

15 JAN 2003



**THE MEASURES' APPLICATION OF SCORECARD RECORDS IN DRIVING
LICENCE OF TRAFFIC ACTS OFFENDERS : A CASE STUDY IN
THE AUTHORIZED AREA OF METROPOLITAN
POLICE STATION OF CHAKKRAWAD**

POL.CAPT. BOONROTE LOCHAYA

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**With compliments
of**

บัณฑิตวิทยาลัย มหาวิทยาลัยมหิดล

**A THESIS SUBMITTED IN PARTIAL FULFILLMENT
OF THE REQUIREMENTS FOR
THE DEGREE OF MASTER OF ARTS
(CRIMINOLOGY AND CRIMINAL JUSTICE)
FACULTY OF GRADUATE STUDIES
MAHIDOL UNIVERSITY**

2002

ISBN 974-04-2302-7

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Boonrote L.

.....
Pol.Capt. Boonrote Lochaya,
Candidate

Asawin Watanavibool.

.....
Asst.Prof.Asawin Watanavibool, M.A.
Major-Advisor

Nop Kanjanagunti.

.....
Asst. Prof. Nop Kanjanagunti, M.S.
Co-advisor

Liangchai Limlomwongse.

.....
Prof. Liangchai Limlomwongse,
Ph.D.
Dean
Faculty of Graduate Studies

Asawin Watanavibool.

.....
Asst.Prof. Asawin Watanavibool, M.A.
Chair
Master of Arts Programme in
Criminology and Criminal Justice
Faculty of Social Sciences and Humanities

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was submitted to Faculty of Graduate Studies, Mahidol University
for the degree of Master of Arts (Criminology and Criminal Justice)

on
August 26, 2002

Boonrote L.

.....
Pol.Capt. Boonrote Lochaya,
Candidate

Asawin Watanavibool.

.....
Asst.Prof.Asawin Watanavibool, M.A.
Chair

Nop Kanjanagunti.

.....
Asst. Prof. Nop Kanjanagunti, M.S.
Member

Urit Bunnag.

.....
Mr.Urit Bunnag, M.A.
Member

Liangchai Limlomwongse.

.....
Prof. Liangchai Limlomwongse, Ph.D.
Dean
Faculty of Graduate Studies
Mahidol University

Suree Kanjanawong.

.....
Assoc.Prof. Suree Kanjanawong, Ph.D.
Dean
Faculty of Social Sciences and Humanities
Mahidol University

ACKNOWLEDGEMENT

The thesis on The Measures' Application of Scorecard Records in Driving License of Traffic Acts Offenders: A Case Study in the Authorized Area of Metropolitan Police Station of Chakkrawad had successfully achieved by the virtues of Asst. Prof. Assawin Wattanawibul Asst. Prof. Nop Kanjanagunti who had contributed consultations and corrections of the drawbacks initiating valuable benefits toward this research. Gratefulness should be expressed in the sacrifice on valuable time of Mr. Urit Boonnak accepting as honorary expert committee member to thesis defense and his resourcefulness to the researcher.

Thanks to all road users who have provided data for this study.

Finally, the worth of this study should go to my parents, and instructors who contribute knowledge and success to the fulfillment of this research.

Pol. Capt. Boonrote Lochaya

4337229 SHCJ/M : MAJOR : CRIMINOLOGY AND CRIMINAL JUSTICE ;
M.A. (CRIMINOLOGY AND CRIMINAL JUSTICE)

KEY WORDS : MEASURES / DRIVING LICENSES

POL.CAPT.BOONROTE LOCHAYA:THE MEASURES' APPLICATION
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METROPOLITAN POLICE STATION OF CHAKKRAWAD : THESIS
ADVISORS: ASAWIN WATANAIBOOL, M.A., NOP KANJANAGUNTI,
M.S., 108 p. ISBN 974-04-2302-7

This study is determined to investigate applying measures of scorecard records in the driving licenses of traffic acts offenders, as well as to investigate the etiology and behavior, including approaches for improvement, in the solution of offending against laws and traffic problems. Data has been randomly sampled from drivers of the in-bound route to the Metropolitan Police Station of Chakkrawad. SPSS has been used in data analyses.

It was found that the measures' application of scorecard records in driving licenses is an old measure, which has been used. However, it is accepted for the social advantages in traffic solutions and it is more useful when being applied in a special nature, such as, location, e.g. the jurisdiction of the Metropolitan Police Station of Chakkrawad. Whereas, the etiology and behavior of traffic violation is the restriction of traffic routes and parking.

Recommendations from this study include :

1. There should be studies of etiology of traffic problems and behavior of traffic uses of the metropolitan people
2. Qualitative Research should be conducted for the deeper data
3. Findings should be helpful in setting plans and practices as additional advantages from research.

4337229 SHCJ/M : สาขาวิชา : อาชญาวិทยาและงานยุติธรรม ;

ศศ.ม. (อาชญาวิทยาและงานยุติธรรม)

ร้อยตำรวจเอกบุญโรจน์ โลจายะ : การนำมาตราการการบันทึกคะแนนใบอนุญาตขับขี่ยานพาหนะมาใช้กับผู้กระทำผิด พ.ร.บ.จราจรทางบก : ศึกษาเฉพาะกรณีเขตสถานีตำรวจนครบาลจักรวรรดิ (THE MEASURES' APPLICATION OF SCORECARD RECORDS IN DRIVING LICENCES OF TRAFFIC ACTS OFFENDERS : A CASE STUDY IN THE AUTHORIZED AREA OF THE METROPOLITAN POLICE STATION OF CHAKKRAWAD) : คณะกรรมการควบคุมวิทยานิพนธ์ : อศวิณ วัฒนวิบูลย์, ศศ.ม., นก กาญจนกันติ, M.S. 108 หน้า ISBN 974-04-2302-7

การศึกษานี้มีวัตถุประสงค์เพื่อศึกษาถึงการนำมาตราการการบันทึกคะแนนใบอนุญาตขับขี่ยานพาหนะมาใช้กับผู้กระทำผิด พ.ร.บ.จราจรทางบก และศึกษาถึงสาเหตุและพฤติกรรม ตลอดจนใช้เป็นแนวทางปรับปรุงแก้ไขการกระทำผิดกฎหมายและปัญหาการจราจร โดยเก็บรวบรวมข้อมูลจากประชาชนผู้ขับขี่ยานพาหนะเข้าเขตพื้นที่สถานีตำรวจนครบาลจักรวรรดิ โดยการสุ่มตัวอย่างและใช้โปรแกรม SPSS ในการวิเคราะห์ข้อมูล

ผลการวิจัยพบว่า

มาตรการการบันทึกคะแนนใบอนุญาตขับขี่ยานพาหนะ เป็นมาตรการเก่าที่เคยนำมาใช้ แต่เห็นด้วยกับการนำมาใช้ เพราะเป็นประโยชน์ต่อสังคม เป็นเครื่องมือในการแก้ไขปัญหาการจราจร และเป็นประโยชน์มากขึ้นเมื่อใช้กับพื้นที่ที่มีลักษณะพิเศษ เช่น เขตสถานีตำรวจนครบาลจักรวรรดิ ส่วนสาเหตุและพฤติกรรมที่ละเมิดกฎหมายจราจร เป็นเพราะสภาพของพื้นที่การจราจรและพื้นที่จอดรถมีจำกัด

ข้อเสนอแนะ

1. ควรมีการศึกษาวิจัยในเรื่อง ปัญหาการจราจร สาเหตุ และพฤติกรรมการใช้รถใช้ถนนของคนกรุงเทพมหานคร
2. ควรมีการศึกษาวิจัยในลักษณะการศึกษาเชิงคุณภาพ เพื่อข้อมูลในเชิงลึก
3. นำสิ่งที่ได้ไปกำหนดเป็นแผนและวิธีการปฏิบัติ เพื่อเพิ่มเติมจากประโยชน์ที่ได้รับจากการศึกษาวิจัย

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CHAPTER I

INTRODUCTION

1.1 Nature of the Problems

Bangkok is called the Congestion Capital of the World since the traffic condition is the Gridlock and expandable at any time. Bangkok traffic condition immediately begins with the rise of the morning sun and just by 07.00 o'clock all the cars fill the roads. Congested traffic will be seen the whole day and late at night. Bangkok is where the traffic solving be the first complaint. Being the fourteenth rank in size of the world and aged of over 200 years, it encompasses 1,568 square kilometers by average. Comparing with Singapore (582.8 square kilometers), Bangkok is 2.7 times of Singapore. By demography, its population is 5,570,743 persons with 3,325,763 persons at the premises or in total are approximately 8,896,506 persons. In comparison of population by 3 million, Bangkok is 2.9 times of Singapore. It is therefore not easy to solve the traffic problems in such metropolis. The demography and the disguised population of Bangkok and premises is about 10 million close to Tokyo, where there is about 11 million population. Comparing with the technology of traffic between Bangkok and Tokyo, Bangkok is far back 20 years of Tokyo. Bangkok traffic problems emerge with the rapid growth of the country and the effectiveness of the responsible units, which lack effectiveness in the traffic solution. Police work on the road and initially solve the problem. The previous solutions were handle without advanced technology but using human to the tedious work attempting methods to improve the situation. It is valid to study the management of the traffic solution, its etiology and better approaches of the present solution.

Present traffic problems of Bangkok are abased on 4 factors, i.e.

1. Roads and City Plan
2. Quantity of Cars and Traffic Directions
3. Driving Behavior
4. Traffic Management

Driving behavior is the critical issues, which all parties involved attempt to control and supervise regarding behaviors of driving cars, motorcycles and even pedestrians, particularly the violation of traffic. Traffic problems encompass 3 key factors, i.e.

1. Roads
2. Cars
3. Human

Human is the key factor in traffic problem in the behavior of indisciplinary driving caused by values, attitudes and fraud familiarity affecting others, i.e.

1. Incorrect driving behavior is the key factor in road accidents to life, injuries, and traffic halts. There are at least 2 attributes in incorrect driving behavior, i.e. indiscipline and selfishness

2. Frequent driving behavior found, e.g.

- Offending light signals in the interjection during car flows and impeding the interjection against other flows.
- Impeding the entrant of lanes to hinder other cars overtaking fearing being impeded by others.
- Parking in the prohibited areas.
- Wrong lanes and slow to sharp turn overtaking others to entering the department store.
- Sharp overtaking to fly-over.
- Impeding left turns.
- Stop to unload goods on main road impeding others.
- Falling earth from trucks.
- Double parking of buses and taxis for passengers or improper parking to the walkways and impeding traffic flows.

Many traffic offenders have attitudes that trifling offenses should be granted or negotiable ignoring the traffic as general. When being arrested, it is often seen with negotiations and bribing for grants. Some offenders will boast of their high social status to threat or humble police fearing of arrestment. Some equivocate and

brag so as the police may annoy and disregards the offenders. Some traders use friendship with police by supporting police activities or welfare of the police station to plead convenience or prevention of being troubled.

Some groups of offenders are influential persons e.g. groups of merchandise trucks, and earth trucks, who are usually personally related to politicians, civil servants and even the police superiors as Patron – Client for mutual advantages. It makes the subordinate police unable to fully enforce laws with these groups of people. Police in some cases is intimidated e.g. accusation, or complaints and being reproached or under discipline examination, and etc. Many police therefore work to avoid such problems by changing behavior from law strictness to sty without enemy. Some change behavior to accepting returns in form of uncompetedness and yield to be member of the group or living in the society of followers. Negotiation with the state power of the offenders in different forms; using influences as oppression, or patron-client as incentive is underlying with masked objectives that police may evasive responsibility. It is the social behavior that causes traffic problems in Bangkok.

3. Driving behavior of the Thais might be witnessed from the traffic arrestment as following indictment

Respective Illustration of Traffic Arrestment in Bangkok, BE 2539

<i>Indictment</i>	<i>Cases</i>	<i>Percentage</i>
1. Parking in Prohibited Area	195,623	71.37
2. Impeding Traffic	25,515	9.31
3. Violation of Traffic Signs	20,829	7.60
4. Wrong lane	16,353	5.97
5. Violation of Traffic Signals	9,570	3.49
6. Imposition of Waiting Lines	3,189	1.16
7. Not Carry Driving License	2,390	0.12
8. No Driving License	328	0.87
9. Violation of Truck Hours	178	0.06
10. Careless Driving	131	0.05
Total	274,106	100

Source: Statistics of Traffic Arrestment of Traffic Headquarter of the Regions of the North, the South, Thonburi during January- December BE 2539, Job 1, Division 3 Traffic Headquarter, BE 2540

4. Etiology of offenses or unimprovement of behavior might be from following factors

(1) Ineffective system of License Issuance – on account of the previous issuance system is easy and lack of screening to gin the efficient drivers. It is therefore required revision in the process of training and re-testing driving e.g.

admission to driving school, readapting the driving curriculum in the school, strict test of driving, for the purpose of new generation drivers gain high driving knowledge, maturity and skills.

(2) No Information Technology in controlling orders, and licenses confiscated by police nationwide including Point System to collect statistics and control driving offenders. Shortage of Information Technology makes offenders to violate in many jurisdiction fearless to laws and etc., The authority is also in short of fundamental means to separate penalty to different offense.

(3) Lack of systematic Education provided to people consistently, e.g.

- Provisions of knowledge for youths in schools
- Provisions of knowledge for risk group e.g. truck drivers, and etc.
- Provisions of knowledge by consistently campaigning on traffic disciplines through media
- Provisions of knowledge through Driving Schools
- Establishment of traffic School to train state servants
- Application of Rehabilitation e.g. Behavior observation, social works, and participation of private organizations and traffic volunteer.

Shortages of effective training cause using roads by ignoring traffic disciplines, unskilled and selfishness, and etc.

(4) Lacks of serious Enforcement of laws on account of police must prioritize traffic problem while there is shortage of motivation, toilsome or needs to rely on extra income from traders in working.

(5) Behavior of Thai driver and disrespect to laws can be witnessed from the statistics in traffic arrestment during BE 2540 reaches 2,326,571 orders. However, the reports to fines are less, i.e. the license confiscated only 65%

and the affixed order is 58%. The not report for fines reaches 35% of license confiscated, and 42% with the affixed order.

