

<b>Title</b>	: Achievement of the Public Motorcycle Policy Implementation
<b>Researcher</b>	: Kewalee Suwanaksorn
<b>Advisor</b>	: Dr.Boonlert Pairindra
<b>Student's ID Number</b>	: 526411138
<b>Degree</b>	: Doctor of Public Administration
<b>Major</b>	: Public Administration
<b>Academic Year</b>	: 2013

### **ABSTRACT**

This dissertation aims to investigate on (1) achievement of the public motorcycle policy implementation (2) factors influencing achievement of the public motorcycle policy implementation.

The questionnaires were distributed to sampling groups including Bangkok government officers and public motorcycle drivers in 21 areas covering 6 zones, police officers from 9 police stations covering 9 police divisions and government officers from the Department of Land Transport in 5 zones. Thus, there were 1,242 samples

Descriptive statistics including frequency, percentage, mean, and standard deviation were employed to analyze the gathered data. Multiple regression analysis was also used as inferential statistics.

The findings of the study are as follows:

1. The level of opinion towards achievement of the public motorcycle policy implementation was high. Also considered individually, the levels of fairness, subjugation of influential person, orderliness, and security were high.

2. Achievement of the public motorcycle policy implementation was affected at the statistical significance level of 0.05 by two variables namely, the participation of people concerning with of the public motorcycle policy implementation and management of public motorcycle policy. By all means, these two factors together determined the variation of achievement of the public motorcycle policy implementation at 55.8 per cent ( $R^2=0.558$ )

Recommendations derived from research findings are as follows:

1. Government should legislate for constantly implementing the policy. As in the past, there was a serious punishment for politician, influential person and government officer who involved in getting benefit from public motorcycle drivers whether by criminal procedure, seizure and disciplinary action.

2. Reducing some complexity in management processes and models as transferring its authority to issue the certification to land transport office in area of responsibility as well as public motorcycle registration.

3. Registration process for new drivers and new public motorcycle queue establishment must be certified by at least half of the registered drivers in the presence of local subcommittees. It helps avoiding threat from committees who might appear to be in charge of a particular public motorcycle queue.

4. To determine a precise guideline to establish public motorcycle queues and to enact a policy in which traffic polices are allowed to use their consideration to defer Land Traffic Act.

5. Balancing authority of responsible agencies by providing them with authority. Otherwise, an authorized agency must individually respond to the case in order to create unity of command.

Recommendations for further research are as follows:

1. Under the same research title, the further study should expand nationwide as to compare between achievement of the public motorcycle policy implementation in Bangkok and in other provinces whether how different environment can affect achievement of the public motorcycle policy implementation.

2. The further research should compare between the sampling groups of public motorcycle drivers who have already registered and new drivers who have not registered aiming at studying the conflicts and requirement of these two different groups in order to form new policy regarding to their issues.