3. Results of Analyses of the Questionnaire

3.1 General

Questionnaire was used to survey safety attitude of 800 respondents comprising 430 motorcyclists, 267 drivers of passenger vehicles and 103 pedestrians. The questionnaire consists of 42 questions, details of which are given in Appendix A

3.2 Results of Analyses

3.2.1 Motorcyclists' Safety Attitude

Table 3.1 : Comparison of Motorcyclist's Attitude on Safety based on Sex, Marital Status and Age Group

Percentage of helmet wearing	Sex		Marital Status		Age			
	Male	Female	Single	Married	10-20 Years	21-30 Years	31-40 Years	> 41 Years
Wear regularly	56.1%	77.3%	65.8%	77.1%	44.0%	70.6%	91.3%	92.2%
Pillion pax wear regularly	16.8%	21.2%	15.7%	28.0%	14.3%	18.2%	19.8%	33.3%
Correct wearing	86.9%	93.8%	89.3%	96.9%	90.5%	86.7%	94.8%	95.6%
Use standard helmet	66.9%	80.7%	72.5%	86.3%	56.0%	57.4%	62.5%	63.8%

From the table, it is seen that female riders are clearly more responsible than male when it comes to using and wearing proper helmet. Married people also show higher rate of using and wearing proper helmet. The rate of wearing also increases with the age of riders.

Table 3.2 : Comparison of Motorcyclist's Attitude on Safety based on Level of Education

Percentage of helmet wearing	Education Level				
	Primary	Secondary	College	University/ Higher	Vocational
Wear regularly	63.9%	57.8%	58.3%	58.9%	55.8%
Pillion pax wear regularly	35.5%	28.8%	29.1%	27.7%	19.1%
Correct wearing	90.3%	92.3%	95.8%	85.2%	95.6%
Use standard helmet	74.2%	71.2%	70.4%	81.2%	77.2%

The above table shows that level of education does not influence the rate of using and wearing proper helmet.

Table 3.3 gives mixed results, although it is quite apparent that students / undergraduates have the poorest rate of all attributes.

Table 3.3 : Comparison of Motorcyclist's Attitude on Safety based on Occupation

Percentage of helmet wearing	Occupation					
	Government /Semi-gov.	Professional	Company employee	Students/ Undergraduates	Trader	Own Business
Wear regularly	83.0%	99.9%	70.8%	40.9%	81.1%	77.8%
Pillion pax wear regularly	24.3%	22.2%	20.0%	9.1%	20.5%	22.2%
Correct wearing	97.2%	99.9%	93.2%	78.4%	90.9%	92.6%
Use standard helmet	91.6%	77.8%	80.5%	52.3%	68.2%	88.9%

From Table 3.4, it can be said that level of income has significant influence on the use of helmet and the type of helmet used, only 42.5 % of people with no income wear helmet regularly compared to 70 % for those with income.

Table 3.4 : Comparison of Motorcyclist's Attitude on Safety based on Monthly Income

Percentage of helmet wearing	Income Level (Baht)			
	No Income	< 6,000	6,001 – 10,000	>10,000
Wear regularly	42.5%	73.3%	73.0%	79.7%
Pillion pax wear regularly	11.5%	23.3%	25.0%	25.0%
Correct wearing	78.2%	96.6%	93.8%	92.2%
Use standard helmet	57.5%	75.0%	85.2%	90.6%

Table 3.5 clearly shows that those riders who possess license have better attitude towards safety.

Table 3.5 : Comparison of Motorcyclist's Attitude on Safety based on Possession of Driving License

Percentage of helmet wearing	Possession of License	
	Have License	No License
Wear regularly	74.2%	45.5%
Pillion pax wear regularly	27.7%	27.3%
Correct wearing	91.3%	81.8%
Use standard helmet	80.4%	72.7%

Table 3.6 : Comparison of Motorcyclist's Attitude on Safety based on Years of Riding

Percentage of helmet wearing	Years of Riding			
	1 Year	1 – 2 Years	3 – 5 Years	> 5 Years
Wear regularly	60.2%	56.5%	62.7%	71.4%
Pillion pax wear regularly	14.7%	14.1%	17.6%	20.8%
Correct wearing	88.0%	91.5%	92.5%	93.9%
Use standard helmet	76.0%	76.5%	80.1%	82.1%

It is quite clear from Table 3.6 that as the riding experience increases the rider's rate of wearing helmet are also observed to increase and similar trends are apparent for helmet wearing of pillion passenger, the correct way of wearing and the use of standard helmet.