Before BE 2537, the not report for fines does not reach 38% of license confiscated, and 71% with the affixed order. It witnesses the evasive behavior of laws and the ineffectiveness of law enforcement in Thailand

Statistics of Orders and Fines

<i>Year/B.E.</i>	<i>Total</i>	<i>License Confiscation</i>	<i>Affix Order</i>	<i>Reports for Fines</i>	
				<i>Confiscated</i>	<i>Affixed</i>
2535	2,241,884	1,720,223	521,661	57 %	41 %
2536	2,176,448	1,737,608	438,859	62 %	45 %
2537	1,882,621	1,370,762	511,859	62 %	29 %
2538	1,577,427	1,109,342	468,085	59 %	54 %
2539	2,326,571	1,387,960	938,611	64 %	57 %

With the statistics above, it is found out that traffic arrestment and reports for fine during BE 2536 –2539 of Bangkok people is decreasing. It requires emergence to improve incentive for authority in arrestment of offenders, installing information technology and point system to be applied.

By the Nature of the Problems, the researcher as a student in the Master of Arts, Program of Criminology and Criminal Justice as well as police authority assigned to the Metropolitan Police Station of Chakkrawad, where it is the area of business and congested day traffic through out. There are frequent offenders of traffic and the station is the primary point to use the scorecard in recording points in driving license. It is proper to study the measures' application of scorecard records in driving license of traffic acts offenders: a case study in the authorized area of metropolitan police station of Chakkrawad

1.2 Research Objectives

1.2.1 To study the application of measures of scorecard records in driving license of traffic acts offenders, in the jurisdiction of the Metropolitan Police Station of Chakkrawad

1.2.2 To study the etiology and behavior of traffic offense of drivers in the jurisdiction of The Metropolitan Police Station of Chakkrawad

1.2.3 To be as approaches for improvement in the solution of offending against laws and traffic problems

1.3 Research Framework

350 respondents are drivers with Accidental Sampling and the researcher spent a month in data collection on the study of the measures' application of scorecard records in driving license of traffic acts offenders: a case study in the authorized area of metropolitan police station of Chakkrawad.

1.4 Definition of Terms

1.4.1 *Measures* are referred to methods and tenets in supervising to follow the plan or the determined policy.

1.4.2 *Scorecard Recording in Driving License* is referred to recording points of violation to be appeared in the diving license.

1.4.3 *Traffic Officer* is referred to commissioned police appointed to be traffic authority under the Traffic Acts BE 2522 authorized to control traffic.

1.4.4 *Officer* is referred to police assigned to control traffic or facilitating the traffic

1.4.5 *Traffic Police* is referred to traffic officer or officer of the commissioned and noncommissioned levels facilitating traffic

1.4.6 *Duty of Traffic Administration* is referred to traffic control, traffic facilitation, investigation of traffic accident, prevention and solution of traffic accident, cession and solution of face-to-face crimes.

1.5 Research Variables

2 types of variables are used in this study

1.5.1 *Independent Variables* i.e. Personal background, and traffic factors

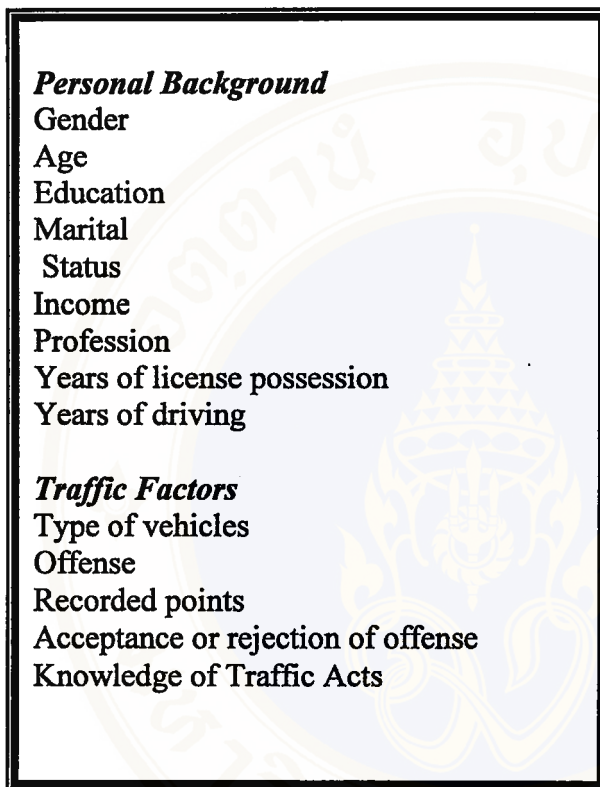
1.5.1.1 *Personal Background* contains gender, age, education, marital status, income, profession, years of license possession, and years of driving

1.5.1.2 *Traffic Factors* contain type of vehicles, offense, recorded points, acceptance or rejection of offense, and knowledge of Traffic Acts

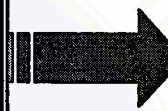
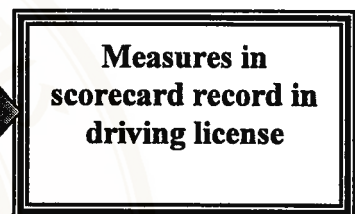
1.5.2 *Dependent Variables* i.e. Measures in scorecard record in driving license

1.6 Research Conceptual Framework

Independent Variables



Dependent Variables



1.7 Variables and Measurement Criteria

<i>Variables</i>	<i>Measurement Criteria</i>
<i>Independent Variables</i>	
Gender	INTERVAL
Age	INTERVAL
Education	ORDINAL
Marital Status	NOMINAL
Income	INTERVAL
Profession	NOMINAL
Years of license possession	NOMINAL
Years of driving	NOMINAL
<i>Traffic Factors</i>	
Type of vehicles	NOMINAL
Offense	NOMINAL
Recorded points	NOMINAL
Acceptance or rejection of offense	NOMINAL
Knowledge of Traffic Acts	NOMINAL
<i>Dependent Variables</i>	
Measures in scorecard record in driving license	LIKERT'S

1.8 Hypothesis

1.8.1 Population with different personal background has different opinion in the application of measures in scorecard record in driving license of Traffic Acts offenders

1.8.2 Population with different traffic factors has statistical significant relationship in the application of measures in scorecard record in driving license of Traffic Acts offenders

1.9 Expected Benefits

1.9.1 To know the etiology of traffic directly from road users

1.9.2 To know the measures in scorecard record in driving license

1.9.3 To know weakness in traffic system organized in business areas of the Metropolitan police Station of Chakkrawad

1.9.4 To apply the findings in planning the traffic solution

1.9.5 To be as guide for further related studies

CHAPTER II

LITERATURE REVIEW

Literature Reviews of the study of the measures' application of scorecard records in driving license of traffic acts offenders: a case study in the authorized area of metropolitan police station of Chakkrawad are as follows

- 2.1 Conditions of Traffic Problems in Bangkok
- 2.2 Regulations of the Royal Thai Police Headquarter
- 2.3 Procedures to Follow the Regulations of the Royal Thai Police Headquarter
- 2.4 20 Allegations Recorded in Scorecard
- 2.5 Violations/ Allegations Prohibited in Reproaching or Comparative Fining

2.1 Conditions of Traffic Problems in Bangkok

Bangkok is called the Congestion Capital of the World since the traffic condition is the Gridlock and expandable at any time. Bangkok traffic condition immediately begins with the rise of the morning sun and just by 07.00 o'clock all the cars fill the roads. Congested traffic will be seen the whole day and late at night. Bangkok is where the traffic solving be the first complaint. Being the fourteenth rank in size of the world and aged of over 200 years, it encompasses 1,568 square kilometers by average. Comparing with Singapore (582.8 square kilometers, Bangkok is 2.7 times of Singapore. By demography, its population is 5,570,743 persons with 3,325,763 persons at the premises or in total are approximately 8,896,506 persons. In comparison of population by 3 million, Bangkok is 2.9 times of Singapore. It is therefore not easy to solve the traffic problems in such metropolis. The demography and the disguised population of Bangkok and premises is about 10 million close to Tokyo, where there is about 11 million population. Comparing with the technology of

traffic between Bangkok and Tokyo, Bangkok is far back 20 years of Tokyo. Bangkok traffic problems emerge with the rapid growth of the country and the effectiveness of the responsible units, which lack effectiveness in the traffic solution. Police work on the road and initially solve the problem. The previous solutions were handle without advanced technology but using human to the tedious work attempting methods to improve the situation. It is valid to study the management of the traffic solution, its etiology and better approaches of the present solution.

Present traffic problems of Bangkok are abased on 4 factors, i.e.

1. Roads and City Plan
2. Quantity of Cars and Traffic Directions
3. Driving Behavior
4. Traffic Administration

1. Roads and City Plan – Bangkok is faced with roads and city plan, which cannot meet the heavy traffic because there are no Grid Blocks of arterial streets and collector roads. The physical nature of roads is defective. There are fewer roads than standards and at the meantime the city grows without directions.

1.1 Traffic Engineering divides roads into 4 types, i.e.

- Expressway or Freeway
- Arterial Street
- Collector Road
- Local Road

All 4 types should be connected as net using the arterial street to receive the traffic flows from 4 directions, i.e. the north, the east, the west and the south to join the Central Business Distributor (CBD), the Middle Business Distributor (MBD), and the outer Business Distributor (OBD) by at least 3 layers in order to meet the ring road of the city. There must be collector roads to join each arterial street and local road i.e. lanes and sub-lanes to join small area to the collector roads.

Roadway Hierarchy is

The Arterial Street is used for the distant transportation from a place to a destination having the intersection to accumulate the traffic from the collector roads. Its physical nature should be high standards i.e. at least 4 lane- wide with the street isles. Road speed should be 50-60 km/hours. Its distance should be not less than 4 kilometers.

The Collector Road is used for accumulating and dispersing the traffic from the connecting roads within an area to direct to the arterial street. Its physical nature should be moderate standards i.e. at least 2-4 lane- wide. Road speed should be 40-50 km/hours. Its distance should be not less than 2-4 kilometers.

The Local Road is used for connecting lanes with one way traffic and directly joining to the collector roads. Its distance should be not more than 2-kilometers. Its physical nature should be moderate standards of at least 2 lane- wide with the street isles. Road speed should be 30-40 km/hours. Natures of the Arterial Street, collector roads and local roads must be connected.

1.2 Bangkok is Superbly, i.e. large developed areas and under developing areas surrounded by arterial streets or collector roads. Its center is lacked of Distributor Roads or the existing roads are not properly developed.

By surveying the Grid Blocks within Bangkok and its premises, it is found out that there are lacks in the systems of both collector roads and the distributor roads leading to gridlock in many areas. Critical Grid Blocks in Bangkok are lacks of Distributor Roads to join the Access Roads. Most lanes are blocked and one-way exits. Samples of roads in Bangkok, which lack connection between arterial streets and collector roads are Sukhumvit, Petchburi, Ladprao, Ramindra, and Taksin, and etc. Arterial streets are physically "fish-bone" and being used as main road having lanes and sub-lanes as fish bones on side roads. These lead to no other exits rather than the entrances of the lanes. All traffics head to the arterial streets to inevitably

meet congestion. Such phenomenon causes halts in all streets and the U-turns are met with long queue lines to block the main flows including adding up unnecessary lanes.

The Fish-bone nature makes police to use officers in traffic management to be assigned at spots i.e. lane entrance, U-turns, and intersections as well as manning patrol police to constrict the traffic offenders throughout roads.

Such fishbone like roads with collector roads should better help distributing traffic or exits from the gridlock

The Collector roads connecting the arterial streets helps better distributing traffic to the Grid Blocks, reducing distribution to arterial streets or lane entrances, reducing numbers of cars in U-turns, and etc. People owns more alternatives and reducing the works of the officers.

1.3 Roads in Bangkok meet with one-way exit and their distances are lower than standards with no light signals or controls at the intersections.

1.4 Bangkok is located with many major superbly i.e. Sukhumvit, Sathorn, Suddhisarn, Thonburi and Bangplad. They accumulate the same nature i.e. lanes, and sub-lanes separated in many spots but disconnected. Comparing to the country with standards of city planning e.g. London there will be Grid Blocks to facilitate their connections.

Roads in Bangkok lack grid blocks like London with reticulation to help solving traffic problems at primary stage.

1.5 Most roads in Bangkok are physically Bottle Neck i.e. unequal lanes to be squeeze to a spot e.g. Asoke Road. Such nature causes Queue Length and traffic halts.

Roads in Bangkok do not meet the traffic

Roads in Bangkok	1,497	roads
Distance	1,082.7	kilometers
Expressway Phase 1	27.1	kilometers
Expressway Phase 2	34.4	kilometers
Expressway Phase 3	18.7	kilometers
Ratio of roads	9 %	of the urban area
Minimum standards	20-25 %	of the urban area
Expansion availability	1.5 %	per year

Figure 1 : Roads in Bangkok

<i>Sr. No.</i>	<i>Zone Office</i>	<i>No. of roads</i>	<i>Length</i>
1	Nongkhaem	169	90.2285
2	Phasicharoen	133	92.3940
3	Pranakoem	128	44.9870
4	Bangrak	102	36.3168
5	Pomprab	98	37.5220
6	Huay Kwang	85	33.1450
7	Payathai	84	39.5414
8	Bangkok-yai	65	26.8425
9	Minburi	55	102.2690
10	Klongtoey	55	45.5490
11	Bangkapi	51	29.3790
12	Dusit	47	44.3780
13	Klongsan	46	20.3397
14	Talingchan	36	54.6360
15	Ladkrabang	35	64.1750

<i>Sr. No.</i>	<i>Zone Office</i>	<i>No. of roads</i>	<i>Length</i>
16	Bangkhuntian	33	62.2970
17	Chomthong	32	20.7600
18	Ynanawa	31	21.3740
19	Pathumwan	30	28.7790
20	Sathorn	29	16.5680
21	Thonburi	26	16.6385
22	Rajdhevi	22	19.2000
23	Nongjork	21	60.4260
24	Bangsue	20	8.2060
25	Bangkholaem	19	7.6960
26	Prakhanong	12	14.2980
27	Samphanthawong	11	3.9100
28	Prave	8	14.5420
29	Bangkok-noi	4	8.0030
30	Ladprao	3	1.4370
31	Rajburana	2	2.5450
32	Bangplad	2	3.8470
33	Jatujak	2	10.1470
34	Bangkhen	1	0.3600
<i>Total</i>		<i>1,497</i>	<i>1,082.7360</i>

Total ratio of roads in Bangkok is only 9 % of the area, whereas the standards is at least 20 – 25 %, which cause the insufficiency for traffic.

