

Enhancing Cooperation of Motorcycle Taxi Drivers in Crime Prevention and Suppression in Ratchaprasong Area, Pathumwan District, Bangkok

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Abstract

According to the crime statistics and the results of the public sentiment survey, it obviously reflects the importance of safety management innovation. This innovative research is a mixed study aiming to 1) study the level of cooperation and factors affecting the decision of participation 2) study personal factors and factors affecting participation decisions that influence the cooperation; and 3) to enhance cooperation in crime prevention and suppression of motorcycle taxi drivers in the Ratchaprasong area, Bangkok. Research subjects were selected from 95 motorcycle taxi drivers with 76 samples acquired for the quantitative research. Data were collected using a questionnaire with reliability of 0.954, and 8 key informants were interviewed. Findings of the study reveal that the cooperation in the prevention and suppression in general and in all aspects are at a moderate level and the overall factors affecting the decision of participation are at a moderate level. Individual factors and factors affecting the participation decision indicate 59.4% possible contribution to cooperation with a statistically significant level of 0.01. And the variable of the number of serviced trips has a statistically significant effect on the cooperation at the 0.01 level. Finding also reveals 3 ways to improve cooperation in crime prevention and suppression, namely: 1) The police should take concrete action to increase participation in motorcycle taxis 2) All motorcycle taxi drivers should attend the training and a variety of effective and efficient coordination channels should be provided; and 3) Relevant agencies should integrate cooperation networks, establish a specific coordination center in the area for incident prevention.

Keywords: Cooperation increasing, Motorcycle-Taxi Driver, Crime Prevention and Suppression, Ratchaprasong Area

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Introduction

In the context of the Bangkok area, it is the center of national development, a source of prosperity in various fields, and an attraction for people to gather to live in the area. The growth of population and city lead to many problems such as traffic congestion, slum community, income inequality (Oratai Kokphon, 2016) including crimes.

According to the statistics of crime cases in the Bangkok area, it is found that in 2019, 2,483 cases of crimes related to life, body, and sex assaults (overall) were reported, resulting in 2,071 arrests. The highest number of assaults were reported with 1,922 cases and 1,640 were arrested. Offenses related to the property (overall) of 8,523 cases were reported and 4,955 were arrested. The highest number is theft cases with 3,596 cases and 2,352 arrests reported (Criminal Record Information; Royal Thai Police, 2020) Managing crime safety is an urgent priority for the safety of people's lives and properties including the confidence of tourists and investors and the image of the country. Especially in the Ratchaprasong intersection, the significant area in the heart of Bangkok that is important to the country's economic system since it is the location of large department stores, educational institutions and many important government offices. As such, the management of prevention and suppression of crime in the area is very important and necessary.

In the prevention and suppression of crime, public participation plays an important role and one of the important sectors that can help monitor and watch out for people concealing their identity in causing the incident is motorcycle taxi drivers. As a sector working in the area, it is the party that thoroughly sees the occurrences in the area, being proficient in routes, shortcuts, alleys, and streets in the area. Cooperation of motorcycle taxi in crime prevention and suppression, therefore, is important that the police officers must pay attention. According to the study of the participation of motorcycle taxi drivers in crime prevention and suppression in 2007 in a project that organized motorcycle taxi drivers to participate in observing the troublemakers, reporting clues, sending various complaints or comments to notify the

police, the results show that participation of motorcycle taxis in crime prevention and suppression results in reinforcement for the police operation to be more effective. Such project in the past has been considered a certain level of success, especially in drug cases while the arrests of a troublemaker in other cases can help solve the cases because of the information received from the motorcycle taxis (Royal Thai Police, 2007)

From the role and the importance of participation of motorcycle taxis in crime prevention and suppression and from the importance of Ratchaprasong Intersection as the important area in the heart of the city where many tourists and residents entering the area, in the prevention and prevention of crime, such participation, therefore, requires to seek ways to enhance the cooperation of motorcycle taxi drivers for building crime prevention and suppression networks concretely.

Objectives

1. To study the level of cooperation and factors affecting the decision of participation of motorcycle taxi drivers in the crime prevention and suppression in Ratchaprasong Area, Pathumwan District, Bangkok
2. To study personal factors and factors affecting participation decisions that influence the cooperation in crime prevention and suppression in Ratchaprasong Area, Pathumwan District, Bangkok.
3. To enhance cooperation in crime prevention and suppression of motorcycle taxi drivers in the Ratchaprasong Area, Pathumwan District, Bangkok.

