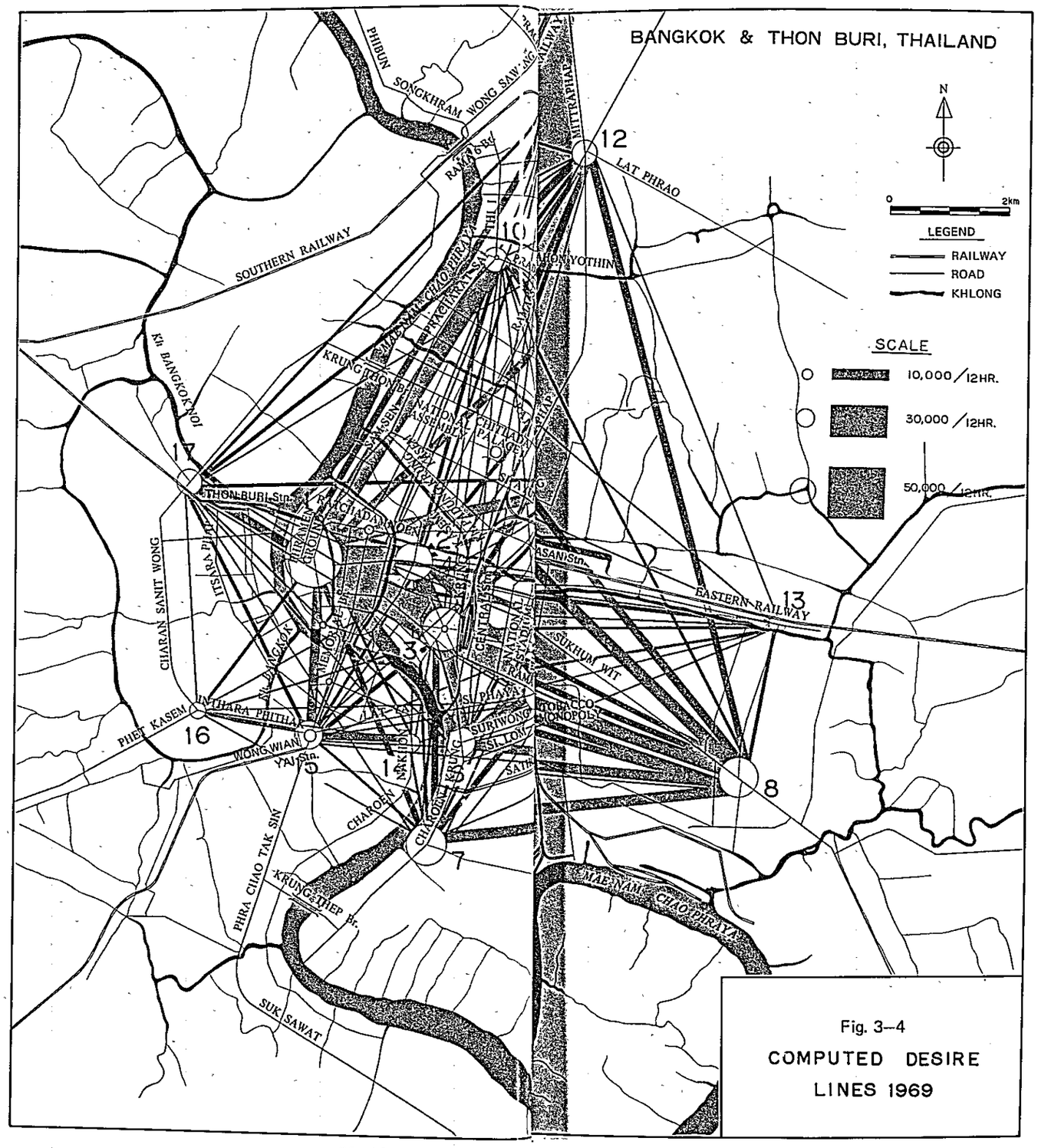



Fig. 3–4
COMPUTED DESIRE LINES 1969

## 3.4 車種別1台当りトリップ数

以上に於いて求められた域内総トリップ数及び自動車登録台数に基いて，1台当りトリップ数が求まる。

車種別1台当りトリップ数は，その車種の運行形態を表わす指標の1つであり，ここで推定されたタクシー31.12トリップ／台，トラック4.18トリップ／台，自家用乗用車3.94トリップ／台，という値は，その絶対的な大きさについても，各車種の大小関係についても妥当なものと思われる。（Table 3－9参照）

Table 3-9 Daily Trips of Each Vehicle Type

| Vehicle type | Total trips | Registered vehicles | Trips per vehicle |
|---|---|---|---|
| Passenger car | 404,145 | 102,530 | 3.94 |
| Taxi | 484,986 | 15,583 | 31.12 |
| Truck | 162,212 | 38,766 | 4.18 |
| **Total** | **1,051,343** | **156,879** | **6.70** |

# 第４章　将来布分交通量

## 4.1　推　定　方　法

首都圏の将来交通については，Sathorn Br が完成されると思われる１９７５年，及びさらに，１５年先の１９９０年の２つの年次における交通状況予測を試みる。

この推定は次のようにして行なった。

まずその総トリップ数を推定する。この総トリップ数は，自動車の予測登録台数と，1日1台当りトリップ数（将来もかわらないという仮定で現在値を用いる）の積として得られる。

次に首都圏の各ゾーンの１つ１つについて，その将来の交通発生量を，土地利用と交通発生量との相関式を用いて推定する。求められた，ゾーン別発生量およびゾーン間旅行時間を用いて，エントロピー法により，ＯＤ分布確率が得られる。最後に，このＯＤ分布確率に，総トリップ数を乗じて，将来ＯＤ表が求められる。

## 4.2　将来総トリップ数

Table ４－１にタイ国における各車種の登録台数の時系列的変化を示す。

Table 4-1　Annual Vehicle Registration in Thailand

| Year | Passenger car | Taxi | Truck |
|---|---|---|---|
| 1957 | 24,008 | 6,881 | 20,676 |
| 1958 | 27,865 | 7,530 | 22,629 |
| 1959 | 31,119 | 9,034 | 31,472 |
| 1960 | 33,105 | 16,762 | 36,253 |
| 1961 | 39,245 | 9,460 | 40,956 |
| 1962 | 41,147 | 10,666 | 45,342 |
| 1963 | 48,342 | 11,924 | 51,535 |
| 1964 | 56,835 | 12,497 | 57,769 |
| 1965 | ——— | 12,148 | 58,098 |
| 1966 | 76,912 | 14,011 | 80,389 |

*Source:　National Economic Development Board, "Economic Progress of Thailand, General Indicators"*

この成長を支える経済的要因として人口，G.N.P.，消費支出，資本形成などが考えられる。両者の相関分析を行なった結果，簡単で比較的相関度の高い次式を，最終的に登録台数の将来を推計する式として採用した。

相関分析に用いた経済指標の値はTable ４－２に示されている。

Table 4-2 General Economic Indicators

| Year | Population (1,000 persons) | Consumption Expenditure (฿1,000,000) | G N P (฿1,000,000) |
|---|---|---|---|
| 1957 | 24,148 | 40,247 | 48,196 |
| 1958 | 24,873 | 39,281 | ——— |
| 1959 | 25,619 | 43,274 | 53,628 |
| 1960 | 26,392 | 47,501 | 59,352 |
| 1961 | 27,210 | 50,388 | 61,875 |
| 1962 | 28,054 | 52,874 | 65,209 |
| 1963 | 28,923 | 55,720 | 71,634 |
| 1964 | 29,820 | 59,076 | 75,951 |
| 1965 | 30,744 | 63,108 | 82,662 |
| 1966 | 31,689 | 67,621 | 91,802 |
| 1975 | 37,500 | 82,758.4 | 110,306.9 |
| 1990 | 62,500 | 280,011.4 | 407,042 |

*Source: (1957-1966) National Economic Development Board, "Economic Progress of Thailand, General Indicators"*

*(1975 and 1990) Report of ECAFE*

$y_p = 6.596x_1 - 138,768$

$r = 0.974$

$y_{ta} = 0.486x_2 - 7,854$

$r = 0.875$

$y_{tr} = 1.235x_3 - 36,864$

$r = 0.982$

$y_p$ : 乗用車の全国登録台数（台）

$y_{ta}$: タクシー 〃 （台）

$y_{tr}$: トラック 〃 （台）

$x_1$: 人口 （1,000人）

$x_2$: 消費支出 （฿1,000,000）

$x_3$: GNP（฿1,000,000）

将来の経済指標の値は，同じくTable 4－2に示すように変化すると推定されているので，この値を代入して将来時点での登録台数が求まる。

ただし，この値はタイ国全体の保有台数である。推定の対象としている台数はこのうちで首都圏に存在する台数だけである。Table 4－3に示されているバンコク・トンブリ両市の登録台数とTable 4－1におけるタイ国全体の登録台数との比は，Table 4－4に見られるとおりであるが，これは一定の傾向を表わさないので，1957年から1966年までの比

の平均を将来の比とする。したがってタイ国全国登録台数にこの比を乗じて，両市内の登録台数の将来値が推定される。Fig.4－1～4－3によれば，１９６８年現在バンコクおよびトンブリ市内の自動車の台数は全車種合計で，１57,000台であって，その内訳は，自家用乗用車がもっとも多く，１03,000台，トラックが39,000台，タクシーが16,000台の順となっている。7年後の１９７５年には自家用乗用車159,000台，トラック3,000台，タクシー37,000台，合計269,000台となり，さらにその１５年後の１９９０年にはそれぞれ280,000台，228,000台，99,000台，合計615,000台となるものと予想される。これを倍率で見ると，１９６８年から１９７５年の7年間には自家用乗用車1.6倍，トラック1.9倍，タクシー2.4倍，平均1.7倍となる。１９７５年から１９９０年の１５年間ではそれぞれの車種が1.8倍，3.1倍，2.7倍で平均は2.3倍となる。

Table 4-3 Annual Vehicle Registration in Bangkok and Thon Buri

| Year | Passenger car | Taxi | Samlor | Truck |
|---|---|---|---|---|
| 1951 | 10,900 | 580 | --- | 3,818 |
| 1952 | 13,869 | 1,172 | --- | 5,104 |
| 1953 | 16,344 | 2,387 | --- | 7,365 |
| 1954 | 14,328 | 2,217 | --- | 7,298 |
| 1955 | 17,427 | 2,508 | 1,997 | 7,711 |
| 1956 | 18,218 | 4,695 | 1,766 | 6,678 |
| 1957 | 19,951 | 5,907 | 1,691 | 9,463 |
| 1958 | 23,236 | 6,191 | 1,632 | 9,338 |
| 1959 | 25,440 | 7,170 | 1,373 | 11,792 |
| 1960 | 27,274 | 14,574 | 1,616 | 14,455 |
| 1961 | 37,888 | 6,421 | 6,823 | 13,720 |
| 1962 | 38,045 | 7,083 | 7,873 | 15,458 |
| 1963 | 42,588 | 9,000 | 7,799 | 20,975 |
| 1964 | 49,880 | 8,951 | 7,597 | 19,637 |
| 1965 | 58,732 | 8,677 | 7,266 | 22,487 |
| 1966 | 67,699 | 8,644 | 7,262 | 27,638 |
| 1967 | 83,131 | 8,998 | 6,855 | 33,957 |
| 1968 | 102,530 | 8,882 | 6,701 | 38,766 |

Table 4-4 Ratio of Vehicle Registration in Bangkok and Thon Buri to that in Thailand

| Year | Passenger car | Taxi | Truck |
|---|---|---|---|
| 1957 | 0.8310 | 0.8584 | 0.4577 |
| 1958 | 0.8339 | 0.8222 | 0.4127 |
| 1959 | 0.8175 | 0.7937 | 0.3747 |
| 1960 | 0.8239 | 0.8695 | 0.3987 |
| 1961 | 0.9654 | 0.6788 | 0.3350 |
| 1962 | 0.9246 | 0.6641 | 0.3409 |
| 1963 | 0.8810 | 0.7548 | 0.4070 |
| 1964 | 0.8776 | 0.7163 | 0.3399 |
| 1965 | ----- | 0.7143 | 0.3871 |
| 1966 | 0.8802 | 0.6169 | 0.3438 |
| Mean | 0.871 | 0.778 | 0.380 |

トラックの伸びはとくに１９７５年以後著しいが，将来タイの産業構造が高度化するにつれて，現在水運に頼っている輸送需要が，道路に転換すると予想される点から見て妥当と思われる。

このようにして求められる自動車登録台数に，Table 3－9に示した１台当りトリップ数を乗ずることにより，両市内の車種別総トリップが計算される。Table 4－5に示された総トリップ数は１９７５年に2,080,000トリップ，１９９０年に，5,160,000トリップとなるが，１９６９年の1,050,000トリップの2.0倍および4.9倍にあたる。

Table 4-5 Future Total Number of Trips in Bangkok and Thon Buri

| Year | Vehicle type | Vehicle Registration | | Number of Total Trips in Bangkok and Thon Buri |
|---|---|---|---|---|
| | | Thailand | Bangkok and Thon Buri | |
| 1975 | Passenger car | 182,412 | 158,881 | 626,000 |
| | Taxi | 47,385 | 36,866 | 1,147,000 |
| | Truck | 192,286 | 73,069 | 305,450 |
| | Total | 422,083 | 268,816 | 2,078,750 |
| 1900 | Passenger car | 330,982 | 288,286 | 1,135,800 |
| | Taxi | 127,005 | 98,810 | 3,075,000 |
| | Truck | 599,213 | 227,701 | 951,790 |
| | Total | 1,057,200 | 614,797 | 5,162,000 |

## 4.3 発生交通量

将来の各ゾーンの発生交通量を推定するために，まず現在の車種別ゾーン別発生交通量と各ゾーンの土地利用との相関分析を行なう。

現在の車種別発生交通量は3.3において求められており，各ゾーンの土地利用の状況は

Fig. 4–1 REGISTERED PASSENGER CARS AND POPULATION

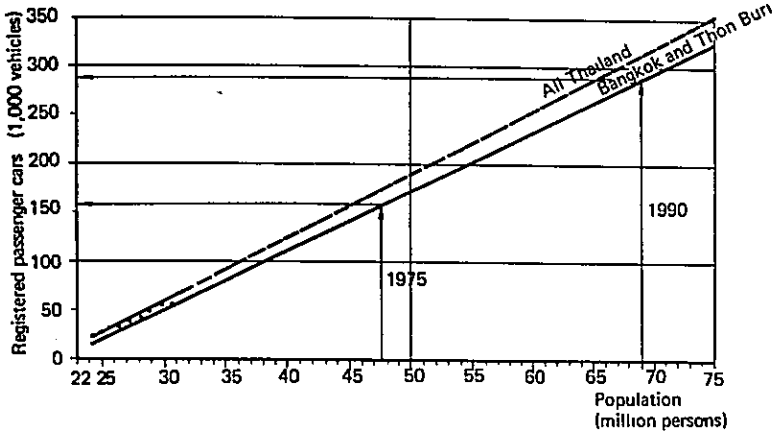



Fig. 4–2 REGISTERED TAXIS AND CONSUMERS' EXPENDITURE

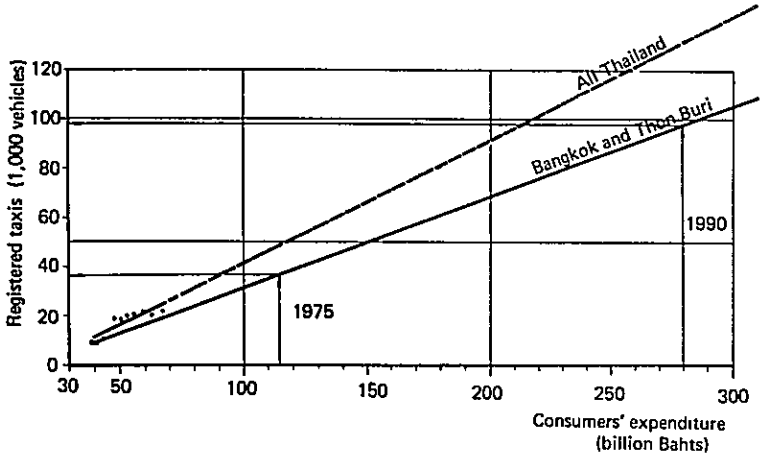



Fig. 4–3 REGISTERED TRUCKS AND GNP

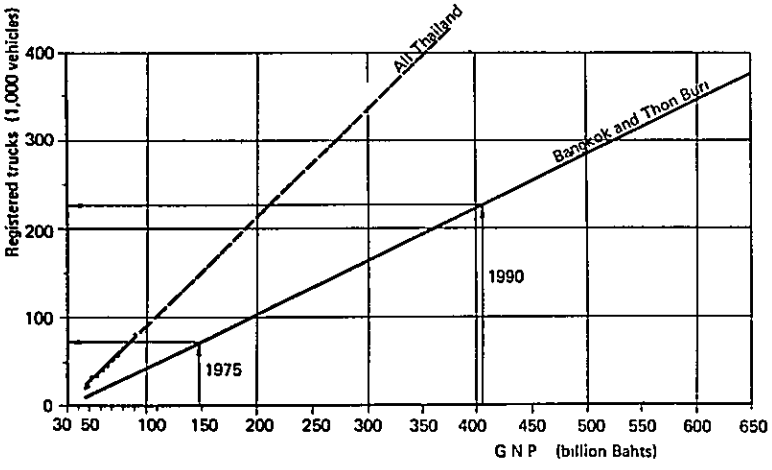


Fig 4－4および4－5によって与えられる。Fig 4－5はバンコク市当局の調査による1969年の土地利用を表わすものであるが，残念ながら未完成であったので，トンブリ側とバンコクの未完の部分はFig 4－4に示す1965年現在の土地利用図により補足する。

この2枚の地図から読みとった用途地域別の面積をTable 4－6に示す。

車種別発生交通量と土地利用の相関関係は，数種類の場合について試算されたが，最終的に次のような相関式を推計に採用することとした。

$$Wp = 86{,}798x_1 + 9{,}102x_3 - 3{,}675x_4 + 17{,}856$$

$$R = 0.693$$

$$Wta = 119{,}916x_1 + 7{,}917x_3 - 7{,}369x_4 + 4{,}473x_5 + 26{,}608$$

$$R = 0.685$$

$$Wtr = 31{,}668x_1 + 5{,}676x_2 + 1{,}455x_3 + 3{,}505$$

$$R = 0.715$$

Wp ：乗用車の各ゾーン発生交通量（台／12 hr.）

Wta：タクシーの　〃　（　〃　）

Wtr：トラックの　〃　（　〃　）

$x_1$ ：商業地域面積（$Km^2$）

$x_2$ ：工業　〃　（〃）

$x_3$ ：政府　〃　（〃）

$x_4$ ：住居　〃　（〃）

$x_5$ ：運輸施設〃（〃）

r ：重相関係数

これらの式は相関係数がやや小さいこと，乗用車とタクシーに関する式の$x_4$のパラメーターが負であることなどの点で小々問題があるが，全体としては妥当だと考えられる。

同じ商業地域と言っても，ゾーン1（Amp.Phra Nakphon），ゾーン3（Amp.Samphantha-wong）などのように非常に密集した繁華街の面積とゾーン8（Amp.Phra Khanong），ゾーン9（Amp.Dusit），ゾーン10（Amp.Dusit）などのような周辺部におけるそれとでは交通発生力に大きな差があると考えられる。

こうした発生量の差を次のようにして修正する。

上の3つの式において現在の土地利用別面積を代入して得られる発生交通量と3.3で推定された発生交通量との比がここで述べたゾーンごとの土地利用の密度をあらわすものと考えられる。

現在の密度のゾーンごとの相対的な関係は将来も変化ないものと仮定して，将来の土地利用別面積を代入して得られる値にこの比を乗じて，最終的に各ゾーンの発生交通量とする。

ここで必要になる土地利用計画は，バンコク市が2,000年を目標にして立案したFig. 4－6を利用する。この図から読みとった面積はTable 4－6に掲げられている。

しかし，推定時点は，1975年および1990年であるので，現況から将来までの変化

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Table 4-6 Present and Planned Land Use

(Km²)

| Zone No. | Zone area | 1969 | | | | | | | 2000 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Residential | Com-mercial | Industrial | Govern-mental | Utilities | Park | Others | Residential | Com-mercial | Industrial | Govern-mental | Utilities | Park | Others |
| 1 | 4.54 | 1.68 | 0.50 | – | 2.18 | – | 0.18 | – | 0.34 | 1.84 | – | 2.18 | – | 0.18 | – |
| 2 | 2.34 | 1.01 | 0.75 | 0.05 | 0.51 | – | 0.02 | – | 0.20 | 1.56 | 0.05 | 0.51 | – | 0.02 | – |
| 3 | 1.10 | 0.06 | 0.76 | – | 0.28 | – | – | – | 0.01 | 0.81 | – | 0.28 | – | – | – |
| 4 | 3.48 | 0.90 | 0.70 | – | 1.22 | 0.21 | 0.21 | 0.24 | 0.45 | 1.39 | – | 1.22 | 0.21 | 0.21 | – |
| 5 | 4.19 | 1.64 | 0.21 | 0.08 | 1.09 | – | 0.88 | 0.29 | 0.32 | 1.82 | 0.08 | 1.09 | – | 0.88 | – |
| 6 | 3.69 | 2.07 | 0.66 | – | 0.89 | – | 0.07 | – | 0.91 | 1.82 | – | 0.89 | – | 0.07 | – |
| 7-E | 11.80 | 6.96 | 0.35 | 0.83 | 2.24 | 0.07 | 1.35 | – | 3.54 | 2.81 | 1.03 | 3.00 | 0.07 | 1.35 | – |
| 7-W | 11.80 | 2.98 | 0.12 | 0.40 | 0.46 | – | 0.46 | 7.38 | 6.44 | 3.78 | 0.45 | 0.67 | – | 0.46 | – |
| 8 | 30.20 | 12.25 | 1.16 | 2.08 | 0.93 | 1.16 | 2.31 | 10.31 | 13.09 | 6.65 | 5.74 | 0.93 | 1.48 | 2.31 | – |
| 9 | 12.40 | 6.94 | 0.25 | – | 2.98 | 0.12 | 0.50 | 1.61 | 6.34 | 2.46 | – | 2.98 | 0.12 | 0.50 | – |
| 10 | 11.00 | 3.85 | 0.22 | 0.33 | 4.70 (0.25) | – | 1.65 | – | 3.09 | 0.28 | 0.33 | 5.65 | – | 1.65 | – |
| 11 | 10.00 | 3.58 | 0.15 | 0.31 | 0.23 | 0.47 | 0.98 | 4.28 | 4.70 | 0.20 | 3.42 | 0.23 | 0.47 | 0.98 | – |
| 12 | 30.60 | 4.11 | 0.08 | 0.09 | 0.28 | 2.19 | 1.83 | 22.02 | 20.95 | 1.95 | – | 3.68 | 2.19 | 1.83 | – |
| 13 | 33.80 | 4.76 | 0.17 | 0.08 | 0.41 | 0.41 | 0.17 | 27.80 | 29.63 | 2.01 | 0.08 | 1.00 | 0.41 | 0.67 | – |
| 14-N | 3.60 | 2.28 | – | 0.05 | 0.15 | – | – | 1.12 | 2.47 | 0.60 | 0.11 | 0.42 | – | – | – |
| 14-S | 2.40 | 0.55 | – | 0.06 | – | – | – | 1.79 | 1.56 | – | – | – | – | 0.84 | – |
| 15 | 9.00 | 5.48 | 0.23 | 0.12 | 0.29 | 0.05 | – | 2.83 | 4.85 | 1.37 | 1.65 | 0.72 | 0.05 | 0.36 | – |
| 16 | 6.00 | 0.72 | – | 0.05 | 0.48 | – | – | 4.75 | 4.60 | 0.43 | 0.05 | 0.92 | – | – | – |
| 17-N | 14.20 | 4.49 | – | 0.02 | 0.01 | – | – | 9.68 | 11.21 | 0.99 | 1.99 | 0.01 | – | – | – |
| 17-S | 8.80 | 2.32 | 0.30 | 0.07 | 0.80 | 0.10 | – | 5.21 | 5.17 | 0.53 | 0.07 | 2.93 | 0.10 | – | – |

( ) : Royal palace

が直線的に進むものと仮定する。その結果は，Table 4－7に示すとおりである。

以上のようにして推定される各ゾーンの相対的発生交通量をTable 4－8に示す。Fig 4－7には，各ゾーンの発生交通量の将来の伸びを示した。

それによると次のような傾向が指摘される。

第1にバンコクの都心部の伸びは停滞する。

ゾーン1，2，3および4（Amp.Phra Nakhon,Pom Prap,Samphanthawong，およびPathum Wanの西半分）は，伸びのもっとも低い地域であり，1969年に対する1990年の伸びは1.8倍～2.6倍程度である。全ゾーンの平均，すなわち総トリップ数の成長率は，4.9倍であるから，ちょうど半分にあたる。これらのゾーンは，現在都市機能が集中しており，発展の余地がそれほど大きくないためであろう。

これに対して，伸びが特に著しく9倍（平均の2倍程度）以上に達するゾーンとしては，ゾーン7（Amp.Yan Nawa），8（Amp.Phra Khanong），9（Amp.Dusitの東部），12（Amp.Bang Khen），14（Amp.Khlong Sarn），15（Amp.Thon Buri），および17（Amp.Bangkok Noi）かあげられる。

これらはいずれも現在周辺部に属するゾーンであり，将来土地利用図に明らかな如く，将来の外周への開発計画がこの交通発生量の伸びに反映されている。

## 4.4 分布交通量

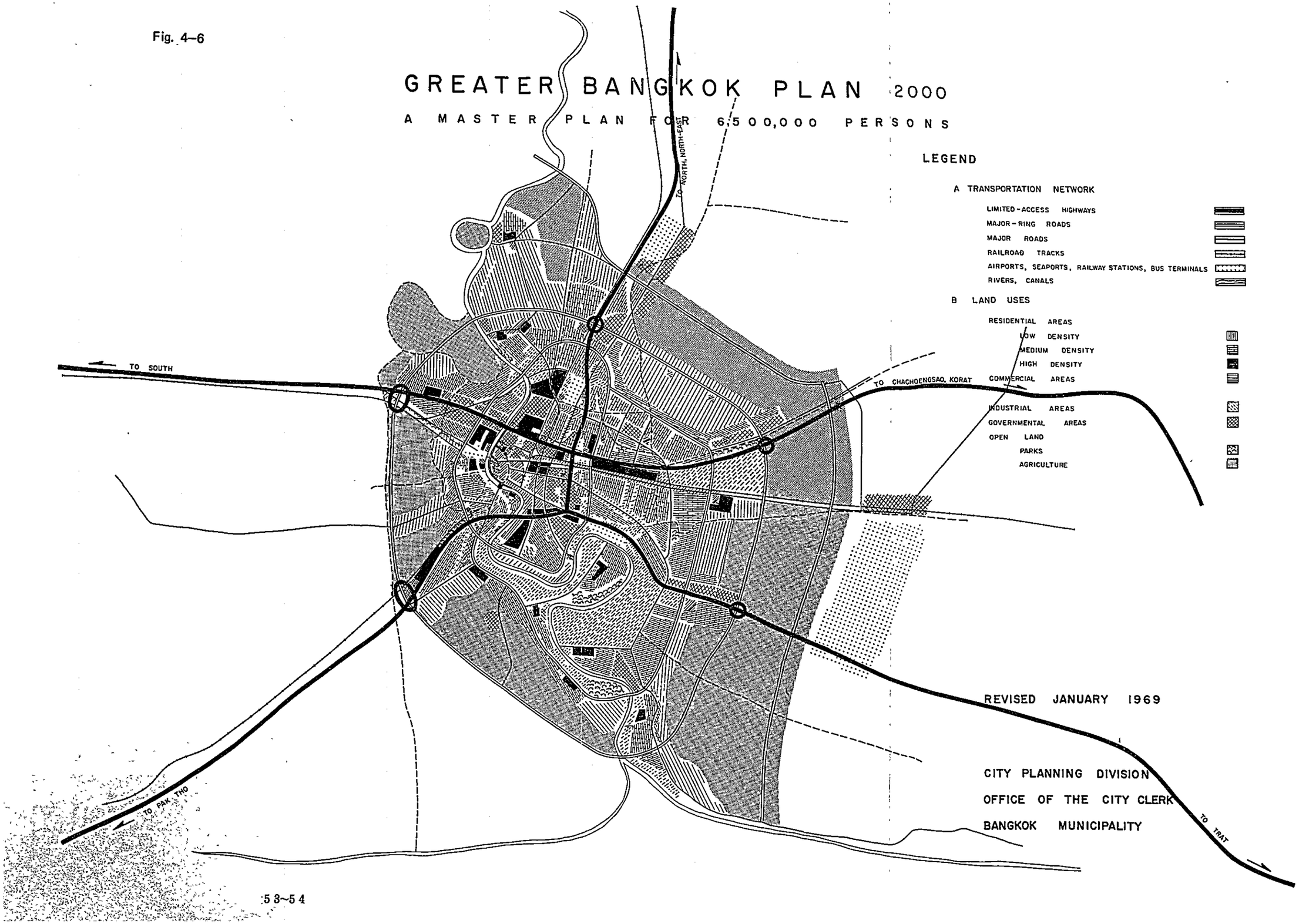
エントロピー法によるOD分布計算のためには，4.3において求めた将来の各ゾーンの発生交通量の他に，各ゾーン間の旅行時間およびその指数の将来値が必要となる。後者については将来の変化を予想することは困難であり，一般に現在値を用いることが多いので，この報告書においても3.3で求めた現在の値をそのまま用いることとする。

ゾーン間の旅行時間の将来の変化は，ゾーンペアごとに一定ではなく，将来の道路網によって大巾に変りうる。したがって将来の道路網およびゾーニングの変更にともない，Table 4－9における値を将来のゾーン間旅行時間とする。

以上のようにして求められた各ゾーンの発生交通量，ゾーン間旅行時間およびその指数に基づいて，エントロピー法を用いて車種ごとに将来OD分布確率を計算し，これに各車種の総トリップ数を乗じて将来OD表を作成することかできる。Table 4－10～4－17に，1975年および1990年における推定された各車種およびその合計のOD表を示す。また全車種の希望路線図をFig.4－8および4－9に示す。

なお流出入交通および通過交通については，エントロピー計算ではなく，次のようにして推定してある。すなわち地域内各ゾーンの交通発生量の伸び率と4.2で求めたタイ全国の自動車登録台数の伸び率との幾何平均をもって，域内各ゾーンと域外各ゾーンとの間の交通量の伸び率とする。この伸び率とOD調査によって捉えられた現在の交通量との積を将来OD交通量とするのである。もちろん通過交通の伸び率はタイ全国の自動車登録台数の伸び率を

Fig. 4–6


GREATER BANGKOK PLAN 2000
A MASTER PLAN FOR 6,500,000 PERSONS
LEGEND
A TRANSPORTATION NETWORK
LIMITED-ACCESS HIGHWAYS
MAJOR-RING ROADS
MAJOR ROADS
RAILROAD TRACKS
AIRPORTS, SEAPORTS, RAILWAY STATIONS, BUS TERMINALS
RIVERS, CANALS
B LAND USES
RESIDENTIAL AREAS
LOW DENSITY
MEDIUM DENSITY
HIGH DENSITY
COMMERCIAL AREAS
INDUSTRIAL AREAS
GOVERNMENTAL AREAS
OPEN LAND
PARKS
AGRICULTURE
TO NORTH, NORTH-EAST
TO SOUTH
TO CHACHOENGSAO, KORAT
TO PAK THO
TO TRAT
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OFFICE OF THE CITY CLERK
BANGKOK MUNICIPALITY

Table 4-7 Future Land Use

(Km²)

| Zone No. | Zone area | 1975 | | | | | | | 1990 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Residential | Com-mercial | Industrial | Govern-mental | Utilities | Park | Others | Residential | Com-mercial | Industrial | Govern-mental | Utilities | Park | Others |
| 1 | 4.54 | 1.39 | 0.79 | – | 2.18 | – | 0.18 | – | 0.76 | 1.42 | – | 2.18 | – | 0.18 | – |
| 2 | 2.34 | 0.83 | 0.93 | 0.05 | 0.51 | – | 0.02 | – | 0.44 | 1.32 | 0.05 | 0.51 | – | 0.02 | – |
| 3 | 1.10 | 0.05 | 0.77 | – | 0.28 | – | – | – | 0.03 | 0.79 | – | 0.28 | – | – | – |
| 4 | 3.48 | 0.80 | 0.85 | – | 1.22 | 0.21 | 0.21 | 0.19 | 0.62 | 1.22 | – | 1.22 | 0.21 | 0.21 | – |
| 5 | 4.19 | 1.35 | 0.56 | 0.08 | 1.09 | – | 0.88 | 0.23 | 0.76 | 1.38 | 0.08 | 1.09 | – | 0.88 | – |
| 6 | 3.69 | 1.82 | 0.91 | – | 0.89 | – | 0.07 | – | 1.27 | 1.46 | – | 0.89 | – | 0.07 | – |
| 7-E | 11.80 | 6.21 | 0.89 | 0.87 | 2.41 | 0.07 | 1.35 | – | 4.61 | 2.04 | 0.97 | 2.76 | 0.07 | 1.35 | – |
| 7-W | 11.80 | 3.74 | 0.92 | 0.41 | 0.51 | – | 0.46 | 5.76 | 6.73 | 3.32 | 0.54 | 0.75 | – | 0.46 | – |
| 8 | 30.20 | 12.43 | 2.36 | 2.88 | 0.93 | 1.23 | 2.31 | 8.06 | 14.56 | 5.61 | 5.22 | 0.93 | 1.57 | 2.31 | – |
| 9 | 12.40 | 6.81 | 0.73 | – | 2.98 | 0.12 | 0.50 | 1.26 | 6.92 | 1.88 | – | 2.98 | 0.12 | 0.50 | – |
| 10 | 11.00 | 3.66 | 0.23 | 0.33 | 4.88 (0.25) | – | 1.65 | – | 3.36 | 0.27 | 0.33 | 5.39 | – | 1.65 | – |
| 11 | 10.00 | 3.83 | 0.16 | 0.99 | 0.23 | 0.47 | 0.98 | 3.34 | 5.19 | 0.21 | 2.92 | 0.23 | 0.47 | 0.98 | – |
| 12 | 30.60 | 7.80 | 0.49 | 0.07 | 1.02 | 2.19 | 1.83 | 17.20 | 21.17 | 1.84 | 0.04 | 3.53 | 2.19 | 1.83 | – |
| 13 | 33.80 | 10.21 | 0.57 | 0.08 | 0.54 | 0.41 | 0.28 | 21.71 | 29.58 | 1.94 | 0.08 | 1.10 | 0.41 | 0.69 | – |
| 14-N | 3.60 | 2.34 | 0.13 | 0.06 | 0.21 | – | – | 0.86 | 2.62 | 0.49 | 0.09 | 0.40 | – | – | – |
| 14-S | 2.40 | 0.77 | – | 0.05 | – | – | 0.18 | 1.40 | 1.38 | 0.22 | 0.02 | – | – | 0.78 | – |
| 15 | 9.00 | 5.34 | 0.48 | 0.46 | 0.38 | 0.05 | 0.08 | 2.21 | 5.67 | 1.14 | 1.20 | 0.66 | 0.05 | 0.28 | – |
| 16 | 6.00 | 1.57 | 0.09 | 0.05 | 0.58 | – | – | 3.71 | 4.41 | 0.52 | 0.05 | 1.02 | – | – | – |
| 17-N | 14.20 | 5.96 | 0.22 | 0.45 | 0.01 | – | – | 7.56 | 11.89 | 0.88 | 1.42 | 0.01 | – | – | – |
| 17-S | 8.80 | 2.94 | 0.35 | 0.07 | 1.27 | 0.10 | – | 4.07 | 5.27 | 0.57 | 0.07 | 2.79 | 0.10 | – | – |

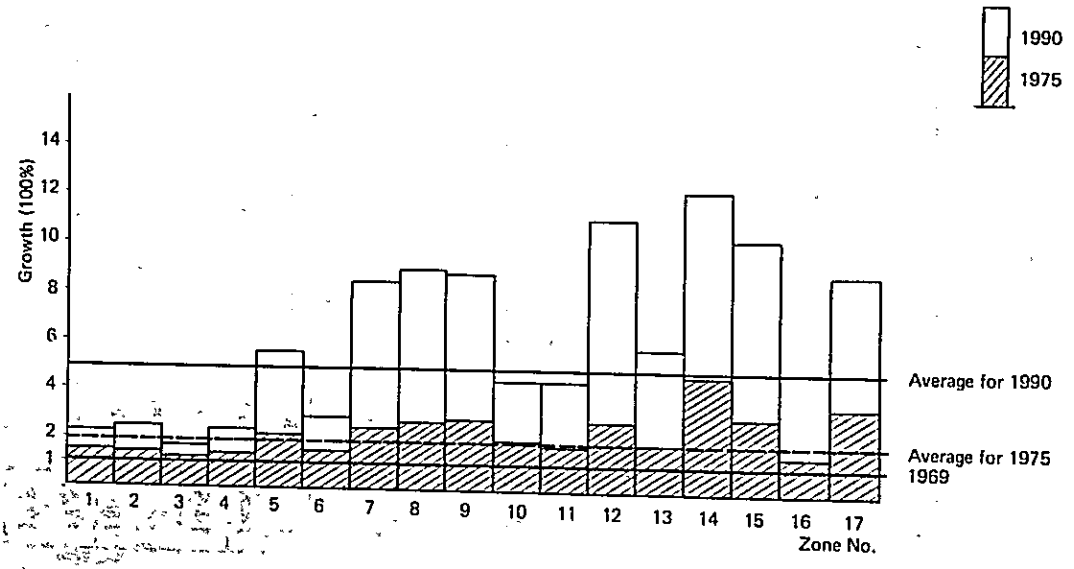
( ) : Royal palace

Table 4-8 Future Traffic Generation by Zones

| Year / (1) / Zone No. | 1975 | | | 1990 | | |
|---|---|---|---|---|---|---|
| | Passenger car | Taxi | Truck | Passenger car | Taxi | Truck |
| 1 | 0.16379 | 0.17308 | 0.13376 | 0.11412 | 0.10074 | 0.10525 |
| 2 | 0.06779 | 0.06467 | 0.05767 | 0.04824 | 0.04626 | 0.03797 |
| 3 | 0.06417 | 0.09967 | 0.07216 | 0.03447 | 0.05333 | 0.03563 |
| 4 | 0.05426 | 0.05326 | 0.03672 | 0.03793 | 0.03749 | 0.02418 |
| 5 | 0.02430 | 0.01744 | 0.00844 | 0.02592 | 0.01929 | 0.00863 |
| 6 | 0.05485 | 0.03758 | 0.04268 | 0.04348 | 0.03035 | 0.03129 |
| 7-E | 0.04867 | 0.04382 | 0.13104 | 0.04815 | 0.05114 | 0.12239 |
| 7-W | 0.04577 | 0.04646 | 0.11659 | 0.06825 | 0.07513 | 0.17785 |
| 8 | 0.13531 | 0.13109 | 0.13337 | 0.17650 | 0.18045 | 0.14240 |
| 9 | 0.06161 | 0.05618 | 0.02474 | 0.07111 | 0.07526 | 0.02600 |
| 10 | 0.04919 | 0.02896 | 0.02153 | 0.05177 | 0.03035 | 0.02079 |
| 11 | 0.02558 | 0.01839 | 0.03675 | 0.02692 | 0.01927 | 0.03307 |
| 12 | 0.05316 | 0.04525 | 0.05639 | 0.07543 | 0.06685 | 0.08746 |
| 13 | 0.02278 | 0.00599 | 0.01564 | 0.03023 | 0.00629 | 0.02219 |
| 14-N | 0.01809 | 0.01619 | 0.01012 | 0.02307 | 0.02046 | 0.01190 |
| 14-S | 0.01211 | 0.01274 | 0.00464 | 0.01352 | 0.01265 | 0.00626 |
| 15 | 0.04273 | 0.07023 | 0.04434 | 0.05290 | 0.09727 | 0.04639 |
| 16 | 0.00749 | 0.00688 | 0.01112 | 0.00878 | 0.00765 | 0.01561 |
| 17-N | 0.01141 | 0.00991 | 0.01845 | 0.02009 | 0.02533 | 0.02696 |
| 17-S | 0.03694 | 0.06222 | 0.02382 | 0.02911 | 0.04444 | 0.01778 |
| **Total** | **1.00000** | **1.00000** | **1.00000** | **1.00000** | **1.00000** | **1.00000** |

Notice: (1) Vehicle type

Fig. 4–7 GROWTH IN TRAFFIC GENERATION BY ZONES



用いる。ただしもともと現在ＯＤ表は首都圏の流出入通過交通すべてを含むものでなく，そのうちチャオピア河を渡る部分しか含んでいない。

したがってＯＤ交通量の推定に関しては，次のような点が留意さるべきである。

第１にバンコク市およびトンブリ市間の交通量は，１９７５年217,000トリップ，１９９０年598,000トリップとなり，現在の2.8倍と7.8倍に伸びる。この値は，総トリップ数の伸び（2.0倍および4.9倍）に比べてはるかに大きいが，その理由は土地利用によりトンブリ側の開発が大きく進むこと，およびTha Chang Br.とSathon Br.による誘発交通を見込んでいるためである。

第２に周辺部のゾーン相互間の交通量がきわだって大きくなる点が注目される。なかでも７Ｗ－８および８－９のゾーン間交通量は１９９０年には100,000トリップを越える。また１９９０年に40,000トリップ以上になるゾーンペアーは，１－９，８－１２および９－１２であり，30,000トリップ以上のゾーンペアーは，１－１０，８－１０，７Ｅ－１５および１４Ｎ－１５である。これら９つのペアーのうち１－９および１－１０の２つだけが，都心部と周辺部の交通すなわち放射方向の動きを表わし，他はすべて周辺部相互の交通，すなわち環状方向の動きを意味している。

Table 4-9 Future Traveling Time between Zones

(hr.)

| Zone No. | 1 | 2 | 3 | 4 | 5 | 6 | 7-E | 7-W | 8 | 9 | 10 | 11 | 12 | 13 | 14-N | 14-S | 15 | 16 | 17-N | 17-S |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.135 | 0.280 | 0.433 | 0.279 | 0.324 | 0.288 | 0.500 | 1.147 | 0.501 | 0.241 | 0.145 | 0.318 | 0.354 | 0.318 | 0.417 | 0.487 | 0.467 | 0.449 | 0.170 | 0.220 |
| 2 | | 0.046 | 0.480 | 0.250 | 0.219 | 0.246 | 0.410 | 1.058 | 0.401 | 0.201 | 0.164 | 0.281 | 0.314 | 0.265 | 0.487 | 0.557 | 0.525 | 0.843 | 0.250 | 0.300 |
| 3 | | | 0.117 | 0.216 | 0.303 | 0.271 | 0.605 | 0.710 | 0.459 | 0.309 | 0.529 | 0.435 | 0.370 | 0.392 | 0.516 | 0.586 | 0.544 | 0.551 | 0.269 | 0.319 |
| 4 | | | | 0.046 | 0.099 | 0.113 | 0.389 | 0.333 | 0.256 | 0.144 | 0.309 | 0.318 | 0.263 | 0.140 | 0.437 | 0.306 | 0.456 | 0.456 | 0.230 | 0.230 |
| 5 | | | | | 0.073 | 0.102 | 0.171 | 0.516 | 0.152 | 0.088 | 0.212 | 0.249 | 0.171 | 0.075 | 0.310 | 0.310 | 0.375 | 0.368 | 0.480 | 0.500 |
| 6 | | | | | | 0.037 | 0.282 | 0.463 | 0.159 | 0.191 | 0.309 | 0.345 | 0.304 | 0.210 | 0.300 | 0.300 | 0.522 | 0.519 | 0.500 | 0.430 |
| 7-E | | | | | | | 0.038 | 0.180 | 0.318 | 0.400 | 0.526 | 0.562 | 0.487 | 0.400 | 0.550 | 0.550 | 0.170 | 0.214 | 0.415 | 0.329 |
| 7-W | | | | | | | | 0.038 | 0.105 | 0.300 | 0.347 | 0.491 | 0.433 | 0.275 | 0.382 | 0.382 | 0.339 | 0.420 | 0.597 | 0.511 |
| 8 | | | | | | | | | 0.060 | 0.110 | 0.125 | 0.292 | 0.212 | 0.170 | 0.973 | 0.722 | 0.722 | 0.780 | 0.600 | 0.700 |
| 9 | | | | | | | | | | 0.070 | 0.147 | 0.191 | 0.133 | 0.176 | 0.382 | 0.482 | 0.416 | 0.298 | 0.130 | 0.251 |
| 10 | | | | | | | | | | | 0.071 | 0.180 | 0.294 | 0.277 | 0.337 | 0.437 | 0.390 | 0.267 | 0.110 | 0.236 |
| 11 | | | | | | | | | | | | 0.043 | 0.177 | 0.371 | 0.368 | 0.468 | 0.462 | 0.282 | 0.127 | 0.247 |
| 12 | | | | | | | | | | | | | 0.049 | 0.250 | 0.515 | 0.615 | 0.560 | 0.445 | 0.369 | 0.489 |
| 13 | | | | | | | | | | | | | | 0.063 | 0.762 | 0.762 | 0.755 | 0.785 | 0.807 | 0.927 |
| 14-N | | | | | | | | | | | | | | | 0.025 | 0.072 | 0.080 | 0.145 | 0.330 | 0.210 |
| 14-S | | | | | | | | | | | | | | | | 0.025 | 0.080 | 0.140 | 0.330 | 0.210 |
| 15 | | | | | | | | | | | | | | | | | 0.058 | 0.094 | 0.300 | 0.180 |
| 16 | | | | | | | | | | | | | | | | | | 0.038 | 0.233 | 0.113 |
| 17-N | | | | | | | | | | | | | | | | | | | 0.028 | 0.130 |
| 17-S | | | | | | | | | | | | | | | | | | | | 0.028 |