1.7 Bangkok faces with previous land uses with no order on account of the past economic expansion. During the Economic Development Plan BE 2515-2526, to the national economic growth was 50% in Bangkok and premises.

The expansion of Bangkok is the results of road constructions directed from the center of the city e.g. Paholyothin Road (the North), Sukhymvit Road and

Bangna-Trad (The East), Petchkasem Road (the West). Such growths are witnessed by the both side-road where there are road construction and the expansion of city is rapid, but without direction, i.e. the order of land uses and mass communication systems. The Bangkok therefore accumulates traffic routes direct from the center without grid blocks to effectively distribute traffic.

Besides, Bangkok still lacks following the plan to reduce the congestion of the urban e.g. development of the satellite cities surrounding Bangkok to provide with workplaces, residence, services and resting areas.

11 satellite cities surrounding Bangkok

Location along the outer ring

Sizes of 1,300 rai (520 acres) by approximation

The nature of the satellite cities will accommodate residences, workplaces, and etc., unnecessary to travel

1.8 A nature of expansion in Bangkok since the past to present begins from settlement along the riverside of the Chaopraya River. Later it has been expanded to the East and the West rapidly without planning, which later caused traffic congestion.

1.9 23 Roads in Bangkok attach to the railways. Among these roads there are 14 routes intersecting with the arterial streets. In the past the intersections between the railways and the arterial streets have caused the traffic congestion e.g. Sri-Ayuthya Road, where 90 trains a day are railing.

Currently, numbers of trains are as follows

Inbound trains	68	trips a day
Outbound trains	67	trips a day
Rush hour	1	trip per 7 minutes
Normal hour	1	trip per 20 minutes

(Source: Control Center to the Siam Royal Railway, BE 2540)

Had the vehicles on road waited for 3 minutes per trip, the 68 trains would have made 204 minutes a day or 3 hours and 24 minutes a day.

1.10 Bangkok also meets with the problem of bridges across the Chaopraya River between Thonburi and Bangkok, which are insufficient for routing. At present there are 7 bridges, i.e.

- The Bridge of Bangkok
- The Bridge of Budhha
- The Bridge of Pra Pinlkao
- The Bridge of KrungThonburi
- The Bridge of Pra Pokklao
- The Bridge of Rama VII
- The Bridge of BangkSthorn

Traffic problems happen during the rush hour on the basis that the bridges accommodate smaller lanes than roads, e.g. 5 lanes from Rajvidhi Road, but there are 2 lane at the Thonburi Bridge. The government plans to construct another 5 bridges to cross the Chaopraya River, i.e.

- The Bridge of New Bangkok
- The Bridge at 5 Intersection of Pakkred
- The Bridge of Bangkok -Thonburi
- The Bridge at Wat Nakhon-indra
- The Bridge at Prapadaeng

(Source; the Department of Civil Works, Ministry of Interior, BE 2540)

In the past the solution of traffic was slow reflecting the decision-making of the administrator handling problems with “Allowing Damages to Prove the Significance”. There should be proactiveness of pre-planning to be example to other cities of the nation.

1.11 The government uses solution on the principles, “Moving the Mass” rather than rather than constructing road for private cars allowing the Mass Transportation to move mass e.g. BTS. Currently, the cabinet approves mass transportation:

- BTS- Phase 1: Hualampong – Queen Sirikit International Convention - Bangsue
- Yellow BTS: Bangkapi - Rajburana
- Blue BTS: Bangsue – The Bridge of Pra NangKlao

Such projects are advantageous but some met with obstacles e.g. Hopewell Project has been terminated after 7 years constructions.

Solutions to traffic problems of the government still focus on road constructions by building expressways and road-cut e.g.

- The Expressway of Ramindra-Atnarong
- Rama II
- Expressways of Phase 2 and 3
- Outer Ring
- Roads-cut, lanes and sub-lanes in Bangkok
- The Donmuang Toll-way.

2. Quantity of Cars and Traffic Directions

Quantity of Cars and Traffic Directions are one of key problems because Bangkok is excessive with cars rather roads. The key traffic directions used by people head to the same direction i.e. inbound in the morning and outbound in the evening

2.1 In BE 2535, there were 2,373,288 registered cars in Bangkok and in BE 2539, there were 3,549,082 registered cars, which increased 1,175,797 cars

within 5 years or 19000 car per month. The rate of increase is one out of three of total number of cars, which might be observed, as following Figure:

Illustration of Increase Rate of Vehicle during BE 2535-2539

<i>Year</i>	<i>Vehicles/year</i>	<i>Cars/year</i>
2535	2,373,288	649,663
2536	2,656,107	727,054
2537	2,963,043	886,446
2538	3,241,081	940,573
2539	3,549,082	1,026,233

(Source: Department of Land Transportation, BE 2540)

The increase of different car types causes traffic problem, in particular the parking congestion, shortage of officers and measures in handling traffic to cope with problems. Statistics of increasing each day might reflect the rapid increase of traffic problem as follows

Statistics of Cars Registered Each Day in Bangkok

<i>Year</i>	<i>Increasing of cars/day</i>
2536	775
2537	841
2538	762
2539	844

(Source: Division of Transport Statistics, Academic and Plan, Department of Land Transportation, BE 2540)

The high increase of cars in Bangkok from the past might be based on the ineffectiveness of the mass transportation, values of owning private cars and the necessity to own residence in the remote urban skirt, and etc., including capacity of spending from the economic growth of the country and the life styles.

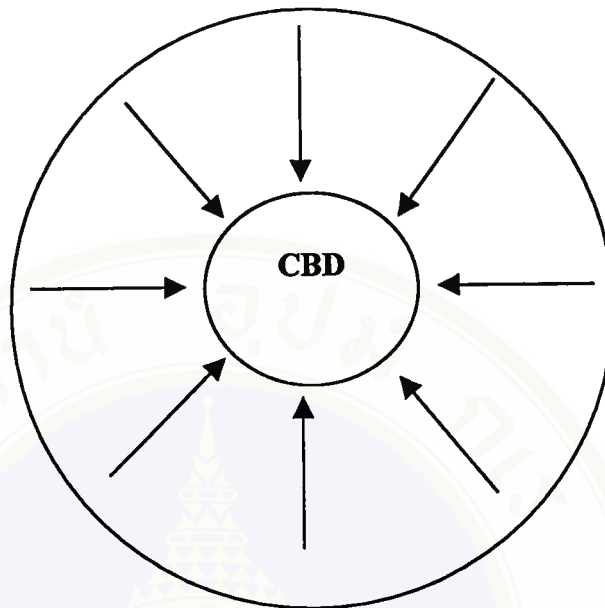
2.2 Out of 3,549,082 car, there are one million private cars, 1.5 million motorcycles. The private cars are the highest number among others e.g. trucks, pickups, and buses. The number of private cars of over one million if being put at queue length, it will take 4,104 kilometers or 6 times the distance between Bangkok - Chiangmai. The increase of private cars in Bangkok is the key problem since more cars require most roads, which leads to the concepts of restriction in using private cars on roads or restriction of areas for private cars to enter the CBD.

Statistics of Major Car Types in Bangkok, BE 2539

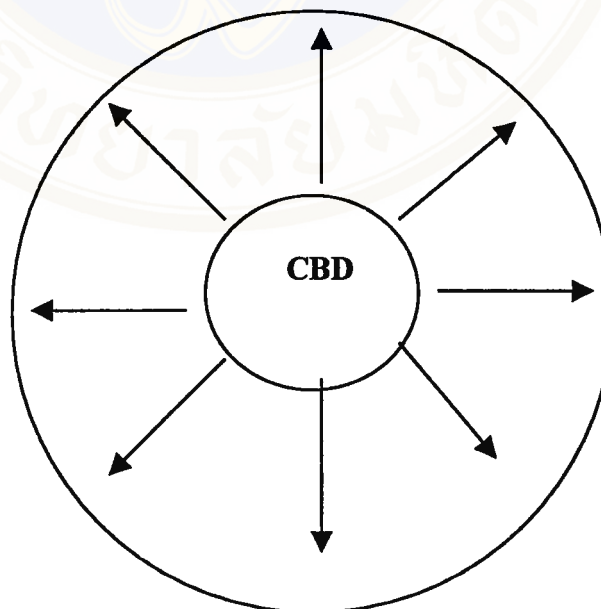
<i>Types</i>	<i>Number</i>
RorYor 1 – Private car of not more than 7 seats	1,026,233
RorYor 2 -Private car of more than 7 seats	316,580
RorYor 3 - Private truck	462,803
RorYor 6 – bus of not more than 7 seats	53,944
RorYor 12 – Motor cycle	1,527,834
T tal of 4 wheels (RorYor 1 - RorYor 11)	1,870,209
Exempted RorYor 4 and RorYor 8 of three wheels	

(Source: Division of Transport Statistics, Academic and Plan, Department of Land Transportation, BE 2540)

2.3 Direction of routes is the key factor in traffic problems at present in Bangkok in the Model of “Inbound ” in the morning and “Outbound” in the evening “ Between the City Skirt and the CBD”

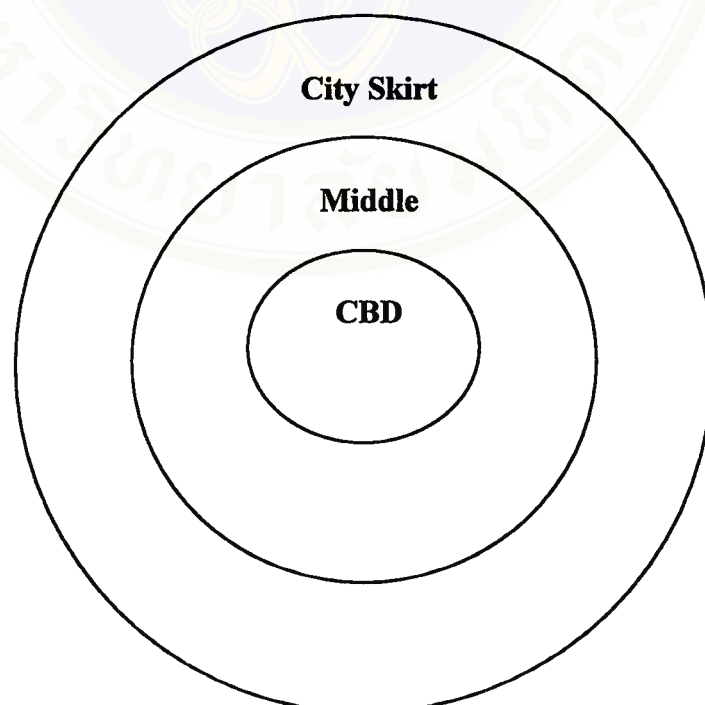


Morning Direction



Evening Direction

Concerning the Outbound in the evening, if Bangkok e.g. along the Sukhumvit, Asoke, Sathorn, and Silom, and etc., there would be the high traffic congestion k is divided CBD with high rise building during work hour. However, the light traffic will be seen during holidays. The middle area is referred to the areas between CBD and the city skirt. It accommodates business areas and residential areas e.g. housing projects, and condominium such as areas of Paholyothin, Ladprao, Ramkhamhaeng and Rajvidhi, and etc., where there is moderate to high traffic congestion on both working days and holidays. The city skirt is referred to attached with the premises, where it accommodates factories with residential areas and space for agriculture e.g. Bangkhen, Minburi, Bangna, and Buddhamonthon, where there is less traffic congestion than the former two during work hours and light traffic during holidays.



Zoning of the Urban

2.4 Direction of inbound-outbound causes bottleneck during the inbound on the basis that there is merge between the middle and the CBD e.g. Intersection of Rama. At the meantime, during the outbound, many cars have to haste within the restricted hours but cannot pass the middle area to the outer skirt since the roads are not grid blocks to meet the high traffic.

2.5 The study of the direction of transportation will help understanding the grid blocks traffic administration like the “web” by overviews and “routing” in each direction. Technology and data must be used to allow consistent flows in the intersection by overviews rather than familiarly administrated by traffic police. At present, there are no studies in relative to destination, direction and time of travel needs of Bangkok people.

2.6 The studies of car speed among 47 routes in Bangkok during BE 2538 found out that Bangkok traffic condition was

Average Car Speed in Bangkok

<i>Ser. No</i>	<i>Road Names</i>	<i>Average Speed (km/hr)</i>
1	Bamroongmuang	6.90
2	Suddhisarn	7.08
3	Nakhonsawan	7.65
4	Si-Praya	7.74
5	Asoke-Dindaeng	7.77
6	Pradipat	7.78
7	Yaowarat	8.00
8	Ratchdamnern	8.18
9	Sri-Ayuthya	8.50
10	Wireless	8.60

<i>Ser. No</i>	<i>Road Names</i>	<i>Average Speed (km/hr)</i>
11	Payathai	8.69
12	Rajvidhi	9.08
13	Rama V	9.12
14	Silom	9.44
15	Pitsanulok	9.49
16	Samsen	9.78
17	Surawong	9.85
18	Sathorn	9.97
19	Rama VI	10.12
20	Charoenkrung (end)	10.35
21	Chakkrapaddiphong	10.78
22	Rama IX	11.62
23	Krungkasem	11.76
24	Rama IV	12.16
25	Taksin-Suksawad	12.60
26	Sukhumvit	12.74
27	Ramkhamhaeng	13.65
28	Charoenkrung (start)	13.91
29	Petchburi	14.49
30	Issarapab	15.16
31	Ladprao	16.53
32	Somdejchaopraya	16.62
33	Henri Dunang	16.88
34	Charoennakon	17.56
35	Charansanitwong	17.58
36	Srinakharin	19.55
37	Ratchadabhisek	19.56
38	Paholyothin	19.70
39	Prachachuen	20.04

<i>Ser. No</i>	<i>Road Names</i>	<i>Average Speed (km/hr)</i>
40	Borromrajchonnani	22.16
41	Rama III	22.25
42	Petchkasem	24.13
43	Vibhavadirangsit	24.13
44	Ramindra	25.71
45	Pattanakarn	26.37
46	Sukkhahiban 1	29.29
47	Outer Ring	53.45

Source: Office of Traffic and Transportation, Bangkok, BE 2540

It is found out in the studies that 47 routes in Bangkok had the average speed at 10 km/hr for 18 routes, which is counted as rather low speed and motorcycle is better used for replacement. 10-20 km/hr is found in 20 routes, which rather low. 20-30 km/hr is found in 8 routes, which is expeditious. And more than 30 km/hr is found only in 1 route. At CBD is found lowest speed average while the middle and the outer area are found better speed respectively.