Research Hypothesis

Personal factors and factors affecting the participation decision of motorcycle taxi drivers influence the cooperation in crime prevention and suppression in the Ratchaprasong Area, Pathumwan District, Bangkok.

Related Concepts and Theories

1. Concepts and theories of crime

In a dimension of semantic term, crime is an act that violates the law of the country or omits from the actions of a person that the result of such action

causes harm to life, property, and body as specified in the provisions of the law as proposed by Pornchai Khandee (2015) that provided a broad definition referring to behavior in the commission of an offense in which such offense is an intentional act with the nature of serious offenses expressing both the acts of violence and the harmful consequences that broadly affect the society. In a narrow sense, it refers to the act of an offense that violates the criminal law only without considering the intention and nature of the offense.

Crime problems can be caused by many reasons. The Royal Thai Police (2007) stated that the causes of crime vary, consisting of; **1) socio-economic environment**, namely (1) unemployment resulting in lack of income (2) drug addiction (3) social changes such as dressing, sexual relations that provoke carnal feelings; (4) moral decadence; (5) inappropriate social values such as being a gangster, establishing ruffian gang (6) family condition, an environment that influences the possibility of a person to become a crime, such as a low-income family, family of parent separation; and (7) economic difficulty conditions that lead to struggling to make a living illegally and **2) causes due to mental disabilities**, i.e., a group of people with mental illness, neurosis, and aggressiveness having an anti-social mindset, state of mind causing a person to commit an offense. Such aforementioned causes are the reasons that drive people to commit offenses in different ways.

2. Crime prevention theory

Prevention of crime is an important task that contributes to social order, reducing losses for potential victims of crime. Royal Thai Police has developed crime prevention measures by applying principles and theories to study and research in various fields as practical guidelines. It consists of the theory of community relations requiring the police to change their perspective towards having a community as a supporter, building participation in civil society under the context and environment that will support mutual benefits for both parties. The core of the theory of community relations for preventing crime is to manipulate general conditions at the levels of city, community, or neighborhood in a way that strengthens interpersonal relationships to be

easy to control, observe and inspect without invading personal liberties as well as to support and encourage members in the community participate in crime prevention for life, body, and property both oneself and others to be safe from crime. And the police will play a role in planning, supporting, and supervising communities on crime prevention (Royal Thai Police, 2014).

Another important theory is the Situational Crime Prevention theory, a prevention-focused approach that reduces the likelihood of crime by understanding those behaviors and then using it as a mechanism that leads to a change in relations to the environment aiming to reduce the likelihood of crime. Situational crime prevention is, therefore, rather prevention than punishment or monitoring of offenders, and it helps reduce the incentive to commit crime of the offenders. (Royal Thai Police, 2014) And in the process of reducing the likelihood of committing crimes, it is to focus on specific forms of crime leading to the creation, organizing or manipulating the environment and making it very difficult to commit crime eventually. In this study, the researcher applied the principle of community relations theory to study as a guideline to involve motorcycle taxi drivers to participate in helping and playing a role in supporting police operation in crime prevention and applied the concept of situational crime prevention theory to establish guidelines for the prevention, increasing the risk to troublemakers in committing a crime by adding a security system with dedicated personnel responsible for the premises, etc.

3. Concepts and theories of the participation

Participation refers to the cooperation of individuals in carrying out various activities to be achieved. It is the cooperation, joint action and joint responsibility, whether by individual or a group, to carry out any activity, resulting in the development, joint decision and thinking to strengthen unity, mutuality and changes in a good direction. As a result, the activities can be carried out following the plan, and efficiency in carrying out activities can be achieved eventually (Sukhontha Tuampong, 2018). This research is to study the cooperation in crime prevention and suppression which have been researched in many areas. For example, Pattaw-

it Sangmukda (2017) studied the participation in crime prevention through social traffic radio in a case study of a group of taxi drivers in Bangkok. And it's concluded that participation means the process of encouraging people to take part in the activities, which are divided into 3 aspects as follows: 1) Planning. 2) Practices, and 3) Monitoring and Evaluation. This study of cooperation in the prevention and suppression of crime of motorcycle taxi drivers investigates the following 3 aspects: **1) Planning**; motorcycle taxi drivers cooperate and participate in the planning of crime prevention and suppression operations, inviting community members to work together in planning, helping find problems and causes, defining requirements and planning the actions to prevent and suppress crimes in the area **2) Implementation**; the motorcycle taxi drivers cooperate in the implementation of crime prevention and suppression by participating in informing the police about clues or information useful in arresting criminals, improving the residential premises to prevent crime, joining in crime prevention campaigns, participating in maintaining good order in the area by monitoring, keeping a watchful eye, helping to coordinate and facilitate the police and **3) Evaluation**; motorcycle taxis cooperate with the police in monitoring the progress in crime prevention and suppression programs or activities, joining a committee to assess crime prevention and suppression programs or activities as well as participating in meetings and providing feedback on the results of crime prevention and suppression programs or activities.