Table 4-10 Estimated OD Table (Passenger Cars) for 1975

(trips/12 hr)

| Zone No. | | BANGKOK ZONE | | | | | | | | | | | | | | THON BURI ZONE | | | | | | INT-INT TOTAL | EXTERNAL ZONE | | | | | | | INT-EXT TOTAL | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7-E | 7-W | 8 | 9 | 10 | 11 | 12 | 13 | 14-N | 14-S | 15 | 16 | 17-N | 17-S | | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| BANGKOK ZONE | 1 | 53,535 | 9,761 | 9,059 | 7,042 | 2,461 | 6,220 | 2,976 | 717 | 6,401 | 9,526 | 16,312 | 3,360 | 5,722 | 3,430 | 1,477 | 871 | 3,659 | 794 | 3,677 | 6,854 | 207,389 | 0 | 1,686 | 472 | 10 | 118 | 979 | 41 | 3,306 | 210,695 |
| | 2 | | 24,254 | 2,217 | 2,411 | 1,314 | 2,297 | 1,172 | 235 | 2,619 | 3,652 | 3,875 | 1,181 | 1,991 | 1,317 | 333 | 203 | 876 | 85 | 576 | 1,210 | 85,833 | 0 | 669 | 66 | 0 | 26 | 319 | 6 | 1,086 | 86,919 |
| | 3 | | | 18,945 | 5,601 | 1,453 | 3,637 | 1,170 | 812 | 3,905 | 3,421 | 1,130 | 1,098 | 2,836 | 1,310 | 561 | 346 | 1,527 | 305 | 949 | 2,027 | 81,254 | 0 | 794 | 46 | 4 | 88 | 342 | 21 | 1,295 | 82,549 |
| | 4 | | | | 12,474 | 3,296 | 5,615 | 913 | 1,041 | 3,811 | 4,432 | 1,026 | 699 | 1,888 | 2,582 | 283 | 374 | 784 | 160 | 472 | 1,320 | 68,698 | 0 | 612 | 62 | 0 | 59 | 240 | 0 | 973 | 69,671 |
| | 5 | | | | | 1,179 | 2,920 | 1,476 | 231 | 3,836 | 4,263 | 822 | 455 | 1,647 | 3,057 | 215 | 162 | 473 | 99 | 66 | 172 | 30,776 | 0 | 307 | 26 | 0 | 0 | 114 | 5 | 452 | 31,228 |
| | 6 | | | | | | 15,161 | 1,407 | 575 | 7,500 | 2,637 | 953 | 572 | 1,396 | 1,265 | 476 | 359 | 588 | 121 | 129 | 457 | 69,446 | 0 | 652 | 30 | 0 | 10 | 168 | 0 | 860 | 70,306 |
| | 7 E | | | | | | | 18,938 | 2,911 | 2,871 | 938 | 471 | 304 | 758 | 523 | 209 | 157 | 3,939 | 559 | 197 | 795 | 61,622 | 0 | 401 | 27 | 0 | 4 | 116 | 5 | 553 | 62,175 |
| | 7-W | | | | | | | | 15,103 | 14,709 | 1,319 | 810 | 335 | 815 | 843 | 332 | 249 | 1,185 | 172 | 99 | 355 | 57,951 | 0 | 370 | 24 | 0 | 4 | 108 | 5 | 511 | 58,462 |
| | 8 | | | | | | | | | 42,974 | 15,510 | 9,766 | 1,825 | 6,071 | 4,352 | 184 | 221 | 869 | 157 | 238 | 522 | 171,315 | 0 | 886 | 75 | 0 | 28 | 294 | 16 | 1,299 | 172,614 |
| | 9 | | | | | | | | | | 7,423 | 3,546 | 1,671 | 5,944 | 1,933 | 377 | 197 | 974 | 336 | 1,245 | 1,235 | 78,002 | 0 | 633 | 164 | 0 | 56 | 431 | 26 | 1,310 | 79,312 |
| | 10 | | | | | | | | | | | 4,182 | 1,331 | 1,309 | 730 | 355 | 178 | 833 | 308 | 1,243 | 1,049 | 54,411 | 0 | 378 | 170 | 12 | 16 | 243 | 23 | 842 | 55,253 |
| | 11 | | | | | | | | | | | | 4,231 | 2,075 | 328 | 221 | 114 | 456 | 202 | 702 | 697 | 26,088 | 0 | 223 | 53 | 0 | 12 | 108 | 7 | 403 | 26,491 |
| | 12 | | | | | | | | | | | | | 15,809 | 1,225 | 259 | 148 | 671 | 197 | 264 | 475 | 67,309 | 0 | 314 | 38 | 0 | 28 | 199 | 11 | 590 | 67,899 |
| | 13 | | | | | | | | | | | | | | 2,723 | 71 | 53 | 213 | 40 | 39 | 88 | 28,845 | 0 | 103 | 9 | 0 | 0 | 45 | 0 | 157 | 29,002 |
| THON BURI ZONE | 14-N | | | | | | | | | | | | | | | 5,099 | 1,449 | 4,823 | 385 | 105 | 602 | 22,915 | 11 | 0 | 44 | 19 | 68 | 0 | 11 | 153 | 23,068 |
| | 14-S | | | | | | | | | | | | | | | | 2,892 | 3,633 | 307 | 80 | 454 | 15,339 | 8 | 0 | 29 | 13 | 46 | 0 | 8 | 104 | 15,443 |
| | 15 | | | | | | | | | | | | | | | | | 11,856 | 2,258 | 363 | 2,273 | 54,109 | 38 | 8 | 345 | 40 | 340 | 0 | 151 | 922 | 55,031 |
| | 16 | | | | | | | | | | | | | | | | | | 960 | 110 | 966 | 9,481 | 10 | 0 | 79 | 6 | 65 | 0 | 42 | 202 | 9,683 |
| | 17 N | | | | | | | | | | | | | | | | | | | 1,560 | 776 | 14,450 | 6 | 17 | 389 | 20 | 84 | 16 | 48 | 580 | 15,030 |
| | 17-S | | | | | | | | | | | | | | | | | | | | 12,223 | 46,773 | 17 | 53 | 1,232 | 62 | 267 | 52 | 151 | 1,834 | 48,607 |
| EXTERNAL ZONE | 18 | | | | | | | | | | | | | | | | | | | | | | 0 | 39 | 5 | 0 | 0 | 30 | 0 | 164 | 164 |
| | 19 | | | | | | | | | | | | | | | | | | | | | | | 0 | 109 | 27 | 89 | 0 | 43 | 8,413 | 8,413 |
| | 20 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 4 | 5 | 107 | 4 | 3,614 | 3,614 |
| | 21 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 5 | 59 | 4 | 285 | 285 |
| | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 132 | 0 | 1,550 | 1,550 |
| | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 93 | 4,195 | 4,195 |
| | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 721 | 721 |
| TOTAL | | | | | | | | | | | | | | | | | | | | | | 626,003* | | | | | | | | 18,187* | 644,190* |

Notice * shows number of trips.

Table 4-11 Estimated OD Table (Taxis) for 1975

(trips/12 hr.)

| | Zone No. | BANGKOK ZONE 1 | 2 | 3 | 4 | 5 | 6 | 7 E | 7 W | 8 | 9 | 10 | 11 | 12 | 13 | THON BURI ZONE 14-N | 14 S | 15 | 16 | 17 N | 17-S | INT-INT TOTAL | EXTERNAL ZONE 18 | 19 | 20 | 21 | 22 | 23 | 24 | INT-EXT TOTAL | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BANGKOK ZONE | 1 | 110,649 | 18,047 | 23,069 | 13,333 | 3,728 | 8,958 | 5,067 | 1,298 | 11,965 | 17,286 | 19,664 | 5,224 | 9,693 | 2,029 | 2,373 | 1,562 | 9,543 | 1,259 | 6,216 | 17,812 | 399,424 | 0 | 1,551 | 122 | 0 | 55 | 427 | 32 | 2,187 | 401,611 |
| | 2 | | 43,760 | 5,162 | 4,203 | 1,851 | 3,050 | 1,842 | 391 | 4,524 | 6,117 | 4,263 | 1,686 | 3,106 | 719 | 488 | 332 | 2,087 | 121 | 882 | 2,855 | 149,246 | 0 | 406 | 11 | 0 | 30 | 94 | 18 | 559 | 149,805 |
| | 3 | | | 64,730 | 13,724 | 2,831 | 6,733 | 2,540 | 1,916 | 9,390 | 7,894 | 1,669 | 2,156 | 6,152 | 987 | 1,147 | 790 | 5,085 | 617 | 2,023 | 6,671 | 230,016 | 0 | 699 | 11 | 0 | 42 | 61 | 25 | 838 | 230,854 |
| | 4 | | | | 23,608 | 4,887 | 7,846 | 1,473 | 1,848 | 6,848 | 7,690 | 1,130 | 1,016 | 3,036 | 1,477 | 427 | 640 | 1,924 | 238 | 741 | 3,217 | 122,914 | 0 | 461 | 111 | 0 | 27 | 84 | 11 | 694 | 123,608 |
| | 5 | | | | | 1,420 | 3,293 | 1,970 | 325 | 5,644 | 6,050 | 737 | 536 | 2,162 | 1,437 | 264 | 223 | 938 | 120 | 81 | 328 | 40,245 | 0 | 165 | 0 | 0 | 0 | 35 | 0 | 200 | 40,445 |
| | 6 | | | | | | 16,765 | 1,749 | 768 | 10,432 | 3,450 | 799 | 630 | 1,699 | 543 | 553 | 468 | 1,094 | 136 | 150 | 830 | 86,711 | 0 | 195 | 0 | 0 | 24 | 0 | 0 | 219 | 86,930 |
| | 7-E | | | | | | | 30,377 | 4,842 | 4,697 | 1,442 | 468 | 396 | 1,094 | 264 | 287 | 242 | 9,172 | 784 | 279 | 1,757 | 101,119 | 0 | 378 | 0 | 0 | 17 | 90 | 12 | 497 | 101,616 |
| | 7-W | | | | | | | | 28,980 | 27,348 | 2,239 | 892 | 480 | 1,291 | 472 | 504 | 426 | 2,946 | 259 | 152 | 845 | 107,202 | 0 | 393 | 0 | 0 | 17 | 94 | 13 | 517 | 107,719 |
| | 8 | | | | | | | | | 81,733 | 27,354 | 11,182 | 2,684 | 9,902 | 2,489 | 270 | 370 | 2,115 | 232 | 365 | 1,234 | 302,511 | 0 | 380 | 34 | 0 | 0 | 156 | 0 | 570 | 303,081 |
| | 9 | | | | | | | | | | 12,588 | 3,826 | 2,362 | 9,325 | 1,046 | 543 | 316 | 2,284 | 484 | 1,903 | 2,862 | 129,649 | 0 | 437 | 72 | 0 | 0 | 220 | 18 | 747 | 130,396 |
| | 10 | | | | | | | | | | | 3,025 | 1,262 | 1,304 | 253 | 334 | 186 | 1,276 | 291 | 1,249 | 1,590 | 58,425 | 0 | 293 | 321 | 0 | 11 | 72 | 11 | 708 | 59,133 |
| | 11 | | | | | | | | | | | | 5,908 | 2,783 | 149 | 273 | 157 | 916 | 251 | 932 | 1,392 | 37,101 | 0 | 210 | 0 | 0 | 0 | 53 | 22 | 285 | 37,386 |
| | 12 | | | | | | | | | | | | | 24,275 | 619 | 350 | 222 | 1,475 | 265 | 369 | 1,018 | 104,415 | 0 | 184 | 3 | 0 | 17 | 57 | 13 | 274 | 104,689 |
| | 13 | | | | | | | | | | | | | | 502 | 33 | 28 | 160 | 18 | 18 | 64 | 13,809 | 0 | 0 | 13 | 0 | 10 | 13 | 0 | 36 | 13,845 |
| THON BURI ZONE | 14-N | | | | | | | | | | | | | | | 7,285 | 2,241 | 10,798 | 513 | 140 | 1,266 | 37,374 | 18 | 0 | 167 | 0 | 42 | 12 | 18 | 257 | 37,631 |
| | 14-S | | | | | | | | | | | | | | | | 5,207 | 9,129 | 459 | 119 | 1,071 | 29,395 | 15 | 0 | 132 | 0 | 33 | 9 | 15 | 204 | 29,599 |
| | 15 | | | | | | | | | | | | | | | | | 43,764 | 4,977 | 793 | 7,836 | 162,076 | 57 | 0 | 683 | 14 | 149 | 28 | 68 | 999 | 163,075 |
| | 16 | | | | | | | | | | | | | | | | | | 1,326 | 147 | 2,054 | 15,877 | 12 | 0 | 235 | 0 | 0 | 0 | 21 | 268 | 16,145 |
| | 17-N | | | | | | | | | | | | | | | | | | | 2,314 | 1,694 | 22,881 | 7 | 0 | 14 | 5 | 33 | 0 | 27 | 86 | 22,967 |
| | 17-S | | | | | | | | | | | | | | | | | | | | 43,604 | 143,604 | 44 | 0 | 86 | 34 | 201 | 0 | 164 | 529 | 144,133 |
| EXTERNAL ZONE | 18 | | | | | | | | | | | | | | | | | | | | | | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 165 | 165 |
| | 19 | | | | | | | | | | | | | | | | | | | | | | | 0 | 137 | 0 | 24 | 0 | 15 | 5,940 | 5,940 |
| | 20 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | 15 | 0 | 2,167 | 2,167 |
| | 21 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 12 | 0 | 65 | 65 |
| | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 12 | 0 | 744 | 744 |
| | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 12 | 1,556 | 1,556 |
| | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 515 | 515 |
| TOTAL | | | | | | | | | | | | | | | | | | | | | | 1,146,997* | | | | | | | | 10,913* | 1,157,910* |

Notice : * shows number of trips

Table 4-12 Estimated OD Table (Trucks) for 1975

(trips/12 hr)

| Zone No | | BANGKOK ZONE | | | | | | | | | | | | | | THON BURI ZONE | | | | | | INT-INT TOTAL | EXTERNAL ZONE | | | | | | | INT-EXT TOTAL | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 E | 7-W | 8 | 9 | 10 | 11 | 12 | 13 | 14 N | 14-S | 15 | 16 | 17-N | 17-S | | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| BANGKOK ZONE | 1 | 15,530 | 5,139 | 5,610 | 2,922 | 534 | 3,114 | 4,579 | 1,679 | 4,868 | 2,066 | 2,911 | 2,923 | 3,783 | 1,326 | 702 | 298 | 2,524 | 709 | 2,560 | 2,635 | 81,942 | 45 | 778 | 340 | 45 | 139 | 1,034 | 92 | 2,473 | 84,415 |
| | 2 | | 6,447 | 1,817 | 1,188 | 294 | 1,333 | 2,049 | 662 | 2,236 | 909 | 923 | 1,207 | 1,556 | 583 | 215 | 93 | 805 | 131 | 613 | 683 | 35,330 | 0 | 637 | 59 | 0 | 39 | 208 | 49 | 992 | 36,322 |
| | 3 | | | 7,190 | 2,423 | 362 | 2,094 | 2,352 | 1,769 | 3,370 | 997 | 459 | 1,316 | 2,274 | 667 | 352 | 154 | 1,351 | 359 | 987 | 1,115 | 44,208 | 0 | 755 | 59 | 14 | 38 | 381 | 5 | 1,252 | 45,460 |
| | 4 | | | | 2,068 | 390 | 1,739 | 1,228 | 1,295 | 2,049 | 735 | 266 | 599 | 1,066 | 655 | 136 | 100 | 531 | 143 | 380 | 515 | 22,496 | 0 | 470 | 73 | 0 | 33 | 253 | 30 | 859 | 23,355 |
| | 5 | | | | | 58 | 416 | 636 | 174 | 769 | 267 | 85 | 167 | 362 | 274 | 42 | 22 | 140 | 38 | 37 | 48 | 5,173 | 0 | 101 | 0 | 0 | 13 | 111 | 0 | 225 | 5,398 |
| | 6 | | | | | | 3,174 | 1,911 | 1,003 | 3,765 | 599 | 292 | 605 | 1,006 | 467 | 226 | 114 | 506 | 138 | 181 | 290 | 26,147 | 0 | 385 | 11 | 0 | 32 | 350 | 0 | 778 | 26,925 |
| | 7-E | | | | | | | 21,781 | 7,340 | 4,758 | 720 | 439 | 952 | 1,612 | 622 | 313 | 157 | 4,476 | 943 | 591 | 1,027 | 80,267 | 14 | 523 | 8 | 6 | 38 | 461 | 38 | 1,088 | 81,355 |
| | 7-W | | | | | | | | 17,375 | 13,941 | 876 | 613 | 983 | 1,634 | 830 | 413 | 207 | 1,908 | 409 | 357 | 572 | 71,415 | 12 | 465 | 7 | 5 | 33 | 411 | 33 | 966 | 72,381 |
| | 8 | | | | | | | | | 15,155 | 3,064 | 2,184 | 2,048 | 4,192 | 1,660 | 181 | 125 | 1,012 | 251 | 423 | 487 | 81,693 | 0 | 952 | 63 | 0 | 59 | 1,108 | 47 | 2,229 | 83,922 |
| | 9 | | | | | | | | | | 482 | 355 | 625 | 1,338 | 310 | 96 | 38 | 354 | 136 | 423 | 283 | 15,155 | 13 | 177 | 26 | 0 | 26 | 442 | 0 | 684 | 15,839 |
| | 10 | | | | | | | | | | | 310 | 545 | 468 | 155 | 89 | 33 | 311 | 125 | 414 | 247 | 11,534 | 0 | 167 | 77 | 12 | 12 | 420 | 12 | 700 | 12,234 |
| | 11 | | | | | | | | | | | | 2,945 | 1,876 | 265 | 189 | 74 | 602 | 275 | 826 | 549 | 22,516 | 0 | 332 | 53 | 0 | 61 | 570 | 3 | 1,019 | 23,535 |
| | 12 | | | | | | | | | | | | | 5,397 | 588 | 192 | 80 | 711 | 246 | 382 | 383 | 34,543 | 0 | 202 | 11 | 0 | 33 | 404 | 0 | 650 | 35,193 |
| | 13 | | | | | | | | | | | | | | 402 | 40 | 20 | 161 | 42 | 52 | 60 | 9,581 | 0 | 106 | 28 | 0 | 11 | 173 | 14 | 332 | 9,913 |
| THON BURI ZONE | 14 N | | | | | | | | | | | | | | | 543 | 176 | 1,268 | 180 | 95 | 210 | 6,201 | 28 | 0 | 12 | 51 | 60 | 8 | 99 | 258 | 6,459 |
| | 14-S | | | | | | | | | | | | | | | | 136 | 635 | 94 | 48 | 105 | 2,845 | 13 | 0 | 5 | 24 | 27 | 4 | 46 | 119 | 2,964 |
| | 15 | | | | | | | | | | | | | | | | | 3,633 | 1,167 | 428 | 1,005 | 27,161 | 0 | 0 | 257 | 82 | 263 | 13 | 184 | 799 | 27,960 |
| | 16 | | | | | | | | | | | | | | | | | | 415 | 151 | 446 | 6,813 | 6 | 0 | 30 | 90 | 124 | 0 | 109 | 359 | 7,172 |
| | 17-N | | | | | | | | | | | | | | | | | | | 935 | 488 | 11,306 | 0 | 0 | 654 | 332 | 254 | 59 | 376 | 1,675 | 12,981 |
| | 17-S | | | | | | | | | | | | | | | | | | | | 1,721 | 14,590 | 0 | 0 | 833 | 423 | 323 | 74 | 479 | 2,132 | 16,722 |
| EXTERNAL ZONE | 18 | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 171 | 171 |
| | 19 | | | | | | | | | | | | | | | | | | | | | | | 0 | 253 | 332 | 580 | 0 | 402 | 7,617 | 7,617 |
| | 20 | | | | | | | | | | | | | | | | | | | | | | | | 20 | 20 | 30 | 506 | 0 | 3,455 | 3,455 |
| | 21 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 129 | 0 | 1,565 | 1,565 |
| | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 427 | 94 | 2,749 | 2,749 |
| | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 278 | 7,864 | 7,864 |
| | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 2,390 | 2,390 |
| TOTAL | | | | | | | | | | | | | | | | | | | | | | 305,458* | | | | | | | | 22,700* | 328,158* |

Notice : * shows number of trips

Table 4-13 Estimated OD Table (All vehicles) for 1975

(trips/12 hr)

| Zone No. | BANGKOK ZONE 1 | 2 | 3 | 4 | 5 | 6 | 7 E | 7-W | 8 | 9 | 10 | 11 | 12 | 13 | THION BURI ZONE 14 N | 14-S | 15 | 16 | 17 N | 17-S | INT-INT TOTAL | EXTERNAL ZONE 18 | 19 | 20 | 21 | 22 | 23 | 24 | INT-EXT TOTAL | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BANGKOK ZONE 1 | 179,714 | 32,947 | 37,738 | 23,297 | 6,723 | 18,292 | 12,622 | 3,694 | 23,234 | 28,878 | 38,887 | 11,507 | 19,198 | 6,785 | 4,552 | 2,731 | 15,726 | 2,762 | 12,453 | 27,301 | 688,755 | 45 | 4,015 | 934 | 55 | 312 | 2,440 | 165 | 7,966 | 696,721 |
| 2 | | 74,461 | 9,196 | 7,802 | 3,459 | 6,680 | 5,063 | 1,288 | 9,379 | 10,678 | 9,061 | 4,074 | 6,653 | 2,619 | 1,036 | 628 | 3,768 | 337 | 2,071 | 4,748 | 270,409 | 0 | 1,712 | 136 | 0 | 95 | 621 | 73 | 2,637 | 273,046 |
| 3 | | | 90,865 | 21,748 | 4,646 | 12,464 | 6,062 | 4,497 | 16,665 | 12,312 | 3,258 | 4,570 | 11,262 | 2,964 | 2,060 | 1,290 | 7,963 | 1,281 | 3,959 | 9,813 | 355,476 | 0 | 2,248 | 116 | 18 | 168 | 784 | 51 | 3,385 | 358,863 |
| 4 | | | | 38,150 | 8,573 | 15,200 | 3,614 | 4,184 | 12,708 | 12,857 | 2,422 | 2,314 | 5,990 | 4,714 | 846 | 1,114 | 3,239 | 541 | 1,593 | 5,052 | 214,108 | 0 | 1,543 | 246 | 0 | 119 | 577 | 41 | 2,526 | 216,634 |
| 5 | | | | | 2,657 | 6,629 | 4,082 | 730 | 10,249 | 10,580 | 1,644 | 1,158 | 4,171 | 4,768 | 521 | 407 | 1,551 | 257 | 184 | 548 | 76,194 | 0 | 573 | 26 | 0 | 13 | 260 | 5 | 877 | 77,071 |
| 6 | | | | | | 35,100 | 5,067 | 2,346 | 21,697 | 6,686 | 2,044 | 1,807 | 4,101 | 2,275 | 1,255 | 941 | 2,188 | 395 | 460 | 1,577 | 182,304 | 0 | 1,232 | 41 | 0 | 66 | 518 | 0 | 1,857 | 184,161 |
| 7 E | | | | | | | 71,096 | 15,093 | 12,326 | 3,100 | 1,378 | 1,652 | 3,464 | 1,409 | 809 | 556 | 17,587 | 2,286 | 1,067 | 3,579 | 243,008 | 14 | 1,302 | 35 | 6 | 59 | 667 | 55 | 2,138 | 245,146 |
| 7-W | | | | | | | | 61,458 | 55,998 | 4,434 | 2,315 | 1,798 | 3,740 | 2,145 | 1,249 | 882 | 6 039 | 840 | 608 | 1,772 | 236,568 | 12 | 1,228 | 31 | 5 | 54 | 613 | 51 | 1,994 | 238,562 |
| 8 | | | | | | | | | 139,862 | 45,928 | 23,132 | 6,557 | 20,165 | 8,501 | 635 | 716 | 3,996 | 640 | 1,026 | 2,243 | 555,519 | 0 | 2,218 | 172 | 0 | 87 | 1,558 | 63 | 4,098 | 559,617 |
| 9 | | | | | | | | | | 20,493 | 7,727 | 4,658 | 16,607 | 3,289 | 1,016 | 551 | 3,612 | 956 | 3,571 | 4,380 | 222,806 | 13 | 1,247 | 262 | 0 | 82 | 1,093 | 44 | 2,741 | 225,547 |
| 10 | | | | | | | | | | | 7,517 | 3,138 | 3,081 | 1,138 | 778 | 397 | 2,420 | 724 | 2,906 | 2,886 | 124,370 | 0 | 838 | 568 | 24 | 39 | 735 | 46 | 2,250 | 126,620 |
| 11 | | | | | | | | | | | | 13,084 | 6,734 | 742 | 683 | 345 | 1,974 | 728 | 2,460 | 2,638 | 85,705 | 0 | 765 | 106 | 0 | 73 | 731 | 32 | 1,707 | 87,412 |
| 12 | | | | | | | | | | | | | 45,481 | 2,432 | 801 | 450 | 2,857 | 708 | 1,015 | 1,876 | 206,267 | 0 | 700 | 52 | 0 | 78 | 660 | 24 | 1,514 | 207,781 |
| 13 | | | | | | | | | | | | | | 3,627 | 144 | 101 | 534 | 100 | 109 | 212 | 52,235 | 0 | 209 | 50 | 0 | 21 | 231 | 14 | 525 | 52,760 |
| THION BURI ZONE 14-N | | | | | | | | | | | | | | | 12,927 | 3,866 | 16,889 | 1,078 | 340 | 2,078 | 66,490 | 57 | 0 | 223 | 70 | 170 | 20 | 128 | 668 | 67,158 |
| 14-S | | | | | | | | | | | | | | | | 8,235 | 13,397 | 860 | 247 | 1,630 | 47,579 | 36 | 0 | 166 | 37 | 106 | 13 | 69 | 427 | 48,006 |
| 15 | | | | | | | | | | | | | | | | | 59,253 | 8,402 | 1,584 | 11,114 | 243,346 | 95 | 8 | 1,285 | 136 | 752 | 41 | 403 | 2,720 | 246,066 |
| 16 | | | | | | | | | | | | | | | | | | 2,701 | 408 | 3,466 | 32,171 | 28 | 0 | 344 | 96 | 189 | 0 | 172 | 829 | 33,000 |
| 17-N | | | | | | | | | | | | | | | | | | | 4,809 | 2,958 | 48,637 | 13 | 17 | 1,057 | 357 | 371 | 75 | 451 | 2,341 | 50,978 |
| 17-S | | | | | | | | | | | | | | | | | | | | 57,548 | 204,967 | 61 | 53 | 2,151 | 519 | 791 | 126 | 794 | 4,495 | 209,462 |
| EXTERNAL ZONE 18 | | | | | | | | | | | | | | | | | | | | | | 0 | 51 | 5 | 0 | 0 | 70 | 0 | 500 | 500 |
| 19 | | | | | | | | | | | | | | | | | | | | | | | 0 | 499 | 359 | 693 | 0 | 460 | 21,970 | 21,970 |
| 20 | | | | | | | | | | | | | | | | | | | | | | | | 20 | 24 | 35 | 628 | 4 | 9,236 | 9,236 |
| 21 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 5 | 200 | 4 | 1,915 | 1,915 |
| 22 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 571 | 94 | 5,043 | 5,043 |
| 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 383 | 13,615 | 13,615 |
| 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 3,626 | 3,626 |
| TOTAL | | | | | | | | | | | | | | | | | | | | | 2,078,458* | | | | | | | | 51,800* | 2,130,258* |

Notice : * shows number of trips

Table 4-14 Estimated OD Table (Passenger Cars) for 1990

(trips/12 hr)

| | Zone No | BANGKOK ZONE | | | | | | | | | | | | | | THON BURI ZONE | | | | | | INT-INT TOTAL | EXTERNAL ZONE | | | | | | | INT-EXT TOTAL | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 E | 7 W | 8 | 9 | 10 | 11 | 12 | 13 | 14 N | 14 S | 15 | 16 | 17-N | 17-S | | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| BANGKOK ZONE | 1 | 60,284 | 11,365 | 8,451 | 7,869 | 3,723 | 7,696 | 4,210 | 1,299 | 10,798 | 15,236 | 22,646 | 4,892 | 10,414 | 6,293 | 2,477 | 1,323 | 6,066 | 1,276 | 8,713 | 8,549 | 263,864 | 0 | 2,562 | 718 | 15 | 179 | 1,487 | 63 | 5,024 | 268,888 |
| | 2 | | 29,194 | 2,138 | 2,784 | 2,055 | 2,936 | 1,712 | 439 | 4,566 | 6,039 | 5,583 | 1,783 | 3,745 | 2,497 | 577 | 319 | 1,500 | 140 | 1,413 | 1,561 | 111,540 | 0 | 1,027 | 101 | 0 | 40 | 489 | 9 | 1,666 | 113,206 |
| | 3 | | | 14,628 | 5,179 | 1,819 | 3,723 | 1,368 | 1,216 | 5,451 | 4,530 | 1,311 | 1,335 | 4,272 | 1,989 | 778 | 434 | 2,094 | 407 | 1,862 | 2,092 | 79,705 | 0 | 1,060 | 62 | 5 | 118 | 456 | 28 | 1,729 | 81,434 |
| | 4 | | | | 13,815 | 4,942 | 6,885 | 1,278 | 1,867 | 6,373 | 7,029 | 1,427 | 1,019 | 3,407 | 4,696 | 470 | 563 | 1,287 | 255 | 1,110 | 1,632 | 87,702 | 0 | 931 | 94 | 0 | 90 | 365 | 0 | 1,480 | 89,182 |
| | 5 | | | | | 2,393 | 4,848 | 2,799 | 561 | 8,685 | 9,154 | 1,545 | 897 | 4,023 | 7,527 | 484 | 330 | 1,050 | 214 | 208 | 287 | 59,937 | 0 | 577 | 49 | 0 | 0 | 214 | 10 | 850 | 60,787 |
| | 6 | | | | | | 20,581 | 2,182 | 1,142 | 13,885 | 4,630 | 1,469 | 924 | 2,787 | 2,548 | 875 | 597 | 1,069 | 214 | 335 | 626 | 100,533 | 0 | 1,057 | 48 | 0 | 17 | 271 | 0 | 1,393 | 101,926 |
| | 7-E | | | | | | | 33,519 | 6,601 | 6,071 | 1,883 | 835 | 564 | 1,729 | 1,202 | 439 | 299 | 8,173 | 1,126 | 587 | 1,244 | 111,340 | 0 | 639 | 43 | 0 | 7 | 186 | 9 | 884 | 112,224 |
| | 7-W | | | | | | | | 43,873 | 39,846 | 3,389 | 1,835 | 795 | 2,380 | 2,484 | 891 | 607 | 3,149 | 445 | 379 | 711 | 157,782 | 0 | 920 | 61 | 0 | 10 | 267 | 12 | 1,270 | 159,059 |
| | 8 | | | | | | | | | 108,485 | 37,137 | 20,472 | 4,015 | 16,536 | 11,947 | 460 | 502 | 2,156 | 377 | 845 | 975 | 408,067 | 0 | 1,843 | 156 | 0 | 57 | 611 | 33 | 2,700 | 410,767 |
| | 9 | | | | | | | | | | 16,857 | 7,037 | 3,478 | 15,354 | 5,036 | 895 | 423 | 2,290 | 767 | 4,193 | 2,187 | 164,401 | 0 | 1,237 | 321 | 0 | 110 | 843 | 51 | 2,562 | 166,963 |
| | 10 | | | | | | | | | | | 6,683 | 2,234 | 2,963 | 1,664 | 743 | 336 | 1,728 | 617 | 3,622 | 1,627 | 93,060 | 0 | 666 | 299 | 21 | 28 | 428 | 40 | 1,482 | 94,542 |
| | 11 | | | | | | | | | | | | 7,666 | 4,928 | 785 | 485 | 226 | 991 | 424 | 2,149 | 1,131 | 48,387 | 0 | 410 | 98 | 0 | 21 | 199 | 12 | 740 | 49,127 |
| | 12 | | | | | | | | | | | | | 46,452 | 3,628 | 700 | 360 | 1,796 | 510 | 1,014 | 958 | 174,408 | 0 | 678 | 84 | 0 | 63 | 441 | 25 | 1,291 | 175,699 |
| | 13 | | | | | | | | | | | | | | 8,131 | 192 | 132 | 571 | 107 | 151 | 178 | 69,889 | 0 | 217 | 19 | 0 | 0 | 93 | 0 | 329 | 70,218 |
| THON BURI ZONE | 14-N | | | | | | | | | | | | | | | 12,679 | 3,261 | 11,861 | 920 | 373 | 1,116 | 53,355 | 34 | 0 | 92 | 41 | 144 | 0 | 24 | 335 | 53,690 |
| | 14-S | | | | | | | | | | | | | | | | 5,895 | 8,088 | 663 | 254 | 761 | 31,268 | 20 | 0 | 54 | 24 | 84 | 0 | 14 | 196 | 31,464 |
| | 15 | | | | | | | | | | | | | | | | | 28,836 | 5,334 | 1,268 | 4,167 | 122,310 | 78 | 16 | 699 | 82 | 485 | 0 | 307 | 1,667 | 123,977 |
| | 16 | | | | | | | | | | | | | | | | | | 2,203 | 373 | 1,719 | 20,294 | 21 | 0 | 155 | 12 | 129 | 0 | 82 | 399 | 20,693 |
| | 17 N | | | | | | | | | | | | | | | | | | | 7,781 | 2,039 | 46,450 | 17 | 52 | 1,220 | 62 | 264 | 51 | 150 | 1,816 | 48,266 |
| | 17 S | | | | | | | | | | | | | | | | | | | | 16,873 | 67,306 | 24 | 76 | 1,756 | 89 | 380 | 73 | 215 | 2,613 | 69,919 |
| EXTERNAL ZONE | 18 | | | | | | | | | | | | | | | | | | | | | | 0 | 71 | 10 | 0 | 0 | 55 | 0 | 330 | 330 |
| | 19 | | | | | | | | | | | | | | | | | | | | | | | 0 | 197 | 48 | 161 | 0 | 77 | 14,522 | 14,522 |
| | 20 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 6 | 10 | 194 | 6 | 6,552 | 6,552 |
| | 21 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 10 | 107 | 6 | 528 | 528 |
| | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 239 | 0 | 2,646 | 2,646 |
| | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 168 | 7,237 | 7,237 |
| | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 1,341 | 1,341 |
| TOTAL | | | | | | | | | | | | | | | | | | | | | | 1,135,799* | | | | | | | | 31,791* | 1,167,590* |

Notice . * shows number of trips

Table 4-15 Estimated OD Table (Taxis) for 1990

(trips/12 hr)

| Zone No. | BANGKOK ZONE | | | | | | | | | | | | | | THION BURI ZONE | | | | | | INT-INT TOTAL | EXTERNAL ZONE | | | | | | | INT-EXT TOTAL | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7E | 7-W | 8 | 9 | 10 | 11 | 12 | 13 | 14-N | 14 S | 15 | 16 | 17 N | 17-S | | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| BANGKOK ZONE 1 | 143,875 | 27,732 | 28,779 | 19,791 | 7,636 | 14,685 | 10,306 | 3,201 | 26,968 | 40,902 | 35,863 | 9,408 | 23,631 | 4,015 | 5,105 | 2,780 | 22,116 | 2,479 | 25,899 | 27,385 | 626,431 | 0 | 3,181 | 249 | 0 | 113 | 875 | 66 | 4,484 | 630,915 |
| 2 | | 79,465 | 7,608 | 7,371 | 4,480 | 5,909 | 4,427 | 1,138 | 12,050 | 17,105 | 9,212 | 3,600 | 8,948 | 1,681 | 1,240 | 699 | 5,714 | 280 | 4,344 | 5,185 | 287,653 | 0 | 923 | 26 | 0 | 68 | 214 | 42 | 1,273 | 288,926 |
| 3 | | | 77,430 | 19,533 | 5,559 | 10,583 | 4,949 | 4,529 | 20,295 | 17,915 | 2,939 | 3,754 | 14,384 | 1,873 | 2,365 | 1,347 | 11,294 | 1,164 | 8,088 | 9,833 | 331,651 | 0 | 1,373 | 21 | 0 | 83 | 120 | 50 | 1,647 | 333,298 |
| 4 | | | | 39,976 | 11,418 | 14,674 | 3,415 | 5,195 | 17,611 | 20,763 | 2,368 | 2,106 | 8,444 | 3,333 | 1,047 | 1,300 | 5,084 | 535 | 3,526 | 5,642 | 233,108 | 0 | 1,039 | 250 | 0 | 61 | 188 | 25 | 1,563 | 234,671 |
| 5 | | | | | 4,580 | 8,498 | 6,305 | 1,259 | 20,028 | 22,540 | 2,130 | 1,531 | 8,296 | 4,474 | 894 | 625 | 3,420 | 371 | 529 | 793 | 119,946 | 0 | 467 | 0 | 0 | 0 | 98 | 0 | 565 | 120,511 |
| 6 | | | | | | 34,623 | 4,478 | 2,385 | 29,625 | 10,287 | 1,850 | 1,443 | 5,222 | 1,355 | 1,499 | 1,048 | 3,193 | 339 | 788 | 1,608 | 188,715 | 0 | 472 | 0 | 0 | 58 | 0 | 0 | 530 | 189,245 |
| 7E | | | | | | | 96,435 | 18,636 | 16,542 | 5,335 | 1,349 | 1,132 | 4,170 | 818 | 962 | 673 | 33,175 | 2,411 | 1,817 | 4,221 | 317,991 | 0 | 1,005 | 0 | 0 | 44 | 240 | 33 | 1,322 | 319,313 |
| 7W | | | | | | | | 135,230 | 116,761 | 10,038 | 3,114 | 1,661 | 5,965 | 1,771 | 2,050 | 1,433 | 12,921 | 963 | 1,197 | 2,458 | 467,135 | 0 | 1,446 | 0 | 0 | 63 | 346 | 47 | 1,902 | 469,037 |
| 8 | | | | | | | | | 319,166 | 112,151 | 35,554 | 8,440 | 41,827 | 8,533 | 1,009 | 1,141 | 8,487 | 789 | 2,632 | 3,286 | 1,122,061 | 0 | 1,198 | 107 | 0 | 0 | 492 | 0 | 1,797 | 1,123,858 |
| 9 | | | | | | | | | | 54,189 | 12,745 | 7,781 | 41,360 | 3,764 | 2,125 | 1,021 | 9,627 | 1,734 | 14,430 | 8,003 | 468,004 | 0 | 1,360 | 225 | 0 | 0 | 686 | 56 | 2,327 | 470,331 |
| 10 | | | | | | | | | | | 7,239 | 2,930 | 4,482 | 707 | 1,021 | 470 | 4,198 | 810 | 7,285 | 3,451 | 146,956 | 0 | 762 | 834 | 0 | 29 | 187 | 29 | 1,841 | 148,797 |
| 11 | | | | | | | | | | | | 13,223 | 9,452 | 411 | 827 | 393 | 2,983 | 692 | 5,369 | 2,988 | 93,347 | 0 | 546 | 0 | 0 | 0 | 137 | 58 | 741 | 94,088 |
| 12 | | | | | | | | | | | | | 110,920 | 2,296 | 1,408 | 740 | 6,400 | 976 | 2,885 | 2,933 | 415,659 | 0 | 601 | 11 | 0 | 55 | 186 | 44 | 897 | 416,556 |
| 13 | | | | | | | | | | | | | | 1,512 | 107 | 75 | 366 | 56 | 117 | 149 | 39,125 | 0 | 0 | 36 | 0 | 28 | 36 | 0 | 100 | 39,225 |
| THION BURI ZONE 14-N | | | | | | | | | | | | | | | 25,890 | 6,584 | 41,324 | 1,669 | 972 | 3,217 | 127,205 | 59 | 0 | 531 | 0 | 133 | 37 | 59 | 819 | 128,024 |
| 14-S | | | | | | | | | | | | | | | | 12,653 | 28,889 | 1,235 | 680 | 2,249 | 78,688 | 36 | 0 | 328 | 0 | 82 | 23 | 36 | 505 | 79,193 |
| 15 | | | | | | | | | | | | | | | | | 180,358 | 17,446 | 5,890 | 21,445 | 604,888 | 180 | 0 | 2,159 | 45 | 472 | 90 | 214 | 3,160 | 608,048 |
| 16 | | | | | | | | | | | | | | | | | | 3,951 | 931 | 4,780 | 47,562 | 33 | 0 | 666 | 0 | 0 | 0 | 59 | 758 | 48,320 |
| 17-N | | | | | | | | | | | | | | | | | | | 30,891 | 8,343 | 157,504 | 49 | 0 | 960 | 37 | 224 | 0 | 183 | 1,453 | 158,957 |
| 17-S | | | | | | | | | | | | | | | | | | | | 79,199 | 276,367 | 85 | 0 | 1,684 | 66 | 393 | 0 | 321 | 2,549 | 278,916 |
| EXTERNAL ZONE 18 | | | | | | | | | | | | | | | | | | | | | | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 475 | 475 |
| 19 | | | | | | | | | | | | | | | | | | | | | | | 0 | 367 | 0 | 65 | 0 | 41 | 14,879 | 14,879 |
| 20 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | 41 | 0 | 8,495 | 8,495 |
| 21 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 33 | 0 | 181 | 181 |
| 22 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 33 | 0 | 2,004 | 2,004 |
| 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 33 | 4,095 | 4,095 |
| 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 1,396 | 1,396 |
| TOTAL | | | | | | | | | | | | | | | | | | | | | 3,074,998* | | | | | | | | 30,879* | 3,105,877* |

Notice : * shows number of trips.