3. Driving Behavior

Driving behavior is the critical issues, which all parties involved attempt to control and supervise regarding behaviors of driving cars, motorcycles and even pedestrians, particularly the violation of traffic. Traffic problems encompass 3 key factors, i.e.

1. Roads
2. Cars
3. Human

Human is the key factor in traffic problem in the behavior of indisciplinary driving caused by values, attitudes and fraud familiarity affecting others, i.e.

1. Incorrect driving behavior is the key factor in road accidents to life, injuries, and traffic halts. There are at least 2 attributes in incorrect driving behavior, i.e. indiscipline and selfishness

2. Frequent driving behavior found, e.g.

- Offending light signals in the interjection during car flows and impeding the interjection against other flows
- Impeding the entrant of lanes to hinder other cars overtaking fearing being impeded by others
- Parking in the prohibited areas
- Wrong lanes and slow to sharp turn overtaking others to entering the department store.
- Sharp overtaking to fly-over.
- Impeding left turns
- Stop to unload goods on main road impeding others
- Falling earth from trucks
- Double parking of buses and taxis for passengers or improper parking to the walkways and impeding traffic flows

Many traffic offenders have attitudes that trifling offenses should be granted or negotiable ignoring the traffic as general. When being arrested, it is often seen with negotiations and bribing for grants. Some offenders will boast of their high social status to threat or humble police fearing of arrestment. Some equivocate and brag so as the police may annoy and disregards the offenders. Some traders use friendship with police by supporting police activities or welfare of the police station to plead convenience or prevention of being troubled.

Some groups of offenders are influential persons e.g. groups of merchandise trucks, and earth trucks, who are usually personally related to politicians,

civil servants and even the police superiors as Patron – Client for mutual advantages. It makes the subordinate police unable to fully enforce laws with these groups of people. Police in some cases is intimidated e.g. accusation, or complaints and being reproached or under discipline examination, and etc. Many police therefore work to avoid such problems by changing behavior from law strictness to sty without enemy. Some change behavior to accepting returns in form of uncompletedness and yield to be member of the group or living in the society of followers. Negotiation with the state power of the offenders in different forms; using influences as oppression, or patron-client as incentive is underlying with masked objectives that police may evasive responsibility. It is the social behavior that causes traffic problems in Bangkok.

3. Driving behavior of the Thais might be witnessed from the traffic arrestment as following indictment

Respective Illustration of Traffic Arrestment in Bangkok, BE 2539

	<i>Indictment</i>	<i>Cases</i>	<i>Percentage</i>
1.	Parking in Prohibited Area	195,623	71.37
2.	Impeding Traffic	25,515	9.31
3.	Violation of Traffic Signs	20,829	7.60
4.	Wrong lane	16,353	5.97
5.	Violation of Traffic Signals	9,570	3.49
6.	Imposition of Waiting Lines	3,189	1.16
7.	Not Carry Driving License	2,390	0.12
8.	No Driving License	328	0.87
9.	Violation of Truck Hours	178	0.06
10.	Careless Driving	131	0.05
	<i>Total</i>	<i>274,106</i>	<i>100</i>

Source: Statistics of Traffic Arrestment of Traffic Headquarter of the Regions of the North, the South, Thonburi during January- December BE 2539, Job 1, Division 3 Traffic Headquarter, BE 2540

4. Etiology of offenses or unimprovement of behavior might be from following factors

(1) Ineffective system of License Issuance – on account of the previous issuance system is easy and lack of screening to get the efficient drivers. It is therefore required revision in the process of training and re-testing driving e.g. admission to driving school, readapting the driving curriculum in the school, strict test of driving, for the purpose of new generation drivers gain high driving knowledge, maturity and skills.

(2) No Information Technology in controlling orders, and licenses confiscated by police nationwide including Point System to collect statistics and control driving offenders. Shortage of Information Technology makes offenders to violate in many jurisdiction fearless to laws and etc., The authority is also in short of fundamental means to separate penalty to different offense.

(3) Lack of systematic Education provided to people consistently, e.g.

- Provisions of knowledge for youths in schools
- Provisions of knowledge for risk group e.g. truck drivers, and etc.
- Provisions of knowledge by consistently campaigning on traffic disciplines through media
- Provisions of knowledge through Driving Schools
- Establishment of traffic School to train state servants
- Application of Rehabilitation e.g. Behavior observation, social works, and participation of private organizations and traffic volunteer.

Shortages of effective training cause using roads by ignoring traffic disciplines, unskilled and selfishness, and etc.

(4) Lacks of serious Enforcement of laws on account of police must prioritize traffic problem while there is shortage of motivation, toilsome or needs to rely on extra income from traders in working.

(5) Behavior of Thai driver and disrespect to laws can be witnessed from the statistics in traffic arrestment during BE 2540 reaches 2,326,571 orders. However, the reports to fines are less, i.e. the license confiscated only 65% and the affixed order is 58%. The not report for fines reaches 35% of license confiscated, and 42% with the affixed order.

Before BE 2537, the not report for fines does not reach 38% of license confiscated, and 71% with the affixed order. It witnesses the evasive behavior of laws and the ineffectiveness of law enforcement in Thailand

Statistics of Orders and Fines

<i>Year/B.E.</i>	<i>Total</i>	<i>License Confiscation</i>	<i>Affix Order</i>	<i>Reports for Fines</i>	
				<i>Confiscated</i>	<i>Affixed</i>
2535	2,241,884	1,720,223	521,661	57 %	41 %
2536	2,176,448	1,737,608	438,859	62 %	45 %
2537	1,882,621	1,370,762	511,859	62 %	29 %
2538	1,577,427	1,109,342	468,085	59 %	54 %
2539	2,326,571	1,387,960	938,611	64 %	57 %

With the statistics above, it is found out that traffic arrestment and reports for fine during BE 2536 –2539 of Bangkok people is decreasing. It requires emergence to improve incentive for authority in arrestment of offenders, installing information technology and point system to be applied.

4. *Traffic Administration*

4.1 Traffic Administration contains 3 factors or 3 E, i.e.

EDUCATION

ENFORCEMENT

ENGINEERING

4.2 The Traffic Administration in Thailand encompasses many units with no uniqueness in administration to the whole system e.g. planning, budgeting, construction, road evacuation, mass transportation, driving license, light signals, law enforcement, and etc. In practical, each is in different unit.

Most units involve with Enforcement, and Engineering but lacking Education for people in likely all system. It does not cover the 3E. the past solution is likely passive rather than aggressive.

4.3 19 units are responsible to traffic under 2 key ministries, i.e. Ministry of Interior, Ministry of Communication and Office of the Prime Minister they are

- Department of Highways
- Department of Civil Engineering
- Bangkok Administration
- Department of Administration
- Transport Company Limited
- The National Statistics
- Department of Land Transport
- The Expressway Authority of Thailand
- The Mass Transportation Organization
- The Siam Royal Railway
- The Royal Thai Police Headquarter
- Department of City Plan
- The National Council of Economic and Social Development



- Ministry of Communication
- The Office of the Permanent Secretary to The Ministry of Communication
- The Office of Budget
- The Office of Traffic
- The Office of Rural Development
- Department of Harbor

(Source: Coordination Project of Data and Information with Units Related to Office of Traffic, NIDA, BE 2538)

4.4 Many responsible units cause redundancies and no direct responsible unit e.g. road evacuation, electricity, and telephone have different plans and in congruent budget. Besides, More units create more red tape. Reflecting the 19 units, there are loopholes in connections under each unit implementation and uniqueness, where coordination is ineffective regarding Education, Enforcement and Engineering as a clear consistent system

4.5 Administration in The Royal Thai Police Headquarter in the past has been met with many problems, e.g.

- Traffic Budget is under Crime Suppression Job
- Administration Relies on Individual and Inconsistent
- Role Redundancy between Traffic Headquarter and Police Station
- No Traffic Project/Plans
- Cronyism is used in Transferring and Promotion
- No Professional in Traffic
- No IT and Technology System
- Improper Traffic Organization, and etc.

4.6 Problems in Traffic Administration might be reflected from issues of the traffic and transportation development of Development Plans of 6 and 7 (BE 2530-2539, which can be concluded as follows

- Road expansion of 1.5% a year
- The government ignores the serious development of public mass transportation. Budget allocation in Plans 6 and 7 are 29% and 42% of the investment in Bangkok and the premises.
- The critical lateness of the development of public mass transportation according to Plan 6, which is only 1% progress
 - No scope of policy for all to share, plans and projects set differently, time consuming in decision-making and setting policy, too many boards, and there is no center of coordination in traffic planning.
 - Planning is focused on projects and engineering rather than strict budget spending, where the causing the problems of expropriation and concession agreement
 - No expert and experienced officer in traffic

4.7 With the above traffic problems, the traffic administration can be analyzed for the future that there should be a unique organization to handle the traffic and transportation. For example, the establishment of the National Traffic, which is totally authorized in the responsibility of 3E but with high expedition and effectiveness, similar to the private organization

4.8 By overviews, the traffic administration Bangkok is the coordination between large organization without expedite, and slow decision-making. Many units cannot solve internal problems. When many units are collective to the same mission, unexpedition is therefore seen in many solutions of traffic problems.

2.2 Regulations of the Royal Thai Police Headquarter

Garuda

Regulations of the Royal Thai Police Headquarter

On Recording Score, Training, Test of the Offending Driver and Suspension of Driving License

Under the authority of Article 161 Paragraph three of the Traffic Acts BE 2522, amended in Article 32 of the Traffic Acts (Copy 4) BE 2535, the Commander of the Royal Thai Police Headquarter regulates the recording of score, training, test the of the offending driver and the suspension of driving license as follows

Recording the Score

No.1. Allowing the authorized person of confiscation of the license or other authorized of the practices to record score at the back of the driving license and to record data devices when driver offends the following

1.1. Recording 10 (ten) scores each time with A as symbol in the offense of:

- (1). Impediment driving to the traffic
- (2) Driving on walkways with no reasonable causes

1.2 Recording 20 (twenty) scores each time with B as symbol in the offense of:

- (1). Left overtaking and insecure driving
- (2) Overtaking at slope road, bridge, curve or overtaking with the distance of 30 meter before arriving the cross signs, intersection, circle or street isle or overtaking under the situation of foggy, dusty or smoky when clear view is impossible

at sixty meter distance or overtaking at critical situation or secure zone or overtaking at the danger signs.

- (3) Parking in lane or roadside without light on when it is dim.
- (4) Taxi-cab refusing to take passenger
- (5) Taxi-cab disembark passenger on the way

1.3 Recording 30 (thirty) scores each time with C as symbol in the offense of:

- (1) Driving with deficiency
- (2) Careless and insecure driving
- (3) Unnormal driving
- (4) Ignorance of security driving or suffering others
- (5) Speed drive beyond limits.

1.4 Recording 40 (forty) scores each time with D as symbol in the offense of:

- (1) Not-stop before line unto red light signal or sin of “stop” (offending red light signals)
- (2) Driving while being liquor drunken or other drunken
- (3) Causing damages to person and property while driving non-stop the car or giving assistance as appropriate, never reporting or notifying authority nearby.
- (4) Racing on road

The records of score under Paragraph One must follow the driving license of the Land Transports as follows

- (a) Driving license with space for offense record – must be recorded in its space
- (b) Driving license with no space for offense record – must be recorded in the space of restricted uses.
- (c) Driving license with the space for extension, expiry, registrar- must be recorded in the spaces of extension, expiry, registrar

(d) Driving license with memory must be recorded in its memory

For driving license of (a), (b), and (c) must be attached with tag as regulated by the Royal Thai Police Headquarter as designed before the first record. Forms of official tag must be in the driving license and the record of score must follow Appendix A.

Erasing the records in the memory is permitted when the driver has no re-offense within the year of the first offense.

Training, Test the of the Offending Driver and the Suspension of Driving License

No. 2. When the driver re-offends twice as designated in No. 1. Within a year of the first offense – the authorized person is allowed to confiscate the license or the authorized person conduct training, and testing that driver as designated before returning license

In training and testing the driver as in Paragraph One – allowing the unit finding the second offense or the next one conduct training, and test. However, the trainee owns the rights for training location by immediately inform the authority and the authority must further admit the request of the trainee.

No. 3. In train training, and testing driver as in NO. 2, the below must be followed.

3.1. Training to acquire

- (1) Traffic laws
- (2) Etiology and prevention of traffic accident
- (3) Responsibility of driver in civil and criminal trial
- (4) Etiquette, ethics and integrity in driving
- (5) Others necessary to traffic problems

3.2 Test – testing the knowledge and understanding according the test paper conducted by the trainer. Incase of gaining lower than 50 scores, there must be re-trains in 3.1

No. 4. Allowing the Division of Traffic or the Provincial Police or the Section under the Highway Division to case of responsibility to determine day, time, location of training and test for the re-offender as in No. 2. Upon passing the training and test as No. 3., below must be followed

4.1 Report the results of training, and test to the Headquarter or Region Police to its case in every month.

4.2 Collect data and report to the Land Transportation Department or the Registrar of license issuance for acknowledgement as to case for further involved actions.

No. 5. When a driver offend as in No. 1. And scores are recorded at the back of the driving license or in the memory in the confiscated license with the scores of over 60 (sixty) within a year following the first offense. It is permitted that the authorized person is empowered to confiscate the license or the authorized person is empowered to suspend the license for 90 (ninety) days to each time

During driver is recorded and being suspended of license, the authorized person is empowered to issue letter certifying recording and suspension of license as evidence but the letter is not counted as replacement of driving license.

