

ระดับความสำเร็จในการพัฒนาทางศักยภาพในพื้นที่ห่างไกล อันเนื่องมาจากทางหลวง  
จังหวัดของประเทศไทย



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001141

วิทยานิพนธ์นี้เป็นส่วนหนึ่งของการศึกษาคามหลักสูตรปริญญาวิศวกรรมศาสตรมหาบัณฑิต  
แผนกวิศวกรรมโยธา

บัณฑิตวิทยาลัย จุฬาลงกรณ์มหาวิทยาลัย

พ.ศ. ๒๕๑๘

11590682b

DEGREE OF POTENTIAL DEVELOPMENT ACHIEVED IN SELECTED REMOTE AREAS  
SERVED BY FEEDER ROADS IN THAILAND

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A Thesis Submitted in Partial Fulfillment of the Requirements  
for the Degree of Master of Engineering  
Department of Civil Engineering  
Graduate School  
Chulalongkorn University  
1976

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หัวข้อวิทยานิพนธ์ ระเบียบความสำเร็จในการพัฒนาทางศักยภาพในพื้นที่ทางไกล  
อันเนื่องมาจากทางหลวงจังหวัดของประเทศไทย

ผู้ชื่อ นาย นเรศ วินัยกุล แผนกวิชา วิศวกรรมโยธา  
ปีการศึกษา ๒๕๑๘

บทคัดย่อ



จุดประสงค์ของวิทยานิพนธ์นี้ มุ่งที่จะเปรียบเทียบรายได้ของเกษตรกร  
และความรวดเร็วของอัตราส่วนความสำเร็จของกลุ่มเกษตรกรที่ดีว่าเป็นผู้ประสบความสำเร็จ  
ความสำเร็จของกลุ่มเกษตรกรที่เหลือซึ่งยังมีรายได้สุทธิในไร่น่ากว่ากลุ่มแรกในพื้นที่  
สี่แห่งในท้องที่อำเภอชะอำและอำเภอสายบุรีซึ่งทางหลวงจังหวัดตัดผ่าน การวิจัย  
ครั้งนี้ได้ศึกษาตัวแปรที่สำคัญ ๆ (เช่น ความสะดวกในการใช้ถนน ความสะดวกใน  
การจัดการดิน ความหนาแน่นของถนน การมีถนนตัดเข้าไปถึงพื้นที่เพาะปลูก ระยะ  
ทางจากบ้านและไร่นาถึงถนน ระยะทางจากบ้านถึงไร่นา อัตราการใช้ถนนของเกษตรกร  
และอื่น ๆ) ซึ่งอาจก่อให้เกิดผลต่อรายได้ของเกษตรกร ตลอดจนได้ศึกษาถึงปัญหา  
ต่าง ๆ ของตัวแปรนั้น ๆ เพื่อทราบถึงบทบาทของตัวแปรนั้น ๆ ที่มีต่อรายได้ของ  
เกษตรกร การวิจัยในเรื่องนี้ใช้วิธีการสำรวจจุดเริ่มต้นและจุดปลายทางของคน  
และสินค้าเพื่อค้นหาผลกระทบของการขนส่งบนทางหลวงจังหวัดสายหัวหิน -  
หนองพลับ

ผลของการวิจัยพบว่า โดยทั่ว ๆ ไปทางหลวงจังหวัดสายที่ทำการศึกษา  
มีผลต่อรายได้ของเกษตรกรดังนี้คือ ความสะดวกในการใช้ถนน การมีถนนตัดเข้าไป  
ไปถึงพื้นที่เพาะปลูก ความสะดวกในการเช่ารถ ระยะทางจากบ้านหรือไร่นาถึงถนน  
และอัตราการใช้ถนนของเกษตรกรมีความเกี่ยวพันเป็นสัดส่วนโดยตรงต่อรายได้  
ของเกษตรกร ส่วนความหนาแน่นถนน และระยะทางจากบ้านถึงไร่นาไม่มีความ

เกี่ยวข้องกับรายได้ของเกษตรกรเลย ความสะดวกในการจัดหารถ และการตัดถนน  
เข้าไปยังพื้นที่เพาะปลูกไม่มีผลต่อการผลิตของเกษตรกร แต่การที่ถนนเข้าไปไม่ถึง  
พื้นที่เพาะปลูกมีผลต่อการตลาดซึ่งมีผลทำให้รายได้ของเกษตรกรต้องลดลง ตัวแปร  
อื่น ๆ อีกหลายตัวก็มีบทบาทต่อรายได้ของเกษตรกรอยู่ไม่ยิ่งหย่อนไปกว่าการขนส่งเลย

Thesis Title Degree of Potential Development Achieved in  
Selected Remote Areas Served by Feeder Roads in  
Thailand.

Name Mr. Nares Winiyakul Department of Civil Engineering

Academic Year 1975

## ABSTRACT

The purpose of this research was to compare the actual output (farmers' incomes in this case) achieved by the farmers of four study areas, and the sensitivity of the achievement quotient which delineated the high achievement group of farmers from the rest of the farmers served by the same feeder roads. The correlation between each principal variable (including those in the transportation sector) and the actual output of the farmers, together with the problems in each income level and each area, were studied to understand the role that each principal variable played in determining the actual output. An origin-destination survey was used to investigate the existing transport activities of the people and vehicles served by the Hua Hin-Nong Plub feeder road. It was found that the study feeder road seemed generally to



affect the actual output in many cases such as: road facility, accessibility, hired vehicle availability, distant from house and farm to road, and trip-rate of the farmers. Road density, and distance from house to farm, seemed to have no effect on the actual output. Vehicle availability and accessibility appeared to not affect production problems, but inaccessibility would affect marketing problems. Some other principal variables also played significant roles in determining the actual output.

## ACKNOWLEDGEMENTS

The author wishes to express his deep gratitude to Professor John Hugh Jones for his generous guidance, supervision and especially for his fruitful encouragement in this research. Special acknowledgement is also made to Prof. Dr. Niwat Daranandana, Dr. Supradit Bunnag and Mr. Anukalya Israsena Na Ayudhaya, who provided contributions in serving on the thesis committee.

Thanks and appreciation are expressed to Mr. Prasert Chomchantara, Head of Research Project, Faculty of Economics and Business Management, Kasetsart University, and Mr. Annouy Chumsemut, Assistant Director of the Hua Hin Land Development Project, for their valuable information. Thanks are also expressed to individuals in the following organizations for providing facilities for collecting data: Prachuab Kririkhan Highway Division, Hua Hin Highway District, Hua Hin District Officer, Cha Am District Officer, officials of the Hua Hin Land Development Project, officials of the Huptapong Rural Development Center, and officials of the Nong Plub Agricultural Cooperative, Ltd.

The author especially wishes to acknowledge the inspiring help and suggestions received from Mr. Antony Plumbe and Mr. David Maunder, Overseas Unit of the British Transport and Road Research



Laboratory. Special thanks and appreciation are also expressed to numerous friends of the author: Mr. Somchai Achayanontgit, Mr. Sumate Chaiyapruk, and Mr. Aroon Deopanit for their contribution in gathering data; Mr. Panit Pongpirodom for his contribution in writing the computer programs; and Miss Varee Wongpinairatana and Mr. Oran Wasuthit for their helpfulness with many details of the work.

The author is appreciative of the grant of money contributed by the Committee of the National Research Council towards the financing of this research, and for the technical assistance provided by the Transport and Road Research Laboratory.

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