Table 4-16 Estimated OD Table (Trucks) for 1990

(trips/12 hr)

| Zone No | | BANGKOK ZONE | | | | | | | | | | | | | | THON BURI ZONE | | | | | | INT-INT TOTAL | EXTERNAL ZONE | | | | | | | INT-EXT TOTAL | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7-E | 7-W | 8 | 9 | 10 | 11 | 12 | 13 | 14-N | 14 S | 15 | 16 | 17-N | 17-S | | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| BANGKOK ZONE | 1 | 35,237 | 10,210 | 8,589 | 5,606 | 1,495 | 6,671 | 11,549 | 5,918 | 13,263 | 5,803 | 6,896 | 7,130 | 14,328 | 5,008 | 2,148 | 1,040 | 6,933 | 2,572 | 9,982 | 5,674 | 201,289 | 123 | 2,151 | 940 | 123 | 386 | 2,861 | 254 | 6,838 | 208,127 |
| | 2 | | 11,217 | 2,436 | 1,997 | 720 | 2,502 | 4,525 | 2,044 | 5,334 | 2,233 | 1,916 | 2,579 | 5,162 | 1,929 | 576 | 285 | 1,938 | 415 | 2,091 | 1,289 | 72,615 | 0 | 1,611 | 149 | 0 | 97 | 526 | 123 | 2,506 | 75,121 |
| | 3 | | | 7,430 | 3,136 | 683 | 3,028 | 4,003 | 4,209 | 6,195 | 1,891 | 734 | 2,167 | 5,811 | 1,701 | 727 | 363 | 2,503 | 878 | 2,596 | 1,620 | 68,130 | 0 | 1,653 | 129 | 31 | 82 | 834 | 10 | 2,739 | 70,869 |
| | 4 | | | | 3,355 | 923 | 3,151 | 2,619 | 3,861 | 4,720 | 1,746 | 532 | 1,235 | 3,413 | 2,091 | 354 | 296 | 1,232 | 438 | 1,250 | 937 | 46,247 | 0 | 1,191 | 186 | 0 | 83 | 640 | 123 | 2,223 | 48,470 |
| | 5 | | | | | 200 | 1,101 | 1,978 | 755 | 2,584 | 927 | 249 | 502 | 1,695 | 1,278 | 160 | 92 | 476 | 172 | 178 | 128 | 16,496 | 0 | 319 | 0 | 0 | 41 | 350 | 0 | 710 | 17,206 |
| | 6 | | | | | | 6,423 | 4,552 | 3,339 | 9,684 | 1,588 | 655 | 1,393 | 3,598 | 1,666 | 652 | 373 | 1,313 | 470 | 670 | 590 | 59,842 | 0 | 1,027 | 29 | 0 | 86 | 935 | 0 | 2,077 | 61,919 |
| | 7-E | | | | | | | 61,059 | 28,760 | 14,406 | 2,248 | 1,160 | 2,583 | 6,789 | 2,612 | 1,064 | 609 | 13,668 | 3,798 | 2,558 | 2,458 | 234,057 | 37 | 1,392 | 21 | 16 | 100 | 1,228 | 100 | 2,894 | 236,951 |
| | 7 W | | | | | | | | 95,152 | 59,005 | 3,821 | 2,263 | 3,727 | 9,614 | 4,874 | 1,964 | 1,123 | 8,140 | 2,301 | 2,162 | 1,914 | 340,098 | 53 | 2,003 | 31 | 23 | 145 | 1,767 | 145 | 4,167 | 344,265 |
| | 8 | | | | | | | | | 49,567 | 10,331 | 6,222 | 6,000 | 19,064 | 7,526 | 664 | 524 | 3,336 | 1,092 | 1,982 | 1,259 | 272,325 | 0 | 3,067 | 202 | 0 | 192 | 3,572 | 151 | 7,184 | 279,509 |
| | 9 | | | | | | | | | | 1,674 | 1,043 | 1,888 | 6,274 | 1,448 | 362 | 161 | 1,203 | 612 | 2,040 | 755 | 49,722 | 42 | 565 | 84 | 0 | 84 | 1,413 | 0 | 2,188 | 51,910 |
| | 10 | | | | | | | | | | | 720 | 1,389 | 1,853 | 615 | 286 | 124 | 892 | 476 | 1,682 | 557 | 30,984 | 0 | 483 | 223 | 36 | 36 | 1,216 | 36 | 2,030 | 33,014 |
| | 11 | | | | | | | | | | | | 7,726 | 7,639 | 1,076 | 623 | 275 | 1,778 | 1,074 | 3,460 | 1,271 | 63,241 | 0 | 983 | 156 | 0 | 180 | 1,687 | 8 | 3,014 | 66,255 |
| | 12 | | | | | | | | | | | | | 34,127 | 3,704 | 979 | 463 | 3,261 | 1,484 | 2,486 | 1,377 | 167,248 | 0 | 1,148 | 63 | 0 | 189 | 2,296 | 0 | 3,696 | 170,944 |
| | 13 | | | | | | | | | | | | | | 2,530 | 200 | 114 | 738 | 252 | 335 | 216 | 42,443 | 0 | 394 | 105 | 0 | 39 | 644 | 53 | 1,235 | 43,678 |
| THON BURI ZONE | 14 N | | | | | | | | | | | | | | | 2,241 | 824 | 4,694 | 883 | 501 | 608 | 22,751 | 94 | 0 | 38 | 170 | 199 | 28 | 331 | 860 | 23,611 |
| | 14-S | | | | | | | | | | | | | | | | 733 | 2,684 | 524 | 286 | 348 | 11,974 | 49 | 0 | 19 | 88 | 102 | 15 | 170 | 443 | 12,417 |
| | 15 | | | | | | | | | | | | | | | | | 12,081 | 5,121 | 2,022 | 2,619 | 88,713 | 0 | 0 | 818 | 263 | 839 | 40 | 586 | 2,546 | 91,259 |
| | 16 | | | | | | | | | | | | | | | | | | 2,405 | 943 | 1,534 | 29,849 | 22 | 0 | 111 | 334 | 457 | 0 | 401 | 1,325 | 31,174 |
| | 17-N | | | | | | | | | | | | | | | | | | | 6,261 | 1,809 | 51,555 | 0 | 0 | 859 | 436 | 334 | 77 | 494 | 2,200 | 53,755 |
| | 17-S | | | | | | | | | | | | | | | | | | | | 3,516 | 33,995 | 0 | 0 | 573 | 291 | 222 | 51 | 329 | 1,466 | 35,461 |
| EXTERNAL ZONE | 18 | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 124 | 0 | 544 | 544 |
| | 19 | | | | | | | | | | | | | | | | | | | | | | | 0 | 788 | 1,036 | 1,808 | 0 | 1,252 | 22,871 | 22,871 |
| | 20 | | | | | | | | | | | | | | | | | | | | | | | | 62 | 62 | 93 | 1,577 | 0 | 7,380 | 7,380 |
| | 21 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 402 | 0 | 3,311 | 3,311 |
| | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 1,329 | 294 | 7,417 | 7,417 |
| | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 866 | 24,478 | 24,478 |
| | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 5,726 | 5,726 |
| TOTAL | | | | | | | | | | | | | | | | | | | | | | 951,787* | | | | | | | | 62,034* | 1,013,821* |

Notice : * shows number of trips

Table 4-17 Estimated OD Table (All Vehicles) for 1990

(trips/12 hr.)

| | Zone No. | BANGKOK ZONE | | | | | | | | | | | | | | THON BURI ZONE | | | | | | INT-INT TOTAL | EXTERNAL ZONE | | | | | | | INT-EXT TOTAL | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7-E | 7-W | 8 | 9 | 10 | 11 | 12 | 13 | 14-N | 14-S | 15 | 16 | 17-N | 17-S | | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| BANGKOK ZONE | 1 | 239,396 | 49,307 | 45,819 | 33,266 | 12,854 | 29,052 | 26,065 | 10,418 | 51,029 | 61,941 | 65,405 | 21,430 | 48,373 | 15,316 | 9,730 | 5,143 | 35,115 | 6,327 | 44,594 | 41,608 | 1,091,584 | 123 | 7,894 | 1,907 | 138 | 678 | 5,223 | 383 | 16,346 | 1,107,930 |
| | 2 | | 119,876 | 12,182 | 12,152 | 7,255 | 11,347 | 10,664 | 3,621 | 21,950 | 25,377 | 16,711 | 7,962 | 17,855 | 6,107 | 2,393 | 1,303 | 9,152 | 835 | 7,848 | 8,035 | 471,808 | 0 | 3,561 | 276 | 0 | 205 | 1,229 | 174 | 5,445 | 477,253 |
| | 3 | | | 99,488 | 27,848 | 8,061 | 17,334 | 10,320 | 9,954 | 31,941 | 24,336 | 4,984 | 2,256 | 24,467 | 5,563 | 3,870 | 2,144 | 15,891 | 2,449 | 12,546 | 13,545 | 479,486 | 0 | 4,086 | 212 | 36 | 283 | 1,410 | 88 | 6,115 | 485,601 |
| | 4 | | | | 57,146 | 17,283 | 24,710 | 7,312 | 10,923 | 28,704 | 29,538 | 4,327 | 4,360 | 15,264 | 10,120 | 1,871 | 2,159 | 7,603 | 1,228 | 5,886 | 8,211 | 367,057 | 0 | 3,161 | 530 | 0 | 234 | 1,193 | 148 | 5,266 | 372,323 |
| | 5 | | | | | 7,173 | 14,447 | 11,082 | 2,575 | 31,297 | 32,621 | 3,924 | 2,930 | 14,014 | 13,279 | 1,538 | 1,047 | 4,946 | 757 | 915 | 1,208 | 196,379 | 0 | 1,363 | 49 | 0 | 41 | 662 | 10 | 2,125 | 198,504 |
| | 6 | | | | | | 61,627 | 11,212 | 6,866 | 53,194 | 16,505 | 3,974 | 3,760 | 11,607 | 5,569 | 3,026 | 2,018 | 5,575 | 1,023 | 1,793 | 2,824 | 349,090 | 0 | 2,556 | 77 | 0 | 161 | 1,206 | 0 | 4,000 | 353,090 |
| | 7-E | | | | | | | 191,013 | 53,997 | 37,019 | 9,466 | 3,344 | 4,279 | 12,688 | 4,632 | 2,465 | 1,581 | 55,016 | 7,335 | 4,962 | 7,923 | 663,388 | 37 | 3,036 | 64 | 16 | 151 | 1,654 | 142 | 5,100 | 668,488 |
| | 7-W | | | | | | | | 274,255 | 215,612 | 17,248 | 7,212 | 6,183 | 17,959 | 9,129 | 4,905 | 3,163 | 24,210 | 3,709 | 3,738 | 5,083 | 965,015 | 53 | 4,369 | 92 | 23 | 218 | 2,380 | 204 | 7,339 | 972,354 |
| | 8 | | | | | | | | | 477,218 | 159,619 | 62,248 | 18,455 | 77,427 | 28,006 | 2,133 | 2,167 | 13,979 | 2,258 | 5,459 | 5,520 | 1,802,453 | 0 | 6,108 | 465 | 0 | 249 | 4,675 | 184 | 11,681 | 1,814,134 |
| | 9 | | | | | | | | | | 72,720 | 20,825 | 13,147 | 62,988 | 10,248 | 3,382 | 1,605 | 13,120 | 3,113 | 20,663 | 10,945 | 682,127 | 42 | 3,162 | 630 | 0 | 194 | 2,942 | 107 | 7,077 | 689,204 |
| | 10 | | | | | | | | | | | 14,642 | 6,553 | 9,298 | 2,986 | 2,050 | 930 | 6,818 | 1,903 | 12,589 | 5,635 | 271,000 | 0 | 1,911 | 1,356 | 57 | 93 | 1,831 | 105 | 5,353 | 276,353 |
| | 11 | | | | | | | | | | | | 28,615 | 22,019 | 2,272 | 1,935 | 894 | 5,752 | 2,190 | 10,978 | 5,390 | 204,975 | 0 | 1,939 | 254 | 0 | 201 | 2,023 | 78 | 4,495 | 209,470 |
| | 12 | | | | | | | | | | | | | 191,499 | 9,628 | 3,087 | 1,563 | 11,457 | 2,970 | 6,385 | 5,268 | 757,315 | 0 | 2,427 | 158 | 0 | 307 | 2,923 | 69 | 5,884 | 763,199 |
| | 13 | | | | | | | | | | | | | | 12,173 | 499 | 321 | 1,875 | 415 | 603 | 543 | 151,457 | 0 | 611 | 160 | 0 | 67 | 773 | 53 | 1,664 | 153,121 |
| THON BURI ZONE | 14-N | | | | | | | | | | | | | | | 40,810 | 10,669 | 57,879 | 4,372 | 1,846 | 4,941 | 203,311 | 187 | 0 | 661 | 211 | 476 | 65 | 414 | 2,014 | 205,325 |
| | 14-S | | | | | | | | | | | | | | | | 19,281 | 39,661 | 2,422 | 1,220 | 3,358 | 121,930 | 105 | 0 | 401 | 112 | 268 | 38 | 220 | 1,144 | 123,074 |
| | 15 | | | | | | | | | | | | | | | | | 221,275 | 27,901 | 9,180 | 28,231 | 815,911 | 258 | 16 | 3,676 | 390 | 1,796 | 130 | 1,107 | 7,373 | 823,284 |
| | 16 | | | | | | | | | | | | | | | | | | 8,559 | 2,247 | 8,033 | 97,705 | 76 | 0 | 932 | 346 | 586 | 0 | 542 | 2,482 | 100,187 |
| | 17-N | | | | | | | | | | | | | | | | | | | 44,933 | 12,191 | 255,509 | 66 | 52 | 3,039 | 535 | 822 | 128 | 827 | 5,469 | 260,978 |
| | 17-S | | | | | | | | | | | | | | | | | | | | 99,588 | 377,668 | 109 | 76 | 4,013 | 446 | 995 | 124 | 865 | 6,628 | 384,296 |
| EXTERNAL ZONE | 18 | | | | | | | | | | | | | | | | | | | | | | 0 | 104 | 10 | 0 | 0 | 179 | 0 | 1,349 | 1,349 |
| | 19 | | | | | | | | | | | | | | | | | | | | | | | 0 | 1,352 | 1,084 | 2,034 | 0 | 1,370 | 52,272 | 52,272 |
| | 20 | | | | | | | | | | | | | | | | | | | | | | | | 62 | 68 | 103 | 1,812 | 6 | 22,427 | 22,427 |
| | 21 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 10 | 542 | 6 | 4,020 | 4,020 |
| | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 1,601 | 294 | 12,067 | 12,067 |
| | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 1,067 | 35,810 | 35,810 |
| | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 8,463 | 8,463 |
| TOTAL | | | | | | | | | | | | | | | | | | | | | | 5,162,584* | | | | | | | | 124,704* | 5,287,288* |

Notice : * shows number of trips

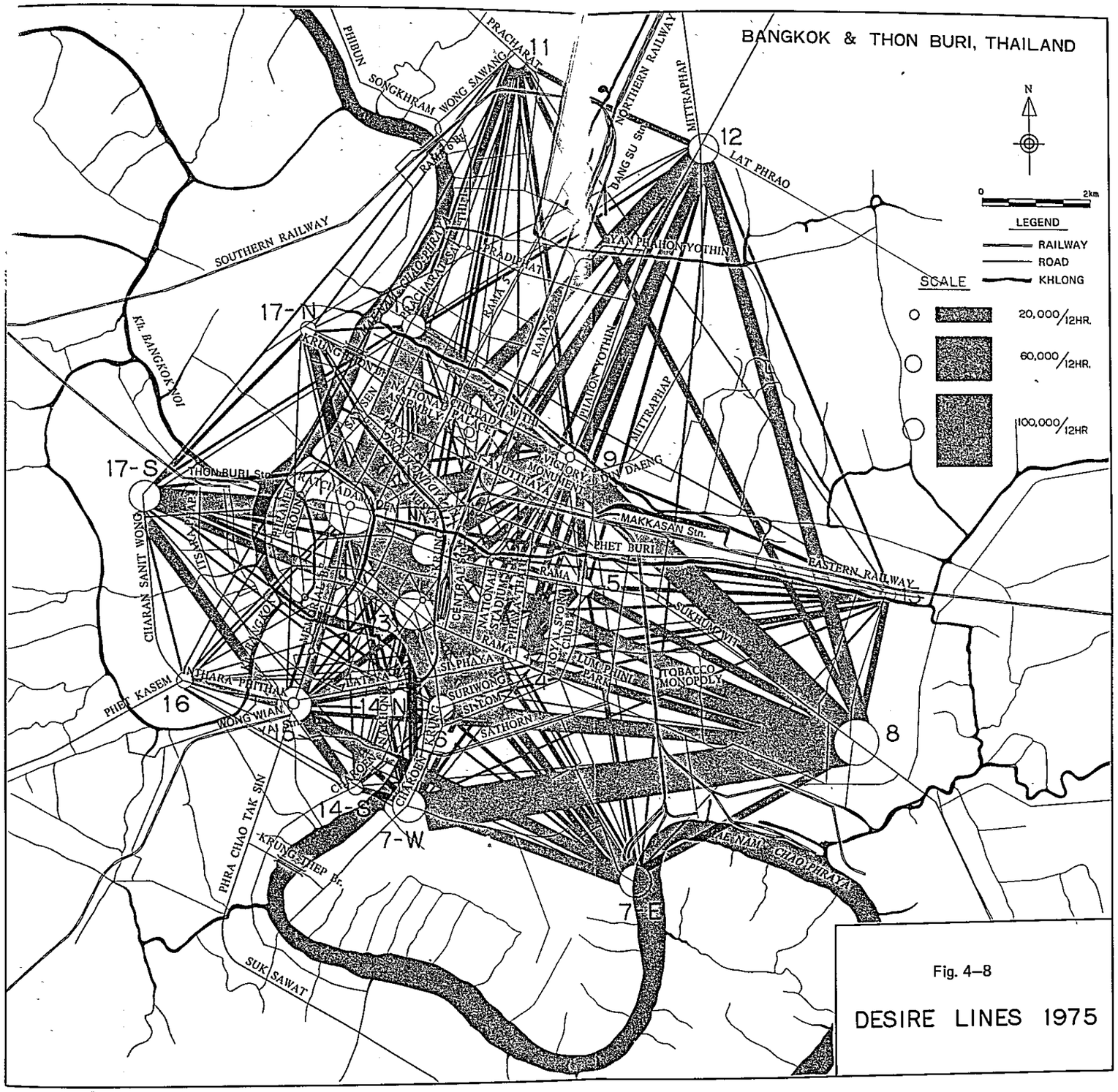



Fig. 4–8

DESIRE LINES 1975

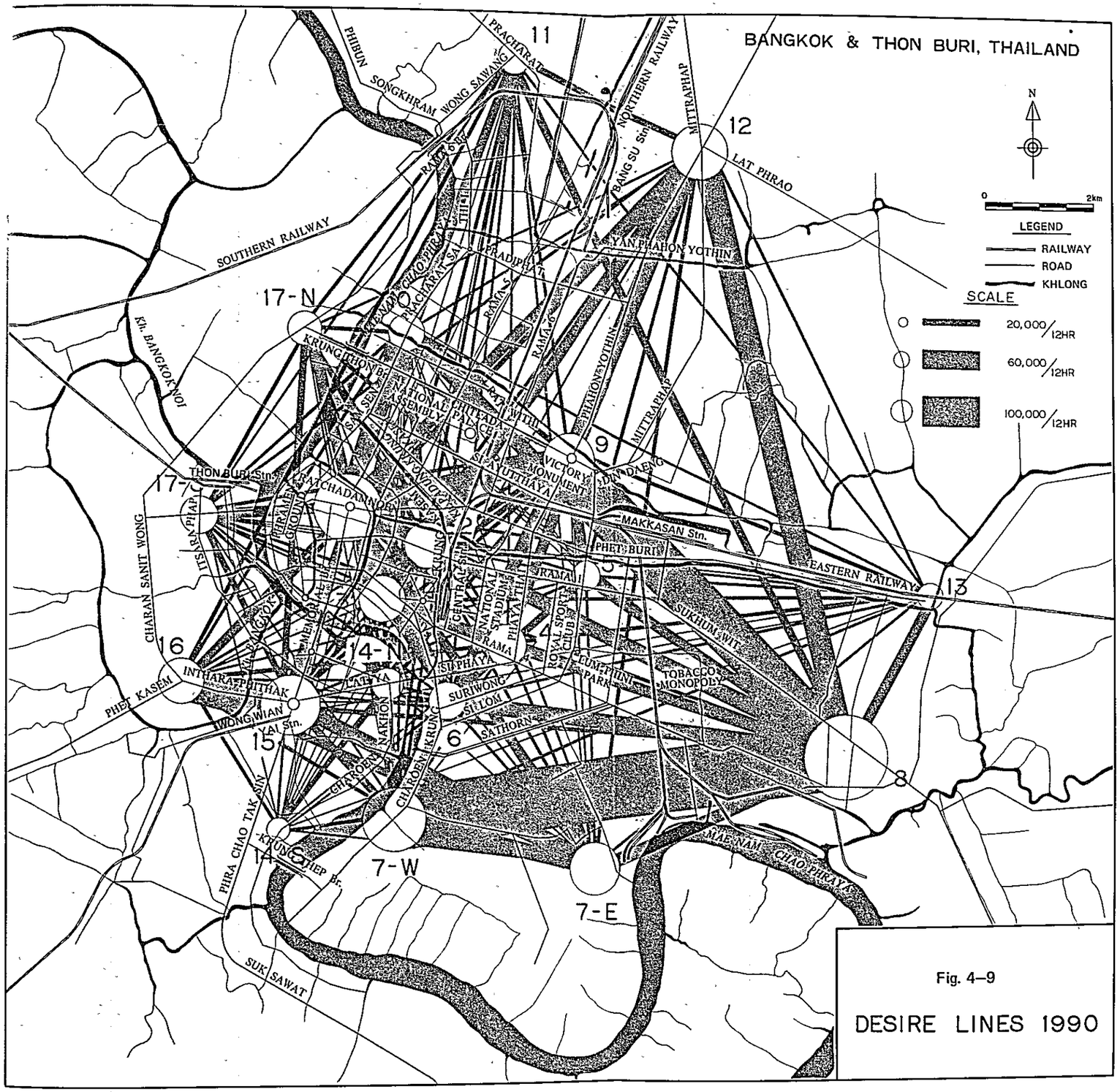



Fig. 4–9

DESIRE LINES 1990

# 第５章　将来配分交通量

## 5.1 推定方法

配分交通量の推計は，将来ＯＤ表および将来道路網に基いて行なわれる。もちろん将来の道路網は，現在の道路網の他に計画されている道路を含むものとなる。この報告書では，旅行時間が最小となる経路を交通量配分の際採用した。

すなわちある道路を通過するのに要する時間は，交通量に応じて変化するので，配分計算においては，この交通量と速度の関係をとり入れねばならない。そのためにＯＤ交通量を１０等分し，それを配分対象道路に１０回にわたって配分する方法を採用した。この過程の詳細については，5.4を参照されたい。

配分計算は，１９７５年と１９９０年について行うが，１９７５年に於いてはSathorn Br.架橋の交通流に与える影響を明きらかにするため，配分対象道路網にSathorn Br. が存在するときとしないときの２つの場合について行うこととする。

## 5.2 将来道路網

配分の対象となる将来道路網はFig.5－1のごとく想定している。１９９０年にはこのすべての道路を配分対象とするが，１９７５年においては計画道路のうちTha Chang Br.，Sathorn Br.およびそれぞれの取付道路のみを配分対象とする。

Fig. 5－1に見られるように将来道路網は，対象地域内の現在交通量の多い道路を大体網羅している。ただし郊外部で市内の流れに関係ないと思われるPhahon Yothin Rd.やMittraphap Rd.など一本にまとめた道路もある。

次にこれらの道路網のリンク１本１本について交通量と速度の関係を定めなければならない。この関係は，一般的には一次的な関係が成り立つものとして次のような式が仮定されている。

$$V = aQ + b$$

V：ある道路を通過する自動車の速度　（km／hr.）

Q：　〃　交通量　（台／hr.）

a，b：道路の特性により定まる定数

上の式の定数a，bを決めるには当調査団が行なった走行調査のみでは不充分であり，これ迄の日本における観測やHighway Capacity Manualなどを参考にして次の式を用いる。

２車線道路

$$V = -0.0090Q + 50$$

$$V = -0.0045Q + 30$$

４車線道路

$$V = -0.0047Q + 60$$

$V = -0.0036Q + 50$

$V = -0.0019Q + 30$

6車線道路

$V = -0.0031Q + 60$

$V = -0.0024Q + 50$

$V = -0.0014Q + 30$

8車線道路

$V = -0.0010Q + 30$

上式においてのbの値が30の式は市街部道路に，他の式は郊外部の道路に使用する。

## 5.3 路線バス

### (1) バス交通量

今までの推計においては，路線バスは全く考慮されていない。しかし路線バスは，運輸省のはっきりした管理の下に運転されており，その経路図と時刻表があれば，その交通量は容易に算出可能である。

両市内のバスのみの現在流量図を描くとFig. 5－2のようになる。

現存する道路のバス交通量は，その道路が存在するゾーンの交通発生量の伸びに比例するものと考えられる。計画道路におけるバスの交通量は，その道路と同様の機能を果し，かつ同規格の現存する道路のバス交通量と同じと考える。こうして求められた路線バスの交通量は，配分計算に際しては，他の車種に先だって配分される。

### (2) サトン橋の路線バス交通量

チャオピア河を現在渡船で渡っている乗客は，将来橋が建設され新たにバス路線が開かれるならば，その多くはバスを利用するようになると考えられる。チャオピア河には多くの渡し場があるが，そのうちTha Chang Br. およびSathorn Br. が建設されたとき影響を受けると考えられる渡し場の渡船利用者数から路線バスの台数を求める。1日平均渡船利用者は，Harbor Dept. による1969年3月の一週間の調査による。渡船利用者が，路線バスを利用する割合は，当調査団がSathorn Br. の付近5ケ所の渡し場で行なった調査により，バンコク側またはドンブリ側いずれかでバスを利用している割合とし乗客25人をもってバス1台とする。以上の計算についてはTable 5－1 を参照されたい。1969年に，Tha Chang Br.およびSathorn Br.が存在したと仮定した場合には，前橋は1日2624台，後橋は1日1247台のバス交通量が想定される。

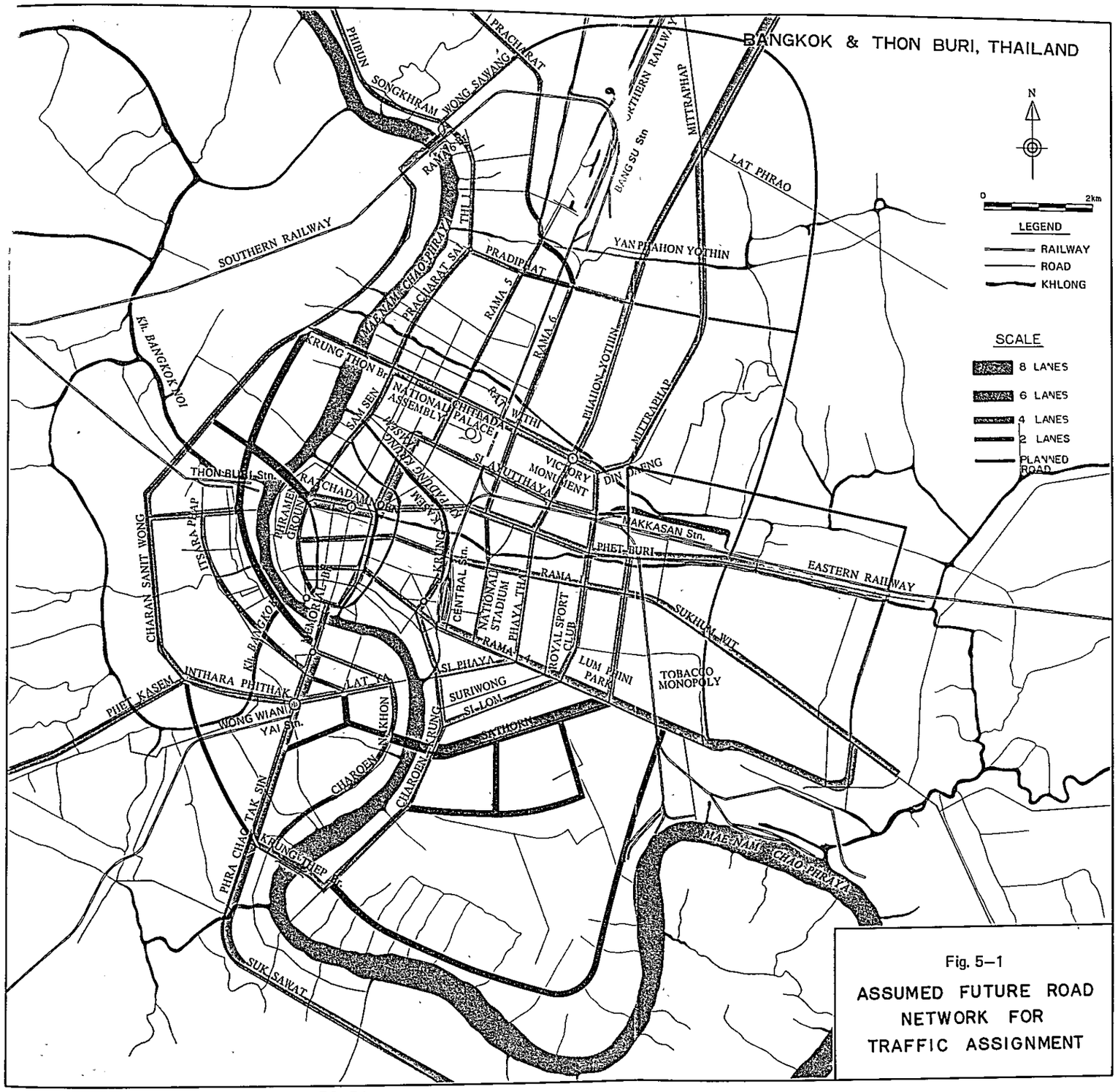



Fig. 5–1
ASSUMED FUTURE ROAD NETWORK FOR TRAFFIC ASSIGNMENT

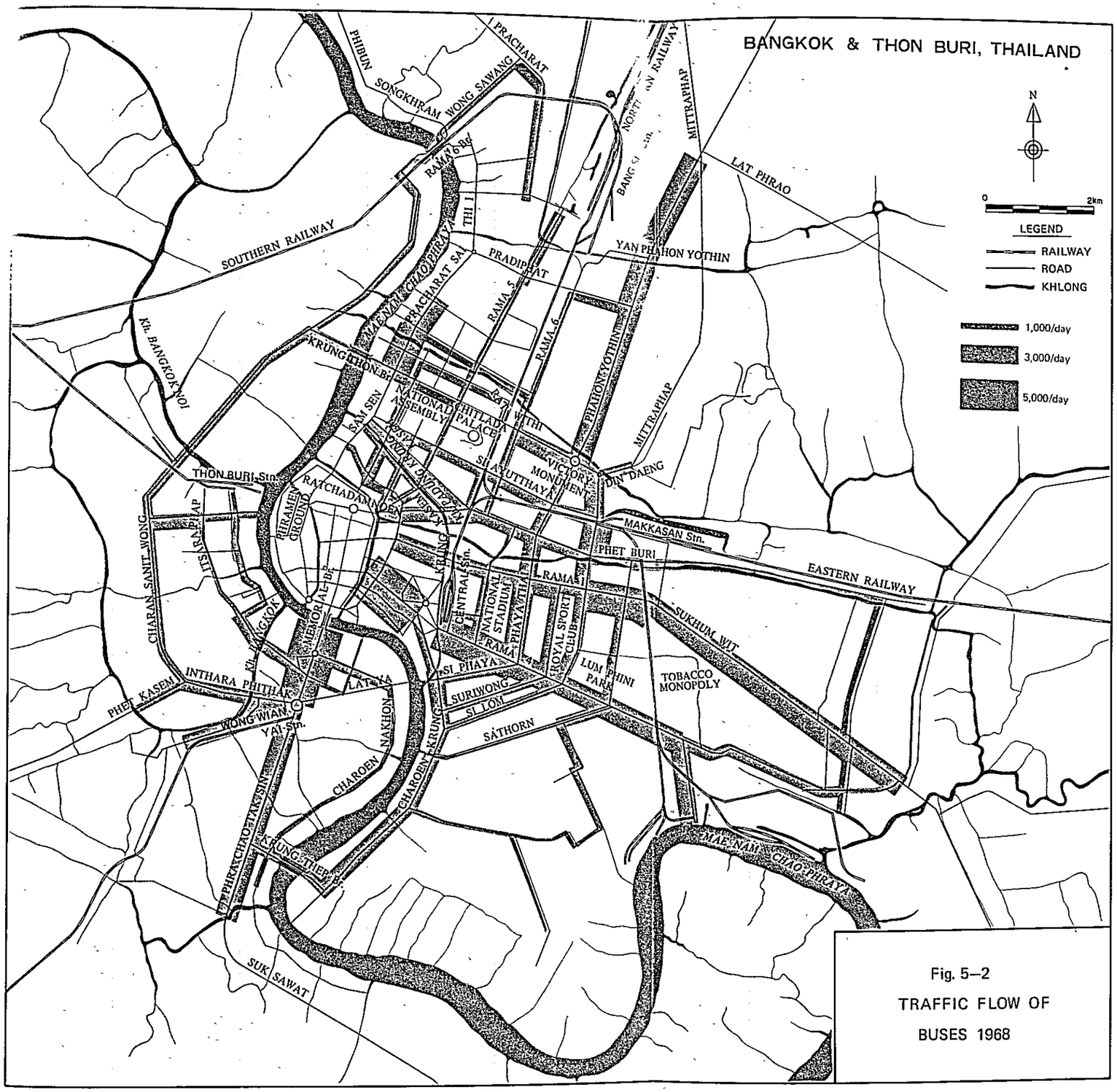



Fig. 5–2
TRAFFIC FLOW OF
BUSES 1968

Table 5-1 Estimated Number of Bus Passengers crossing over the Tha Chang and Sathorn Bridges

| Bridge | Ferry station | Average Number of Ferry Passengers per Day | Ratio of Bus Passengers | Number of Bus Passengers | Number of Buses |
|---|---|---|---|---|---|
| Tha Chang | Tevesa | 5,963 | 0.746 | 4,448 | 2,624 |
| | Bangyeekun | 3,914 | | 2,919 | |
| | Kasen | 1,389 | | 1,036 | |
| | Pra Artid | 9,003 | | 6,716 | |
| | Prachan Nue | 2,579 | | 1,923 | |
| | Prachan Noe (ST.) | 9,570 | | 7,139 | |
| | Prachan Noe (Pranok) | 21,430 | | 15,986 | |
| | Prachan Khlong (Middle) | 10,307 | | 7,689 | |
| | Khun Koey | 2,448 | | 1,826 | |
| | Tha Chang | 21,359 | | 15,927 | |
| | Total | 87,962 | | 65,609 | |
| Sathorn | Rajavong | 16,164 | 0.812 | 13,125 | 1,247 |
| | Swasdai | 4,600 | 0.933 | 4,291 | |
| | Si Praya | 14,085 | 0.514 | 7,239 | |
| | Bang Rak | 2,734 | 0.753 | 2,058 | |
| | Sathorn Tai | 3,326 | 0.750 | 2,494 | |
| | Ta Sita | 2,805 | 0.704 | 1,974 | |
| | Total | 43,714 | 0.746 | 31,181 | |

## 5.4 配分交通量

以上の条件により必要な前提がすべて揃ったので，以下の手順で計算を行なう。

(1) まず道路交通量を5.3で推定した路線バスの交通量だけとし，道路区間ごとの速度および所要時間を求めておく。

(2) 無作為に発生ノードを取り出し，そのノードから他のすべての吸収ノードに到達する最短ルートを探す。

(3) 1回に配分する交通量はOD表の1/10づつとし，1回分の交通量を最短経路に流す。

(4) 流された交通量を各道路区間のQ－V式に代入して，その道路区間の速度および旅行時間を計算する。

(5) 残りの発生ノードのうちの1つを無作為に取り出して，同様に最短経路を探す。
すなわち(2)～(4)の過程をくりかえす。

(6) すべての発生ノードがとりあげられるまで(2)～(4)をくりかえし，次の回にわりあてられた1/10交通量を同様な方法で各道路区間に加算し，OD交通量をすべて配分するまでくりかえす。

その結果はFig. 5－3～5－5に示すとおりである。また，それぞれの場合の各橋の交通量を示すと，Table 5－2 によると，１９７５年において，Sathorn Br. があるときは，ないときに比べて，チャオピヤ河を渡る交通量は，約１７,０００台多い。

Table 5-2 Future Traffic Volume of Bridges

(vehicles/12 hr.)

| Bridge | 1975 | | 1990 |
|---|---|---|---|
| | without Sathorn Br. | with Sathorn Br | |
| Rama 6 | 33,467 | 32,939 | 49,219 |
| Krung Thon | 43,820 | 36,345 | 125,086 |
| Tha Chang | 146,678 | 95,230 | 275,170 |
| Memorial | 68,669 | 66,609 | 73,422 |
| Sathorn | --- | 100,670 | 203,778 |
| Krung Thep | 70,652 | 48,841 | 126,836 |
| Total | 363,286 | 380,634 | 853,511 |

チャオピヤ河を渡る交通量は，１９７５年に３８１,０００台，１９９０年に８５４,０００台となり，それぞれ１９６９年の１０２,０００台の3.7倍および8.3倍に達する。この伸びは，バンコク・トンブリ間のＯＤ交通量の伸び，すなわち，1975年の2.8倍および1990年の7.8倍を上回るものである。その理由はFig. 5－6から読みとることができるであろう。Fig. 5－6にチャオピヤ河を渡る交通の起終点別の内訳が示されているが，現在きわめて僅かなバンコク市内の交通が１９７５年には全体の約⅓に達し，１９９０年にはふたたび２０％弱にまで減少していることが第１に注目される。これは，現在の４橋にTha Chang Br. およびSathorn Br. の２橋が追加されることによって，先に述べたように，バンコク市内の交通が一旦トンブリ側に渡って迂回するためである。しかし１９９０年には，本来橋を利用しなければならないバンコク・トンブリ間の交通が増加するためにバンコク市内の交通が迂回する余地が少なくなるため，その割合は減るものと解釈される。

次に配分交通量を６つの橋ごとに示すとFig. 5－7 のとおりとなる。

Memorial Br.の交通量は，すでにその交通容量に達しているため1975年から1990年にかけてほとんど変化していない。

交通量が一定であるということは都心部における交通需要が一定であることを意味しているのではない。

他方Tha Chang Br およびSathorn Br. の交通量の伸びが著しく，1990年には200,000台越えてしまう。しかし，このような交通量は交通容量の制限を考えると実際にはほとんどありえないとも思われる。ここで容量上考えられる極限の交通量を求めてみると，現在のMemorial Br. の交通量がほぼこれに近いであろう。

Memorial Br. の車道巾員は１０$m$であり，１２時間交通量57,000台（２輪車を除く）

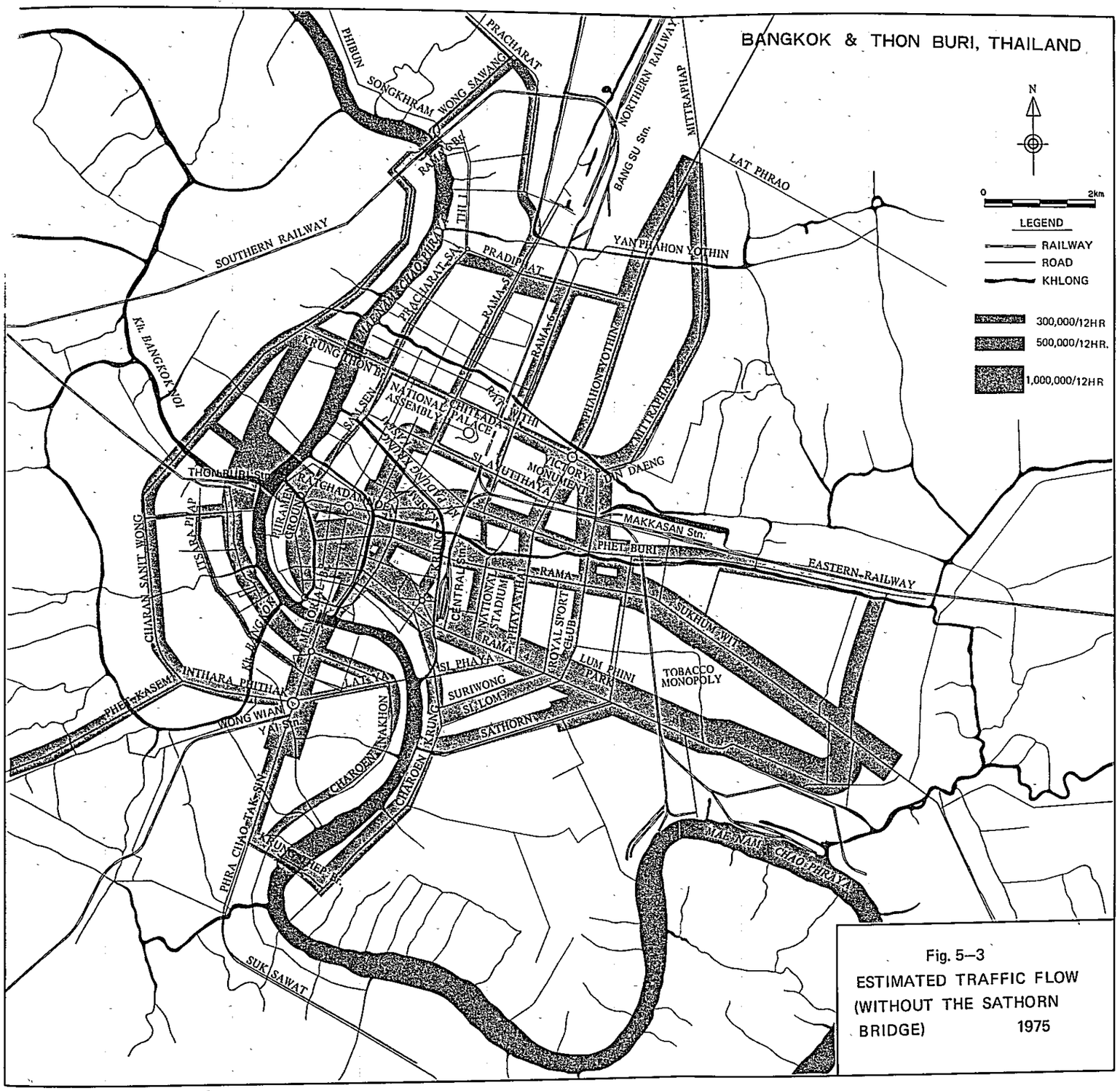



Fig. 5–3
ESTIMATED TRAFFIC FLOW
(WITHOUT THE SATHORN
BRIDGE) 1975

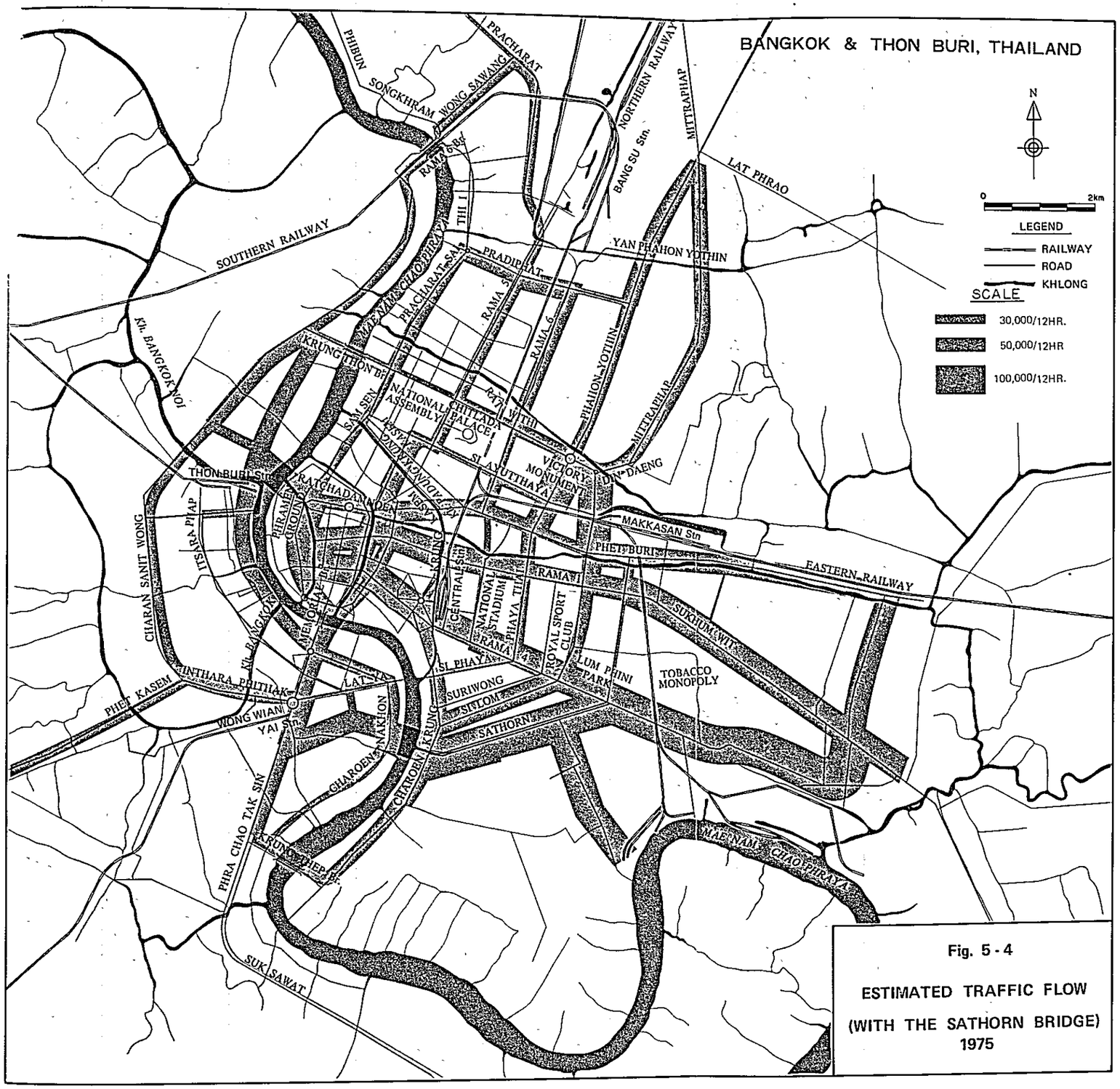



Fig. 5 - 4

ESTIMATED TRAFFIC FLOW

(WITH THE SATHORN BRIDGE)

