CHAPTER FOUR
RESULTS

The previous chapter explained the methodology of this study. This chapter presents the results of the study. 240 questionnaires were distributed to the respondents in 8 selected areas. A total of 209 questionnaires were collected from the networks. This resulted in the response rate of 87%. The findings of the study have been divided into four parts as follows:

4.1 General Information of the Respondents

4.2 General Knowledge about Traffic Regulations and Traffic Signs

4.3 Driving Behavior of the Respondents

4.4 Respondents' Suggestions

4.1 GENERAL INFORMATION OF THE RESPONDENTS

Demographic information of the respondents specified in the questionnaires included their sex, age, education, and driving experience is shown in Tables 2-5 below.

Sex

Table 2. Gender of the Respondents

Categories	Frequency	Percent
Male	94	45.0
Female	115	55.0
Total	**209**	**100.0**

Table 2 shows that the proportion of gender of samples in this study was almost at the same number, with 45% for male and 55% for female.

Age

Table 3. Age of the Respondents

Age of respondents	Male		Female	
	Frequency	Percent	Frequency	Percent
25-29	27	28.7	38	33.0
30-34	34	36.2	39	33.9
35-39	20	21.3	21	18.3
≥40	13	13.8	17	14.8
Total	**94**	**100.0**	**115**	**100.0**

Table 3 shows the age of respondents in the study. More than half of the respondents aged between 25-34 years old, male 64.9% and female 66.9%. Male respondents over 40 years of age accounted for 13.8%, whereas their female counterparts constituted 14.8% of the respondents.

Education

Table 4. Education of the Respondents

Categories	Frequency	Percent
Vocational	23	11.0
Bachelor's Degree	110	52.6
Master's Degree	76	36.4
Total	**209**	**100.0**

Tables 4 shows that of the 209 respondents, many of them hold Bachelor's Degree (52.6%) followed by Master's degree (36.4%). Those who possessed lower than a Bachelor's degree accounted for 11.0%.

Duration of Driving Experience

Table 5. Duration of Driving Experience

Years of experience	Male		Female	
	Frequency	Percent	Frequency	Percent
≤ 5	18	19.1	50	43.5
6-10	31	33.0	38	33.0
11-15	27	28.7	18	15.7
≥16	28	19.2	9	7.8
Total	**94**	**100.0**	**115**	**100.0**

Table 5 provides the duration of driving experience of both sexes in years. Most male drivers in this study have 6-10 years driving experience, 33.0%. Unlike male drivers, most female drivers in the study have only 1-5 year(s) driving experience, 43.5%. However, males who have 16 years or more experience constituted 19.2% of the respondents, whereas their female counterparts accounted for 7.8%. Very interestingly, nearly half of the female respondents, 43.5%, have had 5 years or less driving experience, whereas only 19.1% of their male counterparts had driving experience of 5 years or less.

4.2 GENERAL KNOWLEDGE OF TRAFFIC REGULATIONS AND TRAFFIC SIGNS

Tables of results in this part used cross-tabulation to find the relationship between sex of respondents and their knowledge of traffic regulations and traffic signs as follows:

Table 6. Knowledge of Traffic Regulations by Gender

	Correct Response to 8 Items of Traffic Regulations						
Sex	3	4	5	6	7	8	**Total***
Male	4.3	13.8	22.3	19.2	18.1	22.3	**100.0**
Female	0.9	10.4	17.4	23.4	18.3	29.6	**100.0**

** p value =.069*

Table 6 shows that the correct answers to the traffic regulation among male and female were not so different. Those who could respond correctly to 3 items

accounted for 4.3% of males and 0.9% of females; 4 items accounted for 13.8% of males and 10.4% of females, 5 items accounted for 22.3% of males and 17.4% of females, 6 items accounted for 19.2% of males and 23.4% of females, 7 items accounted for 18.1% of males and 18.3% of females. However, female respondents who could correctly answer all 8 items about traffic regulations accounted for 29.6%, whereas 22.3% of male respondents did so. Nevertheless, there was no statistically significant difference in the relationship of knowledge about traffic regulations between males and females, p=0.69.