3.2.2 Drivers' Safety Attitude

Table 3.7 clearly shows Thai female, married person and those, with age above 41 years have a better attitude toward safety, eventhough the overall rate of seat belt wearing is still below 50%

Table 3.7 : Comparison of Passenger Vehicle Driver's Attitude on Safety based on Sex, Marital Status and Age Group

Percentage of seat belt usage	Sex		Marital Status		Age		
	Male	Female	Single	Married	10-20 Years	21-30 Years	> 41 Years
1. Regularly wearing s/b	39.6%	42.8%	33.6%	44.6%	20.6%	29.6%	39.3%
2. Regularly require passengers to wear s/b	28.9%	28.7%	25.2%	31.8%	23.2%	33.7%	29.5%

Professional people, government officials and people with own business use seat belt much more than company employees, traders and students (See Table 3.8), a clear indication of better safety attitude.

Table 3.8 : Comparison of Passenger Vehicle Driver's Attitude on Safety based on Occupation

Percentage of seat belt usage	Occupation					
	Government / Semi-gov.	Professional	Company employee	Students Undergraduate	Trader	Own Business
1. Regularly wearing s/b	49.5%	41.7%	31.6%	22.2%	27.3%	46.9%
2. Regularly require passengers to wear s/b	31.7%	41.7%	24.6%	33.3%	27.3%	25.0%

Level of income has a significant influence on rate of seat belt wearing as shown in Table 3.9. This reflects a better safety attitude of middle to upper income groups of people.

Table 3.9 : Comparison of Passenger Vehicle Driver's Attitude on Safety based on Monthly Income

Percentage of seat belt usage	Income Level (Baht)					
	No Income	> 3,500	3,501-6,000	6,001-10,000	10,001-25,000	>25,000
1. Regularly wearing s/b	28.6%	25.0%	34.6%	42.6%	44.6%	47.2%
2. Regularly require passengers to wear s/b	42.9%	50.0%	17.9%	25.0%	30.4%	42.1%

Table 3.10 clearly shows the safety attitude of drivers with and without legal right to driver a vehicle.

Table 3.10 : Comparison of Passenger Vehicle Driver's Attitude on Safety based on Possession of Driving License

Percentage of seat belt usage	Possession of License	
	Have License	No License
1. Regularly wearing s/b	45.3%	11.1%
2. Regularly require passengers to wear s/b	29.5%	22.2%

Table 3.11 : Comparison of Passenger Vehicle Driver's Attitude on Safety based on Years of Driving

Percentage of seat belt usage	Years of Driving			
	< 1 Year	1 – 2 Years	3 – 5 Years	> 5 Years
1. Regularly wearing s/b	42.9%	53.6%	29.5%	40.3%
2. Regularly require passengers to wear s/b	28.6%	39.3%	31.3%	28.3%

From Table 3.11, it is seen that better safety attitude does not correspond with experience in driving. New drivers appear to be more cautious than drivers with more than 3 years experience.

3.2.3 Pedestrians' Safety Attitude

There is on clear indication on safety attitude of male or female pedestrians in the use of zebra xing or footbridge although male appears to use the facilities more than female, this probably due to the difficulty female pedestrians face in climbing steep footbridge.(See table 3.12)

Table 3.12 : Safety attitude of pedestrians on crossing at zebra crossing and footbridge according to sex, marital status and age

	Sex		Marital Status		Age			
	Male	Female	Single	Married	10-20 Years	21-30 Years	31-40 Years	> 41 Years
Percentage of regular use of zebra crossing or footbridge	68.8%	60.0%	61.9%	58.8%	60.7%	55.2%	67.7%	61.5%

Table 3.13 shows that pedestrian's safety attitude does not appear to be influenced by their level of education.

Table 3.13 : Safety attitude of pedestrians on crossing at zebra crossing and footbridge according to education

	Education Level				
	Primary	**Secondary**	**College**	**University/Higher**	**Vocational**
Percentage of regular use of zebra crossing or footbridge	45.5%	60.9%	55.6%	64.5%	68.0%

Table 3.14 : Safety attitude of pedestrians on crossing at zebra crossing and footbridge according to level of occupation

	Occupation					
	Government/ Semi-gov.	**Professional**	**Company employee**	**Students Undergraduate**	**Trader**	**Own Business**
Percentage of regular use of zebra crossing or footbridge	64.0%	50.0%	51.7%	69.6%	75.0%	50.0%

From Table 3.14, it appears that the type of work people do does not influence their safety attitude on crossing road.

Table 3.15 : Safety attitude of pedestrians on crossing at zebra crossing and footbridge according to income level

	Income Level (Baht)				
	No Income	**< 3,500**	**3,501 – 6,000**	**6,001 – 10,000**	**> 10,000**
Percentage of regular use of zebra crossing or footbridge	69.6%	37.5%	37.0%	85.2%	62.5%

From Table 3.15, it does not appear that level of income has influence on pedestrian's safety attitude.