1975

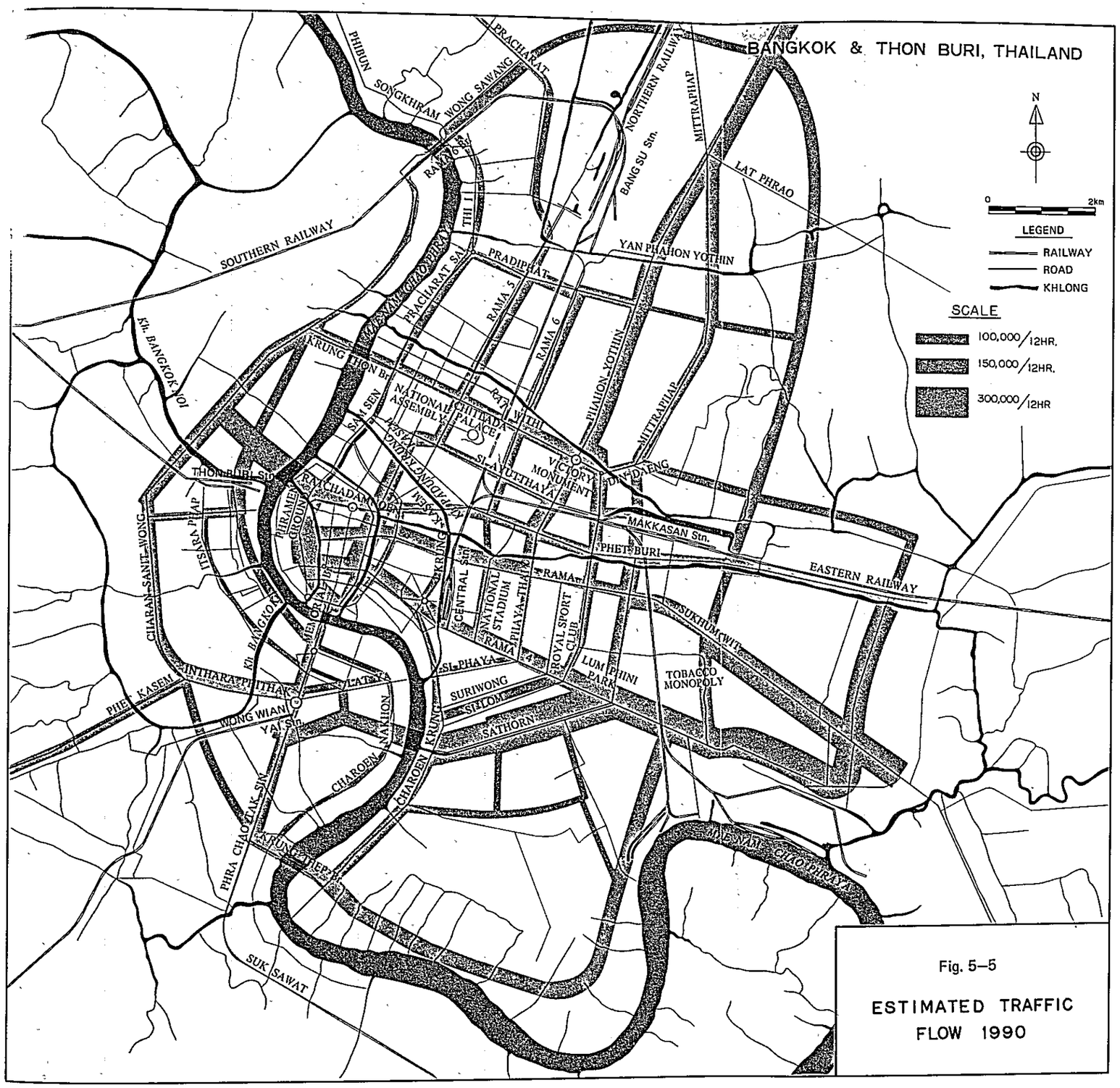
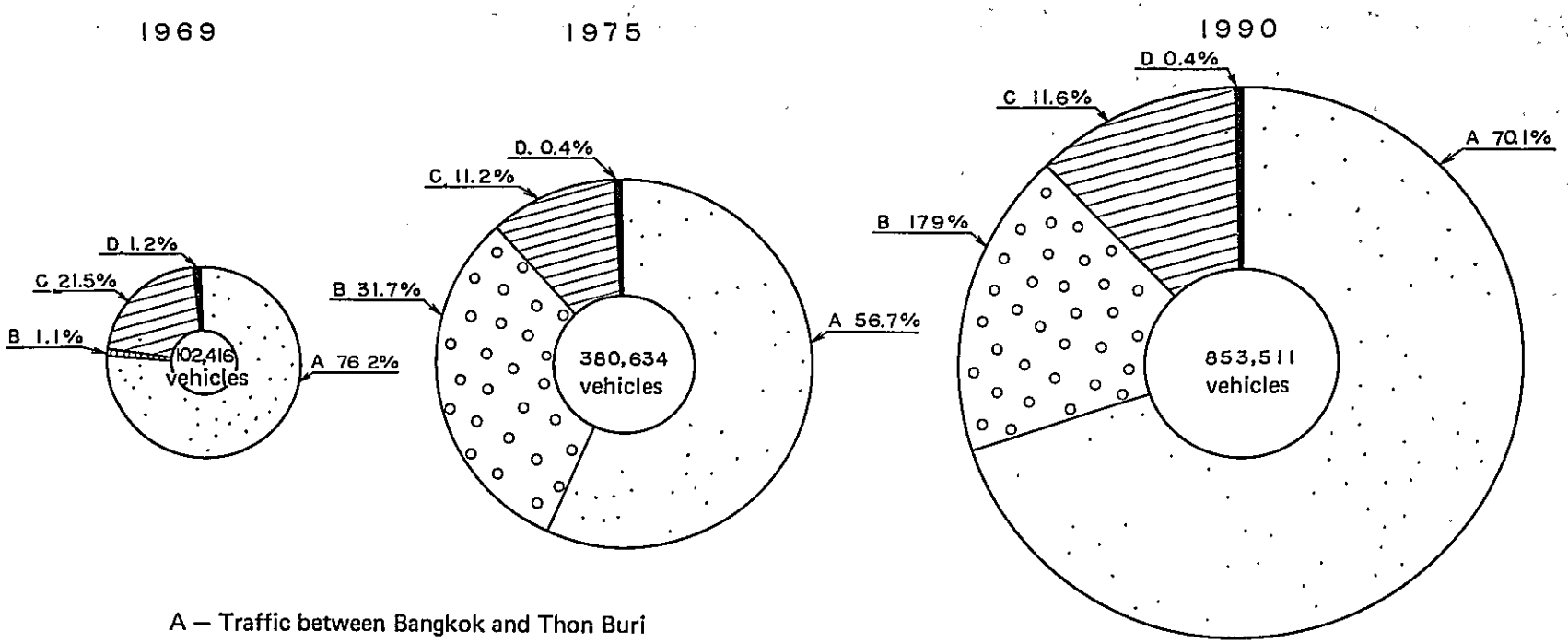



Fig. 5–5

ESTIMATED TRAFFIC FLOW 1990

Fig. 5–6 ESTIMATED CHANGE IN ORIGIN AND DESTINATION OF THE TRAFFIC ACROSS THE MAE NAM CHAO PHRAYA



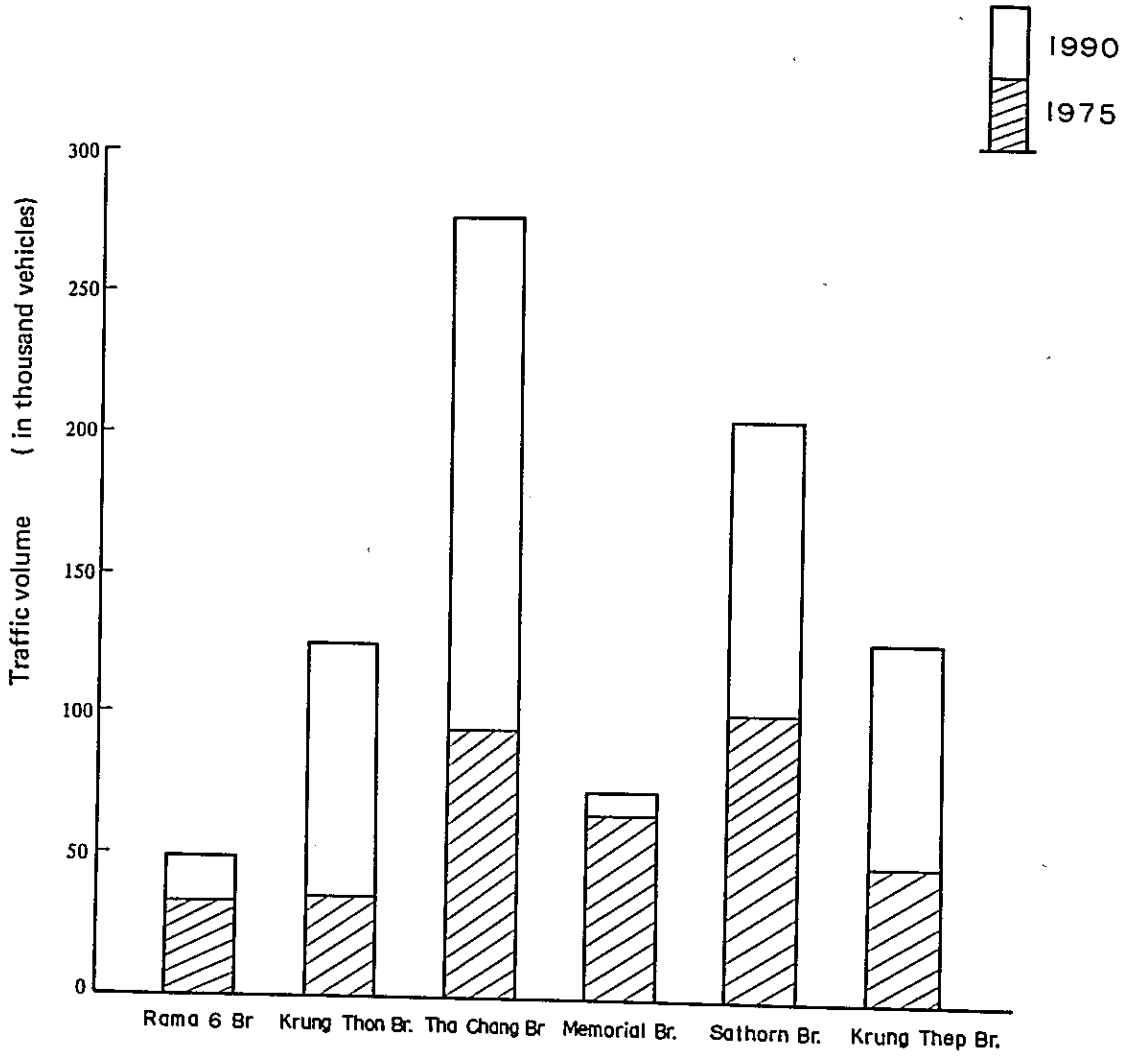

A — Traffic between Bangkok and Thon Buri

B — Traffic in Bangkok or Thon Buri

C — Traffic flowing in or out of Bangkok or Thon Buri

D — Traffic passing through Bangkok and Thon Buri

Fig. 5–7 ESTIMATED FUTURE TRAFFIC VOLUME BY BRIDGES



を示している。3車線とみなすと車線あたり約20,000台となる。

Tha Chang Br. およびSathorn Br.はそれぞれ6車線，Krung Thon Br.およびKrung Thep Br. は4車線，Rama 6 Br.は2車線であるから，これらにMemorial Br.の3車線を加えると，チャオピヤ河の6本の橋梁で合計25車線あることになり，その交通容量は500,000台程度であろう。これに対してチャオピヤ河を渡る交通量は1975年の381,000台から1990年の854,000台に増加する。この間に交通量は直線的に変化するものと仮定すると，年間に32,000台づつ増加することになり，500,000台に達するのは1980年頃と推定される。その時には合計6つの橋では，どの橋においても現在のMemorial Br.と同程度の交通渋滞が発生するであろう。1990年の交通需要に対しては少なくともさらに18車線追加する必要があるものと考えられる。なおこの点はきわめて重要であるから，広汎かつ詳細な調査を行なったうえで，慎重に計画をたてる必要がある。

## 5.5 サトン橋計画に基く総走行距離の変化

最後に1975年のOD交通量をSathorn Br. ならびにその接続道路が建設された場合の道路網と，建設されなかった場合との2つの場合についての配分計算の結果により，車種ごとに節約される走行距離を求める。

Sathorn Br. の有無はあらゆるODペアの走行経路，したがって走行距離および旅行時間を変化させると考えられるが，OD間の走行距離の変化をSathorn Br.を利用する交通に限ぎって求める。配分計算の結果をみると，Sathorn Br.を通過する交通量は，1975年に100,674台／12hr. であり，そのうちの各ゾーンペアごとの交通量はTable 5－3に見られるとおりである。これをOD表のゾーンペアごとの各車種の比率によって分割すると，Table 5－4～5－6に見られるとおり，Sathorn Br. を通る自動車の車種別OD表が求められる。

この表に表われたゾーンペアの交通がSathorn Br.がない時は，どの経路をたどるかは，Sathorn Br. がない時の配分計算より推定できる。この経路とSathorn Br. がある時に使用される経路との比較により，各ゾーンペアについて短縮される走行距離を求める。

上述の二つの場合のゾーンペアごとの走行距離は，Table 5－7とTable 5－8にその差はTable 5－9に示した。

以上の計算により，Sathorn Br.架橋により節約される総走行距離は，乗用車129,469台km，タクシー238,528台km，トラック160,876台km，合計528,863台kmとなり，これに基いて計画事業の便益が推定されるのである。

Table 5-3 Estimated OD Table of Traffic on the Sathorn Br (All vehicles) for 1975

| Zone No. | | BANGKOK ZONE | | | | | | | | | | | | | | THON BURI ZONE | | | | | | INT-INT TOTAL | EXTERNAL ZONE | | | | | | | INT-EXT TOTAL | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7-E | 7-W | 8 | 9 | 10 | 11 | 12 | 13 | 14-N | 14-S | 15 | 16 | 17-N | 17-S | | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| BANGKOK ZONE | 1 | – | – | – | – | – | – | 8,835 | 1,872 | – | – | – | – | – | – | – | – | – | – | – | – | 10,707 | – | – | – | – | – | – | – | – | 10,707 |
| | 2 | | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 3 | | | – | – | – | – | – | 2,127 | – | – | – | – | – | – | – | – | – | – | – | – | 2,127 | – | – | – | – | – | – | – | – | 2,127 |
| | 4 | | | | – | – | – | – | 737 | – | – | – | – | – | – | 254 | 557 | 1,296 | – | – | – | 2,844 | – | – | – | – | 53 | – | – | 53 | 2,897 |
| | 5 | | | | | – | – | – | 146 | – | – | – | – | – | – | 261 | 204 | 776 | 116 | – | – | 1,503 | – | 227 | – | – | 4 | 103 | – | 334 | 1,837 |
| | 6 | | | | | | – | – | 469 | – | – | – | – | – | – | 628 | 565 | 1,313 | 139 | 46 | – | 3,160 | – | 364 | – | – | 26 | 153 | – | 543 | 3,703 |
| | 7 E | | | | | | | – | 7,403 | – | – | – | – | – | – | 810 | 556 | 16,473 | 2,686 | 1,068 | 3,130 | 40,961 | – | 954 | – | – | 36 | 484 | – | 1,474 | 42,435 |
| | 7-W | | | | | | | | – | 23,051 | 887 | 463 | 899 | 748 | 858 | 573 | 353 | 1,916 | 336 | 304 | 786 | 43,928 | 1 | 382 | 10 | 1 | – | 193 | 15 | 602 | 44,530 |
| | 8 | | | | | | | | | – | – | – | – | – | – | 604 | 680 | 3,836 | 608 | 935 | – | 29,714 | – | 1,837 | – | – | 77 | 1,275 | – | 3,190 | 32,903 |
| | 9 | | | | | | | | | | – | – | – | – | – | – | 276 | 1,264 | – | – | – | 2,427 | – | – | – | – | 42 | – | – | 42 | 2,469 |
| | 10 | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | 463 | – | – | – | – | – | – | – | – | 463 |
| | 11 | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | 899 | – | – | – | – | – | – | – | – | 899 |
| | 12 | | | | | | | | | | | | | – | – | – | 225 | 1,143 | – | – | – | 2,116 | – | – | – | – | 50 | – | – | 50 | 2,166 |
| | 13 | | | | | | | | | | | | | | – | 137 | 97 | 507 | 95 | – | – | 1,694 | – | 118 | – | – | 11 | 152 | – | 281 | 1,975 |
| THON BURI ZONE | 14-N | | | | | | | | | | | | | | | – | – | – | – | – | – | 3,267 | – | – | – | – | – | – | – | – | 3,267 |
| | 14-S | | | | | | | | | | | | | | | | – | – | – | – | – | 3,513 | 9 | – | – | 11 | – | – | – | 20 | 3,533 |
| | 15 | | | | | | | | | | | | | | | | | – | – | – | – | 28,524 | 14 | – | – | 20 | – | – | – | 34 | 28,558 |
| | 16 | | | | | | | | | | | | | | | | | | – | – | – | 3,980 | – | – | – | – | – | – | – | – | 3,980 |
| | 17-N | | | | | | | | | | | | | | | | | | | – | – | 2,353 | – | – | – | – | – | – | – | – | 2,353 |
| | 17-S | | | | | | | | | | | | | | | | | | | | – | 3,916 | – | – | – | – | – | – | – | – | 3,916 |
| EXTERNAL ZONE | 18 | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | 24 | 24 |
| | 19 | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | 3,882 | 3,882 |
| | 20 | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | 10 | 10 |
| | 21 | | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | 32 | 32 |
| | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | 300 | 299 |
| | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | – | – | 2,360 | 2,360 |
| | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | – | 15 | 15 |
| TOTAL | | | | | | | | | | | | | | | | | | | | | | 94,048* | | | | | | | | 6,622* | 100,670* |

Notice : * shows number of trips.

Table 5-4 Estimated OD Table of Traffic on the Sathorn Br. (Passenger Cars) for 1975

| Zone No | | BANGKOK ZONE | | | | | | | | | | | | | | THON BURI ZONE | | | | | | INT-INT TOTAL | EXTERNAL ZONE | | | | | | | INT-EXT TOTAL | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7-E | 7-W | 8 | 9 | 10 | 11 | 12 | 13 | 14 N | 14-S | 15 | 16 | 17 N | 17-S | | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| BANGKOK ZONE | 1 | – | – | – | – | – | – | 2,085 | 365 | – | – | – | – | – | – | – | – | – | – | – | – | 2,450 | – | – | – | – | – | – | – | – | 2,450 |
| | 2 | | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 3 | | | – | – | – | – | – | 407 | – | – | – | – | – | – | – | – | – | – | – | – | 407 | – | – | – | – | – | – | – | – | 407 |
| | 4 | | | | – | – | – | – | 108 | – | – | – | – | – | – | 85 | 187 | 314 | – | – | – | 694 | – | – | – | – | 26 | – | – | 26 | 720 |
| | 5 | | | | | – | – | – | 46 | – | – | – | – | – | – | 108 | 81 | 237 | 45 | – | – | 517 | – | 120 | – | – | – | 47 | – | 167 | 684 |
| | 6 | | | | | | – | – | 115 | – | – | – | – | – | – | 238 | 216 | 353 | 43 | 13 | – | 978 | – | 193 | – | – | 4 | 49 | – | 246 | 1,224 |
| | 7-E | | | | | | | – | 1,365 | – | – | – | – | – | – | 209 | 157 | 3,839 | 560 | 198 | 795 | 9,208 | – | 286 | – | – | 3 | 82 | – | 371 | 9,579 |
| | 7-W | | | | | | | | – | 6,091 | 263 | 162 | 167 | 163 | 337 | 166 | 100 | 474 | 69 | 50 | 177 | 10,625 | – | 115 | 8 | – | – | 34 | 1 | 158 | 10,783 |
| | 8 | | | | | | | | | – | – | – | – | – | – | 175 | 210 | 824 | 149 | 226 | – | 7,675 | – | 735 | – | – | 26 | 294 | – | 1,055 | 8,730 |
| | 9 | | | | | | | | | | – | – | – | – | – | – | 99 | 341 | – | – | – | 703 | – | – | – | – | 14 | – | – | 14 | 717 |
| | 10 | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | 162 | – | – | – | – | – | – | – | – | 162 |
| | 11 | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | 167 | – | – | – | – | – | – | – | – | 167 |
| | 12 | | | | | | | | | | | | | – | – | – | 74 | 269 | – | – | – | 506 | – | – | – | – | 18 | – | – | 18 | 524 |
| | 13 | | | | | | | | | | | | | | – | 68 | 51 | 202 | 38 | – | – | 696 | – | 58 | – | – | – | 30 | – | 88 | 784 |
| THON BURI ZONE | 14-N | | | | | | | | | | | | | | | – | – | – | – | – | – | 1,049 | – | – | – | – | – | – | – | – | 1,049 |
| | 14-S | | | | | | | | | | | | | | | | – | – | – | – | – | 1,175 | 2 | – | – | 4 | – | – | – | 6 | 1,181 |
| | 15 | | | | | | | | | | | | | | | | | – | – | – | – | 6,853 | 6 | – | – | 6 | – | – | – | 12 | 6,865 |
| | 16 | | | | | | | | | | | | | | | | | | – | – | – | 904 | – | – | – | – | – | – | – | – | 904 |
| | 17-N | | | | | | | | | | | | | | | | | | | – | – | 487 | – | – | – | – | – | – | – | – | 487 |
| | 17-S | | | | | | | | | | | | | | | | | | | | – | 972 | – | – | – | – | – | – | – | – | 972 |
| EXTERNAL ZONE | 18 | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | 8 | 8 |
| | 19 | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | 1,507 | 1,507 |
| | 20 | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | 8 | 8 |
| | 21 | | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | 10 | 10 |
| | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | 91 | 91 |
| | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | – | – | 536 | 536 |
| | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | – | 1 | 1 |
| TOTAL | | | | | | | | | | | | | | | | | | | | | | 23,114* | | | | | | | | 2,161* | 25,275* |

Notice * shows number of trips

Table 5-5 Estimated OD Table of Traffic on the Sathorn Br (Taxis) for 1975

| | Zone No. | BANGKOK ZONE | | | | | | | | | | | | | | THON BURI ZONE | | | | | | INT-INT TOTAL | EXTERNAL ZONE | | | | | | | INT-EXT TOTAL | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7-E | 7 W | 8 | 9 | 10 | 11 | 12 | 13 | 14-N | 14-S | 15 | 16 | 17-N | 17-S | | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| BANGKOK ZONE | 1 | – | – | – | – | – | – | 3,543 | 656 | – | – | – | – | – | – | – | – | – | – | – | – | 4,199 | – | – | – | – | – | – | – | – | 4,199 |
| | 2 | | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 3 | | | – | – | – | – | – | 836 | – | – | – | – | – | – | – | – | – | – | – | – | 836 | – | – | – | – | – | – | – | – | 836 |
| | 4 | | | | – | – | – | – | 370 | – | – | – | – | – | – | 128 | 320 | 769 | – | – | – | 1,587 | – | – | – | – | 11 | – | – | 11 | 1,598 |
| | 5 | | | | | – | – | – | 65 | – | – | – | – | – | – | 132 | 112 | 469 | 54 | – | – | 832 | – | 68 | – | – | – | 11 | – | 79 | 911 |
| | 6 | | | | | | – | – | 153 | – | – | – | – | – | – | 277 | 281 | 656 | 48 | 15 | – | 1,430 | – | 58 | – | – | 9 | – | – | 67 | 1,497 |
| | 7-E | | | | | | | – | 2,488 | – | – | – | – | – | – | 288 | 242 | 8,673 | 1,183 | 279 | 1,408 | 18,104 | – | 286 | – | – | 10 | 68 | – | 364 | 18,468 |
| | 7-W | | | | | | | | – | 12,083 | 448 | 178 | 240 | 258 | 189 | 200 | 170 | 679 | 103 | 76 | 323 | 19,515 | – | 122 | – | – | – | 30 | 4 | 156 | 19,671 |
| | 8 | | | | | | | | | – | – | – | – | – | – | 257 | 351 | 2,051 | 221 | 307 | – | 15,270 | – | 312 | – | – | – | 156 | – | 468 | 15,738 |
| | 9 | | | | | | | | | | – | – | – | – | – | – | 158 | 799 | – | – | – | 1,405 | – | – | – | – | – | – | – | – | 1,405 |
| | 10 | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | 178 | – | – | – | – | – | – | – | – | 178 |
| | 11 | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | 240 | – | – | – | – | – | – | – | – | 240 |
| | 12 | | | | | | | | | | | | | – | – | – | 111 | 589 | – | – | – | 958 | – | – | – | – | 11 | – | – | 11 | 969 |
| | 13 | | | | | | | | | | | | | | – | 31 | 27 | 152 | 17 | – | – | 416 | – | – | – | – | 5 | 8 | – | 13 | 429 |
| THON BURI ZONE | 14-N | | | | | | | | | | | | | | | – | – | – | – | – | – | 1,313 | – | – | – | – | – | – | – | – | 1,313 |
| | 14-S | | | | | | | | | | | | | | | | – | – | – | – | – | 1,772 | 3 | – | – | – | – | – | – | 3 | 1,775 |
| | 15 | | | | | | | | | | | | | | | | | – | – | – | – | 14,837 | 8 | – | – | 2 | – | – | – | 10 | 14,847 |
| | 16 | | | | | | | | | | | | | | | | | | – | – | – | 1,626 | – | – | – | – | – | – | – | – | 1,626 |
| | 17-N | | | | | | | | | | | | | | | | | | | – | – | 677 | – | – | – | – | – | – | – | – | 677 |
| | 17-S | | | | | | | | | | | | | | | | | | | | – | 1,731 | – | – | – | – | – | – | – | – | 1,731 |
| EXTERNAL ZONE | 18 | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | 11 | 11 |
| | 19 | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | 846 | 846 |
| | 20 | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – |
| | 21 | | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | 2 | 2 |
| | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | 46 | 46 |
| | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | – | – | 273 | 273 |
| | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | – | 4 | 4 |
| TOTAL | | | | | | | | | | | | | | | | | | | | | | 43,463* | | | | | | | | 1,182* | 44,645* |

Notice: * shows number of trips.

Table 5-6 Estimated OD Table of Traffic on the Sathorn Br. (Trucks) for 1975

| | Zone No | BANGKOK ZONE | | | | | | | | | | | | | | THON BURI ZONE | | | | | | INT-INT TOTAL | EXTERNAL ZONE | | | | | | | INT-EXT TOTAL | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7-E | 7 W | 8 | 9 | 10 | 11 | 12 | 13 | 14-N | 14-S | 15 | 16 | 17-N | 17-S | | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| BANGKOK ZONE | 1 | – | – | – | – | – | – | 3,207 | 851 | – | – | – | – | – | – | – | – | – | – | – | – | 4,058 | – | – | – | – | – | – | – | – | 4,058 |
| | 2 | | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 3 | | | – | – | – | – | – | 884 | – | – | – | – | – | – | – | – | – | – | – | – | 884 | – | – | – | – | – | – | – | – | 884 |
| | 4 | | | | – | – | – | – | 259 | – | – | – | – | – | – | 41 | 50 | 213 | – | – | – | 563 | – | – | – | – | 16 | – | – | 16 | 579 |
| | 5 | | | | | – | – | – | 35 | – | – | – | – | – | – | 21 | 11 | 70 | 17 | – | – | 154 | – | 39 | – | – | 4 | 45 | – | 88 | 242 |
| | 6 | | | | | | – | – | 201 | – | – | – | – | – | – | 113 | 68 | 304 | 48 | 18 | – | 752 | – | 113 | – | – | 13 | 104 | – | 230 | 982 |
| | 7-E | | | | | | | – | 3,550 | – | – | – | – | – | – | 313 | 157 | 3,961 | 943 | 591 | 927 | 13,649 | – | 382 | – | – | 23 | 334 | – | 739 | 14,388 |
| | 7-W | | | | | | | | – | 4,877 | 176 | 123 | 492 | 327 | 332 | 207 | 83 | 763 | 164 | 178 | 286 | 13,788 | 1 | 145 | 2 | 1 | – | 129 | 10 | 288 | 14,076 |
| | 8 | | | | | | | | | – | – | – | – | – | – | 172 | 119 | 961 | 238 | 402 | – | 6,769 | – | 790 | – | – | 51 | 825 | – | 1,666 | 8,435 |
| | 9 | | | | | | | | | | – | – | – | – | – | – | 19 | 124 | – | – | – | 319 | – | – | – | – | 28 | – | – | 28 | 347 |
| | 10 | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | 123 | – | – | – | – | – | – | – | – | 123 |
| | 11 | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | 492 | – | – | – | – | – | – | – | – | 492 |
| | 12 | | | | | | | | | | | | | – | – | – | 40 | 285 | – | – | – | 652 | – | – | – | – | 21 | – | – | 21 | 673 |
| | 13 | | | | | | | | | | | | | | – | 38 | 19 | 153 | 40 | – | – | 582 | – | 60 | – | – | 6 | 114 | – | 180 | 762 |
| THON BURI ZONE | 14-N | | | | | | | | | | | | | | | – | – | – | – | – | – | 905 | – | – | – | – | – | – | – | – | 905 |
| | 14-S | | | | | | | | | | | | | | | | – | – | – | – | – | 566 | 4 | – | – | 7 | – | – | – | 11 | 577 |
| | 15 | | | | | | | | | | | | | | | | | – | – | – | – | 6,834 | – | – | – | 12 | – | – | – | 12 | 6,846 |
| | 16 | | | | | | | | | | | | | | | | | | – | – | – | 1,450 | – | – | – | – | – | – | – | – | 1,450 |
| | 17-N | | | | | | | | | | | | | | | | | | | – | – | 1,189 | – | – | – | – | – | – | – | – | 1,189 |
| | 17-S | | | | | | | | | | | | | | | | | | | | – | 1,213 | – | – | – | – | – | – | – | – | 1,213 |
| EXTERNAL ZONE | 18 | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | 5 | 5 |
| | 19 | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | 1,529 | 1,529 |
| | 20 | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | 2 | 2 |
| | 21 | | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | 20 | 20 |
| | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | 162 | 162 |
| | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | – | – | 1,551 | 1,551 |
| | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | – | 10 | 10 |
| TOTAL | | | | | | | | | | | | | | | | | | | | | | 27,471* | | | | | | | | 3,279* | 30,750* |

Notice: * shows number of trips.

Table 5-7 - Traveling Distance (without the Sathorn Br.)

| | Zone No | INTERNAL ZONE | | | | | | | | | | | | | | | | | | | | EXTERNAL ZONE | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | BANGKOK ZONE | | | | | | | | | | | | | | THON BURI ZONE | | | | | | | | | | | | |
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7-E | 7-W | 8 | 9 | 10 | 11 | 12 | 13 | 14-N | 14-S | 15 | 16 | 17-N | 17-S | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| BANGKOK ZONE | 1 | – | – | – | – | – | – | 11.89 | 8.72 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 2 | | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 3 | | | – | – | – | – | – | 8.95 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 4 | | | | – | – | – | – | 4.81 | – | – | – | – | – | – | 6.42 | 9.11 | 7.36 | – | – | – | – | – | – | – | 17.36 | – | – |
| | 5 | | | | | – | – | – | 5.48 | – | – | – | – | – | – | 8.47 | 11.47 | 8.35 | 8.35 | – | – | – | 18.35 | – | – | 23.70 | 18.35 | – |
| | 6 | | | | | | – | – | 20.53 | – | – | – | – | – | – | 12.56 | 7.17 | 6.55 | 13.69 | 9.66 | – | – | 16.55 | – | – | 19.20 | 16.55 | – |
| | 7-E | | | | | | | – | 28.31 | – | – | – | – | – | – | 13.48 | 16.17 | 12.00 | 20.89 | 16.86 | 16.51 | – | 22.00 | – | – | 23.20 | 22.00 | – |
| | 7-W | | | | | | | | – | 26.97 | 17.75 | 15.21 | 22.21 | 26.38 | 17.87 | 7.97 | 5.68 | 5.06 | 8.13 | 15.36 | 10.07 | 31.38 | 15.06 | 27.21 | 31.38 | – | 15.06 | 27.21 |
| | 8 | | | | | | | | | – | – | – | – | – | – | 14.20 | 15.24 | 14.08 | 15.74 | 14.68 | – | – | 24.08 | – | – | 33.20 | 24.08 | – |
| | 9 | | | | | | | | | | – | – | – | – | – | – | 11.23 | 9.41 | – | – | – | – | – | – | – | 34.20 | – | – |
| | 10 | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 11 | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 12 | | | | | | | | | | | | | – | – | – | 18.02 | 28.49 | – | – | – | – | – | – | – | 38.49 | – | – |
| | 13 | | | | | | | | | | | | | | – | 12.33 | 15.02 | 13.20 | 16.59 | – | – | – | 23.20 | – | – | 38.20 | 23.20 | – |
| THON BURI ZONE | 14-N | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 14-S | | | | | | | | | | | | | | | | – | – | – | – | – | 23.02 | – | – | 39.70 | – | – | – |
| | 15 | | | | | | | | | | | | | | | | | – | – | – | – | 33.49 | – | – | 33.49 | – | – | – |
| | 16 | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – |
| | 17-N | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – | – |
| | 17-S | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – |
| EXTERNAL ZONE | 18 | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – |
| | 19 | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – |
| | 20 | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – |
| | 21 | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – |
| | 22 | | | | | | | | | | | | | | | | | | | | | | | | | – | – | – |
| | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | – | – |
| | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | – |

Table 5-8 Traveling Distance (with the Sathorn Br.)

| Zone No. | | INTERNAL ZONE | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | BANGKOK ZONE | | | | | | | | | | | | | | THON BURI ZONE | | | | | | EXTERNAL ZONE | | | | | | |
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7-E | 7-W | 8 | 9 | 10 | 11 | 12 | 13 | 14-N | 14-S | 15 | 16 | 17-N | 17-S | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| BANGKOK ZONE | 1 | – | – | – | – | – | – | 11.45 | 6.29 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 2 | | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 3 | | | – | – | – | – | – | 6.52 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 4 | | | | – | – | – | – | 4 81 | – | – | – | – | – | – | 6.42 | 6.00 | 7.29 | – | – | – | – | – | – | – | 17.29 | – | – |
| | 5 | | | | | – | – | – | 5.48 | – | – | – | – | – | – | 6.50 | 6.67 | 7 64 | 10.71 | – | – | – | 17 64 | – | – | 23 00 | 17 64 | – |
| | 6 | | | | | | – | – | 8.36 | – | – | – | – | – | – | 2.51 | 2.68 | 3 65 | 6 72 | 9.51 | – | – | 12.69 | – | – | 18.50 | 12.68 | – |
| | 7-E | | | | | | | – | 14.32 | – | – | – | – | – | – | 7.96 | 8.13 | 9.30 | 11 89 | 14 96 | 12 61 | – | 17 40 | – | – | 22.50 | 17.45 | – |
| | 7-W | | | | | | | | – | 17 29 | 14.29 | 12.78 | 16.95 | 20.44 | 19 38 | 3.10 | 4.33 | 4.24 | 6.39 | 11.12 | 7.75 | 25.44 | 13 01 | 21 95 | 25.44 | – | 14.24 | 21 95 |
| | 8 | | | | | | | | | – | – | – | – | – | – | 10.58 | 10.75 | 11.72 | 13.87 | 17.58 | – | – | 20.71 | – | – | 32.50 | 20 53 | – |
| | 9 | | | | | | | | | | – | – | – | – | – | – | 8.61 | 9.58 | – | – | – | – | – | – | – | 33.50 | – | – |
| | 10 | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 11 | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 12 | | | | | | | | | | | | | – | – | – | 11.00 | 16.43 | – | – | – | – | – | – | – | 21.68 | – | – |
| | 13 | | | | | | | | | | | | | | – | 15 21 | 13.35 | 14 32 | 16 47 | – | – | – | 24.32 | – | – | 37.50 | 24.32 | – |
| THON BURI ZONE | 14-N | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 14-S | | | | | | | | | | | | | | | | – | – | – | – | – | 16 00 | – | – | 34 20 | – | – | – |
| | 15 | | | | | | | | | | | | | | | | | – | – | – | – | 21.43 | – | – | 21 43 | – | – | – |
| | 16 | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – |
| | 17-N | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – | – |
| | 17-S | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – |
| EXTERNAL ZONE | 18 | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – |
| | 19 | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – |
| | 20 | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – |
| | 21 | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – |
| | 22 | | | | | | | | | | | | | | | | | | | | | | | | | – | – | – |
| | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | – | – |
| | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | – |

Table 5-9 Reduction in Traveling Distance due to the Completion of the Sathorn Br.

| | Zone No. | INTERNAL ZONE | | | | | | | | | | | | | | | | | | | | EXTERNAL ZONE | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | BANGKOK ZONE | | | | | | | | | | | | | | THON BURI ZONE | | | | | | | | | | | | |
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7-E | 7-W | 8 | 9 | 10 | 11 | 12 | 13 | 14-N | 14-S | 15 | 16 | 17-N | 17-S | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| BANGKOK ZONE | 1 | – | – | – | – | – | – | 0.44 | 2.43 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 2 | | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 3 | | | – | – | – | – | – | 2.43 | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 4 | | | | – | – | – | – | 0 | – | – | – | – | – | – | 0 | 3.11 | 0.07 | – | – | – | – | – | – | – | 0.07 | – | – |
| | 5 | | | | | – | – | – | 0 | – | – | – | – | – | – | 1.97 | 4.80 | 0.71 | –2.36 | – | – | – | 0.71 | – | – | 0.70 | 0.71 | – |
| | 6 | | | | | | – | – | 12.17 | – | – | – | – | – | – | 10.05 | 4.49 | 2.90 | 6.97 | 0.15 | – | – | 3.86 | – | – | 0.70 | 3.87 | – |
| | 7-E | | | | | | | – | 13.99 | – | – | – | – | – | – | 5.52 | 8.04 | 2.70 | 9.00 | 1.90 | 3.90 | – | 4.60 | – | – | 0.70 | 4.55 | – |
| | 7-W | | | | | | | | – | 9.68 | 3.46 | 2.43 | 5.26 | 5.94 | –1.51 | 4.87 | 1.35 | 0.82 | 1.74 | 4.24 | 2.32 | 5.94 | 2.05 | 5.26 | 5.94 | – | 0.82 | 5.26 |
| | 8 | | | | | | | | | – | – | – | – | – | – | 3.62 | 4.49 | 2.36 | 1.87 | –2.90 | – | – | 3.37 | – | – | 0.70 | 3.55 | – |
| | 9 | | | | | | | | | | – | – | – | – | – | – | 2.62 | –0.17 | – | – | – | – | – | – | – | 0.70 | – | – |
| | 10 | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 11 | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 12 | | | | | | | | | | | | | – | – | – | 7.02 | 12.06 | – | – | – | – | – | – | – | 16.81 | – | – |
| | 13 | | | | | | | | | | | | | | – | –2.88 | 1.67 | –1.12 | 0.12 | – | – | – | –1.12 | – | – | 0.70 | –1.12 | – |
| THON BURI ZONE | 14-N | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 14-S | | | | | | | | | | | | | | | | – | – | – | – | – | 7.20 | – | – | 5.50 | – | – | – |
| | 15 | | | | | | | | | | | | | | | | | – | – | – | – | 12.06 | – | – | 12.06 | – | – | – |
| | 16 | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – |
| | 17-N | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – | – |
| | 17-S | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – |
| EXTERNAL ZONE | 18 | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – |
| | 19 | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – |
| | 20 | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – |
| | 21 | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – |
| | 22 | | | | | | | | | | | | | | | | | | | | | | | | | – | – | – |
| | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | – | – |
| | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | – |

Table 5-10 Total Reduction in Traveling Distance (Passenger Cars) for 1975

(vehicle · km)

| Zone No | | BANGKOK ZONE | | | | | | | | | | | | | | THON BURI ZONE | | | | | | INT-INT TOTAL | EXTERNAL ZONE | | | | | | | INT-EXT TOTAL | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 E | 7 W | 8 | 9 | 10 | 11 | 12 | 13 | 14 N | 14 S | 15 | 16 | 17-N | 17-S | | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| BANGKOK ZONE | 1 | – | – | – | – | – | – | 917 | 887 | – | – | – | – | – | – | – | – | – | – | – | – | 1,804 | – | – | – | – | – | – | – | – | 1,804 |
| | 2 | | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 0 | – | – | – | – | – | – | – | – | 0 |
| | 3 | | | – | – | – | – | – | 989 | – | – | – | – | – | – | – | – | – | – | – | – | 989 | – | – | – | – | – | – | – | – | 989 |
| | 4 | | | | – | – | – | – | 0 | – | – | – | – | – | – | 0 | 582 | 22 | – | – | – | 604 | – | – | – | – | 2 | – | – | 2 | 606 |
| | 5 | | | | | – | – | – | 0 | – | – | – | – | – | – | 213 | 389 | 168 | –106 | – | – | 664 | – | 85 | – | – | 0 | 32 | – | 117 | 781 |
| | 6 | | | | | | – | – | 1,400 | – | – | – | – | – | – | 2,392 | 970 | 1,024 | 300 | 2 | – | 6,088 | – | 745 | – | – | 3 | 189 | – | 937 | 7,025 |
| | 7-E | | | | | | | – | 19,096 | – | – | – | – | – | – | 1,154 | 1,262 | 10,365 | 5,040 | 376 | 3,101 | 40,394 | – | 1,885 | – | – | 2 | 373 | – | 2,260 | 42,654 |
| | 7-W | | | | | | | | – | 58,961 | 910 | 394 | 878 | 968 | –509 | 808 | 135 | 389 | 120 | 212 | 411 | 63,677 | – | 235 | 42 | 0 | – | 28 | 5 | 310 | 63,987 |
| | 8 | | | | | | | | | – | – | – | – | – | – | 634 | 943 | 1,945 | 279 | –655 | – | 3,146 | – | 3,279 | – | – | 18 | 1,248 | – | 4,545 | 7,691 |
| | 9 | | | | | | | | | | – | – | – | – | – | – | 259 | –58 | – | – | – | 201 | – | – | – | – | 10 | – | – | 10 | 211 |
| | 10 | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 11 | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 12 | | | | | | | | | | | | | – | – | – | 519 | 3,244 | – | – | – | 3,763 | – | – | – | – | 302 | – | – | 302 | 4,065 |
| | 13 | | | | | | | | | | | | | | – | –195 | 85 | –226 | 5 | – | – | –331 | – | –65 | – | – | 0 | –34 | – | –99 | –430 |
| THON BURI ZONE | 14-N | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 14-S | | | | | | | | | | | | | | | | – | – | – | – | – | – | 14 | – | – | – | – | – | – | 14 | 14 |
| | 15 | | | | | | | | | | | | | | | | | – | – | – | – | – | 72 | – | – | – | – | – | – | 72 | 72 |
| | 16 | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 17 N | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – | – |
| | 17-S | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – |
| EXTERNAL ZONE | 18 | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – | – |
| | 19 | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – |
| | 20 | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – |
| | 21 | | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – |
| | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – |
| | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – |
| | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | – | – | – |
| TOTAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 8,470 | 129,469 |

Table 5-11 Total Reduction in Traveling Distance (Taxis) for 1975

(vehicle · km)

| | Zone No | BANGKOK ZONE | | | | | | | | | | | | | | THON BURI ZONE | | | | | | INT-INT TOTAL | EXTERNAL ZONE | | | | | | | INT-EXT TOTAL | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 E | 7-W | 8 | 9 | 10 | 11 | 12 | 13 | 14 N | 14-S | 15 | 16 | 17-N | 17-S | | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| BANGKOK ZONE | 1 | – | – | – | – | – | – | 1,559 | 1,594 | – | – | – | – | – | – | – | – | – | – | – | – | 3,153 | – | – | – | – | – | – | – | – | 3,153 |
| | 2 | | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 3 | | | – | – | – | – | – | 2,328 | – | – | – | – | – | – | – | – | – | – | – | – | 2,328 | – | – | – | – | – | – | – | – | 2,328 |
| | 4 | | | | – | – | – | – | 0 | – | – | – | – | – | – | 0 | 995 | 54 | – | – | – | 1,049 | – | – | – | – | 1 | – | – | 1 | 1,050 |
| | 5 | | | | | – | – | – | 0 | – | – | – | – | – | – | 260 | 538 | 333 | 127 | – | – | 1,258 | – | 48 | – | – | 0 | 8 | – | 56 | 1,314 |
| | 6 | | | | | | – | – | 1,862 | – | – | – | – | – | – | 2,784 | 1,262 | 1,902 | 335 | 2 | – | 8,147 | – | 224 | – | – | 6 | 0 | – | 230 | 8,377 |
| | 7-E | | | | | | | – | 34,807 | – | – | – | – | – | – | 1,590 | 1,946 | 23,417 | 11,404 | 530 | 5,491 | 79,185 | – | 1,315 | – | – | 7 | 309 | – | 1,631 | 80,816 |
| | 7-W | | | | | | | | – | 116,963 | 1,550 | 433 | 1,262 | 1,533 | –285 | 974 | 230 | 557 | 179 | 322 | 749 | 124,467 | – | 250 | 0 | 0 | – | 25 | 21 | 296 | 124,763 |
| | 8 | | | | | | | | | – | – | – | – | – | – | 930 | 1,580 | 4,840 | 413 | –890 | – | 6,873 | – | 1,051 | – | – | 0 | 557 | – | 1,608 | 8,481 |
| | 9 | | | | | | | | | | – | – | – | – | – | – | 414 | –136 | – | – | – | 278 | – | – | – | – | 0 | – | – | – | 278 |
| | 10 | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 11 | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 12 | | | | | | | | | | | | | – | – | – | 779 | 7,103 | – | – | – | 7,882 | – | – | – | – | 185 | – | – | 185 | 8,067 |
| | 13 | | | | | | | | | | | | | | – | –89 | 45 | –170 | 2 | – | – | –212 | – | 0 | – | – | 4 | –9 | – | –5 | –217 |
| THON BURI ZONE | 14-N | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 14-S | | | | | | | | | | | | | | | | – | – | – | – | – | – | 22 | – | – | – | – | – | – | 22 | 22 |
| | 15 | | | | | | | | | | | | | | | | | – | – | – | – | – | 96 | – | – | – | – | – | – | 96 | 96 |
| | 16 | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 17-N | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – | – |
| | 17-S | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – |
| EXTERNAL ZONE | 18 | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – | – |
| | 19 | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – |
| | 20 | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – |
| | 21 | | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – |
| | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – |
| | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – |
| | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | – | – | – |
| TOTAL | | | | | | | | | | | | | | | | | | | | | | 234,408 | | | | | | | | 4,120 | 238,528 |