Currently, there are many motorcycle taxis in service covering all areas but lacking in the integration of cooperation with the government to utilize their expertise of the area and advantages of coexistence with people and residences including service users. And if safety agency or relevant sector apply the strengths of motorcycle taxi drivers to develop and enhance the level of cooperation to deploy the potential of motorcycle taxis drivers in achieving maximum efficiency and effectiveness in crime prevention and suppression.

As for the factors affecting participation, Komdech Chaiduen, Saowaluck Kosolkittumporn, and Yupaporn Yuphas (2018) summarized the factors affecting participation in crime prevention and peacekeeping as factors once the changes occur, will result in the participation in crime prevention and maintaining the order of home police volunteers and changed in either direction which may be accordingly or inversely.

In this study, the researcher investigated factors affecting the decision to participate in 4 aspects: 1) proximity to the police 2) shared attention and concerns 3) reception of criminal information; and 4) benefit receiving. And the conceptual framework used in the study is defined in the following diagram.

Research Methodology

This research is mixed method research. Quantitative data is collected by using questionnaires, and qualitative data is collected using an interview form. The population used in the study was Motorcycle taxi driv-

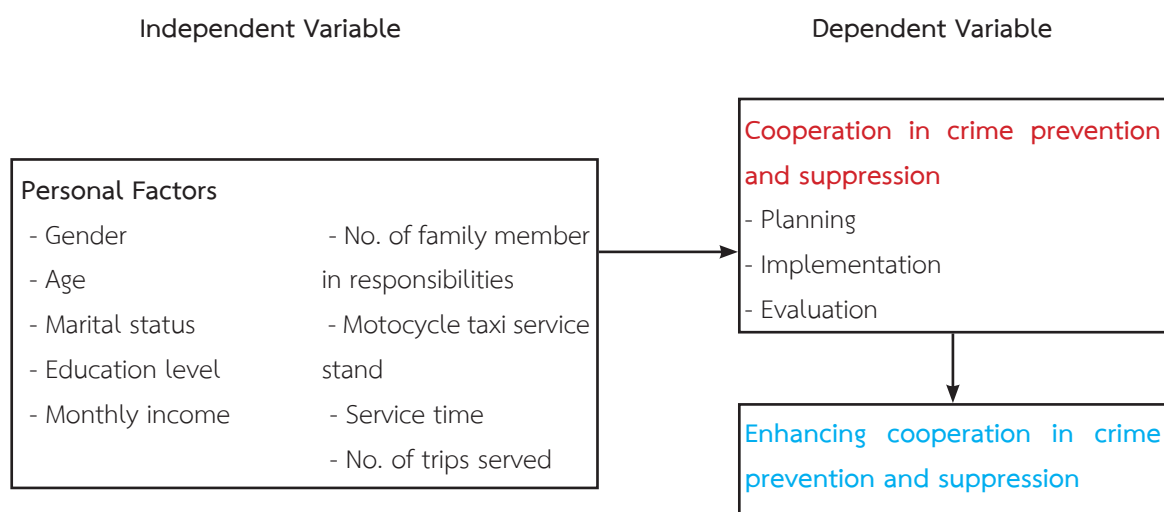


Figure 1. Research Conceptual Framework

ers servicing in the Ratchaprasong area, Pathumwan District, Bangkok, from 8 groups of motorcycle taxi stands, totaling 95 drivers. In the quantitative research, the sample size is determined using the Krejcie & Morgan table (Krejcie & Morgan, 1970) with a 95% confidence level. The sample was purposively selected and a total of 76 samples were obtained. In the qualitative research, key informants were purposively selected by assigning 1 driver per group of the motorcycle taxi stand. And a total number of 8 samples were obtained.

Research Variables

The variables in the quantitative research consist of one dependent variable and two independent variables. The dependent variables are the cooperation in crime prevention consisting of planning, implementation, and evaluation. The independent variables are:

- 1) Personal factors consisting of gender, marital status, age, education level, average monthly income, number of family members in responsibilities, motorcycle taxi group, service time, and number of trips served
- 2) Factors affecting the decision to participate are the proximity to the police, shared attention and concerns, reception of criminal information and benefit receiving.