Upon fulfilling the period of suspension, the driver must bring the letter of certifying recording and suspension as in Paragraph Two to notify the authority at the police station or office of orders or arrestment to pledge license retrieval.

Format of letter of certification on recording and suspension of license must follow Appendix B

No. 6. In recording scores, training, testing and suspension of license of driver, police station or units using orders or arrestment must follow

6.1 Bangkok – driving license with orders must be sent to Traffic Division

6.2 Other Provinces rather than Bangkok - driving license with orders must be sent to the Provincial Police Office

6.3 Highway Police Division - driving license with orders must be sent to the Division under the Division of Highway Police

As for recording, when scores have been recorded, the driving license with orders must be returned to the police station or units as in Paragraph One by not exceeding 5 days counting from the fulfillment of recording.

No. 7. In recording, training, testing or suspension of driving license, allowing the police station or units enforces orders or arrestment of driving license to inform the Land Transportation Department.

This regulation is enforce after one hundred and eighty days counting from the Announcement in the Royal Gazette.

Regulated on the 20th. April BE 2542

Police General Pracha Promnok
Commander of the Royal Thai Police Headquarter

Certified True Copy

Pol. Lt. Col. Choochart Srisuwan

Inspector of Academic Division, the Royal Thai Police Headquarter

Letter of Certification on Score Recording and Suspension of Driving License

This is to certify that the person who demands confiscation under Article 161 of the Traffic Acts BE 2522 amended in the Article 32 of the of the Traffic Acts BE 2535 records score and suspend the driving license of the following driver

1. Name and Last-name of the driver
2. Date of offense
3. Offense
4. Place of Offense.....
5. No. of License.....Type.....
Place of Issuance
6. Period of suspension.....days (not exceeding 90 days)
7. Police Station/ Units of Orders Issuance/ or arrestment of driver
.....
8. Name,Last-name..... and
position..... of confiscator of driving license

This letter is irreplaceable to the driving license

Issued on day.....Month.....Year

(Signature).....

Confiscator of the Driving License

2.3 Procedures to Follow the Regulations of the Royal Thai Police Headquarter

Procedures to Follow the Regulations of the Royal Thai Police Headquarter on Recording Score, Training, Testing the Offender and the Suspension of Driving License Article 161 Paragraph Three of The Traffic Acts (Copy 4) BE 2535

Step 1 – The Commander of the Metropolitan Police order confiscation of driving license of offender as stated in the regulation of 16 offenses of not exceeding 60 days (in practical orders of confiscation of 15 days), informing the interrogation officers that the confiscation is under the authority of the interrogation officer. When arrestment has been made under the regulations of 16 offense, allowing the orders unit to record data into the computer and deliver the yellow copy to Job 4, Division 3 Traffic Headquarter. The following day after issuing orders and the offender reports for fines under the comparative fining of the interrogation officer – the officer must inform the offender of how many days the driving license must be confiscated and instruct the offender for the retrieval at Job 4, Division 3 Traffic Headquarter with the letter of contact (Format 2). The interrogation officer proceeds the confiscation of driving license to the commander of Traffic Division through Job 4, Division 3 Traffic Headquarter according to the Format 1, without delay. The Job 4, Division 3 Traffic Headquarter will record in the received book and the driving license control book, checking and deliver to Job 5, Division 3 Traffic Headquarter.

Step 2 - Job 5, Division 3 Traffic Headquarter follows the regulation in recording as follows

Recording 10 (ten) scores each time with A as symbol in the offense of:

1. Impediment driving to the traffic
2. Driving on walkways with no reasonable causes

Recording 20 (twenty) scores each time with B as symbol in the offense of:

3. Left overtaking and insecure driving

4. Overtaking at slope road, bridge, curve or overtaking with the distance of 30 meter before arriving the cross signs, intersection, circle or street isle or overtaking under the situation of foggy, dusty or smoky when clear view is impossible at sixty meter distance or overtaking at critical situation or secure zone or overtaking at the danger signs.

5. Parking in lane or roadside without light on when it is dim.
6. Taxi-cab refusing to take passenger
7. Taxi-cab disembark passenger on the way

Recording 30 (thirty) scores each time with C as symbol in the offense of:

8. Driving with deficiency
9. Careless and insecure driving
10. Unnormal driving
11. Ignorance of security driving or suffering others
12. Speed drive beyond limits.

Recording 40 (forty) scores each time with D as symbol in the offense of:

13. Not-stop before line unto red light signal or sin of “stop”
(offending red light signals)
14. Driving while being liquor drunken or other drunken
15. Causing damages to person and property while driving non-stop the car or giving assistance as appropriate, never reporting or notifying authority nearby.
16. Racing on road

The records of score Job 5, Division 3 Traffic Headquarter. must follow the driving license of the Land Transports as follows :

- (a) Driving license with space for offense record – must be recorded in its space.

(b) Driving license with no space for offense record – must be recorded in the space of restricted uses.

(c) Driving license with the space for extension, expiry, registrar- must be recorded in the spaces of extension, expiry, registrar.

(d) Driving license with memory must be recorded in its memory (magnetic)

Practices of Recording of the Metropolitan Police division

1. Record in the computer
2. Record in the driving license using white sticker of 0.7 x 5.5 cms width-length and stamped in mural with police emblem at the rear right regulated. Then use the sticker with stamp of mural of the police emblem sizing 0.6x 1.0 cm regulating A on yellow space of 10 score-cut, B at green space of 20 score-cut, C at blue space of 30 score-cut, and d at orange space of 40 score-cut covering the white sticker

Records must be fulfilled within 5 days counting from the arrival of the confiscated driving license to the office of Job 4, Division 3 Traffic Headquarter.

After fulfilling the records, the driving license must be returned to the Job 4, Division 3 Traffic Headquarter for the offending driver when time is reached. Had there been re-offense in the same offending, which requires Training, and Testing as Criteria determined by the police, Driving License would be returned to the driver who had passed the training and testing as determined in the criteria

Step 3 - Training, and Testing is under the supervision of Job 4, Division 3 Traffic Headquarter to check driver of re-offending twice of the same offense within a year counting from the first offense and to be collected and submit to Job 6, Division 3 Traffic Headquarter to proceed on training and testing for 3 hours at the Traffic Headquarter on the subjects of:

1. Traffic laws
2. Etiology and prevention of traffic accident
3. Responsibility of driver in civil and criminal trial
4. Etiquette, ethics and integrity in driving
5. Others necessary to traffic problems

When trainee passes training and testing, Job 6, Division 3 Traffic Headquarter issues verified letter for the offender to retrieve driving license from Job 4, Division 3 Traffic Headquarter which has been arranged at the place of training and testing.

Upon completion of 1 year, the driver must bring the driving license to be erased of the recorded score at the back of the license at Job 5, Division 3 Traffic Headquarter.

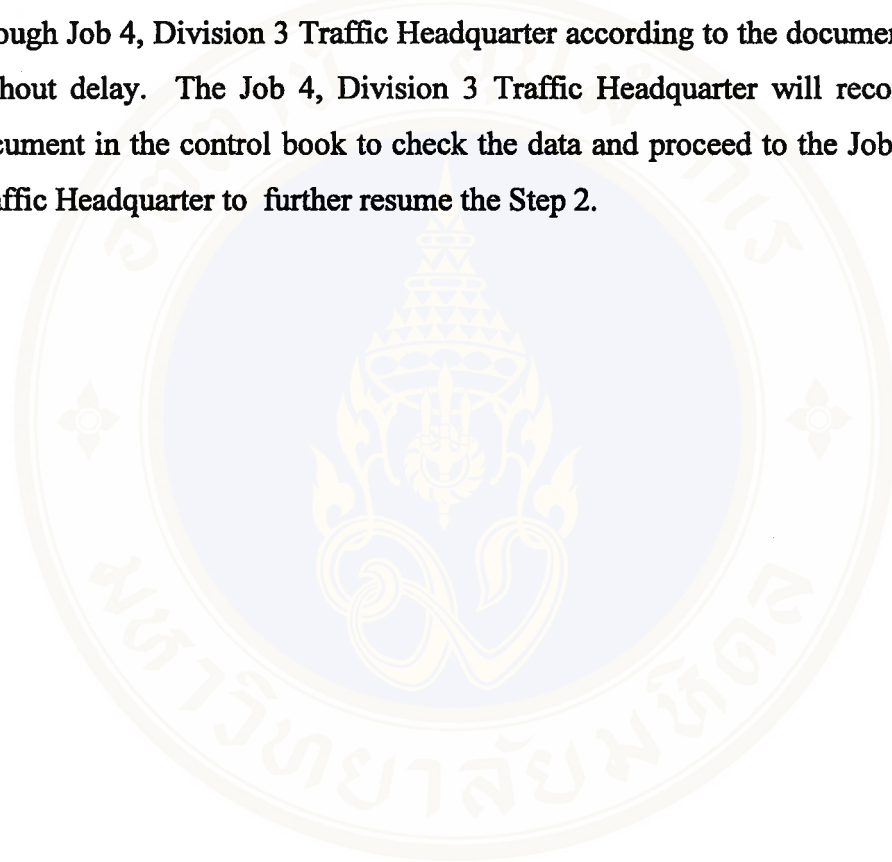
Step 4: The suspension of the driving license is allowed of not exceeding 90 days for the offender and the scorecard recorded of exceeding 60 scores. within a year counted from the first offense – the letter is issued to certified the score recorded and the suspension of the driving license as evidence but it is not counted as the replacement of the driving license.

Procedures of Driving License suspension is as follows

When Job 5, Division 3 Traffic Headquarter completes the scoring records and returns to Job 4, Division 3 Traffic Headquarter, the offending scores will be checked whether the scores reach 60 and if so, the driving license will be submitted to the Traffic Commander for order of suspension.

Procedures in case of the interrogation officer charges comparative fines in the accusation indicated in the Provision 16 of the offense without issuing order paper.

When the interrogation officer charges comparative fines in the accusation indicated in the Provision 16 of the offense without issuing order paper of report, the interrogation officer must record in the computer and inform the offender the confiscation of the driving license for 15 days. The offender will retrieve the license at Job 4, Division 3 Traffic Headquarter attest with the letter of contact. The interrogation officer submits confiscated driving license letter to the Commander through Job 4, Division 3 Traffic Headquarter according to the document No. 1 and 2 without delay. The Job 4, Division 3 Traffic Headquarter will record in the in-document in the control book to check the data and proceed to the Job 5, Division 3 Traffic Headquarter to further resume the Step 2.



Letter of Notification for the Submission of the Driving License of the Offender Under the Provisions titled Scores Records

No.....

Place of Records.....

Date.....Month.....Year.....

To: Traffic Commander (via the Sup. Job 3,Traffic HQ)

The driver offends under Article 161 of the Traffic Acts BE 2522 amended in the Article 32 of the of the Traffic Acts (Copy 4) BE 2535 and the license must be confiscated as provisions determined by the Royal Thai Police Headquarter titled the Procedures of Score Records the Training, and the Test of the Offender.

For your information regarding details of offender for further recording of scores in the riving license.

Name and Last-name of the driver

Offense

Jurisdiction of

Comparative Fine Case No.....Dated.....

The authorized demand confiscation of the driving license of traffic offender for.....days and attested with the driving license

(Signature).....

Head of the Police Station of

2.4 20 Allegations Recorded in Scorecard

10 points	1	- Impediment driving to the traffic
	2.	- Driving on walkways with no reasonable causes
	3	- Left overtaking and insecure driving
	4	- Overtaking at distance of 30 meters before cross lines, intersections, circle or the road isle
	5	- Overtaking during foggy, raining, dusty or smoky with unclear view at distance of 60 meters
	6	- Overtaking at slope, climbing the bridge or curve
	7	- Overtaking in critical situation or insecurity zone
	8	- Overtaking upon signs with in the danger zone
	9	- Parking in lane or roadside without light on when it is dim.
	10	- Taxi-cab refusing to take passenger
	11	- Taxi-cab disembark passenger on the way
	30 points	12
13		- Careless and insecure driving
14		- Up-normal driving
15		- Ignorance of security driving or suffering others
16		- Speed drive beyond limits.
40 points	17	- Not-stop before line unto red light signal or sin of “stop” (offending red light signals)
	18	- Driving while being liquor drunken or other drunken
	19	- Causing damages to person and property while driving non-stop the car or giving assistance as appropriate, never reporting or notifying authority nearby.
	20	- Racing on public road

2.5 Violations/ Allegations Prohibited in Reproaching or Comparative Fining

N	Violations/Allegations	Articles	Penalty	Notes
1	Driver offends or rejects to follow the demand of the Traffic officer, interrogation officer, staff or the Inspector on checking driving related to narcotics, potent substance etc, or the offender or reject the demand of the inspector of the test of lack capacity in driving or drunkenness of liquor or drunkenness of other substance	43 Bi 43 Tri and 157 Bi	Fines of not more than 1,000 Baht	Article 43 Bi, 43 Tri and 157 Bi amended by the Traffic Acts (Copy 6) BE 2542- the inspector is referred to authorized inspector under the Traffic Acts and under Laws of vehicles

N	Violations/Allegations	Articles	Penalty	Notes
2	<p>Driver uses drug or potent substance against mental and nerves, but if</p>	<p>43 Bi Paragraph one, 157 Bi</p>	<p>Higher than determined in the laws of narcotics or potent substance of one over three</p>	<p>Withholding of driving license by court of not less than 6 months or termination of the driving license</p>
	<p>causing other critical injury</p>	<p>43 Bi Paragraph one, 157 Bi</p>	<p>Imprisonment Of 2-6 years and fines of 40,000 – 120,000 Baht</p>	<p>Suspension of driving license by court</p>
	<p>2.2 causing other death</p>	<p>43 Bi Paragraph one, 157 Bi</p>	<p>Imprisonment of 3-10 years and fines of 60,000 – 200,000 Baht</p>	<p>Suspension of driving license by court</p>