Table 5-12 Total Reduction in Traveling Distance (Trucks) for 1975

(vehicle · km)

| Zone No. | | BANGKOK ZONE | | | | | | | | | | | | | | THON BURI ZONE | | | | | | INT INT TOTAL | EXTERNAL ZONE | | | | | | | INT-EXT TOTAL | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7-E | 7-W | 8 | 9 | 10 | 11 | 12 | 13 | 14-N | 14-S | 15 | 16 | 17-N | 17-S | | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| BANGKOK ZONE | 1 | – | – | – | – | – | – | 1,411 | 2,068 | – | – | – | – | – | – | – | – | – | – | – | – | 3,479 | – | – | – | – | – | – | – | – | 3,479 |
| | 2 | | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 0 | – | – | – | – | – | – | – | – | 0 |
| | 3 | | | – | – | – | – | – | 2,148 | – | – | – | – | – | – | – | – | – | – | – | – | 2,148 | – | – | – | – | – | – | – | – | 2,148 |
| | 4 | | | | – | – | – | – | 0 | – | – | – | – | – | – | 0 | 156 | 15 | – | – | – | 171 | – | – | – | – | 1 | – | – | 1 | 172 |
| | 5 | | | | | – | – | – | 0 | – | – | – | – | – | – | 41 | 53 | 50 | –40 | – | – | 104 | – | 28 | – | – | 3 | 31 | – | 62 | 166 |
| | 6 | | | | | | – | – | 2,446 | – | – | – | – | – | – | 1,136 | 305 | 882 | 335 | 3 | – | 6,104 | – | 436 | – | – | 9 | 402 | – | 847 | 6,951 |
| | 7-E | | | | | | | – | 49,636 | – | – | – | – | – | – | 1,728 | 1,262 | 10,695 | 9,091 | 1,123 | 3,615 | 76,546 | – | 1,758 | – | – | 16 | 1,519 | – | 3,293 | 79,839 |
| | 7 W | | | | | | | | – | 47,209 | 609 | 299 | 2,588 | 1,942 | –501 | 1,008 | 112 | 626 | 285 | 755 | 664 | 55,596 | 6 | 297 | 11 | 6 | – | 106 | 53 | 479 | 56,075 |
| | 8 | | | | | | | | | – | – | – | – | – | – | 623 | 534 | 2,268 | 445 | –1,166 | – | 2,704 | – | 2,664 | – | – | 36 | 2,927 | – | 5,627 | 8,331 |
| | 9 | | | | | | | | | | – | – | – | – | – | – | 50 | –21 | – | – | – | 29 | – | – | – | – | 20 | – | – | 20 | 49 |
| | 10 | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 11 | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 12 | | | | | | | | | | | | | – | – | – | 281 | 3,437 | – | – | – | 3,718 | – | – | – | – | 353 | – | – | 353 | 4,071 |
| | 13 | | | | | | | | | | | | | | – | –109 | 32 | –171 | – | – | – | –243 | – | –67 | – | – | 4 | –128 | – | –191 | –434 |
| THON BURI ZONE | 14 N | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 14 S | | | | | | | | | | | | | | | | – | – | – | – | – | – | 29 | – | – | – | – | – | – | 29 | 29 |
| | 15 | | | | | | | | | | | | | | | | | – | – | – | – | – | 0 | – | – | – | – | – | – | – | – |
| | 16 | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – | – | – |
| | 17-N | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – | – |
| | 17-S | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – | – | – | – |
| EXTERNAL ZONE | 18 | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – | – |
| | 19 | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – | – |
| | 20 | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – | – |
| | 21 | | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – | – |
| | 22 | | | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – | – |
| | 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | – | – | – | – |
| | 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | – | – | – |
| TOTAL | | | | | | | | | | | | | | | | | | | | | | 150,356 | | | | | | | | 10,520 | 160,876 |

# 付　　録

## 交　通　調　査　結　果

# 目　　次


O　D　調　査

OD Table (Passenger Cars)

OD Table (Taxis)

OD Table (Trucks)

OD Table (All Vehicles)

1・2時間交通量調査

Hourly Traffic Vehicle by Vehicle Types

Hourly Traffic Volume

Hourly Traffic Volume at Intersection

週間交通量調査

Weekly Traffic Volume at Bridges

走　行　調　査

Travel Time by Road Section

渡　船　調　査

Hourly Number of Ferry Passengers and Services

Land Transportation of Ferry Passengers


調 査 方 法：本文第2章参照

調 査 地 点：本文Fig. 2－1参照

ゾーニング：本文Fig. 2－2，2－3およびTable 2－2参照

# O　D　調　査

O/D Table obtained by Interview

TYPE: Passenger Cars

(trips/12 hr)

| Zone No. | | BANGKOK ZONE 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | THON BURI ZONE 14 | 15 | 16 | 17 | INT-INT TOTAL | EXTERNAL ZONE 18 | 19 | 20 | 21 | 22 | 23 | 24 | INT-EXT TOTAL | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BANGKOK ZONE | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 124 | 3 | 0 | 23 | 96 | 7 | 13 | 1,482 | 3,690 | 1,104 | 3,300 | 9,853 | 0 | 1,185 | 332 | 7 | 83 | 688 | 29 | 2,324 | 12,177 |
| | 2 | | 0 | 0 | 0 | 0 | 4 | 19 | 0 | 0 | 4 | 14 | 5 | 0 | 459 | 1,361 | 445 | 856 | 3,167 | 0 | 466 | 46 | 0 | 18 | 222 | 4 | 756 | 3,923 |
| | 3 | | | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 4 | 0 | 3 | 0 | 576 | 1,613 | 403 | 517 | 3,127 | 0 | 602 | 35 | 3 | 67 | 259 | 16 | 982 | 4,109 |
| | 4 | | | | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 465 | 1,283 | 375 | 1,004 | 3,132 | 0 | 434 | 44 | 0 | 42 | 170 | 0 | 690 | 3,822 |
| | 5 | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 | 404 | 111 | 410 | 1,113 | 0 | 175 | 15 | 0 | 0 | 65 | 3 | 258 | 1,371 |
| | 6 | | | | | | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 0 | 349 | 1,274 | 269 | 698 | 2,613 | 0 | 436 | 20 | 0 | 7 | 112 | 0 | 575 | 3,188 |
| | 7 | | | | | | | 0 | 0 | 3 | 8 | 12 | 3 | 9 | 278 | 1,105 | 154 | 278 | 2,004 | 0 | 375 | 25 | 0 | 4 | 109 | 5 | 518 | 2,522 |
| | 8 | | | | | | | | 0 | 3 | 0 | 2 | 0 | 0 | 308 | 999 | 320 | 787 | 2,422 | 0 | 449 | 38 | 0 | 14 | 149 | 8 | 658 | 3,080 |
| | 9 | | | | | | | | | 0 | 0 | 4 | 0 | 0 | 440 | 948 | 362 | 1,794 | 3,557 | 0 | 339 | 88 | 0 | 30 | 231 | 14 | 702 | 4,259 |
| | 10 | | | | | | | | | | 0 | 27 | 0 | 0 | 354 | 747 | 313 | 2,053 | 3,536 | 0 | 218 | 98 | 7 | 9 | 140 | 13 | 485 | 4,021 |
| | 11 | | | | | | | | | | | 0 | 0 | 0 | 103 | 244 | 112 | 828 | 1,449 | 0 | 134 | 32 | 0 | 7 | 65 | 4 | 242 | 1,691 |
| | 12 | | | | | | | | | | | | 0 | 0 | 193 | 434 | 195 | 685 | 1,525 | 0 | 166 | 20 | 0 | 15 | 105 | 6 | 312 | 1,837 |
| | 13 | | | | | | | | | | | | | 0 | 68 | 182 | 68 | 172 | 512 | 0 | 58 | 5 | 0 | 0 | 25 | 0 | 88 | 600 |
| THON BURI ZONE | 14 | | | | | | | | | | | | | | 0 | 0 | 0 | 41 | 5,304 | 10 | 0 | 27 | 12 | 42 | 0 | 7 | 98 | 5,402 |
| | 15 | | | | | | | | | | | | | | | 0 | 0 | 64 | 14,348 | 20 | 4 | 180 | 21 | 125 | 0 | 79 | 429 | 14,777 |
| | 16 | | | | | | | | | | | | | | | | 0 | 47 | 4,278 | 7 | 0 | 53 | 4 | 44 | 0 | 28 | 136 | 4,414 |
| | 17 | | | | | | | | | | | | | | | | | 0 | 13,534 | 11 | 34 | 790 | 40 | 171 | 33 | 97 | 1,176 | 14,710 |
| EXTERNAL ZONE | 18 | | | | | | | | | | | | | | | | | | | 0 | 22 | 3 | 0 | 0 | 17 | 0 | 90 | 90 |
| | 19 | | | | | | | | | | | | | | | | | | | | 0 | 61 | 15 | 50 | 0 | 24 | 5,247 | 5,247 |
| | 20 | | | | | | | | | | | | | | | | | | | | | 0 | 2 | 3 | 60 | 2 | 1,979 | 1,979 |
| | 21 | | | | | | | | | | | | | | | | | | | | | | 0 | 3 | 33 | 2 | 149 | 149 |
| | 22 | | | | | | | | | | | | | | | | | | | | | | | 0 | 74 | 0 | 808 | 808 |
| | 23 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 52 | 2,609 | 2,609 |
| | 24 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 393 | 393 |
| TOTAL | | | | | | | | | | | | | | | | | | | 75,474 | | | | | | | | 21,704 | 97,178 |

O/D Table obtained by Interview

TYPE: Taxis (Including Samlor)

(trips/12 hr.)

| Zone No. | | BANGKOK ZONE 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | THON BURI ZONE 14 | 15 | 16 | 17 | INT-INT TOTAL | EXTERNAL ZONE 18 | 19 | 20 | 21 | 22 | 23 | 24 | INT-EXT TOTAL | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BANGKOK ZONE | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 60 | 0 | 0 | 5 | 18 | 6 | 4 | 1,257 | 3,699 | 922 | 1,819 | 7,810 | 0 | 676 | 53 | 0 | 24 | 186 | 14 | 953 | 8,763 |
| | 2 | | 0 | 0 | 0 | 0 | 7 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 295 | 1,095 | 275 | 422 | 2,101 | 0 | 177 | 5 | 0 | 13 | 41 | 8 | 244 | 2,345 |
| | 3 | | | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 4 | 1 | 0 | 0 | 508 | 1,667 | 503 | 431 | 3,127 | 0 | 332 | 5 | 0 | 20 | 29 | 12 | 398 | 3,525 |
| | 4 | | | | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 5 | 5 | 0 | 321 | 962 | 299 | 710 | 2,308 | 0 | 204 | 49 | 0 | 12 | 37 | 5 | 307 | 2,615 |
| | 5 | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 73 | 237 | 84 | 208 | 608 | 0 | 57 | 0 | 0 | 0 | 12 | 0 | 69 | 677 |
| | 6 | | | | | | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 192 | 585 | 176 | 204 | 1,188 | 0 | 81 | 0 | 0 | 10 | 0 | 0 | 91 | 1,279 |
| | 7 | | | | | | | 0 | 0 | 9 | 0 | 10 | 0 | 0 | 260 | 1,285 | 119 | 147 | 1,915 | 0 | 184 | 0 | 0 | 8 | 44 | 6 | 242 | 2,157 |
| | 8 | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 153 | 593 | 132 | 370 | 1,248 | 0 | 112 | 10 | 0 | 0 | 46 | 0 | 168 | 1,416 |
| | 9 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 225 | 545 | 241 | 1,178 | 2,198 | 0 | 121 | 20 | 0 | 0 | 61 | 5 | 207 | 2,405 |
| | 10 | | | | | | | | | | 0 | 9 | 0 | 0 | 196 | 376 | 189 | 1,510 | 2,293 | 0 | 106 | 116 | 0 | 4 | 26 | 4 | 256 | 2,549 |
| | 11 | | | | | | | | | | | 0 | 0 | 0 | 31 | 120 | 136 | 367 | 704 | 0 | 76 | 0 | 0 | 0 | 19 | 8 | 103 | 807 |
| | 12 | | | | | | | | | | | | 0 | 0 | 111 | 222 | 111 | 377 | 832 | 0 | 55 | 1 | 0 | 5 | 17 | 4 | 82 | 914 |
| | 13 | | | | | | | | | | | | | 0 | 25 | 88 | 0 | 73 | 190 | 0 | 0 | 5 | 0 | 4 | 5 | 0 | 14 | 204 |
| THON BURI ZONE | 14 | | | | | | | | | | | | | | 0 | 0 | 4 | 42 | 3,693 | 8 | 0 | 72 | 0 | 18 | 5 | 8 | 111 | 3,804 |
| | 15 | | | | | | | | | | | | | | | 0 | 0 | 9 | 11,483 | 16 | 0 | 192 | 4 | 42 | 8 | 19 | 281 | 11,764 |
| | 16 | | | | | | | | | | | | | | | | 0 | 15 | 3,206 | 5 | 0 | 102 | 0 | 0 | 0 | 9 | 116 | 3,322 |
| | 17 | | | | | | | | | | | | | | | | | 0 | 7,882 | 13 | 0 | 257 | 10 | 60 | 0 | 49 | 389 | 8,271 |
| EXTERNAL ZONE | 18 | | | | | | | | | | | | | | | | | | | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 46 | 46 |
| | 19 | | | | | | | | | | | | | | | | | | | | 0 | 45 | 0 | 8 | 0 | 5 | 2,243 | 2,243 |
| | 20 | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | 5 | 0 | 937 | 937 |
| | 21 | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 4 | 0 | 18 | 18 |
| | 22 | | | | | | | | | | | | | | | | | | | | | | | 0 | 4 | 0 | 232 | 232 |
| | 23 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 4 | 553 | 553 |
| | 24 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 160 | 160 |
| TOTAL | | | | | | | | | | | | | | | | | | | 52,786 | | | | | | | | 8,220 | 61,006 |

O/D Table obtained by Interview

TYPE: Trucks

(trips/12 hr)

| Zone No | BANGKOK ZONE 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | THON BURI ZONE 14 | 15 | 16 | 17 | INT-INT TOTAL | EXTERNAL ZONE 18 | 19 | 20 | 21 | 22 | 23 | 24 | INT-EXT TOTAL | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BANGKOK ZONE 1 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 3 | 0 | 12 | 17 | 0 | 0 | 210 | 648 | 219 | 572 | 1,718 | 16 | 279 | 122 | 16 | 50 | 371 | 33 | 887 | 2,605 |
| 2 | | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 7 | 0 | 0 | 61 | 284 | 96 | 205 | 656 | 0 | 248 | 23 | 0 | 15 | 81 | 19 | 386 | 1,042 |
| 3 | | | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 2 | 88 | 518 | 97 | 148 | 859 | 0 | 321 | 25 | 6 | 16 | 162 | 2 | 532 | 1,391 |
| 4 | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 246 | 101 | 123 | 529 | 0 | 186 | 29 | 0 | 13 | 100 | 12 | 340 | 869 |
| 5 | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 39 | 10 | 36 | 100 | 0 | 31 | 0 | 0 | 4 | 34 | 0 | 69 | 169 |
| 6 | | | | | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 90 | 246 | 55 | 66 | 458 | 0 | 144 | 4 | 0 | 12 | 131 | 0 | 291 | 749 |
| 7 | | | | | | | 0 | 0 | 0 | 4 | 8 | 0 | 0 | 147 | 700 | 80 | 87 | 1,069 | 7 | 263 | 4 | 3 | 19 | 232 | 19 | 547 | 1,616 |
| 8 | | | | | | | | 0 | 0 | 4 | 0 | 0 | 0 | 47 | 367 | 94 | 165 | 683 | 0 | 304 | 20 | 0 | 19 | 354 | 15 | 712 | 1,395 |
| 9 | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 39 | 102 | 68 | 254 | 463 | 4 | 54 | 8 | 0 | 8 | 135 | 0 | 209 | 672 |
| 10 | | | | | | | | | | 0 | 7 | 0 | 0 | 19 | 82 | 71 | 598 | 797 | 0 | 54 | 25 | 4 | 4 | 136 | 4 | 227 | 1,024 |
| 11 | | | | | | | | | | | 0 | 0 | 0 | 22 | 137 | 95 | 385 | 679 | 0 | 120 | 19 | 0 | 22 | 206 | 1 | 368 | 1,047 |
| 12 | | | | | | | | | | | | 0 | 0 | 89 | 96 | 29 | 126 | 280 | 0 | 73 | 4 | 0 | 12 | 146 | 0 | 235 | 515 |
| 13 | | | | | | | | | | | | | 0 | 3 | 35 | 7 | 26 | 73 | 0 | 30 | 8 | 0 | 3 | 49 | 4 | 94 | 167 |
| THON BURI ZONE 14 | | | | | | | | | | | | | | 0 | 0 | 0 | 23 | 852 | 10 | 0 | 4 | 18 | 21 | 3 | 35 | 91 | 943 |
| 15 | | | | | | | | | | | | | | | 0 | 0 | 6 | 3,506 | 0 | 0 | 81 | 26 | 83 | 4 | 58 | 252 | 3,758 |
| 16 | | | | | | | | | | | | | | | | 0 | 4 | 1,026 | 2 | 0 | 10 | 30 | 41 | 0 | 36 | 119 | 1,145 |
| 17 | | | | | | | | | | | | | | | | | 0 | 2,824 | 0 | 0 | 134 | 68 | 52 | 12 | 77 | 343 | 3,167 |
| EXTERNAL ZONE 18 | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 47 | 47 |
| 19 | | | | | | | | | | | | | | | | | | | | 0 | 51 | 67 | 117 | 0 | 81 | 2,423 | 2,423 |
| 20 | | | | | | | | | | | | | | | | | | | | | 4 | 4 | 6 | 102 | 0 | 691 | 691 |
| 21 | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 26 | 0 | 268 | 268 |
| 22 | | | | | | | | | | | | | | | | | | | | | | | 0 | 86 | 19 | 622 | 622 |
| 23 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 56 | 2,434 | 2,434 |
| 24 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 471 | 471 |
| TOTAL | | | | | | | | | | | | | | | | | | 16,572 | | | | | | | | 12,658 | 29,230 |

O/D Table obtained by Interview

TYPE: All vehicles

(trips/12 hr.)

| Zone No | | BANGKOK ZONE | | | | | | | | | | | | | THON BURI ZONE | | | | INT-INT TOTAL | EXTERNAL ZONE | | | | | | | INT-EXT TOTAL | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | |
| BANGKOK ZONE | 1 | 0 | 0 | 0 | 0 | 0 | 31 | 221 | 6 | 0 | 40 | 131 | 13 | 17 | 2,949 | 8,037 | 2,245 | 5,691 | 19,381 | 16 | 2,140 | 507 | 23 | 157 | 1,245 | 76 | 4,164 | 23,545 |
| | 2 | | 0 | 0 | 0 | 0 | 11 | 28 | 0 | 0 | 4 | 22 | 5 | 0 | 815 | 2,740 | 816 | 1,483 | 5,924 | 0 | 891 | 74 | 0 | 46 | 344 | 31 | 1,386 | 7,310 |
| | 3 | | | 0 | 0 | 0 | 0 | 27 | 3 | 0 | 8 | 1 | 3 | 2 | 1,172 | 3,798 | 1,003 | 1,096 | 7,113 | 0 | 1,255 | 65 | 9 | 103 | 450 | 30 | 1,912 | 9,025 |
| | 4 | | | | 0 | 0 | 0 | 6 | 0 | 3 | 0 | 7 | 5 | 0 | 845 | 2,491 | 775 | 1,837 | 5,969 | 0 | 824 | 122 | 0 | 67 | 307 | 17 | 1,337 | 7,306 |
| | 5 | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 276 | 680 | 205 | 654 | 1,821 | 0 | 263 | 15 | 0 | 4 | 111 | 3 | 396 | 2,217 |
| | 6 | | | | | | 0 | 0 | 0 | 0 | 7 | 6 | 0 | 0 | 631 | 2,105 | 500 | 968 | 4,259 | 0 | 661 | 24 | 0 | 29 | 243 | 0 | 957 | 5,216 |
| | 7 | | | | | | | 0 | 0 | 12 | 12 | 30 | 3 | 9 | 685 | 3,090 | 353 | 512 | 4,988 | 7 | 822 | 29 | 3 | 31 | 385 | 30 | 1,307 | 6,295 |
| | 8 | | | | | | | | 0 | 3 | 4 | 2 | 0 | 0 | 508 | 1,959 | 546 | 1,322 | 4,353 | 0 | 865 | 68 | 0 | 33 | 549 | 23 | 1,538 | 5,891 |
| | 9 | | | | | | | | | 0 | 0 | 4 | 0 | 0 | 704 | 1,595 | 671 | 3,226 | 6,218 | 4 | 514 | 116 | 0 | 38 | 427 | 19 | 1,118 | 7,336 |
| | 10 | | | | | | | | | | 0 | 43 | 0 | 0 | 569 | 1,205 | 573 | 4,161 | 6,626 | 0 | 378 | 239 | 11 | 17 | 302 | 21 | 968 | 7,594 |
| | 11 | | | | | | | | | | | 0 | 0 | 0 | 156 | 501 | 343 | 1,580 | 2,832 | 0 | 330 | 51 | 0 | 29 | 290 | 13 | 713 | 3,545 |
| | 12 | | | | | | | | | | | | 0 | 0 | 333 | 752 | 335 | 1,188 | 2,637 | 0 | 294 | 25 | 0 | 32 | 268 | 10 | 629 | 3,266 |
| | 13 | | | | | | | | | | | | | 0 | 96 | 305 | 75 | 271 | 775 | 0 | 88 | 18 | 0 | 7 | 79 | 4 | 196 | 971 |
| THON BURI ZONE | 14 | | | | | | | | | | | | | | 0 | 0 | 4 | 106 | 9,849 | 28 | 0 | 103 | 30 | 81 | 8 | 50 | 300 | 10,149 |
| | 15 | | | | | | | | | | | | | | | 0 | 0 | 79 | 29,337 | 36 | 4 | 453 | 51 | 250 | 12 | 156 | 962 | 30,299 |
| | 16 | | | | | | | | | | | | | | | | 0 | 66 | 8,510 | 14 | 0 | 165 | 34 | 85 | 0 | 73 | 371 | 8,881 |
| | 17 | | | | | | | | | | | | | | | | | 0 | 24,240 | 24 | 34 | 1,181 | 118 | 283 | 45 | 223 | 1,908 | 26,148 |
| EXTERNAL ZONE | 18 | | | | | | | | | | | | | | | | | | | 0 | 26 | 3 | 0 | 0 | 25 | 0 | 183 | 183 |
| | 19 | | | | | | | | | | | | | | | | | | | | 0 | 157 | 82 | 175 | 0 | 110 | 9,913 | 9,913 |
| | 20 | | | | | | | | | | | | | | | | | | | | | 4 | 6 | 9 | 167 | 2 | 3,607 | 3,607 |
| | 21 | | | | | | | | | | | | | | | | | | | | | | 0 | 3 | 63 | 2 | 435 | 435 |
| | 22 | | | | | | | | | | | | | | | | | | | | | | | 0 | 164 | 19 | 1,662 | 1,662 |
| | 23 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 112 | 5,596 | 5,596 |
| | 24 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 1,024 | 1,024 |
| TOTAL | | | | | | | | | | | | | | | | | | | 144,832 | | | | | | | | 42,582 | 187,414 |

# 12 時間交通量調査

## Hourly Traffic Volume by Vehicle Types

Road : Memorial Br. Date: Mar. 12 (Wed.), 1969

(vehicles)

| DIREC. / TYPE / TIME | Inbound | | | | | | | Outbound | | | | | | | Both |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Total |
| 7 - 8 | 68 | 291 | 1,799 | 313 | 34 | 1,245 | 3,750 | 44 | 291 | 663 | 345 | 75 | 306 | 1,724 | 5,474 |
| 8 - 9 | 100 | 333 | 1,795 | 417 | 55 | 1,510 | 4,210 | 43 | 376 | 927 | 426 | 61 | 516 | 2,349 | 6,559 |
| 9 - 10 | 193 | 245 | 1,306 | 627 | 112 | 789 | 3,272 | 158 | 237 | 1,078 | 524 | 114 | 637 | 2,748 | 6,020 |
| 10 - 11 | 376 | 206 | 1,088 | 642 | 134 | 675 | 3,121 | 350 | 272 | 1,215 | 705 | 146 | 706 | 3,394 | 6,515 |
| 11 - 12 | 344 | 213 | 930 | 554 | 173 | 566 | 2,780 | 355 | 203 | 1,078 | 635 | 220 | 609 | 3,100 | 5,880 |
| 12 - 13 | 290 | 203 | 895 | 565 | 200 | 528 | 2,681 | 347 | 274 | 1,041 | 782 | 216 | 578 | 3,238 | 5,919 |
| 13 - 14 | 303 | 184 | 1,045 | 582 | 194 | 627 | 2,935 | 295 | 270 | 1,095 | 665 | 182 | 685 | 3,192 | 6,127 |
| 14 - 15 | 389 | 202 | 1,111 | 604 | 141 | 635 | 3,082 | 300 | 273 | 1,230 | 736 | 140 | 658 | 3,337 | 6,419 |
| 15 - 16 | 250 | 254 | 1,004 | 472 | 68 | 584 | 2,632 | 337 | 249 | 1,335 | 506 | 134 | 657 | 3,218 | 5,850 |
| 16 - 17 | 92 | 291 | 1,166 | 535 | 110 | 617 | 2,811 | 96 | 374 | 1,005 | 754 | 122 | 888 | 3,239 | 6,050 |
| 17 - 18 | 115 | 287 | 1,052 | 422 | 45 | 529 | 2,450 | 103 | 335 | 2,829 | 409 | 76 | 1,121 | 4,873 | 7,323 |
| 18 - 19 | 70 | 227 | 1,026 | 701 | 81 | 511 | 2,616 | 97 | 254 | 1,534 | 665 | 133 | 1,183 | 3,866 | 6,482 |
| Total | 2,590 | 2,936 | 14,217 | 6,434 | 1,347 | 8,816 | 36,340 | 2,525 | 3,408 | 15,030 | 7,152 | 1,619 | 8,544 | 38,278 | 74,618 |

Note Inbound : Traffic to C.B.D.

Outbound : Traffic from C.B.D.

## Hourly Traffic Volume by Vehicle Types

Road: Memorial Br. Date: Mar. 13 (Thu.), 1969

(vehicles)

| DIREC. / TYPE / TIME | Inbound | | | | | | | Outbound | | | | | | | Both |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Total |
| 7 - 8 | 54 | 270 | 2, 031 | 344 | 58 | 1, 526 | 4, 283 | 48 | 314 | 643 | 325 | 69 | 331 | 1, 730 | 6, 013 |
| 8 - 9 | 78 | 283 | 1, 836 | 313 | 55 | 1, 389 | 3, 954 | 60 | 275 | 936 | 343 | 66 | 496 | 2, 176 | 6, 130 |
| 9 - 10 | 138 | 225 | 1, 531 | 663 | 125 | 835 | 3, 517 | 121 | 273 | 1, 013 | 533 | 101 | 607 | 2, 648 | 6, 165 |
| 10 - 11 | 338 | 235 | 1, 242 | 615 | 164 | 635 | 3, 229 | 367 | 320 | 1, 176 | 331 | 182 | 659 | 3, 035 | 6, 264 |
| 11 - 12 | 286 | 204 | 1, 020 | 644 | 219 | 702 | 3, 075 | 287 | 309 | 1, 105 | 252 | 199 | 701 | 2, 853 | 5, 928 |
| 12 - 13 | 305 | 186 | 984 | 527 | 189 | 553 | 2, 744 | 384 | 221 | 1, 304 | 704 | 232 | 662 | 3, 507 | 6, 251 |
| 13 - 14 | 360 | 192 | 1, 132 | 630 | 202 | 550 | 3, 066 | 341 | 208 | 1, 151 | 620 | 211 | 667 | 3, 198 | 6, 264 |
| 14 - 15 | 329 | 214 | 972 | 585 | 144 | 539 | 2, 783 | 333 | 218 | 1, 123 | 657 | 189 | 652 | 3, 172 | 5, 955 |
| 15 - 16 | 275 | 251 | 1, 069 | 430 | 88 | 629 | 2, 742 | 292 | 261 | 1, 316 | 771 | 128 | 716 | 3, 484 | 6, 226 |
| 16 - 17 | 73 | 298 | 1, 100 | 436 | 76 | 567 | 2, 550 | 109 | 246 | 1, 770 | 576 | 121 | 836 | 3, 658 | 6, 208 |
| 17 - 18 | 81 | 269 | 1, 052 | 440 | 71 | 612 | 2, 525 | 92 | 310 | 1, 578 | 397 | 101 | 1, 093 | 3, 571 | 6, 096 |
| 18 - 19 | 70 | 279 | 1, 122 | 718 | 95 | 647 | 2, 931 | 106 | 275 | 1, 321 | 764 | 173 | 1, 292 | 3, 931 | 6, 862 |
| Total | 2, 387 | 2, 906 | 15, 091 | 6, 345 | 1, 486 | 9, 184 | 37, 399 | 2, 540 | 3, 230 | 14, 436 | 6, 273 | 1, 772 | 8, 712 | 36, 963 | 74, 362 |

Note Inbound : Traffic to C.B.D.

Outbound : Traffic from C.B.D.

## Hourly Traffic Volume by Vehicle Types

Road: Memorial Br. Date: Mar. 14 (Fri.), 1969

(vehicles)

| DIREC. / TYPE / TIME | Inbound | | | | | | | Outbound | | | | | | | Both |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Total |
| 7 - 8 | 56 | 303 | 1, 973 | 332 | 16 | 1, 343 | 4, 023 | 44 | 317 | 637 | 382 | 78 | 328 | 1, 786 | 5, 809 |
| 8 - 9 | 37 | 301 | 1, 884 | 347 | 56 | 1, 372 | 3, 997 | 48 | 273 | 427 | 577 | 78 | 518 | 1, 921 | 5, 918 |
| 9 - 10 | 160 | 254 | 1, 554 | 699 | 113 | 831 | 3, 611 | 178 | 255 | 1, 654 | 337 | 118 | 677 | 3, 219 | 6, 830 |
| 10 - 11 | 283 | 225 | 1, 175 | 647 | 168 | 638 | 3, 136 | 316 | 291 | 1, 109 | 740 | 150 | 682 | 3, 288 | 6, 424 |
| 11 - 12 | 359 | 198 | 1, 293 | 675 | 184 | 662 | 3, 371 | 373 | 215 | 1, 282 | 687 | 268 | 649 | 3, 474 | 6, 845 |
| 12 - 13 | 260 | 227 | 904 | 507 | 189 | 517 | 2, 604 | 279 | 290 | 1, 171 | 803 | 190 | 611 | 3, 344 | 5, 948 |
| 13 - 14 | 326 | 203 | 1, 128 | 532 | 189 | 615 | 2, 993 | 341 | 192 | 1, 129 | 602 | 195 | 596 | 3, 055 | 6, 048 |
| 14 - 15 | 213 | 208 | 871 | 584 | 147 | 550 | 2, 573 | 374 | 192 | 1, 336 | 554 | 197 | 646 | 3, 299 | 5, 872 |
| 15 - 16 | 226 | 205 | 1, 119 | 483 | 79 | 521 | 2, 633 | 274 | 189 | 1, 210 | 494 | 158 | 650 | 2, 975 | 5, 608 |
| 16 - 17 | 93 | 191 | 1, 052 | 462 | 74 | 596 | 2, 468 | 101 | 276 | 1, 743 | 371 | 137 | 858 | 3, 486 | 5, 954 |
| 17 - 18 | 92 | 333 | 1, 146 | 476 | 53 | 544 | 2, 644 | 220 | 263 | 1, 729 | 434 | 113 | 991 | 3, 750 | 6, 394 |
| 18 - 19 | 30 | 220 | 703 | 671 | 93 | 720 | 2, 437 | 211 | 298 | 1, 798 | 469 | 214 | 1, 121 | 4, 111 | 6, 548 |
| Total | 2, 135 | 2, 868 | 14, 802 | 6, 415 | 1, 361 | 8, 909 | 36, 490 | 2, 759 | 3, 051 | 15, 225 | 6, 450 | 1, 896 | 8, 327 | 37, 708 | 74, 198 |

Note Inbound : Traffic to C.B.D.

Outbound : Traffic from C.B.D.

## Hourly Traffic Volume by Vehicle Types

Road: Krung Thon Br. Date: Mar. 11 (Tue.), 1969

(vehicles)

| DIREC. / TYPE / TIME | Inbound | | | | | | | Outbound | | | | | | | Both |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Total |
| 7 - 8 | 48 | 127 | 1, 102 | 229 | 73 | 256 | 1, 835 | 32 | 100 | 343 | 168 | 53 | 86 | 782 | 2, 617 |
| 8 - 9 | 55 | 80 | 892 | 274 | 66 | 178 | 1, 545 | 48 | 77 | 425 | 218 | 55 | 93 | 916 | 2, 461 |
| 9 - 10 | 252 | 51 | 479 | 215 | 60 | 104 | 1, 161 | 353 | 69 | 397 | 220 | 49 | 72 | 1, 160 | 2, 321 |
| 10 - 11 | 223 | 51 | 339 | 210 | 45 | 70 | 938 | 213 | 55 | 408 | 219 | 60 | 92 | 1, 047 | 1, 985 |
| 11 - 12 | 177 | 51 | 524 | 218 | 54 | 83 | 1, 107 | 234 | 39 | 413 | 208 | 57 | 89 | 1, 040 | 2, 147 |
| 12 - 13 | 162 | 60 | 205 | 181 | 57 | 67 | 732 | 230 | 54 | 431 | 205 | 64 | 103 | 1, 087 | 1, 819 |
| 13 - 14 | 201 | 50 | 372 | 180 | 49 | 104 | 956 | 217 | 66 | 363 | 233 | 49 | 69 | 997 | 1, 953 |
| 14 - 15 | 231 | 66 | 409 | 245 | 48 | 74 | 1, 073 | 214 | 51 | 494 | 259 | 57 | 81 | 1, 156 | 2, 229 |
| 15 - 16 | 197 | 85 | 394 | 243 | 59 | 77 | 1, 055 | 229 | 107 | 474 | 270 | 60 | 90 | 1, 230 | 2, 285 |
| 16 - 17 | 39 | 94 | 423 | 225 | 53 | 97 | 931 | 61 | 116 | 770 | 234 | 47 | 150 | 1, 378 | 2, 309 |
| 17 - 18 | 54 | 83 | 371 | 282 | 60 | 114 | 964 | 45 | 118 | 785 | 280 | 62 | 175 | 1, 465 | 2, 429 |
| 18 - 19 | 206 | 75 | 420 | 245 | 40 | 99 | 1, 085 | 288 | 91 | 628 | 334 | 52 | 163 | 1, 556 | 2, 641 |
| Total | 1, 845 | 873 | 5, 930 | 2, 747 | 664 | 1, 323 | 13, 382 | 2, 164 | 943 | 5, 931 | 2, 848 | 665 | 1, 263 | 13, 814 | 27, 196 |

Note Inbound : Traffic to C.B.D.

Outbound : Traffic from C.B.D.

## Hourly Traffic Volume by Vehicle Types

Road: Krung Thep Br. Date: Mar. 18 (Tue.), 1969

(vehicles)

| DIREC. / TYPE / TIME | Inbound | | | | | | | Outbound | | | | | | | Both |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Total |
| 7 - 8 | 147 | 82 | 497 | 157 | 46 | 240 | 1, 169 | 103 | 17 | 160 | 75 | 39 | 95 | 489 | 1, 658 |
| 8 - 9 | 139 | 23 | 321 | 164 | 66 | 147 | 860 | 131 | 32 | 202 | 75 | 56 | 117 | 613 | 1, 473 |
| 9 - 10 | 260 | 33 | 269 | 123 | 56 | 109 | 858 | 315 | 32 | 208 | 86 | 35 | 97 | 773 | 1, 631 |
| 10 - 11 | 189 | 22 | 155 | 85 | 47 | 114 | 612 | 262 | 31 | 215 | 56 | 37 | 98 | 699 | 1, 311 |
| 11 - 12 | 180 | 36 | 198 | 104 | 53 | 95 | 666 | 262 | 21 | 183 | 81 | 36 | 108 | 691 | 1, 357 |
| 12 - 13 | 238 | 30 | 181 | 112 | 50 | 93 | 704 | 257 | 24 | 201 | 93 | 45 | 83 | 703 | 1, 407 |
| 13 - 14 | 226 | 22 | 197 | 99 | 63 | 93 | 700 | 185 | 18 | 201 | 104 | 42 | 87 | 637 | 1, 337 |
| 14 - 15 | 246 | 24 | 190 | 153 | 52 | 119 | 784 | 257 | 35 | 178 | 87 | 65 | 85 | 707 | 1, 491 |
| 15 - 16 | 300 | 28 | 256 | 143 | 76 | 90 | 893 | 236 | 20 | 203 | 80 | 42 | 77 | 658 | 1, 551 |
| 16 - 17 | 240 | 40 | 282 | 159 | 74 | 118 | 913 | 202 | 36 | 236 | 83 | 38 | 102 | 697 | 1, 610 |
| 17 - 18 | 180 | 24 | 292 | 95 | 58 | 76 | 725 | 132 | 12 | 290 | 51 | 40 | 122 | 647 | 1, 372 |
| 18 - 19 | 137 | 18 | 207 | 130 | 61 | 115 | 668 | 171 | 39 | 295 | 98 | 52 | 136 | 791 | 1, 459 |
| Total | 2, 490 | 382 | 3, 045 | 1, 524 | 702 | 1, 409 | 9, 552 | 2, 513 | 317 | 2, 572 | 969 | 527 | 1, 207 | 8, 105 | 17, 657 |

Note Inbound : Traffic to C.B.D.

Outbound : Traffic from C.B.D.

## Hourly Traffic Volume by Vehicle Types

Road: Rama 6 Br. Date: Mar. 19 (Wed.), 1969

(vehicles)

| DIREC. / TYPE / TIME | Inbound | | | | | | | Outbound | | | | | | | Both |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Total |
| 7 - 8 | 58 | 47 | 86 | 6 | 3 | 32 | 232 | 50 | 42 | 191 | 31 | 3 | 30 | 347 | 579 |
| 8 - 9 | 28 | 41 | 139 | 42 | 7 | 14 | 271 | 65 | 31 | 232 | 56 | 14 | 46 | 444 | 715 |
| 9 - 10 | 45 | 44 | 107 | 37 | 10 | 19 | 262 | 64 | 45 | 104 | 36 | 10 | 22 | 281 | 543 |
| 10 - 11 | 69 | 24 | 60 | 51 | 4 | 24 | 232 | 111 | 45 | 74 | 59 | 6 | 38 | 333 | 565 |
| 11 - 12 | 69 | 29 | 100 | 37 | 2 | 23 | 260 | 58 | 36 | 82 | 40 | 6 | 31 | 253 | 513 |
| 12 - 13 | 36 | 28 | 109 | 25 | 5 | 15 | 218 | 82 | 28 | 70 | 22 | 12 | 30 | 244 | 462 |
| 13 - 14 | 37 | 26 | 54 | 46 | 4 | 16 | 183 | 61 | 38 | 85 | 36 | 8 | 22 | 250 | 433 |
| 14 - 15 | 50 | 22 | 73 | 25 | 13 | 7 | 190 | 70 | 13 | 80 | 35 | 6 | 18 | 222 | 412 |
| 15 - 16 | 53 | 47 | 76 | 21 | 2 | 15 | 214 | 78 | 61 | 110 | 47 | 5 | 25 | 326 | 540 |
| 16 - 17 | 37 | 68 | 92 | 41 | 8 | 35 | 281 | 38 | 68 | 117 | 36 | 5 | 32 | 296 | 577 |
| 17 - 18 | 33 | 45 | 123 | 29 | 4 | 8 | 242 | 43 | 52 | 95 | 62 | 7 | 89 | 348 | 590 |
| 18 - 19 | 38 | 45 | 103 | 34 | 4 | 15 | 239 | 72 | 54 | 123 | 47 | 12 | 25 | 333 | 572 |
| Total | 553 | 466 | 1, 122 | 394 | 66 | 223 | 2, 824 | 792 | 513 | 1, 363 | 507 | 94 | 408 | 3, 677 | 6, 501 |

Note Inbound : Traffic to C.B.D.

Outbound : Traffic from C.B.D.

## Hourly Traffic Volume by Vehicle Types

Station No. A-1 Road: Phra Chao Tak Sin Date: Mar. 18 (Tue.), 1969

(vehicles)

| DIREC. / TYPE / TIME | Inbound | | | | | | | Outbound | | | | | | | Both |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub total | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Total |
| 7 - 8 | 102 | 92 | 196 | 108 | 36 | 136 | 670 | 51 | 93 | 368 | 91 | 44 | 173 | 820 | 1,490 |
| 8 - 9 | 132 | 83 | 260 | 107 | 34 | 168 | 784 | 130 | 54 | 377 | 117 | 33 | 182 | 893 | 1,677 |
| 9 - 10 | 479 | 63 | 204 | 85 | 32 | 166 | 1,029 | 158 | 70 | 260 | 99 | 26 | 130 | 743 | 1,772 |
| 10 - 11 | 90 | 42 | 148 | 27 | 34 | 137 | 478 | 98 | 27 | 140 | 46 | 24 | 137 | 472 | 950 |
| 11 - 12 | 163 | 23 | 152 | 34 | 30 | 135 | 537 | 133 | 48 | 179 | 60 | 28 | 139 | 587 | 1,124 |
| 12 - 13 | 211 | 42 | 187 | 89 | 31 | 122 | 682 | 145 | 54 | 149 | 37 | 30 | 90 | 505 | 1,187 |
| 13 - 14 | 198 | 49 | 200 | 93 | 24 | 114 | 678 | 492 | 20 | 375 | 32 | 21 | 128 | 1,068 | 1,746 |
| 14 - 15 | 398 | 42 | 192 | 75 | 34 | 124 | 865 | 244 | 35 | 297 | 81 | 25 | 126 | 808 | 1,673 |
| 15 - 16 | 185 | 64 | 243 | 114 | 32 | 129 | 767 | 258 | 86 | 391 | 103 | 22 | 134 | 994 | 1,761 |
| 16 - 17 | 128 | 88 | 236 | 82 | 48 | 143 | 725 | 249 | 162 | 321 | 146 | 37 | 132 | 1,047 | 1,772 |
| 17 - 18 | 115 | 51 | 316 | 116 | 53 | 105 | 756 | 159 | 80 | 353 | 108 | 62 | 130 | 892 | 1,648 |
| 18 - 19 | 118 | 101 | 275 | 115 | 69 | 131 | 809 | 105 | 48 | 281 | 97 | 48 | 159 | 738 | 1,547 |
| Total | 2,319 | 740 | 2,609 | 1,045 | 457 | 1,610 | 8,780 | 2,222 | 777 | 3,491 | 1,017 | 400 | 1,660 | 9,567 | 18,347 |

Note Inbound : Traffic to C.B.D.

Outbound : Traffic from C.B.D.