Table 7. Knowledge of Traffic Signs by Gender

	Correct Response to 8 Items of Traffic Signs						
Sex	3	4	5	6	7	8	**Total***
Male	3.2	6.4	34.0	30.9	25.5	0.0	**100.0**
Female	0.9	15.7	34.8	38.2	7.8	2.6	**100.0**

** p value =.074*

When asked the respondents about their knowledge about traffic signs no male respondents could answer all 8 items correctly, whereas 2.6% of the female respondents could. However, over a quarter of male drivers, 25.5% responded correctly to 7 items, whereas only 7.8% of their female counterparts did so. Both male and female respondents had nearly equal correct responses for 6 traffic signs, 30.9% and 38.2% for male and female respectively and 5 traffic signs, 34.0% and 34.8% for male and female respectively. However, there was no statistically significant difference in knowledge about traffic signs between male and female respondents, p=.074.

Table 8. Knowledge of Traffic Regulations and Traffic Signs by Gender

	Correct Response to 16 Items of Traffic Regulations and Traffic Signs									
Sex	8	9	10	11	12	13	14	15	16	**Total***
Male	1.1	11.7	16.0	10.6	27.7	19.0	9.6	4.3	0.0	**100.0**
Female	2.6	7.0	14.8	17.4	20.0	22.6	13.0	0.0	2.6	**100.0**

** p value =.622*

Table 8 reveals that there was no statistically significant difference between

men and women in terms of their knowledge of traffic regulations and traffic signs, p=.622. However, when examining the data, it was found that most male drivers received 12 points out of 16 for the correct response, 27.7%, while 20.0% of female drivers did so. In addition, no male drivers could answer the 16 items correctly, whereas 2.6% of their female counterparts did so.

4.3 DRIVING BEHAVIOR OF THE RESPONDENTS

Tables of the results in this part reported frequency and percentage on the Likert scale of driving behavior of both male and female drivers.

Table 9. Taking Over Other Cars

	Taking Over the Other Cars					
Sex	Very Often	Often	Sometimes	Rarely	Never	**Total***
Male	12 (12.8%)	29 (30.8%)	36 (38.3%)	15 (16.0%)	2 (2.1%)	**94 (100.0%)**
Female	8 (7.0%)	30 (26.1%)	61 (53.0%)	12 (10.4%)	4 (3.5%)	**115 (100.0%)**

** p value =.286*

Table 9 shows that 43.6% of male drivers responded that they took over other cars often, while 33.1% of female drivers did so. However, over half of female respondents, 53.0%, admitted that they sometimes took over other cars while driving, whereas only 38.3% of their male counterparts reported so. Nevertheless very few male and female respondents reported that they never did this, 2.1% and 3.5% for male and female respondents respectively. There was no statistically significant difference in driving behavior of such kind between men and women, p=.286.

Table 10. Speeding Up to Get Through Yellow Lights at Cross-roads

	Speeding Up Cars to Get Through Yellow Light					
Sex	Very Often	Often	Sometimes	Rarely	Never	**Total***
Male	6 (6.4%)	17 (18.1%)	43 (45.7%)	23 (24.5%)	5 (5.3%)	**94 (100.0%)**
Female	11 (7.8%)	21 (25.2%)	45 (39.1%)	29 (18.3%)	9 (9.6%)	**115 (100.0%)**

** p value =.956*

Table 10 shows that one-third, 33.0%, of female respondents sped up to get through yellow traffic lights at cross-roads often, whereas only a quarter, 24.5%, of men behaved so. However, 45.7% of men accepted that they sometimes did so, while 39.1% of women reported this traffic violation and 5.3% and 9.6% of men and women respectively have never behaved in such a way. Nevertheless, there was no statistically significant difference between men and women in their behavior of this kind, p=.956.

Table 11. Violating the Speed Limit

	Violating the Speed Limit					
Sex	Very Often	Often	Sometimes	Rarely	Never	**Total***
Male	12 (12.8%)	24 (25.5%)	33 (35.1%)	21 (22.3%)	4 (4.3%)	**94 (100.0%)**
Female	6 (5.2%)	19 (16.5%)	47 (40.9%)	30 (26.1%)	13 (11.3%)	**115 (100.0%)**

** p value =.004*

Table 11 shows that 38.3% of men had violated the speed limit often, whereas 21.7% of women did so. Moreover, 11.3% of women and 4.3% of men reported that they had never done this. There was a statistically significant difference between men and women in their violation of the speed limit, p=.004.