Research Tools

Tools used in the quantitative research consist of questionnaires which are divided into 3 parts; personal factors, factors affecting the decision to participate, and cooperation in crime prevention and suppression. The reliability of the questionnaire was calculated using Cronbach's Alpha Coefficient formula, obtaining the reliability value of 0.954. Tools used in the qualitative research are semi-structured interview forms consisting of 3 items of question. The quality of the tool was evaluated by having the advisory professor check for the content coverage of the questions and revised according to the recommendations.

Data Analysis

In quantitative data analysis, the number and completeness of the questionnaires were assessed. Data were analyzed using descriptive statistics to describe the characteristics of variables and the level of the variable using a software package. For qualitative data analysis, the information obtained from the in-depth interview

was analyzed for the content (Content Analysis).

Statistics used in quantitative data analysis

Part 1; the personal factors of the respondents were analyzed for frequency and percentage and presented in the form of descriptive table.

Part 2; analysis to describe the characteristics of variables using statistics, namely Mean (Mean: \bar{x}) and Standard Deviation (S.D.), presented in the form of a descriptive table.

Part 3; analysis for Influence of Variables using multiple regression analysis methods.

This research protects the rights of informants following human research ethics, as accredited for research ethics by the Human Research Ethics Committee, Faculty of Forensic Science, Royal Police Cadet Academy with Certificate No. 640902-025

Results

From the questionnaire data collection, it was found that most of the samples were male accounting for 97.37%, with ages between 36-45 years representing 44.74% and the average monthly income is not above 20,000 baht having 3-5 family members in their responsibility. And most drivers belong to the group of motorcycle taxi stands at the exit of Central World (Ganesha Shrine). The motorbike taxi serviced for the morning - late night trips serving 11-20 times a day.

In the study on enhancing the cooperation of motorcycle taxis in crime prevention and suppression in Ratchaprasong Area, Pathumwan District, Bangkok, the results indicate that;

1) Cooperation in crime prevention and suppression

Overall crime prevention cooperation in all aspects is at a moderate level with the implementation aspect having the highest average, followed by monitoring and evaluation and planning, respectively, as shown in Table 1.

When considering each aspect, it was found that the sample group had opinions about cooperation in crime prevention as follows: **(1) Planning;** the highest average is the invitation to members of the community to participate in a crime prevention plan in the area,

Table 1. Overall and individual aspects of Mean and Standard Deviation of Cooperation in Crime Prevention and Suppression (n = 76)

Cooperation in crime prevention and suppression	\bar{X}	S.D.	Interpretation
Planning	2.81	0.719	moderate
Implementation	3.38	0.682	moderate
Evaluation	3.18	0.791	moderate
Overall	3.12	0.604	moderate

followed by a recommendation to the police in finding ways to prevent crime in the area and the lowest average was about the proposal of problem to the police about the crime that often occurred in the area in finding ways to prevent and suppress and participate in analyzing the causes of crime problems in the area **(2) Implementation;** it was found that the highest average is about keeping an eye to look after the orderliness in the area, which has a high level of opinion, followed by the improvement of the residence to prevent crime which has a high level of opinion as well. And the lowest average is reporting the clues or providing useful information in arresting offenders to the police and **(3) Evaluation;** it was found that the highest mean value is to cooperate with the police in monitoring the progress of programs or activities in crime prevention and suppression, followed by participating in the meeting to monitor and evaluate the occurrence of crimes. And the lowest average is to participate as evaluation committee in a crime prevention and suppression program or activity.

2) Factors affecting the decision on the participation of motorcycle taxis in crime prevention and suppression.

It was found that the sample group has an overall opinion regarding factors affecting the decision to participate at a moderate level. When considering each aspect, it was found that the shared attention and concerns had the highest average with the opinions of the sample group at a high level, followed by all aspects with a moderate level of opinion, and the proximity to the police had the lowest average as shown in Table 2.