## Hourly Traffic Volume by Vehicle Types

Station No. A-2 Road: Phra Chao Tak Sin Date: Mar. 20 (Thu.), 1969

(vehicles)

| DIREC. / TYPE / TIME | Inbound | | | | | | | Outbound | | | | | | | Both |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub total | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Total |
| 7 - 8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 8 - 9 | 13 | 45 | 135 | 64 | 54 | 97 | 408 | 21 | 55 | 355 | 123 | 60 | 222 | 836 | 1, 244 |
| 9 - 10 | 39 | 41 | 276 | 75 | 54 | 172 | 657 | 48 | 45 | 330 | 152 | 81 | 207 | 863 | 1, 520 |
| 10 - 11 | 87 | 42 | 232 | 104 | 92 | 163 | 720 | 50 | 41 | 198 | 130 | 59 | 129 | 607 | 1, 327 |
| 11 - 12 | 60 | 29 | 140 | 110 | 72 | 155 | 566 | 82 | 32 | 184 | 132 | 80 | 133 | 643 | 1, 209 |
| 12 - 13 | 72 | 38 | 206 | 125 | 76 | 117 | 634 | 63 | 39 | 201 | 136 | 87 | 87 | 613 | 1, 247 |
| 13 - 14 | 92 | 24 | 125 | 56 | 76 | 129 | 502 | 74 | 42 | 267 | 151 | 75 | 101 | 710 | 1, 212 |
| 14 - 15 | 70 | 31 | 165 | 64 | 63 | 103 | 496 | 61 | 44 | 208 | 118 | 72 | 110 | 613 | 1, 109 |
| 15 - 16 | 70 | 38 | 186 | 89 | 57 | 134 | 574 | 57 | 53 | 160 | 100 | 76 | 101 | 547 | 1, 121 |
| 16 - 17 | 27 | 41 | 295 | 86 | 87 | 170 | 706 | 14 | 54 | 216 | 99 | 76 | 148 | 607 | 1, 313 |
| 17 - 18 | 21 | 56 | 340 | 81 | 66 | 202 | 766 | 33 | 60 | 197 | 124 | 112 | 168 | 694 | 1, 460 |
| 18 - 19 | 19 | 52 | 249 | 75 | 63 | 153 | 611 | 27 | 41 | 156 | 108 | 99 | 164 | 595 | 1, 206 |
| Total | 570 | 437 | 2, 349 | 929 | 760 | 1, 595 | 6, 640 | 530 | 506 | 2, 472 | 1, 373 | 877 | 1, 570 | 7, 328 | 13, 968 |

Note Inbound : Traffic to C.B.D.

Outbound : Traffic from C.B.D.

## Hourly Traffic Volume by Vehicle Types

Station No. A-3 Road: Phet Kasem Date: Mar. 20 (Thu.), 1969

(vehicles)

| DIREC. / TYPE / TIME | Inbound | | | | | | | Outbound | | | | | | | Both |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Total |
| 7 - 8 | 175 | 85 | 667 | 207 | 48 | 198 | 1, 380 | 105 | 81 | 303 | 143 | 25 | 86 | 743 | 2, 123 |
| 8 - 9 | 258 | 51 | 501 | 218 | 43 | 164 | 1, 235 | 174 | 97 | 360 | 157 | 36 | 127 | 951 | 2, 186 |
| 9 - 10 | 312 | 56 | 506 | 158 | 47 | 101 | 1, 180 | 146 | 143 | 467 | 150 | 43 | 125 | 1, 074 | 2, 254 |
| 10 - 11 | 318 | 45 | 447 | 114 | 48 | 92 | 1, 064 | 230 | 51 | 421 | 145 | 41 | 99 | 987 | 2, 051 |
| 11 - 12 | 337 | 34 | 376 | 91 | 43 | 117 | 998 | 336 | 60 | 345 | 162 | 42 | 109 | 1, 054 | 2, 052 |
| 12 - 13 | 291 | 45 | 334 | 103 | 29 | 75 | 877 | 263 | 66 | 341 | 151 | 36 | 108 | 965 | 1, 842 |
| 13 - 14 | 312 | 49 | 360 | 155 | 37 | 71 | 984 | 287 | 81 | 413 | 134 | 35 | 74 | 1, 024 | 2, 008 |
| 14 - 15 | 326 | 48 | 381 | 148 | 52 | 88 | 1, 043 | 290 | 61 | 312 | 114 | 37 | 82 | 896 | 1, 939 |
| 15 - 16 | 242 | 61 | 317 | 148 | 59 | 107 | 934 | 272 | 42 | 382 | 103 | 38 | 90 | 927 | 1, 861 |
| 16 - 17 | 262 | 45 | 379 | 152 | 41 | 93 | 972 | 282 | 94 | 566 | 178 | 35 | 140 | 1, 295 | 2, 267 |
| 17 - 18 | 189 | 52 | 409 | 127 | 56 | 111 | 944 | 265 | 84 | 600 | 166 | 58 | 161 | 1, 334 | 2, 278 |
| 18 - 19 | 203 | 43 | 449 | 115 | 48 | 137 | 995 | 214 | 113 | 571 | 181 | 45 | 171 | 1, 295 | 2, 290 |
| Total | 3, 225 | 614 | 5, 126 | 1, 736 | 551 | 1, 354 | 12, 606 | 2, 864 | 973 | 5, 081 | 1, 784 | 471 | 1, 372 | 12, 545 | 25, 151 |

Note Inbound : Traffic to C.B.D.

Outbound : Traffic from C.B.D.

## Hourly Traffic Volume by Vehicle Types

Station No. A-4 Road: Charan Sanit Wong Date: Mar. 20 (Thu.), 1969

(vehicles)

| DIREC. / TYPE / TIME | Inbound | | | | | | | Outbound | | | | | | | Both |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Total |
| 7 - 8 | 104 | 48 | 170 | 96 | 11 | 35 | 464 | 117 | 71 | 394 | 151 | 13 | 85 | 831 | 1, 295 |
| 8 - 9 | 187 | 41 | 185 | 88 | 16 | 42 | 559 | 156 | 48 | 347 | 136 | 21 | 77 | 785 | 1, 344 |
| 9 - 10 | 278 | 26 | 407 | 117 | 19 | 42 | 889 | 188 | 50 | 204 | 151 | 29 | 44 | 666 | 1, 555 |
| 10 - 11 | 215 | 36 | 188 | 109 | 19 | 38 | 605 | 163 | 21 | 182 | 99 | 13 | 29 | 507 | 1, 112 |
| 11 - 12 | 228 | 32 | 156 | 121 | 21 | 40 | 598 | 236 | 35 | 201 | 141 | 18 | 46 | 677 | 1, 275 |
| 12 - 13 | 234 | 33 | 147 | 91 | 16 | 30 | 551 | 166 | 37 | 191 | 89 | 14 | 25 | 522 | 1, 073 |
| 13 - 14 | 197 | 34 | 382 | 106 | 13 | 45 | 777 | 174 | 47 | 95 | 97 | 14 | 35 | 462 | 1, 239 |
| 14 - 15 | 228 | 51 | 190 | 128 | 9 | 43 | 649 | 167 | 34 | 220 | 106 | 10 | 36 | 573 | 1, 222 |
| 15 - 16 | 256 | 47 | 191 | 139 | 23 | 27 | 683 | 170 | 41 | 190 | 120 | 20 | 28 | 569 | 1, 252 |
| 16 - 17 | 215 | 64 | 314 | 93 | 15 | 69 | 770 | 174 | 36 | 227 | 121 | 19 | 27 | 604 | 1, 374 |
| 17 - 18 | 203 | 56 | 481 | 112 | 16 | 63 | 931 | 136 | 42 | 229 | 119 | 10 | 34 | 570 | 1, 501 |
| 18 - 19 | 148 | 37 | 243 | 122 | 16 | 52 | 618 | 109 | 36 | 209 | 83 | 9 | 26 | 472 | 1, 090 |
| Total | 2, 493 | 505 | 3, 054 | 1, 322 | 194 | 526 | 8, 094 | 1, 956 | 498 | 2, 689 | 1, 413 | 190 | 492 | 7, 238 | 15, 332 |

Note Inbound : Traffic to C.B D.

Outbound : Traffic from C.B.D.

## Hourly Traffic Volume by Vehicle Types

Station No. A-5 Road: Pracharat Sai Thii Date: Mar. 19 (Wed.), 1969

(vehicles)

| DIREC. / TYPE / TIME | Inbound | | | | | | | Outbound | | | | | | | Both |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Total |
| 7 - 8 | 31 | 41 | 260 | 75 | 27 | 105 | 539 | 33 | 34 | 135 | 88 | 27 | 51 | 368 | 907 |
| 8 - 9 | 76 | 47 | 737 | 187 | 44 | 117 | 1, 208 | 89 | 52 | 265 | 108 | 46 | 79 | 639 | 1, 847 |
| 9 - 10 | 126 | 44 | 261 | 157 | 55 | 57 | 700 | 139 | 66 | 293 | 180 | 47 | 75 | 800 | 1, 500 |
| 10 - 11 | 116 | 64 | 441 | 141 | 41 | 95 | 898 | 142 | 76 | 296 | 170 | 60 | 96 | 840 | 1, 738 |
| 11 - 12 | 101 | 109 | 241 | 185 | 26 | 52 | 714 | 110 | 56 | 262 | 177 | 44 | 87 | 736 | 1, 450 |
| 12 - 13 | 100 | 64 | 252 | 174 | 44 | 105 | 739 | 110 | 69 | 304 | 171 | 43 | 53 | 750 | 1, 489 |
| 13 - 14 | 91 | 83 | 488 | 107 | 47 | 98 | 914 | 137 | 70 | 269 | 186 | 59 | 81 | 802 | 1, 716 |
| 14 - 15 | 104 | 68 | 224 | 130 | 46 | 80 | 652 | 143 | 58 | 298 | 173 | 42 | 62 | 776 | 1, 428 |
| 15 - 16 | 90 | 92 | 200 | 177 | 35 | 65 | 659 | 124 | 58 | 279 | 179 | 43 | 85 | 768 | 1, 427 |
| 16 - 17 | 99 | 83 | 243 | 166 | 57 | 101 | 749 | 101 | 70 | 470 | 158 | 55 | 113 | 967 | 1, 716 |
| 17 - 18 | 82 | 84 | 280 | 179 | 47 | 71 | 743 | 86 | 94 | 504 | 178 | 69 | 120 | 1, 051 | 1, 794 |
| 18 - 19 | 48 | 57 | 199 | 181 | 55 | 100 | 640 | 81 | 82 | 337 | 187 | 65 | 119 | 874 | 1, 514 |
| Total | 1, 064 | 836 | 3, 826 | 1, 859 | 524 | 1, 046 | 9, 155 | 1, 295 | 785 | 3, 712 | 1, 955 | 600 | 1, 021 | 9, 371 | 18, 526 |

Note Inbound : Traffic to C.B D.

Outbound : Traffic from C.B.D.

## Hourly Traffic Volume by Vehicle Types

Station No. A-6 Road: Rama 5 Date: Mar. 24 (Mon.), 1969

(vehicles)

| DIREC. / TYPE / TIME | Inbound | | | | | | | Outbound | | | | | | | Both |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Total |
| 7 - 8 | 97 | 92 | 110 | 113 | 127 | 148 | 687 | 71 | 142 | 229 | 87 | 198 | 79 | 806 | 1, 493 |
| 8 - 9 | 129 | 111 | 408 | 131 | 164 | 77 | 1, 020 | 83 | 70 | 196 | 106 | 171 | 59 | 685 | 1, 705 |
| 9 - 10 | 118 | 82 | 305 | 127 | 133 | 90 | 855 | 121 | 116 | 249 | 162 | 130 | 66 | 844 | 1, 699 |
| 10 - 11 | 90 | 57 | 210 | 121 | 72 | 69 | 619 | 145 | 49 | 289 | 116 | 83 | 77 | 759 | 1, 378 |
| 11 - 12 | 109 | 60 | 207 | 129 | 93 | 65 | 663 | 125 | 50 | 284 | 147 | 198 | 62 | 866 | 1, 529 |
| 12 - 13 | 78 | 83 | 263 | 148 | 80 | 60 | 712 | 101 | 72 | 262 | 165 | 38 | 66 | 704 | 1, 416 |
| 13 - 14 | 98 | 61 | 334 | 143 | 54 | 41 | 731 | 117 | 93 | 290 | 152 | 154 | 63 | 869 | 1, 600 |
| 14 - 15 | 72 | 58 | 290 | 128 | 56 | 42 | 646 | 133 | 103 | 353 | 186 | 74 | 100 | 949 | 1, 595 |
| 15 - 16 | 111 | 98 | 261 | 173 | 69 | 44 | 756 | 132 | 61 | 308 | 186 | 125 | 73 | 885 | 1, 641 |
| 16 - 17 | 105 | 79 | 318 | 99 | 71 | 69 | 741 | 75 | 64 | 262 | 144 | 96 | 66 | 707 | 1, 448 |
| 17 - 18 | 74 | 97 | 317 | 128 | 64 | 57 | 737 | 75 | 124 | 571 | 172 | 134 | 134 | 1, 210 | 1, 947 |
| 18 - 19 | 72 | 87 | 366 | 186 | 64 | 70 | 845 | 81 | 56 | 361 | 205 | 105 | 130 | 938 | 1, 783 |
| Total | 1, 153 | 965 | 3, 389 | 1, 626 | 1, 047 | 832 | 9, 012 | 1, 259 | 1, 000 | 3, 654 | 1, 828 | 1, 506 | 975 | 10, 222 | 19, 234 |

Note Inbound : Traffic to C.B.D.

Outbound : Traffic from C.B.D.

## Hourly Traffic Volume by Vehicle Types

Station No. A-7 Road: Phahon Yothin Date: Mar. 24 (Mon.), 1969

(vehicles)

| DIREC. / TYPE / TIME | Inbound | | | | | | | Outbound | | | | | | | Both |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Total |
| 7 - 8 | 163 | 196 | 1, 350 | 366 | 131 | 193 | 2, 399 | 182 | 168 | 831 | 296 | 100 | 164 | 1, 741 | 4, 140 |
| 8 - 9 | 223 | 110 | 1, 212 | 396 | 143 | 164 | 2, 248 | 209 | 148 | 1, 016 | 379 | 98 | 156 | 2,006 | 4, 254 |
| 9 - 10 | 295 | 129 | 880 | 384 | 122 | 126 | 1, 936 | 324 | 113 | 853 | 379 | 92 | 153 | 1, 914 | 3, 850 |
| 10 - 11 | 341 | 180 | 977 | 473 | 139 | 146 | 2, 256 | 499 | 103 | 985 | 278 | 123 | 159 | 2, 147 | 4, 403 |
| 11 - 12 | 381 | 141 | 683 | 383 | 107 | 135 | 1, 830 | 370 | 89 | 779 | 170 | 97 | 123 | 1, 628 | 3, 458 |
| 12 - 13 | 280 | 142 | 803 | 356 | 108 | 111 | 1, 800 | 294 | 69 | 747 | 109 | 92 | 97 | 1, 408 | 3, 208 |
| 13 - 14 | 265 | 106 | 764 | 371 | 95 | 120 | 1, 721 | 304 | 93 | 808 | 356 | 80 | 80 | 1, 721 | 3, 442 |
| 14 - 15 | 257 | 131 | 821 | 391 | 107 | 135 | 1, 842 | 319 | 96 | 699 | 349 | 91 | 112 | 1, 666 | 3, 508 |
| 15 - 16 | 187 | 124 | 764 | 379 | 95 | 130 | 1, 679 | 297 | 74 | 651 | 384 | 83 | 104 | 1, 593 | 3, 272 |
| 16 - 17 | 258 | 223 | 1, 169 | 406 | 122 | 171 | 2, 349 | 300 | 91 | 1, 037 | 129 | 113 | 164 | 1, 834 | 4, 183 |
| 17 - 18 | 186 | 219 | 961 | 377 | 128 | 183 | 2, 054 | 253 | 32 | 1, 478 | 84 | 139 | 189 | 2, 175 | 4, 229 |
| 18 - 19 | 145 | 166 | 740 | 450 | 134 | 191 | 1, 826 | 232 | 81 | 972 | 146 | 127 | 108 | 1, 666 | 3, 492 |
| Total | 2, 981 | 1, 867 | 11, 124 | 4, 732 | 1, 431 | 1, 805 | 23, 940 | 3, 583 | 1, 157 | 10, 856 | 3, 059 | 1, 235 | 1, 609 | 21, 499 | 45, 439 |

Note Inbound : Traffic to C.B.D.

Outbound : Traffic from C.B.D.

## Hourly Traffic Volume by Vehicle Types

Station No. A-8 Road: Mittraphap Date: Mar. 24 (Mon.), 1969

(vehicles)

| DIREC. / TYPE / TIME | Inbound | | | | | | | Outbound | | | | | | | Both |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub total | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Total |
| 7 - 8 | 113 | 6 | 660 | 84 | 7 | 96 | 966 | 160 | 13 | 455 | 90 | 27 | 101 | 846 | 1, 812 |
| 8 - 9 | 129 | 3 | 514 | 99 | 19 | 51 | 815 | 41 | 7 | 507 | 116 | 18 | 88 | 777 | 1, 592 |
| 9 - 10 | 153 | 10 | 336 | 80 | 5 | 37 | 621 | 143 | 6 | 393 | 90 | 18 | 69 | 719 | 1, 340 |
| 10 - 11 | 133 | 8 | 330 | 63 | 16 | 43 | 593 | 169 | 12 | 344 | 96 | 25 | 60 | 706 | 1, 299 |
| 11 - 12 | 127 | 1 | 409 | 79 | 18 | 35 | 669 | 117 | 11 | 376 | 91 | 19 | 45 | 659 | 1, 328 |
| 12 - 13 | 130 | 2 | 276 | 67 | 12 | 45 | 532 | 130 | 24 | 323 | 108 | 21 | 40 | 646 | 1, 178 |
| 13 - 14 | 72 | 1 | 355 | 62 | 9 | 33 | 532 | 113 | 13 | 336 | 73 | 21 | 49 | 605 | 1, 137 |
| 14 - 15 | 128 | 21 | 513 | 60 | 16 | 39 | 777 | 113 | 10 | 370 | 97 | 24 | 46 | 660 | 1, 437 |
| 15 - 16 | 117 | 2 | 447 | 48 | 16 | 48 | 678 | 162 | 16 | 361 | 47 | 23 | 94 | 703 | 1, 381 |
| 16 - 17 | 113 | 4 | 407 | 48 | 12 | 29 | 613 | 112 | 5 | 492 | 102 | 13 | 54 | 778 | 1, 391 |
| 17 - 18 | 91 | 5 | 653 | 66 | 31 | 97 | 943 | 111 | 10 | 571 | 101 | 25 | 78 | 896 | 1, 839 |
| 18 - 19 | 81 | 4 | 410 | 84 | 13 | 84 | 656 | 114 | 7 | 500 | 109 | 31 | 77 | 838 | 1, 494 |
| Total | 1, 387 | 67 | 5, 310 | 820 | 174 | 637 | 8, 395 | 1, 485 | 134 | 5, 028 | 1, 120 | 265 | 801 | 8, 833 | 17, 228 |

Note Inbound : Traffic to C.B.D.

Outbound : Traffic from C.B.D.

## Hourly Traffic Volume by Vehicle Types

Station No. A-9 Road: Phet Buri Date: Mar. 21 (Fri.), 1969

(vehicles)

| DIREC. / TYPE / TIME | Inbound | | | | | | | Outbound | | | | | | | Both |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Total |
| 7 - 8 | 82 | 67 | 1, 334 | 224 | 113 | 164 | 1, 984 | 90 | 70 | 650 | 263 | 89 | 191 | 1, 353 | 3, 337 |
| 8 - 9 | 78 | 45 | 1, 108 | 304 | 105 | 167 | 1, 807 | 122 | 51 | 647 | 317 | 88 | 143 | 1, 368 | 3, 175 |
| 9 - 10 | 157 | 46 | 830 | 365 | 124 | 103 | 1, 625 | 136 | 45 | 660 | 352 | 81 | 141 | 1, 415 | 3, 040 |
| 10 - 11 | 164 | 36 | 819 | 396 | 45 | 59 | 1, 519 | 133 | 41 | 584 | 351 | 115 | 148 | 1, 372 | 2, 891 |
| 11 - 12 | 136 | 68 | 664 | 346 | 89 | 149 | 1, 452 | 104 | 34 | 694 | 291 | 79 | 168 | 1, 370 | 2, 822 |
| 12 - 13 | 102 | 36 | 616 | 353 | 100 | 127 | 1, 334 | 122 | 79 | 658 | 309 | 105 | 141 | 1, 414 | 2, 748 |
| 13 - 14 | 115 | 39 | 738 | 389 | 57 | 96 | 1, 434 | 138 | 40 | 677 | 308 | 63 | 102 | 1, 328 | 2, 762 |
| 14 - 15 | 132 | 91 | 686 | 398 | 92 | 135 | 1, 534 | 109 | 41 | 679 | 287 | 69 | 107 | 1, 292 | 2, 826 |
| 15 - 16 | 103 | 70 | 608 | 356 | 112 | 135 | 1, 384 | 101 | 37 | 623 | 288 | 79 | 104 | 1, 232 | 2, 616 |
| 16 - 17 | 165 | 45 | 754 | 381 | 103 | 144 | 1, 592 | 81 | 53 | 950 | 251 | 89 | 165 | 1, 589 | 3, 181 |
| 17 - 18 | 111 | 76 | 923 | 277 | 101 | 131 | 1, 619 | 101 | 183 | 927 | 215 | 68 | 155 | 1, 649 | 3, 268 |
| 18 - 19 | 85 | 49 | 884 | 425 | 114 | 186 | 1, 743 | 81 | 112 | 843 | 250 | 57 | 111 | 1, 454 | 3, 197 |
| Total | 1, 430 | 668 | 9, 964 | 4, 214 | 1, 155 | 1, 596 | 19, 027 | 1, 318 | 786 | 8, 592 | 3, 482 | 982 | 1, 676 | 16, 836 | 35, 863 |

Note Inbound : Traffic to C.B.D.

Outbound : Traffic from C.B D.

## Hourly Traffic Volume by Vehicle Types

Station No. A-10 Road: Rama I Date: Mar. 21 (Fri.), 1969

(vehicles)

| DIREC. / TYPE / TIME | Inbound | | | | | | | Outbound | | | | | | | Both |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub total | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Total |
| 7 - 8 | 66 | 134 | 2, 132 | 269 | 67 | 200 | 2, 868 | 50 | 150 | 1, 002 | 480 | 86 | 290 | 2, 058 | 4, 926 |
| 8 - 9 | 169 | 123 | 2, 082 | 340 | 101 | 214 | 3, 029 | 165 | 140 | 1, 391 | 561 | 70 | 292 | 2, 619 | 5, 648 |
| 9 - 10 | 283 | 100 | 1, 581 | 547 | 89 | 196 | 2, 796 | 223 | 126 | 1, 157 | 541 | 104 | 276 | 2, 427 | 5, 223 |
| 10 - 11 | 264 | 89 | 1, 239 | 579 | 113 | 240 | 2, 524 | 244 | 118 | 1, 416 | 587 | 108 | 343 | 2, 816 | 5, 340 |
| 11 - 12 | 245 | 90 | 1, 551 | 495 | 100 | 288 | 2, 769 | 148 | 104 | 1, 275 | 521 | 83 | 241 | 2, 372 | 5, 141 |
| 12 - 13 | 177 | 86 | 1, 021 | 391 | 68 | 179 | 1, 922 | 168 | 100 | 1, 380 | 549 | 79 | 176 | 2, 452 | 4, 374 |
| 13 - 14 | 242 | 97 | 1, 269 | 519 | 81 | 201 | 2, 409 | 189 | 106 | 1, 244 | 455 | 86 | 246 | 2, 326 | 4, 735 |
| 14 - 15 | 215 | 126 | 1, 180 | 528 | 95 | 219 | 2, 363 | 228 | 92 | 1, 503 | 541 | 81 | 233 | 2, 678 | 5, 041 |
| 15 - 16 | 186 | 115 | 1, 259 | 606 | 89 | 258 | 2, 513 | 191 | 110 | 1, 424 | 596 | 106 | 265 | 2, 692 | 5, 205 |
| 16 - 17 | 172 | 98 | 1, 230 | 482 | 93 | 251 | 2, 326 | 115 | 94 | 1, 615 | 455 | 88 | 263 | 2, 630 | 4, 956 |
| 17 - 18 | 146 | 113 | 1, 268 | 439 | 107 | 310 | 2, 383 | 125 | 109 | 2, 133 | 493 | 109 | 240 | 3, 209 | 5, 592 |
| 18 - 19 | 383 | 110 | 782 | 576 | 87 | 235 | 2, 173 | 74 | 213 | 1, 895 | 642 | 99 | 235 | 3, 158 | 5, 331 |
| Total | 2, 548 | 1, 281 | 16, 594 | 5, 771 | 1, 090 | 2, 791 | 30, 075 | 1, 920 | 1, 462 | 17, 435 | 6, 421 | 1, 099 | 3, 100 | 31, 437 | 61, 512 |

Note Inbound : Traffic to C.B D.

Outbound : Traffic from C.B.D.

## Hourly Traffic Volume by Vehicle Types

Station No. A-11 Road: Rama 4 Date: Mar. 25 (Tue.), 1969

(vehicles)

| DIREC. / TYPE / TIME | Inbound | | | | | | | Outbound | | | | | | | Both |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Sub-total | Total |
| 7 - 8 | 112 | 91 | 821 | 200 | 102 | 296 | 1, 622 | 179 | 138 | 518 | 193 | 96 | 228 | 1, 352 | 2, 974 |
| 8 - 9 | 189 | 83 | 734 | 129 | 97 | 178 | 1, 410 | 189 | 111 | 432 | 122 | 71 | 119 | 1, 124 | 2, 534 |
| 9 - 10 | 291 | 80 | 504 | 160 | 92 | 206 | 1, 333 | 299 | 109 | 605 | 227 | 123 | 271 | 1, 634 | 2, 967 |
| 10 - 11 | 337 | 83 | 378 | 153 | 157 | 147 | 1, 255 | 277 | 87 | 491 | 217 | 135 | 302 | 1, 509 | 2, 764 |
| 11 - 12 | 251 | 53 | 339 | 123 | 95 | 235 | 1, 096 | 281 | 85 | 571 | 187 | 114 | 257 | 1, 495 | 2, 591 |
| 12 - 13 | 307 | 77 | 552 | 171 | 111 | 137 | 1, 355 | 283 | 86 | 545 | 213 | 164 | 203 | 1, 492 | 2, 847 |
| 13 - 14 | 338 | 79 | 624 | 219 | 119 | 241 | 1, 620 | 360 | 90 | 615 | 205 | 156 | 304 | 1, 730 | 3, 350 |
| 14 - 15 | 281 | 66 | 309 | 105 | 85 | 99 | 945 | 295 | 88 | 506 | 154 | 144 | 261 | 1, 448 | 2, 393 |
| 15 - 16 | 310 | 61 | 401 | 76 | 65 | 161 | 1, 074 | 271 | 72 | 353 | 114 | 124 | 171 | 1, 105 | 2, 179 |
| 16 - 17 | 232 | 79 | 390 | 103 | 100 | 227 | 1, 131 | 289 | 75 | 604 | 154 | 81 | 222 | 1, 425 | 2, 556 |
| 17 - 18 | 181 | 103 | 654 | 200 | 152 | 375 | 1, 665 | 192 | 93 | 640 | 193 | 109 | 185 | 1, 412 | 3, 077 |
| 18 - 19 | 97 | 65 | 201 | 108 | 71 | 223 | 765 | 183 | 122 | 559 | 236 | 106 | 210 | 1, 416 | 2, 181 |
| Total | 2, 926 | 920 | 5, 907 | 1, 747 | 1, 246 | 2, 525 | 15, 271 | 3, 098 | 1, 156 | 6, 437 | 2, 215 | 1, 423 | 2, 813 | 17, 142 | 32, 413 |

Note Inbound : Traffic to C.B.D.

Outbound : Traffic from C.B.D.

## Hourly Traffic Volume

(vehicles)

| STATION / DIREC. / TIME | B–1 (Lat Ya) | | | B–2 (Inthara Phithak) | | | B–3 (Charan Sanit Wong) | | | B–4 (Sam Sen) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Inbound | Outbound | Sub-total | Inbound | Outbound | Sub-total | Inbound | Outbound | Sub-total | Inbound | Outbound | Sub-total |
| 7 - 8 | 478 | 426 | 904 | 1, 535 | 1, 149 | 2, 684 | 370 | 496 | 866 | 1, 031 | 905 | 1, 936 |
| 8 - 9 | 550 | 500 | 1, 050 | 1, 642 | 1, 443 | 3, 085 | 484 | 497 | 981 | 1, 469 | 1, 199 | 2, 668 |
| 9 - 10 | 438 | 443 | 881 | 1, 129 | 1, 337 | 2, 466 | 540 | 475 | 1, 015 | 1, 100 | 1, 181 | 2, 281 |
| 10 - 11 | 440 | 396 | 836 | 1, 632 | 1, 342 | 2, 974 | 416 | 504 | 920 | 1, 190 | 1, 145 | 2, 335 |
| 11 - 12 | 394 | 364 | 758 | 1, 163 | 1, 313 | 2, 476 | 486 | 428 | 914 | 1, 104 | 1, 131 | 2, 235 |
| 12 - 13 | 326 | 337 | 663 | 1, 265 | 1, 300 | 2, 565 | 494 | 470 | 964 | 1, 115 | 1, 049 | 2, 164 |
| 13 - 14 | 359 | 340 | 699 | 1, 334 | 1, 391 | 2, 725 | 480 | 405 | 885 | 1, 101 | 1, 260 | 2, 361 |
| 14 - 15 | 381 | 342 | 723 | 1, 350 | 1, 135 | 2, 485 | 504 | 441 | 945 | 1, 075 | 1, 119 | 2, 194 |
| 15 - 16 | 331 | 298 | 629 | 1, 241 | 1, 340 | 2, 581 | 451 | 386 | 837 | 1, 068 | 1, 041 | 2, 109 |
| 16 - 17 | 372 | 354 | 726 | 1, 421 | 1, 450 | 2, 871 | 511 | 501 | 1, 012 | 977 | 1, 255 | 2, 232 |
| 17 - 18 | 407 | 445 | 852 | 1, 263 | 1, 610 | 2, 873 | 585 | 444 | 1, 029 | 943 | 1, 166 | 2, 109 |
| 18 - 19 | 445 | 400 | 845 | 1, 410 | 1, 454 | 2, 864 | 547 | 406 | 953 | 921 | 1, 038 | 1, 959 |
| Total | 4, 921 | 4, 645 | 9, 566 | 16, 385 | 16, 264 | 32, 649 | 5, 868 | 5, 453 | 11, 321 | 13, 094 | 13, 489 | 26, 583 |
| DATE | Mar. 20 (Thu.), 1969 | | | Mar. 20 (Thu.), 1969 | | | Mar. 20 (Thu.), 1969 | | | Mar. 24 (Mon.), 1969 | | |

Note Inbound :Traffic to C.B.D.

Outbound :Traffic from C.B.D.

## Hourly Traffic Volume

(vehicles)

| STATION / DIREC. / TIME | B–5 | | | B–6 (Ratchadamnoen Nok) | | | B–7 (Nakhon Pathom) | | | B–8 (Nakhon Sawan) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Inbound | Outbound | Sub-total | Inbound | Outbound | Sub-total | Inbound | Outbound | Sub-total | Inbound | Outbound | Sub-total |
| 7 - 8 | 1, 125 | 657 | 1, 782 | 1, 680 | 1, 118 | 2, 798 | | | | 657 | 691 | 1, 348 |
| 8 - 9 | 1, 195 | 743 | 1, 938 | 2, 224 | 1, 411 | 3, 635 | 292 | 235 | 527 | 777 | 775 | 1, 552 |
| 9 - 10 | 1, 138 | 1, 079 | 2, 217 | 1, 708 | 1, 808 | 3, 516 | 292 | 320 | 612 | 954 | 833 | 1, 787 |
| 10 - 11 | 1, 080 | 1, 029 | 2, 109 | 1, 801 | 1, 701 | 3, 502 | 205 | 210 | 415 | 918 | 675 | 1, 593 |
| 11 - 12 | 901 | 1, 102 | 2, 003 | 1, 699 | 1, 656 | 3, 355 | 177 | 301 | 478 | 759 | 890 | 1, 649 |
| 12 - 13 | 932 | 927 | 1, 859 | 1, 449 | 1, 603 | 3, 052 | 138 | 226 | 364 | 714 | 576 | 1, 290 |
| 13 - 14 | 839 | 969 | 1, 808 | 1, 202 | 1, 290 | 2, 492 | 144 | 206 | 350 | 731 | 960 | 1, 691 |
| 14 - 15 | 890 | 1, 094 | 1, 984 | 1, 406 | 1, 523 | 2, 929 | 148 | 195 | 343 | 895 | 585 | 1, 480 |
| 15 - 16 | 902 | 1, 012 | 1, 914 | 1, 526 | 1, 919 | 3, 445 | 170 | 235 | 405 | 795 | 840 | 1, 635 |
| 16 - 17 | 925 | 1, 280 | 2, 205 | 1, 624 | 2, 195 | 3, 819 | 141 | 172 | 313 | 1, 020 | 684 | 1, 704 |
| 17 - 18 | 805 | 1, 101 | 1, 906 | 1, 466 | 2, 031 | 3, 497 | 151 | 284 | 435 | 1, 017 | 650 | 1, 667 |
| 18 - 19 | 509 | 762 | 1, 271 | 990 | 1, 150 | 2, 140 | 115 | 146 | 261 | 841 | 536 | 1, 377 |
| Total | 11, 241 | 11, 755 | 22, 996 | 18, 775 | 19, 405 | 38, 180 | 1, 973 | 2, 530 | 4, 503 | 10, 078 | 8, 695 | 18, 773 |
| DATE | Mar. 24 (Mon.), 1969 | | | Mar. 24 (Mon.), 1969 | | | Mar. 26 (Wed.), 1969 | | | Mar. 24 (Mon.), 1969 | | |

Note Inbound :Traffic to C.B.D.

Outbound :Traffic from C.B.D.

## Hourly Traffic Volume

(vehicles)

| STATION / DIREC. / TIME | B–9 (Lan Luang) | | | B–10 (Rama 1) | | | B–11 (Rama 4) | | | B–12 (Charoen Krung) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Inbound | Outbound | Sub-total | Inbound | Outbound | Sub-total | Inbound | Outbound | Sub-total | Inbound | Outbound | Sub-total |
| 7 - 8 | 2, 588 | 1, 784 | 4, 372 | 1, 890 | 1, 908 | 3, 798 | 2, 852 | 2, 026 | 4, 878 | 1, 328 | 1, 018 | 2, 346 |
| 8 - 9 | 2, 508 | 1, 408 | 3, 916 | 2, 176 | 2, 011 | 4, 187 | 4, 304 | 1, 402 | 5, 706 | 1, 787 | 2, 147 | 3, 934 |
| 9 - 10 | 2, 279 | 1, 392 | 3, 671 | 2, 005 | 2, 494 | 4, 499 | 4, 281 | 1, 365 | 5, 646 | 1, 340 | 1, 821 | 3, 161 |
| 10 - 11 | 2, 129 | 1, 775 | 3, 904 | 2, 213 | 2, 455 | 4, 668 | 5, 440 | 1, 434 | 6, 874 | 2, 213 | 1, 863 | 4, 076 |
| 11 - 12 | 2, 194 | 1, 870 | 4, 064 | 2, 251 | 2, 294 | 4, 545 | 2, 974 | 1, 391 | 4, 365 | 1, 528 | 1, 746 | 3, 274 |
| 12 - 13 | 1, 819 | 1, 719 | 3, 538 | 1, 797 | 2, 028 | 3, 825 | 2, 753 | 1, 248 | 4, 001 | 1, 940 | 2, 089 | 4, 029 |
| 13 - 14 | 2, 163 | 1, 593 | 3, 756 | 1, 376 | 2, 228 | 3, 604 | 3, 612 | 1, 451 | 5, 063 | 712 | 823 | 1, 535 |
| 14 - 15 | 2, 201 | 1, 726 | 3, 927 | 1, 493 | 2, 177 | 3, 670 | 3, 614 | 1, 408 | 5, 022 | 1, 475 | 1, 386 | 2, 861 |
| 15 - 16 | 1, 682 | 1, 846 | 3, 528 | 964 | 1, 540 | 2, 504 | 4, 589 | 1, 399 | 5, 988 | 1, 381 | 1, 728 | 3, 109 |
| 16 - 17 | 1, 917 | 1, 971 | 3, 888 | 1, 300 | 2, 393 | 3, 693 | 3, 931 | 1, 462 | 5, 393 | 1, 722 | 1, 965 | 3, 687 |
| 17 - 18 | 2, 225 | 1, 897 | 4, 122 | 1, 205 | 2, 120 | 3, 325 | 4, 480 | 1, 711 | 6, 191 | 1, 297 | 2, 274 | 3, 571 |
| 18 - 19 | 2, 320 | 1, 873 | 4, 193 | 1, 735 | 5, 202 | 6, 937 | 4, 612 | 1, 546 | 6, 158 | 1, 243 | 1, 306 | 2, 549 |
| Total | 26, 025 | 20, 854 | 46, 879 | 20, 405 | 28, 850 | 49, 255 | 47, 442 | 17, 843 | 65, 285 | 17, 966 | 20, 166 | 38, 132 |
| DATE | Mar. 25 (Tue.), 1969 | | | Mar. 25 (Tue.), 1969 | | | Mar. 25 (Tue.), 1969 | | | Mar. 25 (Tue.), 1969 | | |

Note Inbound : Traffic to C.B.D.

Outbound : Traffic from C.B.D.

## Hourly Traffic Volume

(vehicles)

| STATION / DIREC / TIME | B–13 (Maha Chai) | | | B–14 (New Road Yaowart) | | | B–15 (Bamrung Muang) | | | B–16 (On Saphn Pan Per) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Inbound | Outbound | Sub-total | Inbound | Outbound | Sub-total | Inbound | Outbound | Sub-total | Inbound | Outbound | Sub-total |
| 7 - 8 | 2,033 | 700 | 2,733 | 1,626 | 1,111 | 2,737 | 440 | 858 | 1,298 | 2,081 | 2,017 | 4,098 |
| 8 - 9 | 2,068 | 1,166 | 3,234 | 2,545 | 1,648 | 4,193 | 714 | 1,092 | 1,806 | 3,112 | 3,168 | 6,280 |
| 9 - 10 | 2,067 | 1,584 | 3,651 | 2,563 | 2,064 | 4,627 | 875 | 1,045 | 1,920 | 3,367 | 2,890 | 6,257 |
| 10 - 11 | 1,505 | 1,505 | 3,010 | 3,094 | 2,328 | 5,422 | 788 | 1,145 | 1,933 | 3,273 | 2,760 | 6,033 |
| 11 - 12 | 1,902 | 1,620 | 3,522 | 3,087 | 2,152 | 5,239 | 793 | 796 | 1,589 | 3,010 | 2,941 | 5,951 |
| 12 - 13 | 1,568 | 1,630 | 3,198 | 2,826 | 2,003 | 4,829 | 809 | 803 | 1,612 | 2,838 | 2,589 | 5,427 |
| 13 - 14 | 1,984 | 1,519 | 3,503 | 2,833 | 2,130 | 4,963 | 891 | 1,467 | 2,358 | 3,031 | 2,759 | 5,790 |
| 14 - 15 | 1,345 | 1,427 | 2,772 | 3,068 | 2,225 | 5,293 | 783 | 981 | 1,764 | 2,767 | 3,101 | 5,868 |
| 15 - 16 | 1,821 | 2,167 | 3,988 | 2,832 | 2,178 | 5,010 | 810 | 1,247 | 2,057 | 2,622 | 3,531 | 6,153 |
| 16 - 17 | 1,360 | 1,972 | 3,332 | 2,775 | 2,065 | 4,840 | 788 | 1,526 | 2,314 | 2,605 | 3,835 | 6,440 |
| 17 - 18 | 1,669 | 2,407 | 4,076 | 2,752 | 1,835 | 4,587 | 733 | 964 | 1,697 | 2,562 | 3,414 | 5,976 |
| 18 - 19 | 1,743 | 3,365 | 5,108 | 2,740 | 1,852 | 4,592 | 660 | 965 | 1,625 | 2,738 | 3,004 | 5,742 |
| Total | 21,065 | 21,062 | 42,127 | 32,741 | 23,591 | 56,332 | 9,084 | 12,889 | 21,973 | 34,006 | 36,009 | 70,015 |
| DATE | Mar. 20 (Thu.), 1969 | | | Mar. 26 (Wed.), 1969 | | | Mar. 26 (Wed.), 1969 | | | Mar. 26 (Wed.), 1969 | | |

Note Inbound : Traffic to C.B.D.

Outbound : Traffic from C.B.D.

## Hourly Traffic Volume

(vehicles)

| STATION / DIREC. / TIME | B–17 | | | B–18 (Phaya Thai) | | | B–19 (Rat Damri) | | | B–20 (Soi Chit Lom) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Inbound | Outbound | Sub-total | Inbound | Outbound | Sub-total | Inbound | Outbound | Sub-total | Inbound | Outbound | Sub-total |
| 7 - 8 | 1, 265 | 1, 230 | 2, 495 | 2, 686 | 1, 663 | 4, 349 | 1, 701 | 1, 484 | 3, 185 | 593 | 353 | 946 |
| 8 - 9 | 1, 644 | 2, 015 | 3, 659 | 2, 521 | 2, 068 | 4, 589 | 1, 728 | 1, 521 | 3, 249 | 549 | 467 | 1, 016 |
| 9 - 10 | 1, 478 | 1, 745 | 3, 223 | 2, 925 | 2, 259 | 5, 184 | 1, 516 | 1, 874 | 3, 390 | 519 | 470 | 989 |
| 10 - 11 | 1, 412 | 1, 866 | 3, 278 | 2, 335 | 2, 195 | 4, 530 | 1, 633 | 1, 829 | 3, 462 | 496 | 427 | 923 |
| 11 - 12 | 1, 364 | 1, 653 | 3, 017 | 2, 563 | 2, 916 | 5, 479 | 1, 622 | 1, 842 | 3, 464 | 520 | 401 | 921 |
| 12 - 13 | 1, 353 | 1, 691 | 3, 044 | 2, 328 | 2, 238 | 4, 566 | 1, 764 | 1, 600 | 3, 364 | 353 | 377 | 730 |
| 13 - 14 | 1, 301 | 1, 600 | 2, 901 | 2, 612 | 2, 114 | 4, 726 | 1, 479 | 2, 146 | 3, 625 | 449 | 393 | 842 |
| 14 - 15 | 1, 258 | 1, 540 | 2, 798 | 2, 410 | 2, 276 | 4, 686 | 1, 380 | 1, 716 | 3, 096 | 489 | 422 | 911 |
| 15 - 16 | 1, 321 | 1, 640 | 2, 961 | 2, 250 | 2, 182 | 4, 432 | 1, 557 | 2, 078 | 3, 635 | 486 | 423 | 909 |
| 16 - 17 | 1, 459 | 1, 903 | 3, 362 | 2, 239 | 2, 353 | 4, 592 | 1, 513 | 1, 427 | 2, 940 | 603 | 507 | 1, 110 |
| 17 - 18 | 1, 329 | 1, 909 | 3, 238 | 1, 810 | 2, 246 | 4, 056 | 1, 158 | 2, 483 | 3, 641 | 518 | 499 | 1, 017 |
| 18 - 19 | 1, 508 | 2, 092 | 3, 600 | 2, 524 | 2, 380 | 4, 904 | 1, 686 | 1, 801 | 3, 487 | 419 | 411 | 830 |
| Total | 16, 692 | 20, 884 | 37, 576 | 29, 203 | 26, 890 | 56, 093 | 18, 737 | 21, 801 | 40, 538 | 5, 994 | 5, 150 | 11, 144 |
| DATE | Mar. 25 (Tue.), 1969 | | | Mar. 25, (Tue.), 1969 | | | Mar. 21 (Fri.), 1969 | | | Mar. 21 (Fri.), 1969 | | |

Note Inbound :Traffic to C.B.D.

Outbound :Traffic from C.B.D.