N	Violations/Allegations	Articles	Penalty	Notes
3	Driver rejects to follow the demand of the Traffic officer or authority to move car or impeding traffic officer or authority to move car or impeding to use control tools to move car	59 Paragraph one, and 159 Paragraph one,	Imprisonment of not exceeding 3-months or fine of not more than 5,000 – Baht or both	Article 59 amended by Traffic Acts (Copy 4) BE 2535
4	Anyone damages, destroys, depreciates or makes useless the control tools for immobility or mobility that the traffic officer or authority by using the tools of immobility without permission from the traffic officer or the interrogation officer	59 Paragraph two, and 159 Paragraph two,	Imprisonment of not exceeding 3-months or fine of not more than 5,000 – Baht or both	

N	Violations/Allegations	Articles	Penalty	Notes
5	<p>Driver causes driving in manners of damages and does not notify the cause (hit and run), but if</p> <p>-causing other critical injury or death</p>	<p>78, 160 Paragraph one</p> <p>78, 160 Paragraph two</p>	<p>Imprisonment of not exceeding 3-months or fine of not more than 2,000 – 10,000Baht or both</p> <p>Imprisonment of not exceeding 6 months or fine of not more than 5,000 – 20,000Baht or both</p>	
6	<p>Driver during driving with lack of capacity in driving</p>	<p>43(1), 160 Paragraph three</p>	<p>Imprisonment of not exceeding 3-months or fine of not more than 2,000 – 10,000Baht or both</p>	<p>Article 160, amended by Traffic Acts (Copy 4) BE 2535</p>

N	Violations/Allegations	Articles	Penalty	Notes
7	Driver in condition of drunkenness of liquor or drunkenness of other	43(2), 160 Paragraph three	Imprisonment of not exceeding 3 months or fine of not more than 2,000 – 10,000Baht or both	Article 160, amended by Traffic Acts (Copy 4) BE 2535
8	Driving with unnormality of driving or impossible to see in front or rear or either side or both to its safety	43(5), 160 Paragraph three	Imprisonment of not exceeding 3 months or fine of not more than 2,000 – 10,000Baht or both	Article 160, amended by Traffic Acts (Copy 4) BE 2535
9	Driving carelessly ignoring safety or sufferings of others	43(8), 160 Paragraph three	Imprisonment of not exceeding 3 months or fine of not more than 2,000 – 10,000Baht or both	Article 160, amended by Traffic Acts (Copy 4) BE 2535

N	Violations/Allegations	Articles	Penalty	Notes
10	Racing in public road or supporting or promoting races in public road exempted with written permission by traffic authority	134 Bi, 160	Imprisonment of not exceeding 3 months or fine of not more than 2,000 – 10,000Baht or both	Withholding of driving license by court of not less than 1 month or suspension of driving license

CHAPTER III

METHODOLOGY

The Survey Research has been used in the study of the Measures' Application of Scorecard Records in Driving License of Traffic Acts Offenders: a Case Study in the Authorized Area of Metropolitan Police Station of Chakkrawad. Descriptive statistics has been employed in the interpretation in the finding and the methodology is as follows

3.1 Populations and Sampling

Population in this study is drivers in the jurisdiction of the Metropolitan Police Station of Chakkrawad being recorded the scores in the driving licenses. On account of the jurisdiction of the Metropolitan Police Station of Chakkrawad is the business center quite far long back of Bangkok with the area of 0.7 square kilometers and located on 4 arterial streets with accumulated traffic all the time, there are many driving offenders against the Traffic Acts who has entered this area for a month. The Accidental Sampling is used with 350 samples. However, 304 sets of questionnaire or 86.9% have been returned.

3.2 Research Instrument

Questionnaire is used in data collection for analysis. Its methodology is as follows

3.2.1 Formulation of Questionnaire

3.2.1.1 Reviewing the related literatures

3.2.1.2 Reviewing the methodology of the social research and rationale in formulating questionnaire

3.2.1.3 Formulating questionnaire to cover all contents of the study and respondents are able to directly respond to the objective of the research.

3.2.1.4 The formulated questionnaire is submitted to thesis advisor for improvements of clarity and content validity

3.2.1.5 After the questionnaire has been improved, it is also submitted to expert to examine the Logical Analysis and Content Validity including the proper linguistics.

3.2.1.6 The improved questionnaire is further used for the actual data collection

The questionnaire has been divided into 4 parts

Part 1: the Personal Background containing gender, age, education, marital status, income, profession, years of license possession, and years of driving

Part 2: the Traffic Factors containing types of vehicle, offense, recorded score, acceptance or refusal of offense, and knowledge of Traffic Acts.

Part 3: Measures of recording scores in the driving license

Part 4: Additional suggestions and recommendations

3.3 The Test of the Instrument

3.3.1 The Pre-test has been conducted after the questionnaire has been corrected and improved by the experts with the 30 population of the Metropolitan police station of Plabplachai Zone 1

3.3.2 Reliability has been tested with data gained from the returned questionnaire.

3.3.3 After the questionnaire has been improved, it is submitted to expert to examine the Logical Analysis and Content Validity including the proper linguistics.

3.3.4 The improved questionnaire is further used for the actual data collection

3.4 Data Collection

3.4.1 After formulation of questionnaire and its experimental treatment has been fulfilled, the questionnaire is distributed to target population.

3.4.2 The researcher checked the properness of all returned questionnaire sets to further follow the statistical methodology

3.5 Data Analysis

3.5.1 Serial number has been fixed to returned questionnaire for further proper data analysis.

3.5.2 Build a manual and encode to analyze the data with computer.

3.6 Statistical Applications

3.6.1 Percentage

3.6.2 Mean and Standard Deviation

3.6.3 ANOVA (Analysis of Variance)

3.6.4 Analysis of Correlation

CHAPTER IV

RESULTS

Findings of the Measures' Application of Scorecard Records in Driving License of Traffic Acts Offenders: A case Study in the Authorized Area of Metropolitan Police Station of Chakkrawad, have been presented as follows

- 4.1 Data of Personal Background
- 4.2 Data of Traffic Factors
- 4.3 Data of Opinion on the Measures Application of Scorecard Records in Driving License
- 4.4 Tests of Hypotheses

4.1 Data of Personal Background (Table 1)

4.1.1 264 persons or 86.8% of the population are male, and 40 persons or 13.2% are female

4.1.2 13 persons or 4.3% of the population are not more than 30 years, 78 persons or 25.7% of the population are 31-35 years, and 213 persons or 70.0% of the population are not more than 36 years. The average age is 46.5 years and the SD = 2.31

4.1.3 47 persons or 15.5 % of the population earn Secondary education vocational certificate/diploma, 216 persons or 71.0% earn vocational certificate/diploma, 38 persons or 12.5% earn Bachelor degree, and 3 persons or 1.0% earn Master degree .

4.1.4 78 persons or 25.7 % of the population are single, 104 persons or 34.2% are married and co-stay, 97 persons or 31.9% are married but separated, and 25 persons or 8.2% are widow / divorce .

4.1.5 82 persons or 27.0 % of the population earn 5,000 – 10,000 Baht monthly, 101 persons or 33.2 % earn 10,001-15,000 Baht, 76 persons or 25.0 % earn 15,001-20,000 Baht, 38 persons or 12.5 % earn 20,001-30,000 Baht, and 7 persons or 2.3 % earn more than 30,000 Baht monthly,

4.1.6 139 persons or 45.7% of the population are employees, 68 persons or 22.4% are civil servants, and 97 persons or 31.9% are merchants.

4.1.7 32 persons or 10.5% of the population own driving license for 6 months- 1 year, 48 persons or 15.8% own driving license for 1-3 years, 74 persons or 24.3% own driving license for 3-5 years, 107 persons or 35.2% own driving license for 5-10 years, and 46 persons or 14.0% own more than 10 years,

4.1.8 24 persons or 7.9% of the population drive for 6 months- 1 year, 47 persons or 15.5% own driving license for 1-3 years, 69 persons or 22.7% own driving license for 3-5 years, 73 persons or 24.0% own driving license for 5-10 years, and 91 persons or 29.9% own more than 10 years,

Table 1 Frequency, Percentage of Samples Distributed by Personal Background

<i>Data</i>	<i>Frequency (304)</i>	<i>Percentage (100.0)</i>
1. Gender		
Male	264	86.8
Female	40	13.2
2. Age/years		
Less than 30	13	4.3
31 – 35	78	25.7
more than 36	213	70.0
Average 46.5 years SD = 2.31		
3. Education		
Secondary	47	15.5
Voc. Cert/dip	216	71.0
Bachelor degree	38	12.5
Master degree	3	1.0
Higher than Master degree	-	-
4. Marital status		
Single	78	25.7
Married	104	34.2
Married but separated	97	31.9
Widow/divorce	25	8.2

Table 1 : Frequency, Percentage of Samples Distributed by Personal Background (Continued)

<i>Data</i>	<i>Frequency</i> (304)	<i>Percentage</i> (100.0)
5. Monthly income/Baht		
5,000 – 10,000	82	27.0
10,001 – 15,000	101	33.2
15,001 – 20,000	76	25.0
20,001 – 30,000	38	12.5
more than 30,000	7	2.3
6. Profession		
Employee	139	45.7
Civil Service	68	22.4
Merchant	97	31.9
7. Years of owning license		
6 months – 1 year	32	10.5
1 – 3 years	48	15.8
3 – 5 years	74	24.3
5 – 10 years	107	35.2
more than 10 years	43	14.0
8. Years of driving		
6 months – 1 year	24	7.9
1 – 3 years	47	15.5
3 – 5 years	69	22.7
5 – 10 years	73	24.0
more than 10 years	91	29.9



4.2 Data of Traffic Factors (Table 2)

4.2.1 163 persons or 53.6% of the population own private cars, 45 persons or 14.8% own trucks , and 96 persons or 31.6% own public cars.

4.2.2 284 persons or 93.4% of the population have neither been arrested nor given order-slip, and 20 persons or 6.6% have either been arrested or given order-slip,

4.2.3 289 persons or 95.1% of the population have neither been arrested nor scores recorded and 20 persons or 6.6% have either been arrested or scores recorded,

4.2.4 61 persons or 20.1% of the population when being arrested or given order-slip from the police would accept or reject the traffic offense because of the police is fair, 94 persons or 30.9% reject because the police is persecuting, and 149 persons or 49.0% either accept or reject depends on case by case,

4.2.5 5 persons or 1.6% of the population excellently understand the Traffic Acts, 36 persons or 11.8% moderately understand, 97 persons or 31.9% less understand and 166 persons or 54.7% unlikely understand

Table 2. Frequency, Percentage of Samples Distributed by Traffic Factors

<i>Data</i>	<i>Frequency (304)</i>	<i>Percentage (100.0)</i>
1. Type of car		
Private	163	53.6
Truck	45	14.8
Public	96	31.6
Other	-	-
2. Whether have you either been arrested or order slip has been issued		
Neither	284	93.4
Either	20	6.6
3. Whether have you either been recorded scores in the license		
Neither	289	95.1
Either	15	4.9
4. Normally, if you are arrested or order-slip been issued from the officer – will you accept or reject offense of traffic laws		
Accepting on account of traffic police is fair	61	20.1
Rejecting on account of traffic is persecuting	94	30.9
Either accepting or rejecting depends on case by case	149	49.0

Table 2. Frequency, Percentage of Samples Distributed by Traffic Factors
(Continued)

<i>Data</i>	<i>Frequency</i> (304)	<i>Percentage</i> (100.0)
5. Do you think to what extent you know and understand Traffic Acts		
Excellent	5	1.6
Moderate	36	11.8
Less	97	31.9
Unlikely	166	54.7

4.3 Data of Opinion on the Measures Application of Scorecard Records in Driving License (Table 3)

4.3.1 In relative to the population perceives that score recording, training and test the offending driver and the suspension of driving license is the old measures temporarily enforced but neglected: 45 persons or 14.8% strongly agree, 209 persons or 68.8% agree, 32 persons or 10.5% are uncertain, and 18 persons or 5.9% disagree.

4.3.2 In relative to the population perceives that driving in the nature of impeding traffic and driving on walkway unreasonably being recorded of 10 points with letter A as symbol accusation - you observe that it is over excess of recording: 32 persons or 10.5% strongly agree, 105 persons or 34.5% agree, 46 persons or 15.1% are uncertain, 31 persons or 10.2% disagree, and 90 persons or 29.6% strongly disagree.

4.3.3 In relative to the population perceives that left overtaking and insecure, overtaking on slope, bridge, curve, or within 30 meters before intersection, circle, road isles and etc., parking in lanes or side-way without lights during insufficient sunlight and being recorded of 20 points with letter B as symbol accusation - you observe that it is over excess of recording: 39 persons or 12.8% strongly agree, 73 persons or 24.0% agree, 101 persons or 33.2% are uncertain, 63 persons or 20.7% disagree, and 28 persons or 9.2% strongly disagree.

4.3.4 In relative to the population perceives that driving with lack of capacity, careless or insecure, driving in the abnormal manner, driving with thoughtless of safety or suffering of others, speedy beyond limits and being recorded of 30 points with letter C as symbol accusation - you observe that it is over excess of recording: 32 persons or 10.5% strongly agree, 86 persons or 28.3% agree, 73 persons or 24.0% are uncertain, 61 persons or 20.1 % disagree, and 52 persons or 17.1% strongly disagree.

4.3.5 In relative to the population perceives that non-stop before red light signal or red signs of “Stop” (transgression of red lights), driving during drunkenness or other drunkenness, causing damages to person or other persons’ properties, no stop for reasonable helps, and racing on public road and being recorded of 40 points with letter D as symbol accusation - you observe that it is over excess of recording: 74 persons or 24.3% strongly agree, 101 persons or 33.2% agree, 32 persons or 10.5% are uncertain, 56 persons or 18.4% disagree, and 41 persons or 13.5% strongly disagree.

4.3.6 In relative to the population perceives that returning to offend twice within a year, the authorized person is allowed to confiscate driving license, give training, test the driver before return the driving license – you think that these measures will help preventing traffic offense: 31 persons or 10.2% strongly agree, 102 persons or 33.6% agree, 41 persons or 13.5% are uncertain, 62 persons or 20.4% disagree, and 68 persons or 22.4% strongly disagree.

4.3.7 In relative to the population perceives that the measures of recording points, training or suspension of driving license – you think that the measures is proper and reasonable to be further applied: 27 persons or 8.9% strongly agree, 78 persons or 25.7% agree, 93 persons or 30.6% are uncertain, 61 persons or 20.1% disagree, and 45 persons or 14.8% strongly disagree.