When considering factors affecting the decision to participate individually in each aspect, it was found that (1) for the proximity to the police, the item with the highest mean is the drivers indicated that they used to cooperate with the police in the relevant work in the area. Followed by the information about the crime situation in the area was sent to the police. And the item with the lowest average is that the drivers had proximity to the police in the area (2) for shared attention and

Table 2. Overall and individual aspects of Mean and Standard Deviation, Factors affecting decision making to participate (n = 76)

Factors affecting the decision to participate	\bar{X}	S.D.	Interpretation
Proximity to the police	2.90	0.724	moderate
Shared attention and concerns	3.55	0.666	high
Reception of criminal information	3.38	0.587	moderate
Benefits receiving	2.95	0.586	moderate
Overall	3.22	0.477	moderate

concerns, it was found that the highest average is paying attention to crime prevention in the area, followed by concerns about crime in the area. And the lowest average is that their colleagues were interested in participating in crime prevention activities in the area and (3) for the reception of criminal information, it was found that the highest average is the listening to crime news through social media channels which has a high level of opinion, followed by a moderate level of opinions on all aspects. The lowest average is the government official's publicization of crime prevention to motorcycle taxi service group (4) for benefit receiving; it was found that the highest average is the participation in crime prevention and friendly coexistence with residents in the area, followed by acceptance from participating in crime prevention activities in the area. And the lowest average is the receiving compensation for cooperating in crime prevention activities.

3) Personal factors and factors affecting the decision in participating of motorcycle taxis that in-

fluence cooperation in crime prevention and suppression in Ratchaprasong Area, Pathumwan District, Bangkok

The results indicate that individual variables and factors affecting the participation decision of motorcycle taxis mutually affect cooperation in crime prevention and suppression by 59.4% ($R^2 = 0.594$), with a statistically significant level of 0.01, a multiple correlation coefficient R of 0.770. and standard error of the estimate $SE_{est} = 0.420$ When considering the regression coefficients for each variable (B), only one personal factor of the number of trips served is found to affect the cooperation in crime prevention and suppression with a statistically significant level of 0.01 as shown in Table 3.

4) Enhancing the cooperation of motorcycle taxis in crime prevention and suppression in Ratchaprasong Area, Pathumwan District, Bangkok

From the study of cooperation in crime prevention and suppression, it is concluded that the general personal characteristics of motorcycle taxi drivers

Table 3. Results of the regression coefficient analysis between personal factors and factors affecting the decision in participating in crime prevention and suppression cooperation (n = 76)

	B	Std. Error	Beta	t	Sig.
1. Gender	-0.033	0.309	-0.009	-0.108	0.914
2. Age	0.113	0.113	0.093	0.997	0.322
3. Marital status	-0.030	0.113	-0.024	-0.263	0.794
4. Education level	0.406	0.479	0.077	0.849	0.399
5. Monthly income	0.241	0.162	0.130	1.491	0.141
6. No. of family members in responsibilities	-0.292	0.242	-0.109	-1.203	0.234
7. Motorcycle taxi service group	-0.090	0.128	-0.066	-0.706	0.483
8. Service time	-0.178	0.103	-0.148	-1.728	0.089
9. Number of trips served	0.407	0.098	0.488	4.165	0.000**
10. Proximity to the police	0.098	0.096	0.108	1.018	0.313
11. Shared attention and concerns	0.158	0.112	0.154	1.413	0.163
12. Criminal information receiving	0.132	0.114	0.128	1.153	0.253
13. Benefit receiving	-0.033	0.309	-0.009	-0.108	0.914
Constant = 0.360, $SE_{est} = \pm 0.420$, $R = 0.770$, $R^2 = 0.594$, $F = 7.670$, Sig. = 0.000					

** sig. <0.01

in the Ratchaprasong area, Pathumwan district, mostly are enthusiastic in their work having a good disposition. They had strong relationships within and outside the group of service areas. For the implementation, all drivers are distributed to service at various stands covering all service areas. The density of motorcycle taxi drivers depends on the number of service demands. A chief or supervisor is appointed at the service point to provide the queue of motorcycle taxi service to be organized and to prevent interference in the service across other service stands. For working relationships, they have a positive correlation and help support each other. Considering factors affecting in enhancing cooperation of motorcycle taxis in crime prevention and suppression, it can be summarized as follows:

(1) Proximity to the police is a mutually supportive and dependent relationship. It is an awareness of the roles and duties they have for each other in terms of public consciousness. Participating in training activities brings drivers a closer relationship with the police. The motorcycle taxi group will assign a coordinator between the police and members from the same motorcycle taxi service group while police officers will rotate the schedule to check the orderliness in the area regularly. And they are friendly and discuss each other, asking inquiries, giving advice, especially about problems or abnormalities in the area including asking for cooperation from motorcycle taxis to monitor the incident and attending training on traffic discipline knowledge, crime prevention including various notification channels. In addition, the leader or representative of the motorcycle taxi drivers will constantly coordinate with the local police officers while a group of Line applications has been created to facilitate quick communication and the forwarding of useful information to each other.