## Hourly Traffic Volume

(vehicles)

| STATION / DIREC. / TIME | B–21 (Sukhum Wit Soi 3) | | | B–22 (Sukhum Wit Soi 21) | | | B–23 (Sukhum Wit Soi 63) | | | B–24 (Rama 1) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Inbound | Outbound | Sub-total | Inbound | Outbound | Sub-total | Inbound | Outbound | Sub-total | Inbound | Outbound | Sub-total |
| 7 - 8 | 646 | 554 | 1, 200 | 1, 030 | 1, 139 | 2, 169 | 493 | 882 | 1, 375 | 1, 800 | 1, 830 | 3, 630 |
| 8 - 9 | 588 | 677 | 1, 265 | 977 | 1, 052 | 2, 029 | 657 | 968 | 1, 625 | 2, 280 | 2, 387 | 4, 667 |
| 9 - 10 | 645 | 665 | 1, 310 | 1, 035 | 1, 163 | 2, 198 | 582 | 662 | 1, 244 | 2, 619 | 2, 443 | 5, 062 |
| 10 - 11 | 572 | 719 | 1, 291 | 853 | 960 | 1, 813 | 745 | 710 | 1, 455 | 2, 534 | 2, 674 | 5, 208 |
| 11 - 12 | 549 | 655 | 1, 204 | 926 | 955 | 1, 881 | 587 | 624 | 1, 211 | 2, 401 | 2, 158 | 4, 559 |
| 12 - 13 | 579 | 680 | 1, 259 | 982 | 886 | 1, 868 | 674 | 655 | 1, 329 | 2, 057 | 2, 188 | 4, 245 |
| 13 - 14 | 529 | 569 | 1, 098 | 834 | 845 | 1, 679 | 539 | 602 | 1, 141 | 2, 397 | 2, 357 | 4, 754 |
| 14 - 15 | 658 | 719 | 1, 377 | 1, 018 | 1, 025 | 2, 043 | 503 | 543 | 1, 046 | 2, 292 | 2, 358 | 4, 650 |
| 15 - 16 | 644 | 671 | 1, 315 | 1, 002 | 901 | 1, 903 | 617 | 669 | 1, 286 | 2, 948 | 2, 825 | 5, 773 |
| 16 - 17 | 616 | 747 | 1, 363 | 1, 016 | 1, 050 | 2, 066 | 525 | 596 | 1, 121 | 2, 478 | 2, 471 | 4, 949 |
| 17 - 18 | 562 | 870 | 1, 432 | 1, 187 | 1, 158 | 2, 345 | 888 | 670 | 1, 558 | 2, 250 | 2, 625 | 4, 875 |
| 18 - 19 | 602 | 756 | 1, 358 | 2, 408 | 1, 882 | 4, 290 | 850 | 824 | 1, 674 | 2, 194 | 1, 919 | 4, 113 |
| Total | 7, 190 | 8, 282 | 15, 472 | 13, 268 | 13, 016 | 26, 284 | 7, 660 | 8, 405 | 16, 065 | 28, 250 | 28, 235 | 56, 485 |
| DATE | Mar. 21 (Fri.), 1969 | | | Mar. 21 (Fri.), 1969 | | | Mar. 21 (Fri.), 1969 | | | Mar. 21 (Fri.), 1969 | | |

Note Inbound : Traffic to C.B.D

Outbound : Traffic from C.B.D.

## Hourly Traffic Volume

(vehicles)

| STATION / DIREC. / TIME | B–25 (Rama 4) | | | B–26 (Si Phaya) | | | B–27 (Si Lom) | | | B–28 (Sathorn) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Inbound | Outbound | Sub-total | Inbound | Outbound | Sub-total | Inbound | Outbound | Sub-total | Inbound | Outbound | Sub-total |
| 7 - 8 | 1, 832 | 1, 866 | 3, 698 | 690 | 650 | 1, 340 | 1, 348 | 1, 753 | 3, 101 | 1, 543 | 1, 515 | 3, 058 |
| 8 - 9 | 3, 014 | 2, 460 | 5, 474 | 845 | 907 | 1, 752 | 1, 983 | 2, 042 | 4, 025 | 1, 947 | 1, 668 | 3, 615 |
| 9 - 10 | 2, 595 | 2, 140 | 4, 735 | 720 | 886 | 1, 606 | 1, 455 | 2, 183 | 3, 638 | 1, 676 | 1, 591 | 3, 267 |
| 10 - 11 | 3, 058 | 2, 580 | 5, 638 | 852 | 1, 108 | 1, 960 | 1, 770 | 2, 096 | 3, 866 | 1, 927 | 1, 673 | 3, 600 |
| 11 - 12 | 2, 767 | 2, 397 | 5, 164 | 789 | 1, 056 | 1, 845 | 1, 794 | 2, 125 | 3, 919 | 2, 080 | 2, 260 | 4, 340 |
| 12 - 13 | 2, 418 | 2, 507 | 4, 925 | 657 | 869 | 1, 526 | 1, 515 | 1, 601 | 3, 116 | 1, 757 | 1, 797 | 3, 554 |
| 13 - 14 | 2, 611 | 1, 959 | 4, 570 | 718 | 905 | 1, 623 | 1, 626 | 1, 919 | 3, 545 | 1, 430 | 1, 242 | 2, 672 |
| 14 - 15 | 2, 473 | 2, 083 | 4, 556 | 787 | 1, 018 | 1, 805 | 1, 509 | 1, 835 | 3, 344 | 1, 648 | 1, 449 | 3, 097 |
| 15 - 16 | 2, 225 | 2, 076 | 4, 301 | 749 | 1, 037 | 1, 786 | 1, 611 | 2, 058 | 3, 669 | 1, 597 | 1, 558 | 3, 155 |
| 16 - 17 | 2, 647 | 2, 608 | 5, 255 | 651 | 1, 077 | 1, 728 | 1, 572 | 1, 946 | 3, 518 | 1, 992 | 1, 717 | 3, 709 |
| 17 - 18 | 2, 682 | 2, 906 | 5, 588 | 718 | 964 | 1, 682 | 1, 550 | 2, 076 | 3, 626 | 2, 216 | 1, 726 | 3, 942 |
| 18 - 19 | 2, 689 | 2, 764 | 5, 453 | 569 | 787 | 1, 356 | 1, 178 | 1, 569 | 2, 747 | 2, 238 | 1, 804 | 4, 042 |
| Total | 31, 011 | 28, 346 | 59, 357 | 8, 745 | 11, 264 | 20, 009 | 18, 911 | 23, 203 | 42, 114 | 22, 051 | 20, 000 | 42, 051 |
| DATE | Mar. 25 (Tue.), 1969 | | | Mar. 25 (Tue.), 1969 | | | Mar. 21 (Fri.), 1969 | | | Mar. 25 (Tue.), 1969 | | |

Note Inbound : Traffic to C.B.D.

Outbound : Traffic from C.B.D.

## Hourly Traffic Volume

(vehicles)

| STATION / DIREC / TIME | B–29 (Si Lom) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Inbound | Outbound | Sub-total | Inbound | Outbound | Sub-total | Inbound | Outbound | Sub-total | Inbound | Outbound | Sub-total |
| 7 - 8 | 1,247 | 737 | 1,984 | | | | | | | | | |
| 8 - 9 | 1,527 | 928 | 2,455 | | | | | | | | | |
| 9 - 10 | 1,453 | 874 | 2,327 | | | | | | | | | |
| 10 - 11 | 1,551 | 1,261 | 2,812 | | | | | | | | | |
| 11 - 12 | 1,402 | 1,015 | 2,417 | | | | | | | | | |
| 12 - 13 | 1,370 | 1,358 | 2,728 | | | | | | | | | |
| 13 - 14 | 1,344 | 1,037 | 2,381 | | | | | | | | | |
| 14 - 15 | 1,256 | 1,145 | 2,401 | | | | | | | | | |
| 15 - 16 | 1,507 | 1,557 | 3,064 | | | | | | | | | |
| 16 - 17 | 1,265 | 1,221 | 2,486 | | | | | | | | | |
| 17 - 18 | 1,193 | 1,255 | 2,448 | | | | | | | | | |
| 18 - 19 | 1,295 | 1,512 | 2,807 | | | | | | | | | |
| Total | 16,410 | 13,900 | 30,310 | | | | | | | | | |
| DATE | Mar. 25 (Tue.), 1969 | | | | | | | | | | | |

Note Inbound : Traffic to C.B.D.

Outbound : Traffic from C.B.D.

## Hourly Traffic Volume at Intersection

Station No. C–1

Date: Mar. 26 (Wed.), 1969

(vehicles)

| FROM * / TO * / TIME | 2 | 3,4,5,6,7 | 1 | 3,4,5,6,7 | 1 | 2 | 3 | 4 | 6 | 5, 6, 7 |
|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 1 | 2 | 2 | 3, 4, 5, 6, 7 | 3, 4, 5, 6, 7 | 1, 2 | 1, 2 | 1, 2 | 1, 2 |
| 7 - 8 | 262 | 108 | 197 | 491 | 244 | 708 | 76 | 146 | 325 | 336 |
| 8 - 9 | 305 | 144 | 224 | 648 | 314 | 900 | 134 | 217 | 331 | 434 |
| 9 - 10 | 210 | 140 | 223 | 684 | 257 | 880 | 157 | 218 | 219 | 333 |
| 10 - 11 | 193 | 98 | 215 | 729 | 263 | 863 | 161 | 225 | 390 | 330 |
| 11 - 12 | 209 | 153 | 204 | 699 | 304 | 945 | 143 | 220 | 464 | 433 |
| 12 - 13 | 154 | 75 | 199 | 612 | 229 | 889 | 99 | 239 | 299 | 347 |
| 13 - 14 | 242 | 121 | 183 | 588 | 262 | 870 | 126 | 310 | 188 | 379 |
| 14 - 15 | 141 | 74 | 191 | 612 | 252 | 952 | 111 | 237 | 288 | 347 |
| 15 - 16 | 193 | 110 | 166 | 616 | 237 | 773 | 114 | 390 | 336 | 405 |
| 16 - 17 | 173 | 71 | 251 | 638 | 328 | 905 | 125 | 191 | 338 | 642 |
| 17 - 18 | 248 | 80 | 199 | 546 | 211 | 738 | 87 | 311 | 335 | 416 |
| 18 - 19 | 125 | 60 | 185 | 464 | 170 | 694 | 99 | 125 | 303 | 341 |
| Total | 2,455 | 1,234 | 2,437 | 7,327 | 3,071 | 10,117 | 1,432 | 2,829 | 3,816 | 4,713 |

Note * : Ref. to Page 37

## Hourly Traffic Volume at Intersection

Station No. C–1 Date: Mar. 26 (Wed.), 1969

(vehicles)

| FROM * / TO * / TIME | 1, 2 | 4 | 5, 6, 7 | 1, 2 | 3 | 5, 6, 7 | 5 | 6 | 7 | 1, 2, 3, 4 |
|---|---|---|---|---|---|---|---|---|---|---|
| | 3 | 3 | 3 | 4 | 4 | 4 | 1, 2, 3, 4 | 1, 2, 3, 4 | 1, 2, 3, 4 | 5 |
| 7 - 8 | 403 | 247 | 609 | 242 | 240 | 0 | 53 | 780 | 77 | 90 |
| 8 - 9 | 522 | 273 | 904 | 269 | 478 | 0 | 117 | 888 | 109 | 210 |
| 9 - 10 | 418 | 280 | 1,151 | 294 | 452 | 0 | 182 | 1,092 | 91 | 146 |
| 10 - 11 | 488 | 252 | 1,019 | 322 | 321 | 0 | 221 | 1,280 | 104 | 130 |
| 11 - 12 | 602 | 320 | 790 | 398 | 278 | 8 | 192 | 1,150 | 159 | 120 |
| 12 - 13 | 421 | 249 | 838 | 270 | 245 | 4 | 154 | 925 | 105 | 78 |
| 13 - 14 | 527 | 302 | 856 | 237 | 306 | 4 | 196 | 914 | 107 | 166 |
| 14 - 15 | 481 | 226 | 914 | 231 | 340 | 3 | 208 | 1,062 | 100 | 195 |
| 15 - 16 | 470 | 236 | 1,016 | 345 | 205 | 11 | 191 | 902 | 97 | 59 |
| 16 - 17 | 617 | 253 | 1,134 | 342 | 229 | 10 | 356 | 1,159 | 221 | 50 |
| 17 - 18 | 373 | 210 | 1,037 | 328 | 279 | 14 | 77 | 1,833 | 152 | 22 |
| 18 - 19 | 442 | 195 | 799 | 224 | 292 | 11 | 38 | 857 | 192 | 17 |
| Total | 5,764 | 3,043 | 11,067 | 3,502 | 3,665 | 65 | 1,985 | 12,842 | 1,514 | 1,283 |

Note * : Ref. to Page 37

## Hourly Traffic Volume at Intersection

Station No. C–1

Date: Mar. 26 (Wed.), 1969

(vehicles)

| FROM * / TO * / TIME | 3 | 6 | 7 | 1, 2, 3, 4 | 5 | 7 | 1, 2, 3, 4 | 5 | 6 | 1, 2 |
|---|---|---|---|---|---|---|---|---|---|---|
| | 5 | 5 | 5 | 6 | 6 | 6 | 7 | 7 | 7 | 5, 6, 7 |
| 7 - 8 | 65 | 1 | 40 | 690 | 10 | 50 | 279 | 23 | 34 | 302 |
| 8 - 9 | 142 | 0 | 45 | 1, 110 | 7 | 44 | 374 | 46 | 61 | 415 |
| 9 - 10 | 89 | 0 | 47 | 1, 127 | 12 | 43 | 283 | 17 | 51 | 361 |
| 10 - 11 | 106 | 1 | 44 | 1, 098 | 13 | 48 | 228 | 20 | 29 | 367 |
| 11 - 12 | 86 | 0 | 37 | 907 | 18 | 41 | 200 | 26 | 42 | 335 |
| 12 - 13 | 36 | 1 | 35 | 795 | 22 | 45 | 193 | 8 | 53 | 289 |
| 13 - 14 | 86 | 4 | 48 | 1, 018 | 20 | 45 | 216 | 4 | 37 | 346 |
| 14 - 15 | 71 | 1 | 45 | 951 | 24 | 40 | 215 | 5 | 28 | 348 |
| 15 - 16 | 35 | 0 | 38 | 876 | 14 | 49 | 173 | 8 | 43 | 297 |
| 16 - 17 | 31 | 1 | 44 | 950 | 18 | 60 | 287 | 5 | 77 | 350 |
| 17 - 18 | 11 | 1 | 49 | 779 | 18 | 63 | 335 | 28 | 117 | 294 |
| 18 - 19 | 11 | 0 | 46 | 611 | 10 | 47 | 246 | 30 | 163 | 213 |
| Total | 769 | 10 | 518 | 10, 912 | 186 | 575 | 3, 029 | 220 | 735 | 3, 917 |

Note * : Ref. to Page 37

## Hourly Traffic Volume at Intersection

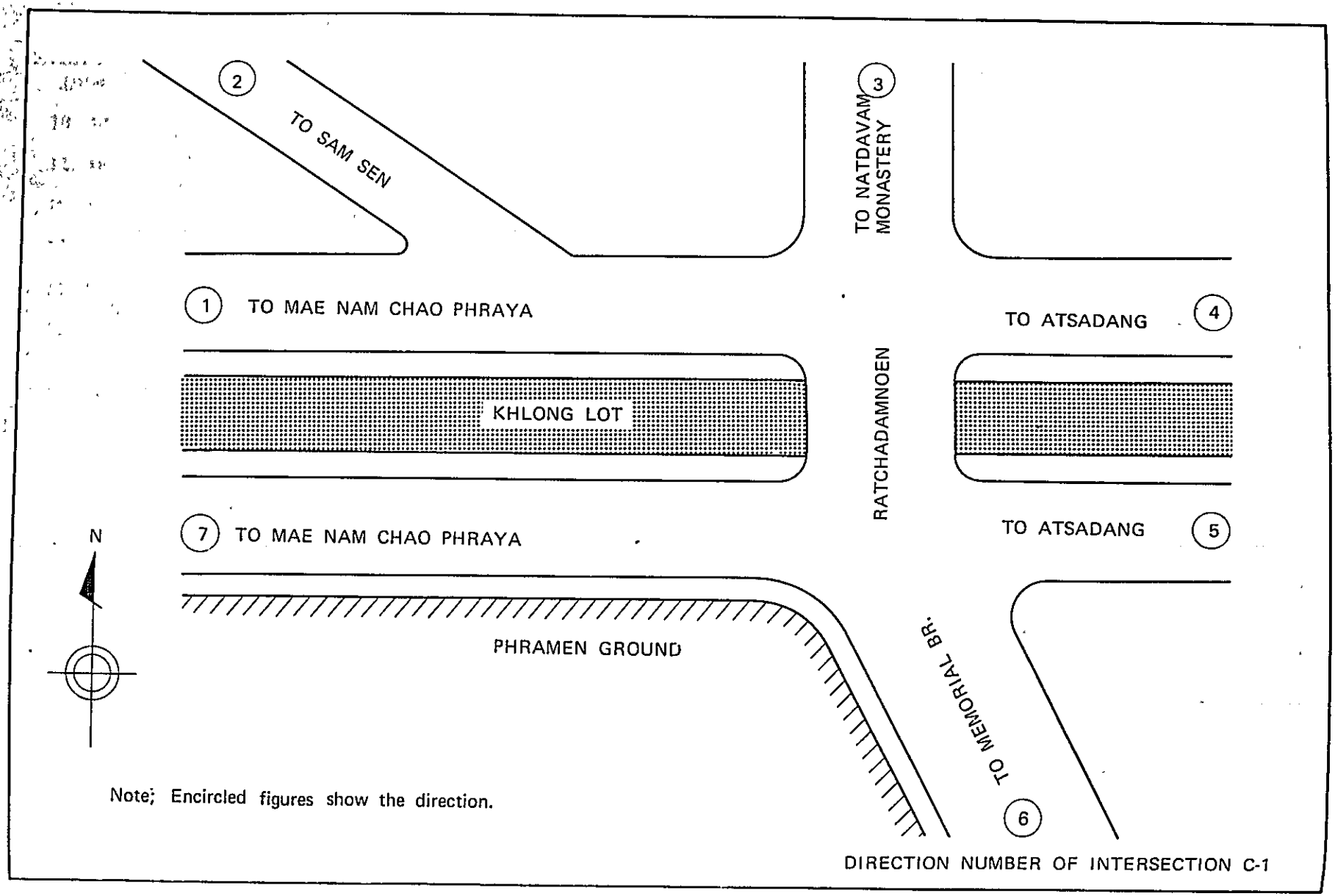
Station No. C–1

Date: Mar. 26 (Wed.), 1969

(vehicles)

| FROM * / TO * / TIME | 3 | 4 | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 5, 6, 7 | 5, 6, 7 | | | | | | | | |
| 7 - 8 | 676 | 2 | | | | | | | | |
| 8 - 9 | 1,062 | 6 | | | | | | | | |
| 9 - 10 | 794 | 4 | | | | | | | | |
| 10 - 11 | 1,017 | 7 | | | | | | | | |
| 11 - 12 | 786 | 7 | | | | | | | | |
| 12 - 13 | 635 | 4 | | | | | | | | |
| 13 - 14 | 883 | 5 | | | | | | | | |
| 14 - 15 | 889 | 4 | | | | | | | | |
| 15 - 16 | 807 | 10 | | | | | | | | |
| 16 - 17 | 854 | 1 | | | | | | | | |
| 17 - 18 | 734 | 0 | | | | | | | | |
| 18 - 19 | 631 | 17 | | | | | | | | |
| Total | 9,768 | 67 | | | | | | | | |

Note * : Ref. to Page 37


2
TO SAM SEN
3
TO NATDAVAM MONASTERY
1
TO MAE NAM CHAO PHRAYA
TO ATSADANG
4
KHLONG LOT
RATCHADAMNOEN
7
TO MAE NAM CHAO PHRAYA
TO ATSADANG
5
N
PHRAMEN GROUND
TO MEMORIAL BR.
6
Note; Encircled figures show the direction.
DIRECTION NUMBER OF INTERSECTION C-1

## Hourly Traffic Volume at Intersection

Station No. C–2 Date: Mar. 27 (Thu.), 1969

(vehicles)

| DIREC.* / TYPE / TIME | 3 → 1 | | | | | | | 4 → 1 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truck | Bus | Pass.car | Taxi | Samlor | Motorcycle | Total | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Total |
| 7 - 8 | 2 | 26 | 55 | 56 | 80 | 18 | 237 | 8 | 91 | 292 | 75 | 169 | 295 | 930 |
| 8 - 9 | 1 | 17 | 43 | 42 | 61 | 50 | 214 | 6 | 24 | 268 | 130 | 200 | 243 | 871 |
| 9 - 10 | 2 | 13 | 62 | 46 | 139 | 32 | 294 | 16 | 71 | 260 | 75 | 172 | 201 | 795 |
| 10 - 11 | 1 | 18 | 33 | 41 | 133 | 13 | 239 | 9 | 34 | 160 | 70 | 163 | 166 | 602 |
| 11 - 12 | 0 | 11 | 43 | 44 | 135 | 11 | 244 | 12 | 47 | 105 | 52 | 111 | 120 | 447 |
| 12 - 13 | 2 | 9 | 43 | 51 | 105 | 12 | 222 | 18 | 39 | 204 | 66 | 169 | 81 | 577 |
| 13 - 14 | 7 | 17 | 40 | 49 | 75 | 11 | 199 | 26 | 49 | 163 | 127 | 177 | 135 | 677 |
| 14 - 15 | 1 | 9 | 20 | 61 | 99 | 25 | 215 | 50 | 45 | 146 | 117 | 168 | 204 | 730 |
| 15 - 16 | 3 | 13 | 31 | 49 | 39 | 9 | 144 | 40 | 53 | 169 | 167 | 166 | 187 | 782 |
| 16 - 17 | 2 | 13 | 33 | 31 | 145 | 25 | 249 | 20 | 64 | 154 | 153 | 208 | 113 | 712 |
| 17 - 18 | 1 | 7 | 41 | 24 | 90 | 10 | 173 | 23 | 59 | 137 | 112 | 175 | 122 | 628 |
| 18 - 19 | 3 | 11 | 62 | 10 | 110 | 27 | 223 | 43 | 50 | 128 | 127 | 170 | 79 | 597 |
| Total | 25 | 164 | 506 | 504 | 1,211 | 243 | 2,653 | 271 | 626 | 2,186 | 1,271 | 2,048 | 1,946 | 8,348 |

Note * : Ref. to Page 40

## Hourly Traffic Volume at Intersection

Station No. C–2

Date: Mar. 27 (Thu.), 1969

(vehicles)

| DIREC.* / TYPE / TIME | 1 → 2 | | | | | | | 3 → 2 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Total | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Total |
| 7 - 8 | 5 | 82 | 42 | 87 | 186 | 41 | 443 | 9 | 9 | 55 | 32 | 52 | 4 | 161 |
| 8 - 9 | 10 | 90 | 55 | 82 | 230 | 35 | 502 | 14 | 7 | 54 | 34 | 49 | 28 | 186 |
| 9 - 10 | 22 | 68 | 86 | 72 | 188 | 50 | 486 | 7 | 7 | 25 | 20 | 29 | 7 | 95 |
| 10 - 11 | 17 | 60 | 85 | 59 | 162 | 76 | 459 | 14 | 8 | 32 | 24 | 52 | 2 | 132 |
| 11 - 12 | 29 | 49 | 81 | 57 | 147 | 54 | 417 | 21 | 6 | 23 | 9 | 47 | 2 | 108 |
| 12 - 13 | 14 | 57 | 66 | 69 | 151 | 48 | 405 | 14 | 4 | 76 | 27 | 5 | 12 | 138 |
| 13 - 14 | 19 | 80 | 73 | 52 | 152 | 45 | 421 | 10 | 4 | 44 | 34 | 1 | 5 | 98 |
| 14 - 15 | 10 | 44 | 76 | 61 | 149 | 83 | 423 | 0 | 1 | 16 | 16 | 5 | 6 | 44 |
| 15 - 16 | 23 | 51 | 78 | 62 | 203 | 51 | 468 | 8 | 4 | 28 | 6 | 4 | 1 | 51 |
| 16 - 17 | 11 | 68 | 106 | 61 | 208 | 77 | 531 | 6 | 4 | 48 | 29 | 19 | 8 | 114 |
| 17 - 18 | 28 | 92 | 143 | 42 | 175 | 124 | 604 | 6 | 5 | 41 | 11 | 16 | 8 | 87 |
| 18 - 19 | 16 | 77 | 110 | 90 | 230 | 103 | 626 | 2 | 3 | 61 | 20 | 5 | 12 | 103 |
| Total | 204 | 818 | 1,001 | 794 | 2,181 | 787 | 5,785 | 111 | 62 | 503 | 262 | 284 | 95 | 1,317 |

Note * : Ref. to Page 40

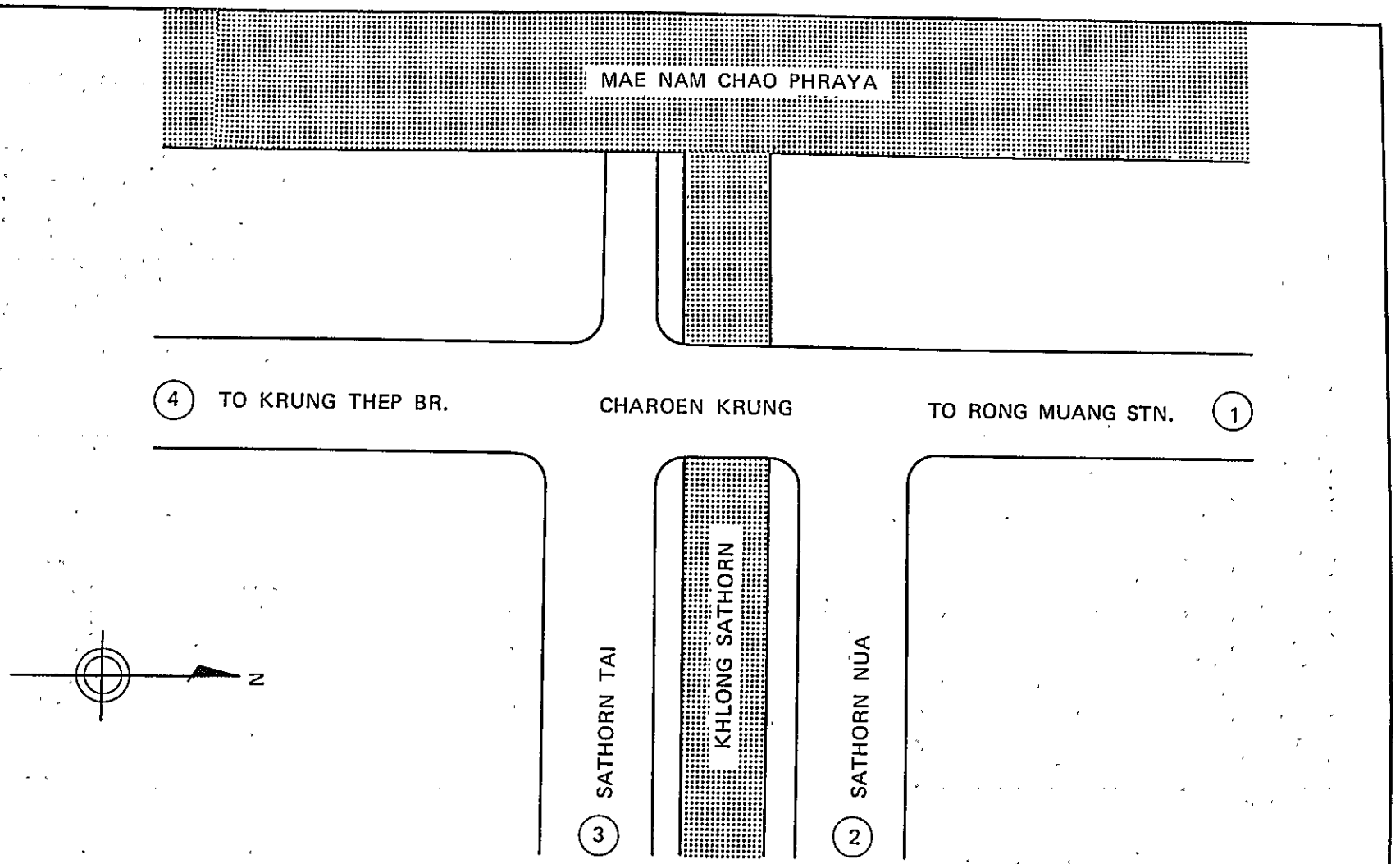
## Hourly Traffic Volume at Intersection

Station No. C–2 Date: Mar. 27 (Thu.), 1969

(vehicles)

| DIREC.* / TYPE / TIME | 4 → 2 | | | | | | | 3 → 4 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Truck | Bus | Pass.car | Taxi | Samlor | Motorcycle | Total | Truck | Bus | Pass. car | Taxi | Samlor | Motorcycle | Total |
| 7 - 8 | 110 | 39 | 444 | 47 | 44 | 141 | 825 | 125 | 81 | 317 | 135 | 217 | 159 | 1,034 |
| 8 - 9 | 159 | 24 | 293 | 48 | 50 | 102 | 676 | 190 | 96 | 323 | 111 | 213 | 124 | 1,057 |
| 9 - 10 | 218 | 20 | 261 | 54 | 70 | 81 | 704 | 258 | 86 | 272 | 96 | 175 | 197 | 1,084 |
| 10 - 11 | 264 | 21 | 85 | 31 | 24 | 31 | 456 | 251 | 60 | 326 | 107 | 175 | 164 | 1,083 |
| 11 - 12 | 258 | 15 | 160 | 36 | 19 | 21 | 509 | 255 | 42 | 268 | 142 | 183 | 176 | 1,066 |
| 12 - 13 | 256 | 33 | 145 | 17 | 31 | 35 | 517 | 216 | 46 | 237 | 139 | 187 | 124 | 949 |
| 13 - 14 | 241 | 18 | 155 | 56 | 26 | 43 | 539 | 216 | 65 | 302 | 153 | 198 | 166 | 1,100 |
| 14 - 15 | 205 | 16 | 142 | 52 | 25 | 30 | 470 | 229 | 93 | 317 | 164 | 124 | 129 | 1,056 |
| 15 - 16 | 144 | 16 | 89 | 55 | 31 | 49 | 384 | 212 | 70 | 320 | 126 | 157 | 151 | 1,036 |
| 16 - 17 | 229 | 28 | 219 | 60 | 29 | 38 | 603 | 249 | 156 | 468 | 208 | 185 | 199 | 1,465 |
| 17 - 18 | 154 | 27 | 205 | 47 | 23 | 43 | 499 | 166 | 105 | 613 | 96 | 208 | 321 | 1,509 |
| 18 - 19 | 86 | 32 | 174 | 66 | 43 | 47 | 448 | 73 | 84 | 381 | 147 | 156 | 165 | 1,006 |
| Total | 2,324 | 289 | 2,372 | 569 | 415 | 661 | 6,630 | 2,440 | 984 | 4,144 | 1,624 | 2,178 | 2,075 | 13,445 |

Note * : Ref. to Page 40

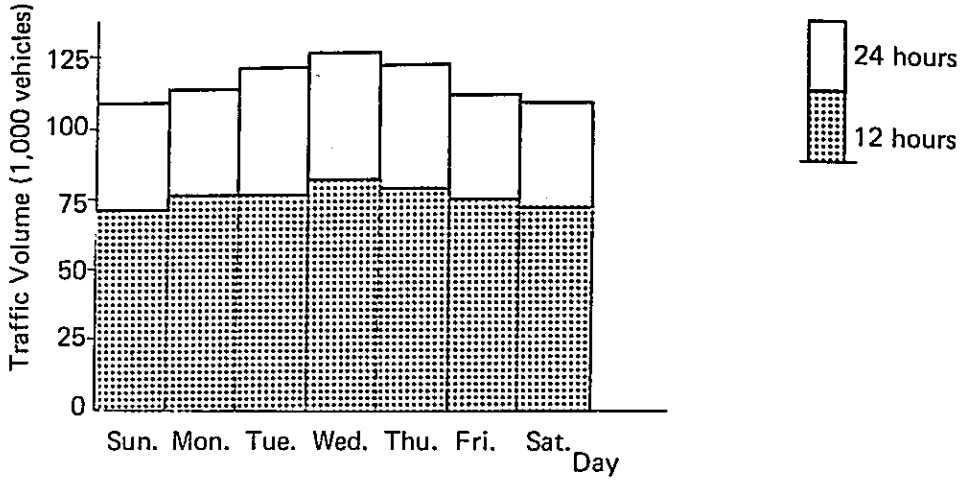



Note; Encircled figures show the ditection.

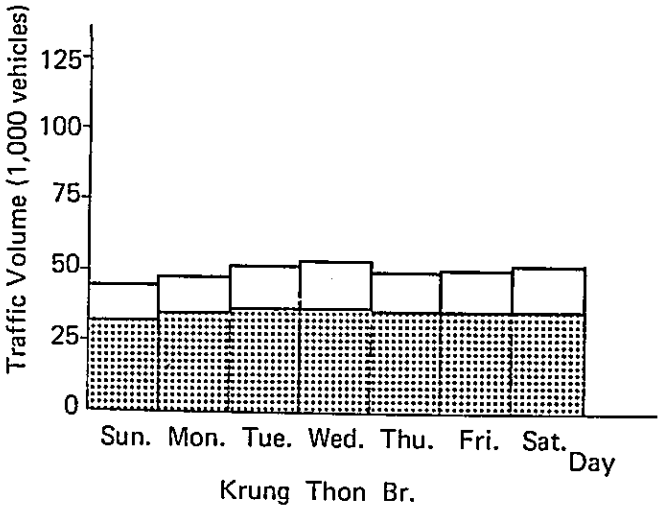
DIRECTION NUMBER OF INTERSECTION C-2

# 週　間　交　通　量　調　査

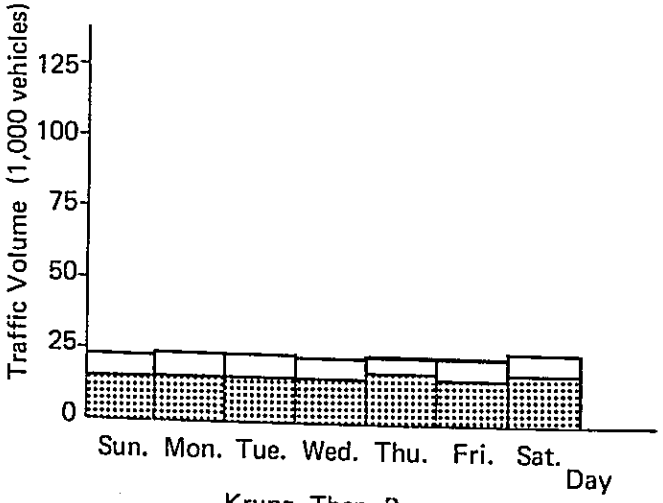
Weekly Traffic Volume at Bridges




Memorial Br.




Krung Thon Br.




Krung Thep Br.

# 走　行　調　査

## Travel Time by Road Sections

Date: Apr. 2 (Wed.), 1969 Used Car: Microbus (Volkswagen)

Starting Time: 15:10

| Route | Check Point * | Distance (Km) | One Way | | | | Return Way | | | | Average Speed (Km/hr.) | The Number of Lanes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | | |
| Si Lom | 13 | | | | | | | | | | | |
| | | 2.05 | 180" | 19" | 161" | 41.0 | 275" | 67" | 208" | 26.8 | 33.9 | 4 |
| | 21 | | | | | | | | | | | |
| | | 0.34 | 72" | 0" | 72" | 17.0 | 75" | 0 | 75" | 16.3 | 16.7 | 4 |
| | 22 | | | | | | | | | | | |
| Rat Damri | | 0.58 | 48" | 0 | 48" | 43.5 | 53" | 0 | 53" | 39.4 | 41.5 | 6 |
| | 29 | | | | | | | | | | | |
| | | 1.14 | 206" | 125" | 81" | 19.9 | 71" | 0 | 71" | 57.9 | 38.9 | 4 |
| | 30 | | | | | | | | | | | |
| | | 0.62 | 68" | 0 | 68" | 32.8 | 195" | 131" | 64" | 11.4 | 22.1 | 4 |
| | 31 | | | | | | | | | | | |
| | | 0.66 | 165" | 57" | 108" | 14.4 | 166" | 6" | 160" | 14.3 | 14.4 | 4 |
| | 32 | | | | | | | | | | | |
| | | 0.73 | 93" | 0 | 93" | 28.2 | 85" | 0 | 85" | 30.9 | 29.6 | 4 |
| | 33 | | | | | | | | | | | |
| Rat Withi | | 0.54 | 63" | 0 | 63" | 30.8 | 52" | 0 | 52" | 37.4 | 34.1 | 4 |
| | 44 | | | | | | | | | | | |
| | | 1.14 | 133" | 54" | 79" | 30.8 | 85" | 0 | 85" | 48.2 | 39.5 | 4 |
| | 53 | | | | | | | | | | | |
| | | 0.34 | 28" | 0 | 28" | 43.7 | 15" | 0 | 15" | 81.6 | 62.7 | 4 |
| | 86 | | | | | | | | | | | |
| | | 0.82 | 87" | 0 | 87" | 34.0 | 72" | 0 | 72" | 40.0 | 37.0 | 2 |
| | 85 | | | | | | | | | | | |
| | | 0.89 | 105" | 22" | 83" | 30.3 | 150" | 35" | 115" | 21.2 | 25.8 | 2 |
| | 84 | | | | | | | | | | | |
| | | 0.41 | 114" | 62" | 52" | 12.9 | 158" | 38" | 120" | 9.3 | 11.1 | 2 |
| | 83 | | | | | | | | | | | |
| | | 1.66 | 129" | 0 | 129" | 46.3 | - | - | - | - | 46.3 | 4 |
| | 82 | | | | | | | | | | | |

Note * : Ref. to Page 63

## Travel Time by Road Sections

Date: Apr. 2 (Wed.), 1969

Used Car: Microbus (Volkswagen)

Starting Time: 14:20

| Route | Check Point * | Distance (Km) | One Way | | | | Return Way | | | | Average Speed (Km/hr.) | The Number of Lanes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr) | Travel Time (Sec) | Stopping Time (Sec) | Running Time (Sec.) | Travel Speed (Km/hr.) | | |
| Thaya Thai | 26 | | | | | | | | | | | |
| | | 1.49 | 228" | 66" | 162" | 23.5 | 192" | 11" | 181" | 28.0 | 25.8 | 6 |
| | 41 | | | | | | | | | | | |
| | | 0.78 | 243" | 110" | 133" | 11.6 | 108" | 25" | 83" | 26.0 | 18.8 | 4/6 |
| | 42 | | | | | | | | | | | |
| | | 0.60 | 69" | 0 | 69" | 31.3 | 147" | 62" | 85" | 14.7 | 23.0 | 6 |
| | 43 | | | | | | | | | | | |
| | | 0.90 | 81" | 0 | 81" | 40.0 | 77" | 0 | 77" | 42.0 | 41.0 | 4 |
| | 44 | | | | | | | | | | | |
| Phahon Yothin | | 2.92 | 293" | 45" | 248" | 35.9 | 232" | 0 | 232" | 45.3 | 40.6 | 4 |
| | 45 | | | | | | | | | | | |
| | | 0.79 | 50" | 0 | 50" | 56.9 | 109" | 8 | 101" | 25.8 | 41.4 | 4/6 |
| | 46 | | | | | | | | | | | |
| | | 2.02 | 154" | 0 | 154" | 47.1 | 177" | 0 | 177" | 41.1 | 44.1 | 4 |
| | 47 | | | | | | | | | | | |
| Mittraphap | | 2.30 | 185" | 42" | 143" | 44.7 | 115" | 0 | 115" | 88.0 | 66.4 | 4 |
| | 35 | | | | | | | | | | | |
| | | 3.24 | 177" | 0 | 177" | 65.9 | 149" | 0 | 149" | 78.3 | 72.1 | 4 |
| | 34 | | | | | | | | | | | |
| | | 0.63 | 53" | 0 | 53" | 42.8 | 48" | 0 | 48" | 47.2 | 45.0 | 4 |
| | 33 | | | | | | | | | | | |

Note * : Ref. to Page 63

## Travel Time by Road Sections

Date: Apr. 4 (Fri.), 1969 Used Car: Van (Toyota Crown)

Starting Time: 14:08

| Route | Check Point * | Distance (Km) | One Way | | | | Return Way | | | | Average Speed (Km/hr.) | The Number of Lanes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | | |
| Sukhum Wit | 70-2 | | | | | | | | | | | |
| | | 3.15 | 236" | 0 | 236" | 48.0 | 248" | 20" | 228" | 45.7 | 46.9 | 4/6 |
| | 70 | | | | | | | | | | | |
| | | 1.65 | 151" | 15" | 136" | 49.3 | 342" | 128" | 214" | 17.4 | 33.4 | 4/6 |
| | 39 | | | | | | | | | | | |
| Rama 1 | | 0.41 | 93" | 10" | 83" | 15.9 | 56" | 0 | 56" | 26.4 | 21.2 | 4 |
| | 69 | | | | | | | | | | | |
| | | 0.41 | 100" | 16" | 84" | 14.8 | 113" | 0 | 113" | 13.1 | 14.0 | 4 |
| | 30 | | | | | | | | | | | |
| | | 0.48 | 89" | 25" | 64" | 19.4 | 352" | 172" | 180" | 49.0 | 34.2 | 4 |
| | 68 | | | | | | | | | | | |
| | | 0.57 | 97" | 5" | 92" | 21.1 | 66" | 0 | 66" | 33.6 | 27.4 | 4 |
| | 41 | | | | | | | | | | | |
| | | 0.77 | 133" | 0 | 133" | 20.8 | 148" | 0 | 148" | 18.7 | 19.8 | 2/4 |
| | 49 | | | | | | | | | | | |
| | | 0.76 | 91" | 0 | 91" | 30.0 | 108" | 0 | 108" | 25.3 | 27.7 | 4/6 |
| | 67 | | | | | | | | | | | |
| Bamrung Muang | | 0.39 | 57" | 7 | 50" | 24.6 | - | - | - | - | 24.6 | 3 |
| | 67-2 | | | | | | | | | | | |
| | | 0.49 | 58" | 0 | 58" | 30.4 | - | - | - | - | 30.4 | 3 |
| | 66-2 | | | | | | | | | | | |
| | | 0.51 | 51" | 0 | 51" | 36.0 | 150" | 60" | 90" | 67.1 | 51.6 | 3 |
| | 66 | | | | | | | | | | | |
| | | 0.68 | 169" | 42" | 127" | 14.5 | 287" | 70" | 217" | 85.1 | 49.8 | 2/4 |
| | 65 | | | | | | | | | | | |
| | | 0.47 | 60" | 5" | 55" | 28.2 | 159" | 70" | 89" | 10.7 | 19.5 | 2/4 |
| | 64 | | | | | | | | | | | |
| | | 0.42 | 47" | 0 | 47" | 32.2 | 47" | 0 | 47" | 32.2 | 32.2 | 2 |
| | 63 | | | | | | | | | | | |
| | | 0.28 | 64" | 5" | 59" | 15.8 | 42" | 0 | 42" | 24.0 | 19.9 | 2 |
| | 62 | | | | | | | | | | | |
| | | 0.20 | 31" | 0 | 31" | 23.2 | 27" | 0 | 27" | 26.6 | 24.9 | 2 |
| | 61 | | | | | | | | | | | |

Note * : Ref. to Page 63

## Travel Time by Road Sections

Date: Apr. 4 (Fr.), 1969

Used Car: Van (Toyota Crown)

Starting Time: 15:27

| Route | Check Point * | Distance (Km) | One Way | | | | Return Way | | | | Average Speed (Km/hr.) | The Number of Lanes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | | |
| Lan Luang | 71 | | | | | | | | | | | |
| | | 0.39 | 37" | 0 | 37" | 38.0 | 70" | 20" | 50" | 20.1 | 29.0 | 2/4 |
| | 72 | | | | | | | | | | | |
| | | 0.73 | 120" | 48" | 72" | 21.9 | 122" | 39" | 83" | 21.5 | 21.7 | 2/4 |
| | 73 | | | | | | | | | | | |
| | | 0.47 | 133" | 62" | 71" | 12.7 | 113" | 47" | 66" | 15.0 | 13.9 | 4 |
| | 74 | | | | | | | | | | | |
| Phet Buri | | 0.34 | 42" | 0 | 42" | 29.1 | 183" | 99" | 84" | 66.9 | 48.0 | 4/6 |
| | 51 | | | | | | | | | | | |
| | | 0.42 | 44" | 0 | 44" | 34.4 | 52" | 0 | 52" | 29.1 | 26.8 | 4/6 |
| | 50 | | | | | | | | | | | |
| | | 0.56 | 104" | 31" | 73" | 19.4 | 92" | 27" | 65" | 21.9 | 20.7 | 4/6 |
| | 42 | | | | | | | | | | | |
| | | 1.15 | 111" | 0 | 111" | 37.3 | 151" | 46" | 105" | 27.4 | 27.4 | 4/6 |
| | 31 | | | | | | | | | | | |
| | | 0.44 | 35" | 0 | 35" | 45.2 | 35" | 0 | 35" | 45.3 | 45.3 | 4/6 |
| | 75 | | | | | | | | | | | |
| | | 0.41 | 132" | 15" | 117" | 11.2 | 75" | 0 | 75" | 19.7 | 15.5 | 4/6 |
| | 40 | | | | | | | | | | | |
| | | 1.65 | 84" | 0 | 84" | 70.8 | 222" | 66" | 156" | 27.7 | 49.3 | 4 |
| | 76 | | | | | | | | | | | |
| | | 3.10 | 197" | 0 | 197" | 56.6 | 208" | 23" | 185" | 53.6 | 55.1 | 4 |
| | 76-2 | | | | | | | | | | | |