4.3.8 In relative to the population perceives that the measures of recording points, training or suspension of driving license – you think that the police may strict only for sometimes: 88 persons or 28.9% strongly agree, 24 persons or 7.9% agree, 43 persons or 14.1% are uncertain, 21 persons or 6.9% disagree, and 128 persons or 42.1% strongly disagree.

4.3.9 In relative to the population perceives that a part of traffic problems comes from road users lack integrity to share common responsibility: 34 persons or 11.2% strongly agree, 122 persons or 40.1% agree, 72 persons or 23.7%

are uncertain, 38 persons or 12.5% disagree, and 38 persons or 12.5% strongly disagree.

4.3.10 In relative to the population perceives that the measures of recording points, training or suspension of driving license to be sacred and respected by road users, the government must control better quality of issuance of driving license: 132 persons or 43.4% strongly agree, 48 persons or 15.8% agree, 33 persons or 10.9% are uncertain, 31 persons or 10.2% disagree, and 60 persons or 19.7% strongly disagree.

4.3.11 In relative to the population perceives that behaviors of the road users partly come from necessity of parking: 118 persons or 38.8% strongly agree, 73 persons or 24.0% agree, 32 persons or 10.5% are uncertain, 57 persons or 18.8% disagree, and 24 persons or 7.9% strongly disagree.

4.3.12 In relative to the population perceives that the measures of recording points, training or suspension of driving license may make road users prefer being fined rather than discard or destroy order-slip: 94 persons or 30.9% strongly agree, 78 persons or 25.7% agree, 51 persons or 16.8% are uncertain, 43 persons or 14.1% disagree, and 38 persons or 12.5% strongly disagree.

4.3.13 In relative to the population perceives that causes of laws offending of the road users partly come from the over excess of vehicles on roads: 86 persons or 28.3% strongly agree, 147 persons or 48.4% agree, 28 persons or 9.2% are uncertain, 26 persons or 8.6% disagree, and 17 persons or 5.6% strongly disagree.

4.3.14 In relative to the population perceives that applying measures of scorecard recording might be effective in some areas e.g. Chakkrawad because it is the CBD, congested traffic, restricted areas but it will be fruitless in the outer areas: 104 persons or 34.2% strongly agree, 71 persons or 23.4% agree, 62 persons or 20.4% are uncertain, 58 persons or 19.1% disagree, and 9 persons or 3.0% strongly disagree.

4.3.15 In relative to the population perceives that had the police been strict to duty, the measures would unnecessarily be applied. But it may affect trading condition in the area: 44 persons or 14.5% strongly agree, 85 persons or 28.0% agree, 72 persons or 23.7% are uncertain, 42 persons or 13.8% disagree, and 61 persons or 20.1% strongly disagree.

Table 3 Frequency, Percentage of Samples Distributed by Opinion on the Measures Application of Scorecard Records in Driving License

<i>Data</i>	<i>Frequency (304)</i>	<i>Percentage (100.0)</i>
1. Score recording, training and test the offending driver and the suspension of driving license is the old measures temporarily enforced but neglected.		
Strongly agree	45	14.8
Agree	209	68.8
Uncertain	32	10.5
Disagree	18	5.9
Strongly disagree	0	0.0

Table 3 Frequency, Percentage of Samples Distributed by Opinion on the Measures Application of Scorecard Records in Driving License (Continued)

	<i>Data</i>	<i>Frequency</i> (304)	<i>Percentage</i> (100.0)
2.	Driving in the nature of impeding traffic and driving on walkway unreasonably being recorded of 10 points with letter A as symbol accusation – you observe that it is over excess of recording		
	Strongly agree	32	10.5
	Agree	105	34.5
	Uncertain	46	15.1
	Disagree	31	10.2
3.	Left overtaking and insecure, overtaking on slope, bridge, curve, or within 30 meters before intersection, circle, road isles and etc., parking in lanes or side-way without lights during insufficient sunlight and being recorded of 20 points with letter B as symbol accusation – you observe that it is over excess of recording		
	Strongly agree	39	12.8
	Agree	73	24.0
	Uncertain	101	33.2
	Disagree	63	20.7
	Strongly disagree	28	9.2

Table 3 Frequency, Percentage of Samples Distributed by Opinion on the Measures Application of Scorecard Records in Driving License (Continued)

<i>Data</i>	<i>Frequency</i> (304)	<i>Percentage</i> (100.0)
4. Driving with lack of capacity, careless or insecure, driving in the abnormal manner, driving with thoughtless of safety or suffering of others, speedy beyond limits and being recorded of 30 points with letter C as symbol accusation – you observe that it is over excess of recording.		
Strongly agree	32	10.5
Agree	86	28.3
Uncertain	73	24.0
Disagree	61	20.1
Strongly disagree	52	17.1

Table 3 Frequency, Percentage of Samples Distributed by Opinion on the Measures Application of Scorecard Records in Driving License
(Continued)

<i>Data</i>	<i>Frequency (304)</i>	<i>Percentage (100.0)</i>
5. Non –stop before red light signal or red signs of “Stop” (transgression of red lights), driving during drunkenness or other drunkenness, causing damages to person or other persons’ properties, no stop for reasonable helps, and racing on public road and being recorded of 40 points with letter D as symbol accusation - you observe that it is over excess of recording		
Strongly agree	74	24.3
Agree	101	33.2
Uncertain	32	10.5
Disagree	56	18.4
Strongly disagree	41	13.5

Table 3 Frequency, Percentage of Samples Distributed by Opinion on the Measures Application of Scorecard Records in Driving License (Continued)

<i>Data</i>	<i>Frequency (304)</i>	<i>Percentage (100.0)</i>
6. Returning to offend twice within a year, the authorized person is allowed to confiscate driving license, give training, test the driver before return the driving license – you think that these measures will help preventing traffic offense		
Strongly agree	31	10.2
Agree	102	33.6
Uncertain	41	13.5
Disagree	62	20.4
Strongly disagree	68	22.4
7. The measures of recording points, training or suspension of driving license – you think that the measures is proper and reasonable to be further applied:		
Strongly agree	27	8.9
Agree	78	25.7
Uncertain	93	30.6
Disagree	61	20.1
Strongly disagree	45	14.8

Table 3 Frequency, Percentage of Samples Distributed by Opinion on the Measures Application of Scorecard Records in Driving License (Continued)

<i>Data</i>	<i>Frequency (304)</i>	<i>Percentage (100.0)</i>
8. The measures of recording points, training or suspension of driving license – you think that the police may strict only for sometimes		
Strongly agree	88	28.9
Agree	24	7.9
Uncertain	43	14.1
Disagree	21	6.9
Strongly disagree	128	42.1
9. A part of traffic problems comes from road users lack integrity to share common responsibility		
Strongly agree	34	11.2
Agree	122	40.1
Uncertain	72	23.7
Disagree	38	12.5
Strongly disagree	38	12.5

Table 3 Frequency, Percentage of Samples Distributed by Opinion on the Measures Application of Scorecard Records in Driving License (Continued)

<i>Data</i>	<i>Frequency (304)</i>	<i>Percentage (100.0)</i>
10. The measures of recording points, training or suspension of driving license to be sacred and respected by road users, the government must control better quality of issuance of driving license		
Strongly agree	132	43.4
Agree	48	15.8
Uncertain	33	10.9
Disagree	31	10.2
Strongly disagree	60	19.7
11. Behaviors of the road users partly come from necessity of parking		
Strongly agree	118	38.8
Agree	73	24.0
Uncertain	32	10.5
Disagree	57	18.8
Strongly disagree	24	7.9

Table 3 Frequency, Percentage of Samples Distributed by Opinion on the Measures Application of Scorecard Records in Driving License (Continued)

<i>Data</i>	<i>Frequency (304)</i>	<i>Percentage (100.0)</i>
12. The measures of recording points, training or suspension of driving license may make road users prefer being fined rather than discard or destroy order-slip		
Strongly agree	94	30.9
Agree	78	25.7
Uncertain	51	16.8
Disagree	43	14.1
Strongly disagree	38	12.5
13. Causes of laws offending of the road users partly come from the over excess of vehicles on roads		
Strongly agree	86	28.3
Agree	147	48.4
Uncertain	28	9.2
Disagree	26	8.6
Strongly disagree	17	5.6

Table 3 Frequency, Percentage of Samples Distributed by Opinion on the Measures Application of Scorecard Records in Driving License (Continued)

<i>Data</i>	<i>Frequency (304)</i>	<i>Percentage (100.0)</i>
14. Applying measures of scorecard recording might be effective in some areas e.g. Chakkrawad because it is the CBD, congested traffic, restricted areas but it will be fruitless in the outer areas		
Strongly agree	104	34.2
Agree	71	23.4
Uncertain	62	20.4
Disagree	58	19.1
Strongly disagree	9	3.0
15. Had the police been strict to duty, the measures would unnecessarily be applied. But it may affect trading condition in the area		
Strongly agree	44	14.5
Agree	85	28.0
Uncertain	72	23.7
Disagree	42	13.8
Strongly disagree	61	20.1

4.4 Tests of Hypotheses

Hypotheses have been assumed that

4.4.1 Hypothesis 1: Population with different personal background has different opinion in the application of measures in scorecard record in driving license of Traffic Acts offenders

From ANOVA and MCA the opinion in the application of measures in scorecard record in driving license of Traffic Acts offenders distributed by social background. (Table 4, 5), it is found out that

The population of male and female have different opinion in the application of measures in scorecard record in driving license of Traffic Acts offenders. The male likely agree with the measures rather than the female. Besides, population at the age more than 36 years likely agrees rather than other age group. As well as in the education, it is found out that population with bachelor degree likely agree rather than other educational group. The population with monthly income of 15,001 –20,000 Bath strongly agree as well as population of employee profession strongly agree with the measures rather than other profession group. Driver owning driving license of more than 10 years strongly agree while population with driving for 3-5 years agrees to the measures rather than other group

All independent variables have relationship with dependent variables at 76.7% (Multiple R Squared = 0.767) and explained the dependent variables at 78.6 % (Multiple R = 0.786)

The Hypothesis 1 is retained.

4.4.2 Hypothesis 2: Population with different traffic factors has statistical significant relationship in the application of measures in scorecard record in driving license of Traffic Acts offenders

The researcher has test hypothesis using the simple coefficient correlation between variables i.e. factors of traffic and opinion in the application of measures in scorecard record in driving license of Traffic Acts offenders (Table 6). It is found out that factors of traffic i.e. score recorded, acceptance or rejection of offense and the understanding of the Traffic Acts have statistically significant relationship with the application of measures in scorecard record in driving license of Traffic Acts offenders. While the other factors of traffic i.e. type of car, and arrestment have no significant relationship.

The Hypothesis 2 is retained.

Table 4 ANOVA of Opinion on the Measures Application of Scorecard Records in Driving License Distributed by Personal Background

<i>Source of Variation</i>	<i>Sum of Squares</i>	<i>DF</i>	<i>Mean Square</i>	<i>F</i>	<i>Sig. Of F</i>
Main Effects	22938.110	14	2252.722	70.316	.000
Gender	4823.401	2	3320.251	101.051	.000*
Age	2833.396	2	3116.698	96.019	.000*
Education	1001.380	2	500.690	15.390	.000*
Marital status	3.273	1	3.273	3.101	.751
Income	1981.644	1	1981.644	60.910	.000*
Profession	238.034	1	238.034	7.316	.007*
Years of owning license	1861.660	1	1831.660	56.300	.000*
Years of driving	31.5790	2	15.789	3.485	.615
Explained	2938.110	48	2252.722	70.316	.000
Residual	9987.942	216	32.534		
Total	3962.054	264	133.726		

Table 5 MCA of Opinion on the Measures Application of Scorecard
Records in Driving License Distributed by Personal Background

Grand Mean = 20.537

Variable + Category	N	Unadjusted		Adjusted for Independents	
		Dev'n	Eta	Dev'n	Beta
Gender					
Male	264	4.53		5.71	
Female	40	2.61		-6.32	
			0.57		0.33
Age/ years					
Less than 30	13	-4.37		-16.17	
31 – 35	78	0.55		2.77	
more than 36	213	1.78		14.89	
			0.19		0.64
Education					
Secondary	47	4.11		-3.33	
Voc. Cert/dip.	216	2.34		2.40	
Bachelor degree	38	1.08		3.45	
Master degree	3	-0.38		-0.45	
			0.19		0.34
Marital status					
Single	78	13.46		11.01	
Married	104	-7.28		-1.60	
Married but separated	97	8.18		3.25	
Widow/divorce	25	4.11		2.41	
			0.33		0.32

Table 5 MCA of Opinion on the Measures Application of Scorecard Records in Driving License Distributed by Personal Background (Continued)

Grand Mean = 20.537

<i>Variable + Category</i>	<i>N</i>	<i>Unadjusted</i>		<i>Adjusted for Independents</i>	
		<i>Dev'n</i>	<i>Eta</i>	<i>Dev'n</i>	<i>Beta</i>
Monthly income / Baht					
5,000 - 10,000	82	3.24		-3.67	
10,001 – 15,000	101	2.84		3.25	
15,001 – 20,000	76	3.87		0.70	
20,001 – 30,000	38	-2.67		-0.34	
more than 30,000	7	-1.28		-0.13	
			0.38		0.25
Profession					
Employee	139	2.44		3.15	
Civil Service	68	3.05		1.95	
Merchant	97	2.21		1.17	
			0.02		0.19
Years of owning license					
6 months – 1 year	32	4.53		15.71	
1 – 3 years	48	3.24		6.78	
3 – 5 years	74	2.61		3.87	
5 – 10 years	107	-3.49		3.95	
more than 10 years	43	1.78		14.89	
			0.58		0.32

Table 5 MCA of Opinion on the Measures Application of Scorecard Records in Driving License Distributed by Personal Background (Continued)

Grand Mean = 20.537

Variable + Category	N	Unadjusted		Adjusted for Independents	
		Dev'n	Eta	Dev'n	Beta
Years of driving					
6 months – 1 year	24	4.14		-0.34	
1 – 3 years	47	-3.67		-0.00	
3 – 5 years	69	3.87		0.70	
5 – 10 years	73	4.11		-3.00	
more than 10 years	91	-8.22		-4.15	
			0.19		0.45
Multiple R Squared					0.767
Multiple R					0.786

Table 6 Correlation between Traffic Factors and Opinion on the Measures Application of Scorecard Records in Driving License of Traffic Acts Offenders

<i>Traffic Factors</i>	<i>Opinion on the Measures Application of Scorecard Records in Driving License of Traffic Acts Offenders</i>				
Types of cars Being arrested Scores recorded Acceptance or Rejection of offense Understanding of Traffic Acts	1.621	2.766	0.013*	** 0.118*	** 0.124

***Statistical significance at the level of .001

CHAPTER V

DISCUSSION

It is found out in the study of the Measures' Application of Scorecard Records in Driving License of Traffic Acts Offenders: a Case Study in the Authorized Area of Metropolitan Police Station of Chakkrawad, that

304 respondents are mostly male with the age of more than 36 years earning vocational certificate/ diploma and married with co-stays. Monthly income is between 10,001-15,000 Baht and mostly they are employees holding driving license for 5-10 years and drive vehicles for more than 10 years.

