

5. Existing Traffic and Transportation in Studied Areas

5.1 Mid-block Count

According to the survey of mid-block count at 25 survey points, it was found that the most traffic volume is taken place during the morning rush hours (7.00 – 8.00 am. on Pichai Songkram Rd. with 1,974 PCU/ hour, and on Ekatotsarot Rd. with 1,215 PCU/ hour. The outbound traffics are peak between 16.00 – 17.00 pm. with its traffic density within 12 hours per day both inbounds and outbound of 20,526 vehicles.

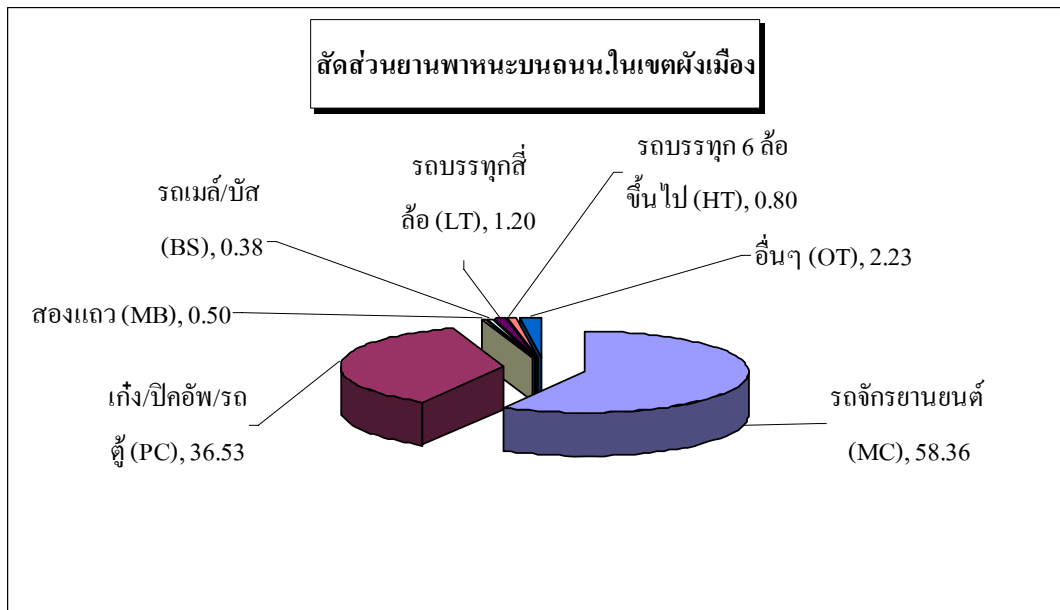


Figure 5.1 Vehicle ratios in the city

From the surveys towards traffic density between rush hours, they were measured in accordance with volume/capacity ratio, level of service as well as road capacity.

In general conditions of Phitsanulok transportation and traffic master plan, the indications illustrated the Phitsanulok has its V/C Ratio of between 0.22 – 0.74 which shows the varieties of the ratio between traffic densities and road capacities on main arterial roads such as Baromtrai Lokkanart Rd. with its V/C Ratio of 0.39 and with its extra capacities of 61% which generate proper flows of the traffic.

5.2 Average speed of traveling

According to the survey, it was found that the speed the vehicles used within the city areas was in a low-speed level (24 – 40 km/ hour) such as on Baromtrai Lokkanart Rd. with its speed level of between 36 – 40 km/ hour, and the speed tends to be at the low level within

the town areas with the speed of 20 – 30 km/hour due to high density of the traffic and various turning points.

5.3 Traffic Volume, Traffic Delay, and Traffic Signal at Intersections

According to the Intersection Turning Movement Count on 18 intersections, the results indicate that most intersections within town performed levels of services ranged between A and C which shows that there is still no traffic delay problem. However, at some intersections such as Ban Klong and Wat Ku Ha Sawan intersections perform poor traffic conditions down to the F level where serious traffic problems can be soon emerged.

5.4 Road Accidents

Accident Information in Phitsanulok 2003 - 2005

Table 5.1: Road Accident Statistics

Year	Accidents	Severity	
	(Number of Cases)	Injured	Dead
2003	2616	1727	63
2004	2596	1793	92
2005	2432	1212	54

From the table, it shows that the accident statistics of the three mentioned years were almost the same in that trend in accidental and severity were substantially reduced. The implications demonstrated the serious problems solving cooperation among various organizations and institutes both from government and private organizations.

Most accidents occurred through the main roads including major intersections, other important business areas, shopping malls, and entertainment centers.

5.5 Number of Registered Vehicles

The number of registered vehicle from the year 2000 – 2004 was shown by the following table;

Table 5.2 The number of registered vehicle from the year 2000 – 2004

Type	2000	2001	2002	2003	2004
Total Vehicles	291,740	315,576	327,982	261,755	321,331
Personal Car Seat not exceed 7 persons	16,288	20,289	22,971	23,567	31,371
Personal Car Seat exceed 7 persons	2,430	2,418	2,510	2,253	3,485
Personal Trucks/ Vans	37,726	41,961	46,460	42,929	65,036
Tri-cycles	35	9	35	3	8
Public Service Car between the cities	-	1	1	-	1
Public Service Car Seat not exceed 7 persons	2	9	11	-	1
Tri-cycle Services	270	280	291	139	211
Rental Cars	-	12	-	-	-
Motorcycles	225,562	244,816	248,736	189,861	214,075
Tractors	2,476	2,119	2,548	620	1,870
Roller Trucks	99	99	96	78	101
Farming Trucks	6,744	3,553	4,240	2,299	5,158
Trucks	108	10	83	6	14

Source: Phitsanulok Transportation Department

From the comparisons, it indicated that the numbers of registered vehicles according to Motor Vehicle Act and Land Transport Act during 2000 – 2002 increased gradually with the total numbers of vehicles registered as of 327,982 vehicles, but dropped in numbers in 2003 to 261,755 vehicles, and rose again in 2004 to 321,331 vehicles.