Note * : Ref. to Page 63

## Travel Time by Road Sections

Date: Apr. 8 (Tue.), 1969 Used Car: Landrover

Starting Time: 9:45

| Route | Check Point * | Distance (Km) | One Way | | | | Return Way | | | | Average Speed (Km/hr.) | The Number of Lanes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | | |
| Charoen Krung | 2 | | | | | | | | | | | |
| | | 0.38 | 78" | 18" | 60" | 17.5 | | | | | 17.5 | |
| | 3-1 | | | | | | | | | | | |
| | | 0.32 | 110" | 33" | 77" | 10.5 | | | | | 10.5 | |
| | 4-1 | | | | | | | | | | | |
| | | 0.32 | 85" | 34" | 51" | 13.6 | | | | | 13.6 | |
| | 5-1 | | | | | | | | | | | |
| | | 0.34 | 107" | 44" | 85" | 11.4 | | | | | 11.4 | |
| | 6 | | | | | | | | | | | |
| | | 0.25 | 75" | 22" | 53" | 12.0 | | | | | 12.0 | |
| | 7-1 | | | | | | | | | | | |
| | | 0.35 | 70" | 0 | 70" | 18.0 | | | | | 18.0 | |
| | 8-1 | | | | | | | | | | | |
| | | 0.34 | 225" | 65" | 160" | 5.4 | | | | | 5.4 | |
| | 8-2 | | | | | | | | | | | |
| | | 0.19 | 72" | 10" | 62" | 9.5 | | | | | 9.5 | |
| | 8-3 | | | | | | | | | | | |
| | | 0.51 | 333" | 123" | 210" | 5.5 | | | | | 5.5 | |
| | 9 | | | | | | | | | | | |
| | | 0.82 | 153" | 8" | 145" | 19.3 | | | | | 19.3 | |
| | 10 | | | | | | | | | | | |
| | | 0.44 | 47" | 0 | 47" | 33.7 | | | | | 33.7 | |
| | 11 | | | | | | | | | | | |
| | | 0.91 | 120" | 13" | 107" | 27.3 | | | | | 27.3 | |
| | 12 | | | | | | | | | | | |
| | | 0.34 | 133" | 44" | 89" | 9.2 | | | | | 9.2 | |
| | 13 | | | | | | | | | | | |
| | | 1.74 | 79" | 0 | 79" | 22.0 | | | | | 22.0 | |
| | 14-1 | | | | | | | | | | | |
| | | 0.51 | 57" | 0 | 57" | 32.2 | | | | | 32.2 | |
| | 15-1 | | | | | | | | | | | |
| | | 0.51 | 1,106" | 798" | 308" | 11.7 | | | | | 15.8 | |
| | 14-2 | | | | | | | | | | | |
| Krug Thep Br. | | 3.16 | 1,945" | 824" | 1,121" | 5.8 | | | | | 5.8 | |
| | 16 | | | | | | | | | | | |
| | | 1.27 | 95" | 0 | 95" | 48.1 | | | | | 48.1 | |
| | 208 | | | | | | | | | | | |
| | | 0.35 | 32" | 0 | 32" | 39.4 | | | | | 39.4 | |
| | 202 | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |

Note * : Ref. to Page 63

## Travel Time by Road Sections

Date: Apr. 8 (Tue.), 1969 Used Car: Landrover

Starting Time: 9:45

| Route | Check Point * | Distance (Km) | One Way | | | | Return Way | | | | Average Speed (Km/hr.) | The Number of Lanes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | | |
| Krug Thep Br | 202 | | | | | | | | | | | |
| | | 0.35 | | | | | 32" | 0" | 32" | 39.4 | 39.4 | |
| | 208 | | | | | | | | | | | |
| | | 1.27 | | | | | 95" | 0" | 95" | 48.1 | 48.1 | |
| | 16 | | | | | | | | | | | |
| Charoen Krung | | 3.16 | | | | | 2219" | 820" | 1399" | 5.1 | 5.1 | |
| | 14-2 | | | | | | | | | | | |
| | | 0.46 | | | | | 89" | 0" | 89" | 18.6 | 18.6 | |
| | 13 | | | | | | | | | | | |
| | | 0.34 | | | | | 49" | 0" | 49" | 25.0 | 25.0 | |
| | 12 | | | | | | | | | | | |
| | | 1.55 | | | | | 113" | 21" | 92" | 49.4 | 49.4 | |
| | 9 | | | | | | | | | | | |
| | | 0.63 | | | | | 63" | 0" | 63" | 36.0 | 36.0 | |
| | 8-2 | | | | | | | | | | | |
| | | 0.34 | | | | | 261" | 0" | 261" | 4.7 | 4.7 | |
| | 8-1 | | | | | | | | | | | |
| | | 0.89 | | | | | 219" | 18" | 201" | 14.6 | 14.6 | |
| | 5-2 | | | | | | | | | | | |
| | | 0.38 | | | | | 58" | 0" | 58" | 23.6 | 23.6 | |
| | 4-2 | | | | | | | | | | | |
| | | 0.22 | | | | | 70" | 30" | 40" | 11.3 | 11.3 | |
| | 3-2 | | | | | | | | | | | |
| | | 0.09 | | | | | 17" | 0" | 17" | 19.1 | 19.1 | |
| | 3-3 | | | | | | | | | | | |
| | | 0.32 | | | | | 44" | 0" | 44" | 26.2 | 26.2 | |
| | 2-2 | | | | | | | | | | | |

Note * : Ref. to Page 63

## Travel Time by Road Sections

Date: Apr. 8 (Tue.), 1969 Used Car: Van (Toyota Crown)

Starting Time: 14:11

| Route | Check Point * | Distance (Km) | One Way | | | | Return Way | | | | Average Speed (Km/hr.) | The Number of Lanes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | | |
| Maha Chai | 3-1 | 0.23 | 210" | 140" | 70" | 39.4 | | | | | 39.4 | |
| | 3-2 | 0.89 | 26" | 8" | 18" | 12.3 | | | | | 12.3 | |
| | 3-3 | 0.42 | 71" | 7" | 64" | 21.3 | | | | | 21.3 | |
| Memorial Br. | 17 | 0.49 | 120" | 16" | 104" | 14.7 | | | | | 14.7 | |
| | 18 | 0.57 | 49" | 0 | 49" | 41.8 | | | | | 38.9 | |
| | 205 | 0.42 | 53" | 8" | 45" | 28.5 | | | | | 29.4 | |
| Phra Chao Tak Sin | 204 | 0.53 | 60" | 9" | 51" | 31.8 | | | | | 29.2 | |
| | 203 | 0.25 | 323" | 0 | 323" | 27.8 | | | | | 28.3 | |
| | 202 | 11.1 | 173" | 12" | 161" | 23.0 | | | | | 23.7 | |
| | 201 | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Phra Chao Tak Sin | 201 | 11.1 | | | | | 165" | 20" | 145" | 24.3 | 24.3 | |
| | 202 | 0.25 | | | | | 311" | 33" | 278" | 28.8 | 28.8 | |
| | 203 | 0.53 | | | | | 72" | 14" | 58" | 26.5 | 26.5 | |
| | 204 | 0.42 | | | | | 50" | 0 | 50" | 30.3 | 30.3 | |
| | 205 | 0.57 | | | | | 58" | 0 | 58" | 35.4 | 35.4 | |
| Memorial Br. | 18 | 0.63 | | | | | 99" | 0 | 99" | 23.0 | 23.0 | |
| | 106 | 0.33 | | | | | 59" | 0 | 59" | 20.1 | 20.1 | 2/4 |
| | 107 | 0.20 | | | | | 40" | 0 | 40" | 18.0 | 18.0 | 2 |
| | 1 | 0.38 | | | | | 61" | 7" | 54" | 22.4 | 22.4 | 4 |
| | 2 | 0.38 | | | | | 115" | 0 | 115" | 13.8 | 13.8 | 4 3/5 |
| | 3-1 | | | | | | | | | | | |

Note * : Ref. to Page 63

## Travel Time by Road Sections

Date: Apr. 8 (Tue.), 1969

Used Car: Van (Toyota Crown)

Starting Time: 14:55

| Route | Check Point * | Distance (Km) | One Way | | | | Return Way | | | | Average Speed (Km/hr.) | The Number of Lanes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | | |
| Rama 5 | 87 | | | | | | | | | | | |
| | | 0.33 | 27" | 0 | 27" | 44.0 | 22" | 0 | 22" | 54.0 | 49.0 | 2 |
| | 88 | | | | | | | | | | | |
| | | 0.40 | 62" | 19" | 43" | 23.2 | 31" | 0 | 31" | 46.4 | 34.8 | 2 |
| | 80 | | | | | | | | | | | |
| | | 0.89 | 81" | 25" | 56" | 39.5 | 76" | 11" | 65" | 42.1 | 40.8 | 2 |
| | 85 | | | | | | | | | | | |
| | | 0.71 | 232" | 36" | 196" | 11.0 | 248" | 18" | 230" | 10.3 | 10.7 | |
| | 89 | | | | | | | | | | | |
| | | 0.49 | 43" | 0 | 43" | 41.0 | 70" | 18" | 52" | 25.2 | 33.1 | 2 |
| | 90 | | | | | | | | | | | |
| | | 2.03 | 156" | 0 | 156" | 47.5 | 175" | 0 | 175" | 42.4 | 45.0 | 2 |
| | 56 | | | | | | | | | | | |
| | | 0.63 | 77" | 0 | 77" | 29.4 | 140" | 0 | 140" | 16.2 | 22.8 | 2/4 |
| | 57 | | | | | | | | | | | |
| | | 0.57 | 67" | 0 | 67" | 30.6 | 71" | 0 | 71" | 28.9 | 29.8 | 2/4 |
| | 58 | | | | | | | | | | | |
| | | 2.66 | 274" | 3" | 271" | 35.0 | 228" | 0 | 228" | 42.0 | 38.5 | 2 |
| *1 | 59 | | | | | | | | | | | |
| | | 1.79 | 186" | 0 | 186" | 34.4 | 136" | 0 | 136" | 47.5 | 41.0 | 2 |
| | 60 | | | | | | | | | | | |
| | | 1.41 | 156" | 0 | 156" | 32.6 | 164" | 0 | 164" | 31.4 | 32.0 | 2 |
| *2 | 213 | | | | | | | | | | | |
| | | 3.54 | 345" | 0 | 345" | 37.0 | 301" | 0 | 301" | 42.4 | 39.7 | 2 |
| *3 | 82 | | | | | | | | | | | |

*1 : Wong Sawang

*2 : Rama 6 Br.

*3 : Charan Sanit Wong

Note * : Ref. to Page 63

## Travel Time by Road Sections

Date: Apr. 9 (Wed.), 1969 Used Car: Landrover

Starting Time: 10:10

| Route | Check Point * | Distance (Km) | One Way | | | | Return Way | | | | Average Speed (Km/hr.) | The Number of Lanes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | | |
| Sam Sen | 91 | | | | | | | | | | | |
| | | 0.63 | 126" | 23" | 103" | 18.0 | 83" | 0 | 83" | 27.4 | 22.7 | 2/4 |
| | 92 | | | | | | | | | | | |
| | | 0.51 | 71" | 0 | 71" | 25.6 | 128" | 31" | 97" | 14.4 | 20.0 | 2/4 |
| | 93 | | | | | | | | | | | |
| | | 0.42 | 62" | 0 | 62" | 24.3 | 61" | 0 | 61" | 24.8 | 24.6 | 2/4 |
| | 94 | | | | | | | | | | | |
| | | 0.20 | 39" | 7" | 32" | 18.4 | 54" | 11" | 43" | 13.3 | 15.9 | 4 |
| | 77 | | | | | | | | | | | |
| | | 0.89 | 144" | 38" | 106" | 22.3 | 88" | 0 | 88" | 36.4 | 29.4 | $\frac{2}{4}$ - $\frac{4}{4}$ |
| | 83 | | | | | | | | | | | |
| Pracharat Sai Thii | | 0.87 | 114" | 0 | 114" | 27.5 | 279" | 159" | 120" | 12.4 | 20.0 | 2/4 |
| | 95 | | | | | | | | | | | |
| | | 0.56 | 79" | 9" | 70" | 25.5 | 61" | 0 | 61" | 33.0 | 29.3 | 2/4 |
| | 96 | | | | | | | | | | | |
| | | 1.14 | 134" | 0 | 134" | 30.6 | 140" | 18" | 122" | 26.1 | 28.4 | 2/4 |
| | 97 | | | | | | | | | | | |
| | | 1.01 | 118" | 0 | 118" | 30.8 | 136" | 0 | 136" | 26.8 | 28.9 | 2 |
| | 98 | | | | | | | | | | | |
| | | 0.89 | 131" | 0 | 131" | 24.5 | 117" | 0 | 117" | 27.4 | 26.0 | 2 |
| | 99 | | | | | | | | | | | |
| | | 0.89 | 123" | 0 | 123" | 26.0 | 122" | 7 | 115" | 26.3 | 26.1 | 2 |
| | 60 | | | | | | | | | | | |

Note * : Ref. to Page 63

## Travel Time by Road Sections

Date: Apr. 9 (Wed.), 1969 Used Car: Van (Toyota Crown)

Starting Time: 13:45

| Route | Check Point * | Distance (Km) | One Way | | | | Return Way | | | | Average Speed (Km/hr.) | The Number of Lanes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr) | | |
| Ratchadamnoen Nok | 79 | | | | | | | | | | | |
| | | 0.57 | 45" | 0 | 45" | 45.5 | 95" | 40" | 55" | 21.6 | 33.6 | 4 |
| | 111 | | | | | | | | | | | |
| | | 0.46 | 83" | 37" | 46" | 20.0 | 104" | 0 | 104" | 15.9 | 18.0 | 4 |
| | 101 | | | | | | | | | | | |
| | | 0.51 | 112" | 40" | 72" | 16.4 | - | - | - | - | 16.4 | 4 |
| | 71 | | | | | | | | | | | |
| | | 0.42 | 71" | 20" | 51" | 21.3 | 141" | 46" | 95" | 10.7 | 16.0 | 4 |
| | 110 | | | | | | | | | | | |
| | | 0.76 | 88" | 22" | 66" | 31.1 | 75" | 0 | 75" | 36.4 | 33.8 | 4 |
| | 108 | | | | | | | | | | | |
| | | 0.55 | 51" | 0 | 51" | 38.8 | 47" | 0 | 47" | 42.1 | 40.5 | 4 |
| Ratchadamnoen Nai | 113 | | | | | | | | | | | |
| | | 0.56 | 39" | 0 | 39" | 51.7 | 70" | 0 | 70" | 28.8 | 40.3 | 4 |
| | 112 | | | | | | | | | | | |
| | | 0.51 | 109" | 0 | 109" | 16.8 | 48" | 0 | 48" | 38.2 | 27.5 | 4 |
| | 106 | | | | | | | | | | | |

Note * : Ref. to Page 63

## Travel Time by Road Sections

Date: Apr. 9 (Wed.), 1969 Used Car: Van (Toyota Crown)

Starting Time: 14:10

| Route | Check Point * | Distance (Km) | One Way | | | | Return Way | | | | Average Speed (Km/hr.) | The Number of Lanes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | | |
| Atsadang | 106 | | | | | | | | | | | |
| | | 0.33 | 32" | 0 | 32 | 37.1 | 98" | 0 | 98" | 12.1 | 24.6 | 2/4 |
| | 107 | | | | | | | | | | | |
| | | 0.38 | 23" | 0 | 23 | 59.6 | 29" | 0 | 29" | 47.1 | 53.4 | 2/4 |
| | 1 | | | | | | | | | | | |
| | | 0.44 | 38" | 0 | 38 | 41.7 | 26" | 0 | 26" | 60.9 | 51.3 | 2/4 |
| | 61 | | | | | | | | | | | |
| | | 0.65 | 66" | 0 | 66 | 35.4 | - | - | - | 22.0 | 28.7 | 4 |
| | 108 | | | | | | | | | | | |
| | | 0.11 | - | - | - | - | - | - | - | 22.0 | 22.0 | 4 |
| | 91 | | | | | | | | | | | |
| | | 0.43 | 48" | 0 | 48 | 32.3 | 90" | 0 | 90" | 22.0 | 27.2 | 4 |
| | 109 | | | | | | | | | | | |

Note * : Ref. to Page 63

## Travel Time by Road Sections

Date: Apr. 9 (Wed.), 1969 Used Car: Landrover

Starting Time: 10:08

| Route | Check Point * | Distance (Km) | One Way | | | | Return Way | | | | Average Speed (Km/hr.) | The Number of Lanes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | | |
| Rama 6 | 25 | | | | | | | | | | | |
| | | 0.55 | 102" | 0 | 102" | 19.4 | 125" | 0 | 125" | 15.8 | 17.6 | 2/4 |
| | 48 | | | | | | | | | | | |
| | | 0.78 | 120" | 8" | 112" | 23.4 | 85" | 0 | 85" | 33.0 | 28.2 | 2/4 |
| | 49 | | | | | | | | | | | |
| | | 0.89 | 246" | 48" | 198" | 13.9 | 116" | 0 | 116" | 27.6 | 20.8 | 4 |
| | 50 | | | | | | | | | | | |
| | | 0.42 | 31" | 0 | 31" | 48.8 | 144" | 66" | 78" | 11.0 | 29.9 | 4 |
| | 51 | | | | | | | | | | | |
| | | 0.67 | 152" | 67" | 85" | 15.9 | 116" | 31" | 85" | 20.8 | 18.4 | 6 |
| | 52 | | | | | | | | | | | |
| | | 0.89 | 142" | 75" | 67" | 22.6 | 77" | 0 | 77" | 41.6 | 32.1 | 4 |
| | 53 | | | | | | | | | | | |
| | | 0.71 | 65" | 0 | 65" | 39.3 | - | - | - | 38.1 | 38.7 | 4 |
| | 54 | | | | | | | | | | | |
| | | 2.02 | 184" | 35" | 149" | 39.5 | 258" | 46" | 212" | 38.1 | 38.8 | 4 |
| | 55 | | | | | | | | | | | |
| | | 1.27 | 181" | 40" | 141" | 25.3 | 189" | 12" | 177" | 24.2 | 24.8 | 4 |
| | 56 | | | | | | | | | | | |
| | | 0.63 | 105" | 0 | 105" | 21.6 | 95" | 0 | 95" | 23.9 | 22.8 | 2 |
| | 57 | | | | | | | | | | | |
| | | 0.57 | 72" | 0 | 72" | 28.5 | 74" | 0 | 74" | 27.7 | 28.1 | 2 |
| | 58 | | | | | | | | | | | |
| | | 1.04 | 113" | 0 | 113" | 33.1 | 117" | 0 | 117" | 32.0 | 32.6 | 2 |
| | 98 | | | | | | | | | | | |

Note * : Ref. to Page 63

## Travel Time by Road Sections

Date: Apr. 9 (Wed.), 1969 Used Car: Landrover

Starting Time: 11:00

| Route | Check Point * | Distance (Km) | One Way | | | | Return Way | | | | Average Speed (Km/hr.) | The Number of Lanes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | | |
| Si Ayutthaya | 77 | | | | | | | | | | | |
| | | 0.38 | 70" | 31" | 39" | 19.5 | 39" | 0 | 39" | 35.1 | 27.3 | 4 |
| | 78 | | | | | | | | | | | |
| | | 0.39 | 35" | 0 | 35" | 40.0 | 51" | 0 | 51" | 23.9 | 32.0 | 2 |
| | 79 | | | | | | | | | | | |
| | | 0.46 | 45" | 0 | 45" | 36.8 | 53" | 14" | 39" | 31.2 | 34.0 | 4 |
| | 80 | | | | | | | | | | | |
| | | 0.95 | 101" | 0 | 101" | 33.9 | 117" | 28" | 89" | 29.1 | 31.5 | 2 |
| | 81 | | | | | | | | | | | |
| | | 0.32 | 40" | 0 | 40" | 28.8 | 32" | 0 | 32" | 36.0 | 32.4 | 6 |
| | 52 | | | | | | | | | | | |
| | | 1.02 | 96" | 5" | 91" | 38.2 | 94" | 6" | 88" | 39.1 | 38.7 | 6 |
| | 43 | | | | | | | | | | | |
| | | 0.91 | 133" | 40" | 93" | 24.6 | 87" | 0 | 87" | 37.6 | 31.1 | 6 |
| | 32 | | | | | | | | | | | |

Note * : Ref. to Page 63

## Travel Time by Road Sections

Date: Apr. 9 (Wed.), 1969 Used Car: Van (Toyota Crown)

Starting Time: 15:45

| Route | Check Point * | Distance (Km) | One Way | | | | Return Way | | | | Average Speed (Km/hr.) | The Number of Lanes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | | |
| Sathorn | 14 | | | | | | | | | | | |
| | | 0.25 | - | - | - | - | 52" | 0 | 52" | 17.3 | 17.3 | 2 |
| | 15 | | | | | | | | | | | |
| | | 2.23 | 49" | 0 | 49" | 16.4 | 38" | 0 | 38" | 21.1 | 18.8 | 2 |
| | 19 | | | | | | | | | | | |
| | | - | 158" | 0 | 158" | - | 222" | 0 | 222" | - | - | 2 |
| | 20 | | | | | | | | | | | |
| Witthayu | | 0.90 | 70" | 0 | 70" | 46.3 | 81" | 0 | 81" | 40.0 | 43.2 | 4 |
| | 38 | | | | | | | | | | | |
| | | 1.04 | 63" | 0 | 63" | 59.5 | 71" | 0 | 71" | 52.7 | 56.1 | 4 |
| | 39 | | | | | | | | | | | |
| | | 0.71 | 133" | 0 | 133" | 19.2 | - | - | - | - | 19.2 | 4 |
| | 40 | | | | | | | | | | | |

Note * : Ref. to Page 63

## Travel Time by Road Sections

Date: Apr. 9 (Wed.), 1969 Used Car: Van (Toyota Crown)

Starting Time: 14:30

| Route | Check Point * | Distance (Km) | One Way | | | | Return Way | | | | Average Speed (Km/hr.) | The Number of Lanes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | | |
| Worachak | 104 | | | | | | | | | | | |
| | | 0.49 | 229" | 118" | 111" | 7.7 | - | - | - | - | 7.7 | |
| | 4-2 | | | | | | | | | | | |
| | | 0.22 | 154" | 47" | 107" | 5.1 | 165" | 88" | 77" | 4.8 | 5.0 | |
| | 4-1 | | | | | | | | | | | |
| | | 0.30 | 58" | 12" | 46" | 18.6 | 102" | 43" | 59" | 10.6 | 14.6 | |
| | 103 | | | | | | | | | | | |
| | | 0.48 | 59" | 0 | 59" | 29.3 | 76" | 12" | 64" | 22.8 | 26.1 | |
| | 65 | | | | | | | | | | | |
| | | 0.51 | 89" | 24" | 65" | 20.6 | 140" | 64" | 76" | 40.1 | 30.4 | |
| | 72 | | | | | | | | | | | |
| | | 0.19 | 44" | 9" | 35" | 15.5 | 57" | 24" | 33" | 12.0 | 13.8 | |
| | 102 | | | | | | | | | | | |
| Wisut Kasat | | 0.38 | 76" | 29" | 47" | 18.0 | 38" | 5" | 33" | 36.0 | 27.0 | |
| | 101 | | | | | | | | | | | |
| | | 0.48 | 47" | 0 | 47" | 36.7 | 95" | 47" | 48" | 18.2 | 27.5 | |
| | 100 | | | | | | | | | | | |
| | | 0.63 | 68" | 5" | 63" | 33.4 | 77" | 16" | 61" | 29.4 | 31.4 | |
| | 93 | | | | | | | | | | | |

Note * : Ref. to Page 63

## Travel Time by Road Sections

Date: Apr. 10 (Thu.), 1969 Used Car: Van (Toyota Crown)

Starting Time: 13:30

| Route | Check Point * | Distance (Km) | One Way | | | | Return Way | | | | Average Speed (Km/hr.) | The Number of Lanes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | | |
| Somdet Chao Phraya | 205 | | | | | | | | | | | |
| | | 0.72 | 63" | 0 | 63 | 41.1 | 59" | 0 | 59 | 43.9 | 42.5 | |
| | 206 | | | | | | | | | | | |
| | | 0.76 | 59" | 0 | 59 | 46.4 | 59" | 0 | 59 | 46.4 | 46.4 | |
| | 207 | | | | | | | | | | | |
| | | 4.65 | 343" | 0 | 343 | 48.8 | 325" | 0 | 325 | 51.5 | 50.2 | |
| * | 208 | | | | | | | | | | | |

* Charoen Nakhon

Note * : Ref. to Page 63

## Travel Time by Road Sections

Date: Apr. 10 (Thu.), 1969 Used Car: Van (Toyota Crown)

Starting Time: 10:00

| Route | Check Point * | Distance (Km) | One Way | | | | Return Way | | | | Average Speed (Km/hr.) | The Number of Lanes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | | |
| Rama 4 | 23 | | | | | | | | | | | |
| | | 0.24 | - | - | - | 51.6 | 37" | 0" | 37" | 23.3 | 37.5 | |
| | 24 | | | | | | | | | | | |
| | | 0.46 | - | - | - | 51.6 | 33" | 0" | 33" | 50.1 | 50.9 | 6 |
| | 25 | | | | | | | | | | | |
| | | 0.85 | 108" | 15" | 93" | 51.6 | 88" | 0" | 88" | 34.8 | 43.2 | 6/8 |
| | 26 | | | | | | | | | | | |
| | | 0.58 | 63" | 0 | 63" | 33.1 | 63" | 0" | 63" | 33.2 | 33.2 | 6/8 |
| | 27 | | | | | | | | | | | |
| | | 0.35 | 65" | 15" | 50" | 19.4 | 26" | 0" | 26" | 48.5 | 34.0 | 6 |
| | 22 | | | | | | | | | | | |
| | | 0.86 | 91" | 0" | 91" | 34.0 | 80" | 0" | 80" | 38.2 | 36.1 | 6 |
| | 20-1 | | | | | | | | | | | |
| | | 1.64 | 176" | 0" | 176" | 33.5 | 270" | 0" | 270" | 21.8 | 27.6 | 3 4 |
| | 28 | | | | | | | | | | | |

Note * : Ref. to Page 63

## Travel Time by Road Sections

Date: Apr. 10 (Thu.), 1969 Used Car: Van (Toyota Crown)

Starting Time: 13:50

| Route | Check Point * | Distance (Km) | One Way | | | | Return Way | | | | Average Speed (Km/hr.) | The Number of Lanes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | | |
| Lat Ya | 207 | | | | | | | | | | | |
| | | 0.77 | 50" | 0" | 50" | 55.5 | 60" | 0" | 60" | 46.2 | 50.9 | 2 |
| | 210 | | | | | | | | | | | |
| | | 0.99 | 117" | 21" | 96" | 34.0 | 84" | 0" | 84" | 42.4 | 38.2 | 2 |
| | 203 | | | | | | | | | | | |
| Inthara Phithak | | 0.85 | 106" | 0" | 106" | 28.8 | 113" | 0" | 113" | 27.0 | 27.9 | 4/6 |
| | 212 | | | | | | | | | | | |
| | | 1.27 | 68" | 0" | 68" | 67.3 | 85" | 0" | 85" | 54.0 | 60.7 | 4/6 |
| | 211 | | | | | | | | | | | |

Note * : Ref. to Page 63

## Travel Time by Road Sections

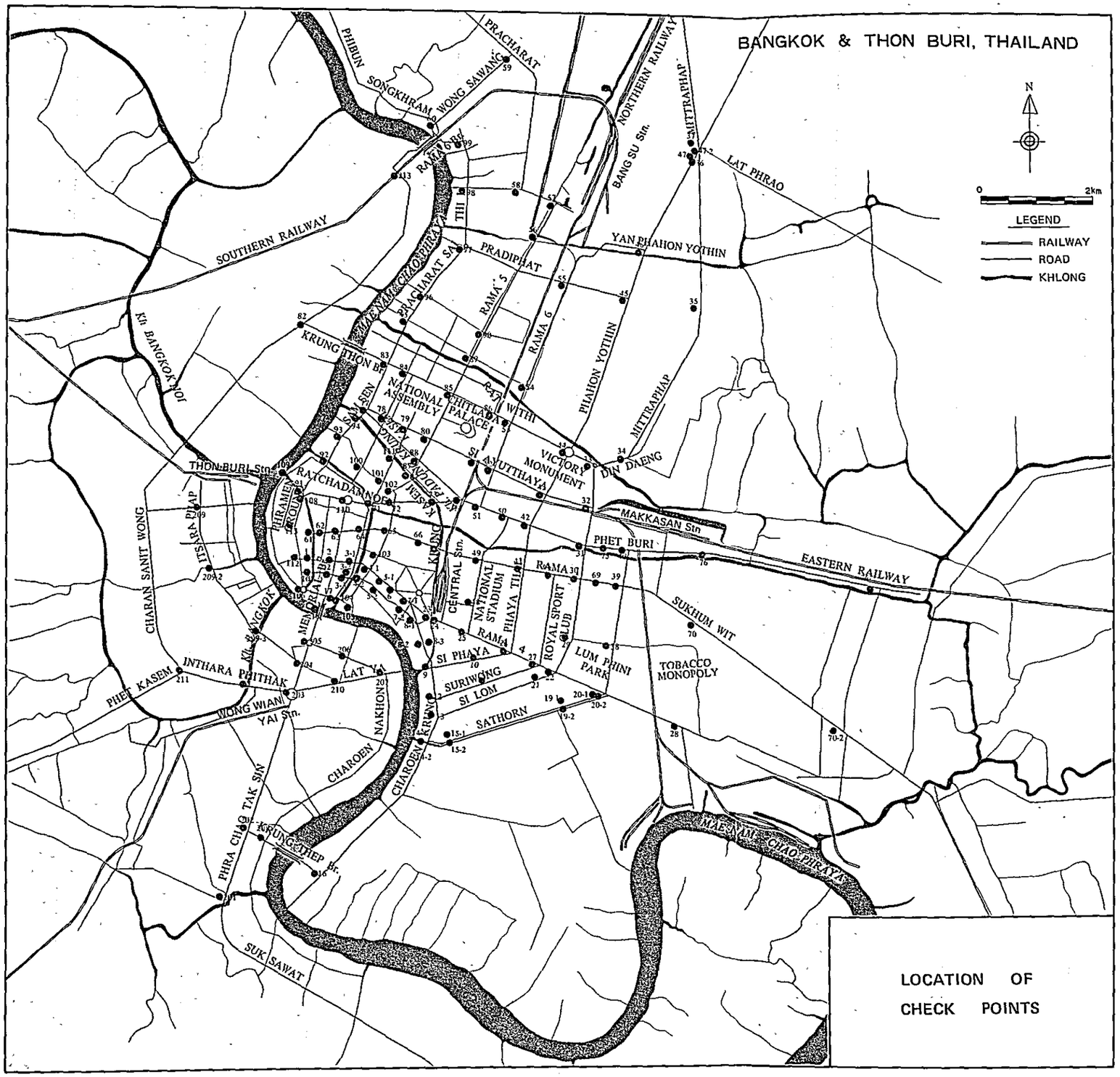
Date: Apr. 10 (Thu.), 1969 Used Car: Van (Toyota Crown)

Starting Time: 14:04

| Route | Check Point * | Distance (Km) | One Way | | | | Return Way | | | | Average Speed (Km/hr.) | The Number of Lanes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Travel Time (Sec) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | Travel Time (Sec.) | Stopping Time (Sec.) | Running Time (Sec.) | Travel Speed (Km/hr.) | | |
| | 210 | | | | | | | | | | | |
| Itsara Phap | | 0.82 | 65" | 0" | 65" | 45.5 | 55" | 0" | 55" | 53.7 | 49.6 | 2/4 |
| | 204 | | | | | | | | | | | |
| | | 0.89 | 91" | 0" | 91" | 35.2 | 94" | 8" | 86" | 34.1 | 34.6 | 2/4 |
| | 209-3 | | | | | | | | | | | |
| | | 1.39 | 115" | 0" | 115" | 43.6 | 68" | 0" | 68" | 73.6 | 58.6 | 4 2 |
| | 209-2 | | | | | | | | | | | |
| | | 1.14 | 103" | 0" | 103" | 39.8 | 168" | 0" | 168" | 24.4 | 32.1 | 4/4 2/4 |
| | 209 | | | | | | | | | | | |

Note * : Ref. to Page 63

# 渡　船　調　査


BANGKOK & THON BURI, THAILAND
N
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2km
LEGEND
RAILWAY
ROAD
KHLONG
PHIBUN SONGKHRAM
PRACHARAT
WONG SAWANG
NORTHERN RAILWAY
MITTRAPHAP
BANG SU Stn.
LAT PHRAO
SOUTHERN RAILWAY
YAN PHAHON YOTHIN
PRADIPHAT
RAMA 5
RAMA 6
PHAHON YOTHIN
MITTRAPHAP
KRUNG THON BURI
NATIONAL ASSEMBLY
PHITLADA PALACE
VICTORY MONUMENT
DIN DAENG
THON BURI Stn.
RATCHADAMNOEN
MAKKASAN Stn
PHET BURI
EASTERN RAILWAY
CENTRAL Stn.
NATIONAL STADIUM
PHAYA THAI
RAMA 1
ROYAL SPORT CLUB
SUKHUM WIT
LUM PHINI PARK
TOBACCO MONOPOLY
SI PHAYA
SURIWONG
SI LOM
SATHORN
LAT PHRAO
INTHARA PHITHAK
PHET KASEM
WONG WIANG YAI Stn.
CHARAN SANIT WONG
CHAROEN NAKHON
CHAROEN KRUNG
PHRA CHAO TAK SIN
KRUNG THEP Br.
SUK SAWAT
MAE NAM CHAO PHRAYA
LOCATION OF CHECK POINTS

## Hourly Number of Ferry Passengers and Services

Date: Apr. 1 (Tue.), 1969

| STATION* / FROM / TIME | 1 | | | | 2 | | | | 3 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thon Buri | Bangkok | Sub-total | The no. of services | Thon Buri | Bangkok | Sub-total | The no. of services | Thon Buri | Bangkok | Sub-total | The no. of services |
| 7 - 8 | 1, 526 | 143 | 1, 669 | 32 | 365 | 28 | 393 | 14 | 2, 263 | 143 | 2, 406 | 53 |
| 8 - 9 | 2, 050 | 209 | 2, 259 | 37 | 285 | 74 | 359 | 23 | 1, 791 | 189 | 1, 980 | 50 |
| 9 - 10 | 681 | 247 | 928 | 15 | 71 | 50 | 121 | 10 | 473 | 257 | 730 | 28 |
| 10 - 11 | 506 | 261 | 767 | 12 | 89 | 83 | 172 | 15 | 360 | 235 | 595 | 16 |
| 11 - 12 | 340 | 264 | 604 | 12 | 46 | 60 | 106 | 11 | 258 | 230 | 488 | 16 |
| 12 - 13 | 357 | 291 | 648 | 12 | 78 | 84 | 162 | 16 | 310 | 285 | 595 | 18 |
| 13 - 14 | 311 | 298 | 609 | 11 | 53 | 80 | 133 | 16 | 286 | 244 | 530 | 14 |
| 14 - 15 | 294 | 345 | 639 | 10 | 58 | 57 | 115 | 12 | 263 | 293 | 556 | 13 |
| 15 - 16 | 259 | 228 | 487 | 13 | 46 | 73 | 119 | 14 | 203 | 389 | 592 | 18 |
| 16 - 17 | 308 | 680 | 988 | 21 | 59 | 144 | 203 | 19 | 237 | 745 | 982 | 33 |
| 17 - 18 | 298 | 985 | 1, 283 | 28 | 65 | 242 | 307 | 27 | 253 | 1, 401 | 1, 654 | 49 |
| 18 - 19 | 398 | 1, 022 | 1, 420 | 20 | 83 | 205 | 288 | 20 | 226 | 820 | 1, 046 | 32 |
| Total | 7, 328 | 4, 973 | 12, 301 | 223 | 1, 298 | 1, 180 | 2, 478 | 197 | 6, 923 | 5, 231 | 12, 154 | 340 |

Note * : Ref. to Page 67

Unit of passengers : persons
Unit of services : times

## Hourly Number of Ferry Passengers and Services

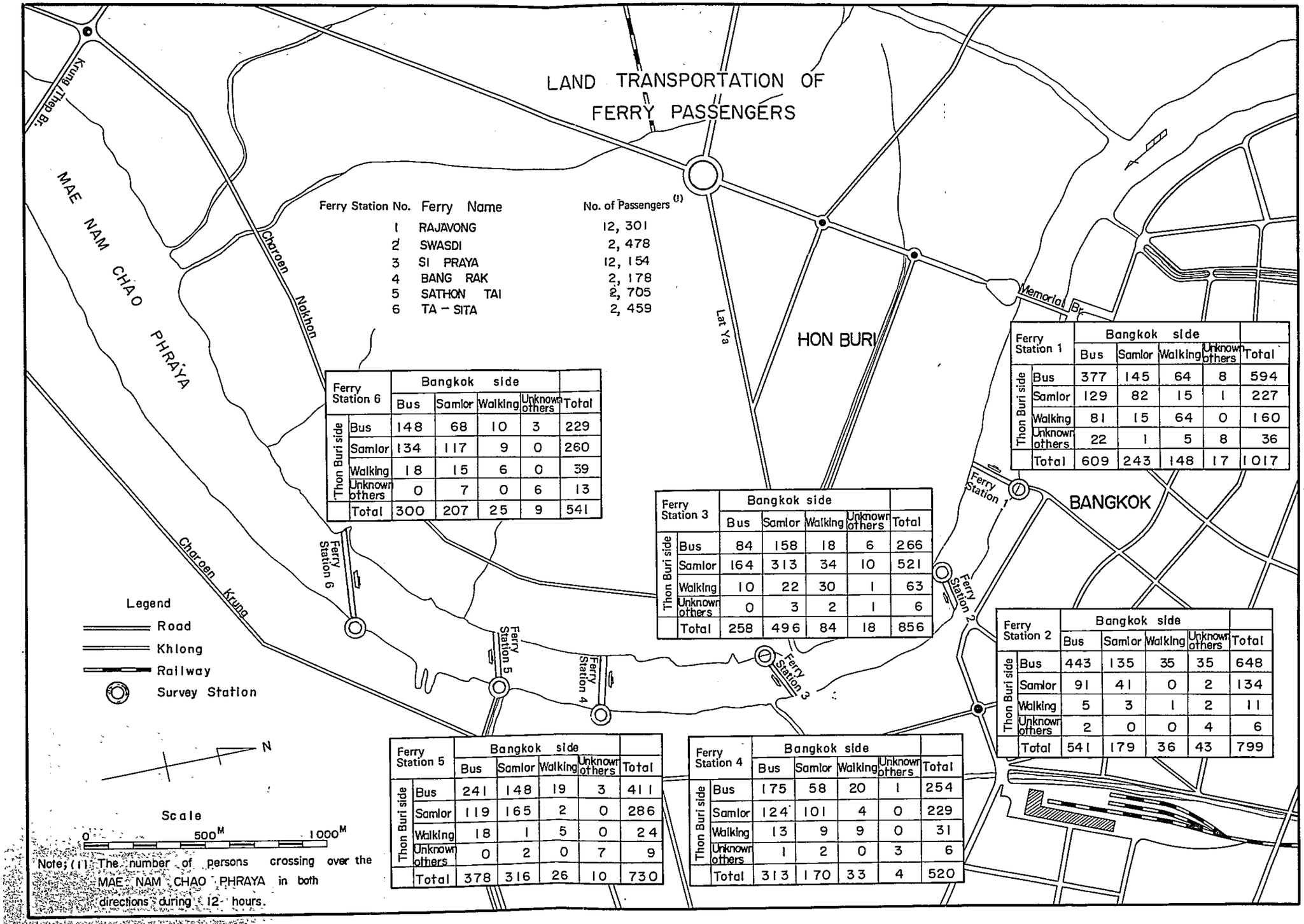
Date: Apr. 1 (Tue.), 1969

| STATION* / FROM / TIME | 4 | | | | 5 | | | | 6 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Thon Buri | Bangkok | Sub-total | The no. of services | Thon Buri | Bangkok | Sub-total | The no. of services | Thon Buri | Bangkok | Sub-total | The no. of services |
| 7 - 8 | 325 | 65 | 390 | 30 | 350 | 120 | 470 | 23 | 324 | 57 | 381 | 11 |
| 8 - 9 | 210 | 42 | 252 | 24 | 320 | 84 | 404 | 34 | 265 | 64 | 329 | 13 |
| 9 - 10 | 132 | 98 | 230 | 15 | 166 | 78 | 244 | 9 | 108 | 90 | 198 | 7 |
| 10 - 11 | 24 | 43 | 67 | 6 | 94 | 98 | 192 | 7 | 88 | 105 | 193 | 8 |
| 11 - 12 | 66 | 49 | 115 | 9 | 26 | 20 | 46 | 4 | 82 | 127 | 209 | 6 |
| 12 - 13 | 80 | 62 | 142 | 23 | 77 | 83 | 160 | 8 | 54 | 64 | 118 | 6 |
| 13 - 14 | 37 | 47 | 84 | 9 | 73 | 118 | 191 | 9 | 74 | 64 | 138 | 7 |
| 14 - 15 | 51 | 55 | 106 | 10 | 62 | 75 | 137 | 7 | 71 | 67 | 138 | 5 |
| 15 - 16 | 49 | 100 | 149 | 9 | 79 | 102 | 181 | 10 | 66 | 100 | 166 | 8 |
| 16 - 17 | 58 | 89 | 147 | 28 | 82 | 98 | 180 | 10 | 46 | 109 | 155 | 8 |
| 17 - 18 | 95 | 215 | 310 | 22 | 115 | 204 | 319 | 24 | 100 | 167 | 267 | 10 |
| 18 - 19 | 52 | 134 | 186 | 15 | 85 | 96 | 181 | 12 | 59 | 108 | 167 | 5 |
| Total | 1, 179 | 999 | 2, 178 | 200 | 1, 529 | 1, 176 | 2, 705 | 157 | 1, 337 | 1, 122 | 2, 459 | 94 |

Note * : Ref. to Page 67

Unit of passengers : persons
Unit of services : times

# LAND TRANSPORTATION OF FERRY PASSENGERS




| Ferry Station No. | Ferry Name | No. of Passengers (1) |
|---|---|---|
| 1 | RAJAVONG | 12, 301 |
| 2 | SWASDI | 2, 478 |
| 3 | SI PRAYA | 12, 154 |
| 4 | BANG RAK | 2, 178 |
| 5 | SATHON TAI | 2, 705 |
| 6 | TA – SITA | 2, 459 |

| Ferry Station 1 | | Bangkok side | | | | |
|---|---|---|---|---|---|---|
| | | Bus | Samlor | Walking | Unknown others | Total |
| Thon Buri side | Bus | 377 | 145 | 64 | 8 | 594 |
| | Samlor | 129 | 82 | 15 | 1 | 227 |
| | Walking | 81 | 15 | 64 | 0 | 160 |
| | Unknown others | 22 | 1 | 5 | 8 | 36 |
| | Total | 609 | 243 | 148 | 17 | 1017 |

| Ferry Station 2 | | Bangkok side | | | | |
|---|---|---|---|---|---|---|
| | | Bus | Samlor | Walking | Unknown others | Total |
| Thon Buri side | Bus | 443 | 135 | 35 | 35 | 648 |
| | Samlor | 91 | 41 | 0 | 2 | 134 |
| | Walking | 5 | 3 | 1 | 2 | 11 |
| | Unknown others | 2 | 0 | 0 | 4 | 6 |
| | Total | 541 | 179 | 36 | 43 | 799 |

| Ferry Station 3 | | Bangkok side | | | | |
|---|---|---|---|---|---|---|
| | | Bus | Samlor | Walking | Unknown others | Total |
| Thon Buri side | Bus | 84 | 158 | 18 | 6 | 266 |
| | Samlor | 164 | 313 | 34 | 10 | 521 |
| | Walking | 10 | 22 | 30 | 1 | 63 |
| | Unknown others | 0 | 3 | 2 | 1 | 6 |
| | Total | 258 | 496 | 84 | 18 | 856 |

| Ferry Station 4 | | Bangkok side | | | | |
|---|---|---|---|---|---|---|
| | | Bus | Samlor | Walking | Unknown others | Total |
| Thon Buri side | Bus | 175 | 58 | 20 | 1 | 254 |
| | Samlor | 124 | 101 | 4 | 0 | 229 |
| | Walking | 13 | 9 | 9 | 0 | 31 |
| | Unknown others | 1 | 2 | 0 | 3 | 6 |
| | Total | 313 | 170 | 33 | 4 | 520 |

| Ferry Station 5 | | Bangkok side | | | | |
|---|---|---|---|---|---|---|
| | | Bus | Samlor | Walking | Unknown others | Total |
| Thon Buri side | Bus | 241 | 148 | 19 | 3 | 411 |
| | Samlor | 119 | 165 | 2 | 0 | 286 |
| | Walking | 18 | 1 | 5 | 0 | 24 |
| | Unknown others | 0 | 2 | 0 | 7 | 9 |
| | Total | 378 | 316 | 26 | 10 | 730 |

| Ferry Station 6 | | Bangkok side | | | | |
|---|---|---|---|---|---|---|
| | | Bus | Samlor | Walking | Unknown others | Total |
| Thon Buri side | Bus | 148 | 68 | 10 | 3 | 229 |
| | Samlor | 134 | 117 | 9 | 0 | 260 |
| | Walking | 18 | 15 | 6 | 0 | 39 |
| | Unknown others | 0 | 7 | 0 | 6 | 13 |
| | Total | 300 | 207 | 25 | 9 | 541 |

Note; (1) The number of persons crossing over the MAE NAM CHAO PHRAYA in both directions during 12 hours.