Being male population is on the basis that male is still recognized as the leader of the family and inevitably involve with vehicles, particularly, to drive vehicles entering the center of business areas i.e. Chakkrawad Road to trade. At the meantime, most respondents are more than 36 years of age since it is the age of working. Whereas contemplating educational level of vocational certificate/ diploma, it corresponds to the income and profession in association with the years of owning driving license.

In relative to factors of traffic, it is found out that most population use personal car and have never been under arrest or order-slip and never been under scorecard records. Had they been under arrest or order-slip from the traffic officer, whether to accept or reject the traffic offense, they would view case by case. Moreover, most population informs that they are unlikely realizing or not realizing of the Traffic Acts.

It is found out in the data that population use vehicles in the jurisdiction of the Metropolitan Police of Chakkrawad mostly use personal car, which might be private car or small truck to contact their business. It corresponds to the area since it is narrow and congested, difficult to find parking lots or parking with someone to guard or to circle around to pick up the person contacting for businesses. However, the

population informs that they are not under arrest or order-slip and never receive any scorecard records. Had they been under arrest or got order-slip, they would reflect the cause case by case whether they are offending or the police treat them unfairly on applying laws. Besides, the population further informs that they unlikely realize or understand the Traffic Acts because they are unlikely interested in this matter. It counts to be worry in the ignorance of people regarding laws or they know but attempt evasion.

The opinion in relative to measures in applying scorecard records in the driving license, it is found out that most population view that these measures are the former ones, which are postponed. Recording 10 points each time in the driving manners of impeding the traffic and on the walkways, most population agree and it is not excess recording of the points. While recording 20 points concerning the overtaking on the left driving and with unsafety, overtaking on slope, on the bridge, at curve or overtaking within 30 meters before arriving intersection, circle or road isle, parking in lanes or road-side without giving signals at dim lights, the population are uncertain.

The first issue illustrates that measures of recording points in the driving license is not new but has ever been practiced and suspended. This time might meet the same measures. The next issue on recording 10 points, most population agrees on the basis that such charge is driving as impediment to traffic and driving on walkway highly disturbs and annoys society. Whereas overtaking at left and no security, overtaking on slope and etc. are met with uncertain as response. It might be that this nature of offense is temporary happened under the necessity of the situation even it might be danger to the involved person. Other opinions are met with both agree and disagree. However, the critical issue is the confidence of the road users whether these measures will be effective or not, whether temporary or permanent and the police would use this measures as tools for illegal practices. However, in conclusion, the population entering the jurisdiction of Chakkrawad, which is an extraordinary area likely agree with the measures on the basis that the road users will fear offending laws and help better traffic order.

CHAPTER VI

CONCLUSIONS AND RECOMMENDATIONS

The study of the Measures' Application of Scorecard Records in Driving License of Traffic Acts Offenders: a Case Study in the Authorized Area of Metropolitan Police Station of Chakkrawad is determined to investigate applying measures of scorecard records in driving license of traffic acts offenders, to investigate the etiology and behavior including approaches for improvement in the solution of offending against laws and traffic problems.

Data has been random sampled from 304 drivers of in-bound route to the Metropolitan Police Station of Chakkrawad and SPSS has been used in data analyses.

6.1 Conclusion

6.1.1 304 respondents are mostly male with the age of more than 36 years earning vocational certificate/ diploma and married with co-stays. Monthly income is between 10,001-15,000 Baht and mostly they are employees holding driving license for 5-10 years and drive vehicles for more than 10 years. Other details are in Chapter 4.

6.1.2 In relative to factors of traffic, it is found out that most population use personal car and have never been under arrest or order-slip and never been under scorecard records. Had they been under arrest or order-slip from the traffic officer, whether to accept or reject the traffic offense, they would view case by case. Moreover, most population informs that they are unlikely realizing or not realizing of the Traffic Acts.

6.1.3 The opinion in relative to measures in applying scorecard records in the driving license, it is found out that most population view that these measures are the former ones, which are postponed. However, most population agrees with the application in whatever natures of offenses. It is found out that it is proper to be applied in the jurisdiction of the Metropolitan Police Station of Chakkrawad because it is the narrow area, congested and important business center where vehicles are needed and traffic offenses are high. On the grounds and behavior of shortage in parking areas but important to business, most offenders have to transgress the traffic regulations.

Whereas, recording points observed from the scorecard with tendency to have more severe punishment, the target population believes that it is likely to be effective. Had the police consistently use this measures, the traffic problems in Bangkok might be decreased.

6.2 Recommendations from Research

6.2.1 It is found out in the study that legal measures in solving traffic problems from government provisions are not weighty and consistent. The involved persons should consistently follow for the sovereignty of laws and constructively solving the problem

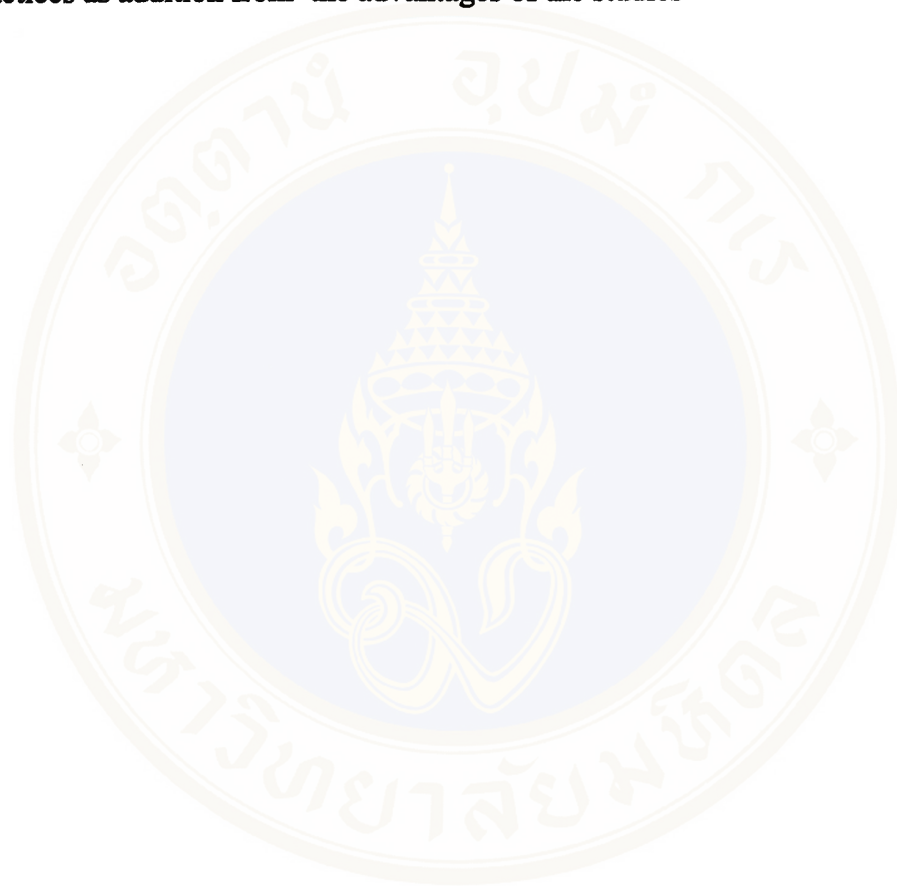
6.2.2 The involved persons should promote measures applying scorecard records and provide more knowledge and understanding of traffic laws for road users.

6.3 Recommendations for Further Research

6.3.1 There should be studies on problems of traffic, etiology, behavior of using road of the Bangkok people.

6.3.2 Qualitative research should be conducted to find the data in depth.

6.3.3 These findings should be applied to determine plans and practices as addition from the advantages of the studies



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Faculty of Social Sciences
Mahidol University

May BE 2545

Subject: Request Cooperation in Data Collection

To: Dear Drivers

I, Pol. Capt. Boonrote Lochaya, a graduate student, in Master of Arts, Program Criminology and Criminal Justice am conducting a study titled Measures' Application of Scorecard Records in Driving License of Traffic Acts Offenders: A case Study in the Authorized Area of Metropolitan Police Station of Chakkrawad. It is determined to study impact of the application of Measures' Application of Scorecard Records in Driving License of Traffic Acts Offenders specifically in the jurisdiction of Chakkrawad.

Requesting your cooperation to respond this questionnaire. Advance here my thanks for your collaboration.

Yours sincerely,

Pol. Capt. Boonrote Lochaya

QUESTIONNAIRE

TITLE

MEASURES' APPLICATION OF SCORECARD RECORDS IN DRIVING LICENSE OF TRAFFIC ACTS OFFENDERS: A CASE STUDY IN THE AUTHORIZED AREA OF METROPOLITAN POLICE STATION OF CHAKKRAWAD

Instruction: Please mark ✓ in as to fact And fill in the blanks

Part 1: Questions of Social Background

1. Gender 1. Male 2. Female
2. Age.....years
3. Education
 - 1. Secondary
 - 2. Vocational Certificate/ Diploma.
 - 3. Bachelor Degree
 - 4. Master Degree
 - 5. Higher than Master Degree
4. Marital Status
 - 1. Single
 - 2. Married and co-stay
 - 3. Married but separated
 - 4. Widow/Divorce

5. Monthly Income(personal)

- 1. 5,000 - 10,000 Baht
- 2. 10,001 – 15,000 Baht
- 3. 15,001 – 20,000 Baht
- 4. 20,001 – 30,000 Baht
- 5. More than 30,000 Baht

6. Profession

- 1. Employee
- 2. Civil Services
- 3. Merchant
- 4. Independent
- 5. Other

7. Years of owning driving license

- 1. 6 months - 1 year
- 2. 1 - 3 years
- 3. 3 - 5 years
- 4. 5 - 10 years
- 5. More than 10 years

8. Years of Driving

- 1. 6 Month - 1 year
- 2. 1 - 3 years
- 3. 3 - 5 years
- 4. 5 - 10 years
- 5. More than 10 years

Part 2: Factors of Traffic

1. Type of car

- 1. Private
- 2. Truck
- 3. Public
- 4. Others

2. Have you ever been arrested or given order-slip?

- 1. Neither
- 2. Either, charges.....

3. Scores recorded in the driving license

- 1. Neither arrested or recorded the scores
- 2. Recordedscores

4. Normally, if you were arrested or given order-slip from the police, would you accept or reject the offense of traffic laws?

- 1. Accept because the police treat fairly
- 2. Reject because the police is persecuting
- 3. Accept or reject depends on case by case

5. You think that to what extent have you the knowledge and understanding of the Traffic Acts?

- 1. Excellent
- 2. Moderate
- 3. Little
- 4. Unlikely

Part 3: Opinion of Measures in Recording Scores in the Driving License

<i>Descriptions</i>	<i>SA</i>	<i>A</i>	<i>U</i>	<i>D</i>	<i>SD</i>
1. Score recording, training and test the offending driver and the suspension of driving license is the old measures temporarily enforced but neglected.					
2. Driving in the nature of impeding traffic and driving on walkway unreasonably being recorded of 10 points with letter A as symbol accusation - you observe that it is over excess of recording					
3. Left overtaking and insecure, overtaking on slope, bridge, curve, or within 30 meters before intersection, circle, road isles and etc., parking in lanes or side-way without lights during insufficient sunlight and being recorded of 20 points with letter B as symbol accusation – you observe that it is over excess of recording					
4. Driving with lack of capacity, careless or insecure, driving in the abnormal manner, driving with thoughtless of safety or suffering of others, speedy beyond limits and being recorded of 30 points with letter C as symbol accusation – you observe that it is over excess of recording.					
5. Non –stop before red light signal or red signs of “Stop” (transgression of red lights), driving during drunkenness or other drunkenness, causing damages to person or other persons’ properties, no stop for reasonable helps, and racing on public road and being recorded of 40 points with letter D as symbol accusation - you observe that it is over excess of recording					

<i>Descriptions</i>	<i>SA</i>	<i>A</i>	<i>U</i>	<i>D</i>	<i>SD</i>
6. Returning to offend twice within a year, the authorized person is allowed to confiscate driving license, give training, test the driver before return the driving license – you think that these measures will help preventing traffic offense					
7. The measures of recording points, training or suspension of driving license – you think that the measures is proper and reasonable to be further applied:					
8. The measures of recording points, training or suspension of driving license – you think that the police may strict only for sometimes					
9. A part of traffic problems comes from road users lack integrity to share common responsibility					
10. The measures of recording points, training or suspension of driving license to be sacred and respected by road users, the government must control better quality of issuance of driving license					
11. Behaviors of the road users partly come from necessity of parking					
12. The measures of recording points, training or suspension of driving license may make road users prefer being fined rather than discard or destroy order-slip					
13. Causes of laws offending of the road users partly come from the over excess of vehicles on roads					



BIOGRAPHY

Name	Pol. Capt. Boonrote Lochaya
Date of Birth	30 th . December BE 2518 (AD 1975)
Place of Birth	Bangkok
Education	Bachelor Degree of Public Administration The royal Thai Police Academy Master of Arts Program of Criminology and Criminal Justice BE 2545 Mahidol University
Position and Office	Deputy Investigation Inspector Metropolitan Police station of Chakkrawad