Table 12. Wearing Safety Belts

	Wearing Safety Belts					
Sex	Very Often	Often	Sometimes	Rarely	Never	**Total***
Male	68 (72.3%)	15 (16.0%)	6 (6.4%)	3 (3.2%)	2 (2.1%)	**94 (100.0%)**
Female	96 (83.5%)	10 (8.7%)	4 (3.5%)	3 (2.6%)	2 (1.7%)	**115 (100.0%)**

** p value =.171*

Table 12 shows that 88.3% of men and 92.2% of women always wore safety belts while driving on the road. Only a few respondents reported that they sometimes or rarely or never wore safety belts, 11.7% and 7.8% for men and women

respectively. However, there was no statistically significant difference between men and women concerning this behavior, p=.171.

Table 13. Overtaking Other Cars in Prohibited Areas without Getting a Ticket

Sex	Overtaking Other Cars in Prohibited Areas					**Total***
	Very Often	Often	Sometimes	Rarely	Never	
Male	37 (39.4%)	42 (44.6%)	11 (11.7%)	3 (3.2%)	1 (1.1%)	**94 (100.0%)**
Female	63 (54.8%)	38 (33.0%)	14 (12.2%)	0 (0.0%)	0 (0.0%)	**115 (100.0%)**

** p value =.023*

Table 13 shows that 87.8% of women and 84.0% of men overtook the other cars in the prohibited areas. Few said that sometimes they did so, 11.7% for men and 12.2% for women. Only 4.3% of men said that they rarely or never behaved this way while none women reported this. There was a statistically significant difference between men and women in this kind of driving behavior, p=.023.

Table 14. Driving at High Speeds in Wet Conditions

Sex	Driving in High Speed Rate in Rain and Slippery Road					**Total***
	Very Often	Often	Sometimes	Rarely	Never	
Male	1 (1.1%)	4 (4.3%)	19 (20.2%)	38 (40.4%)	32 (34.0%)	**94 (100.0%)**
Female	0 (0.0%)	3 (2.6%)	15 (13.0%)	52 (45.2%)	45 (39.2%)	**115 (100.0%)**

** p value =.106*

Table 14 shows that one in five men, 20.2%, sometimes drove at high speeds while it was raining, whereas only 13.0% of women did so. A great number of men and women in this study, 74.4% and 84.4% respectively, reported having rarely or never behaved like this. However, there was no statistically significant difference between men and women for such behavior, p=.106.

Table 15. Having Accidents while Trying to Overtake Other Cars

Sex	Having Accidents while trying to Overtake Other Cars					**Total***
	Very Often	Often	Sometimes	Rarely	Never	
Male	0 (0.0%)	0 (0.0%)	3 (3.2%)	10 (10.6%)	81 (86.2%)	**94 (100.0%)**
Female	0 (0.0%)	2 (1.7%)	8 (7.0%)	14 (12.2%)	91 (79.1%)	**115 (100.0%)**

** p value =.083*

Table 15 shows that 3.2% of men and 7.0% of women said that they sometimes had an accident while trying to take over other cars. However, there was no statistically significant difference between men and women with this kind of driving behavior, p=.083.

4.4 RESPONDENTS' SUGGESTIONS

This part reported the respondents' suggestions regarding compliance of traffic regulations. Those suggestions are shown in the following table:

Table 16. Respondents' Suggestions

Categories	Frequency
Effective Traffic Regulations and Penalties	6
Bribery Taking and Double Standards of Traffic Police	14
Drivers' Discipline	9
Location and Maintenance of Traffic Signs and Traffic Lights	4
Total	**33**

From Table 16, a total number of 33 respondents gave their suggestions about the compliance of traffic regulations. The three most common suggestions given were about behavior of traffic police, discipline of drivers, and penalties for traffic regulations.

Firstly, most feedback has been related to traffic police regarding the taking of bribes from drivers and the double standards in treating drivers. A respondent said that she did not have any problem about complying with those traffic regulations but she had a problem about complying with traffic police, especially at the beginning and end of the month. Another respondent wished that the police officers be more honest

on their duties than trying to get bribes from the drivers. Some respondents accused the traffic police of using double standards causing confusion among drivers.

Moreover, the discipline of drivers was also another issue the respondents were concerned with. They said that each driver should have more self-discipline. A respondent said that now in Bangkok there were a great number of drivers but only few of them were good drivers. Another respondent said that the government should launch campaigns for road users, both drivers and pedestrians, to have more discipline for their safety.

Finally, some respondents also suggested that the government should issue more effective penalties dealing with traffic regulations. They thought that more severe penalties would result in more safety for people using the road and less violators of traffic regulations as well.