(2) Shared attention and concerns

The motorcycle taxi drivers are interested and worried if there is a crime occurs suddenly they will go to help and suppress the incident immediately. And they will coordinate within the group of motorcycle taxis in the area and nearby areas including a network of security guards of various buildings in the

area without a request from the police.

(3) News reception

Motorcycle taxis can access information on crime issues in the area effectively since there are various channels to access information. There is a perception of information through the network of motorcycle drivers and local police officers through the LINE application. The emergence of such a network is because the chief or representative of motorcycle taxis has regular contact with the police. In addition, from continuous training of knowledge of police officers in the area they can also report crime information through other channels such as the telephone lines of the police station, 191 hotlines, or through social media platforms such as Facebook Fanpage, etc.

(4) Benefit receiving

Motorcycle taxis are happy and willing to help in various crime incidents without getting any benefit and try to look after to help the police reduce crime in the area and ready to help in various crime incidents as requested for cooperation by the police. And the motorcycle taxi drivers provide the commitment in the same sentence saying that they *"Do it willingly and very pleased to do without expecting anything in return"*

In addition to the above findings, key informants gave suggestions to enhance the cooperation of motorcycle taxis in crime prevention and suppression in the following guidelines:

Guideline 1; for Police Officers

1) Pay more attention to participation/ cooperation of motorcycle taxis in terms of either letting them attend training or attending meetings to discuss feedback on the condition of problems occurring in the area including providing guidelines for preventing crime since motorcycle taxi drivers are the sector that most familiar with the area, able to help to keep an eye on and assist the officer in crime prevention as well.

2) Arrange the schedule to inspect the area according to the time of the crime in the actual situation by increasing the frequency of the patrol and installing more CCTV to cover every zone as well as increase the light in the invisible spot and the critical zone where there are crowds of people to monitor and

prevent incidents and to quickly and efficiently track and arrest the criminals.

3) A concrete project that involves motorcycle taxis should be arranged by giving a badge or symbol if a member of a motorcycle taxi joins the project or by giving a reward to the attendee.

Guideline 2; for motorcycle taxi group

1) All motorcycle taxi drivers should have the right to participate in listening to problems and training without the need to forward information, allowing everyone to share their opinions on problems that arise, to create a sense of being part of the area's crime prevention and suppression as well as to reduce the problem of communication errors.

2) More channels for coordination or contact with officials should be provided for quick, diverse, and efficient communication.

3) Public relations about the roles and duties of the motorcycle taxis group should be provided to make people aware of their roles and duties to create confidence in using the service of people in the area which will increase the frequency of service trips of the motorcycle taxi group.

4) There should be some adjustments to the environment such as risky zones or low light areas to reduce the opportunity of incidents.

Guideline 3; for agencies involved in crime prevention

1) Integrate a network of cooperation in crime prevention from all sectors concretely, including the government, the private sector, and various civil society sectors into a united party in mutually reporting effective surveillance.

2) Establish a coordinating center for notification of incidents, control, and direct specific operations in the area by allowing people in the area such as motorcycle taxi drivers to get involved more and contribute to the main operation in the surveillance of incidents, extending the results into initial effective suppression of the incidents. This is to create a sense of ownership of the area, reducing the workload of police officers and lowering crimes in the area.

Summary and Discussion

The researcher summarized and discussed the results according to objectives as follows:

1) Cooperation level and factors affecting the decision to engage motorcycle taxis in crime prevention and suppression in the Ratchaprasong area, Pathumwan District, Bangkok

The overall level of cooperation in the prevention and suppression of crime in all aspects is moderate. The implementation aspect has the highest average and the planning has the lowest average. This reflects that motorcycle taxis play a role in the prevention of crime in the area especially helping to be the eyes and ears to look after the orderliness in the area. The implementation aspect has the highest average, and the planning has the lowest average. This reflects that motorcycle taxis play the role in the prevention of crime in the area especially helping to be the eyes and ears to look after the orderliness in the area. However, in the planning, there is still a low level of cooperation, in line with Pongsakorn Ubonwanna (2019) who described participation as a process by which people have the opportunity to participate in their missions, carrying out activities, expressing ideas, making decisions and solving problems on their own, playing a role in the mission or in that society. That is similar to the cooperation in the prevention of the crime of motorcycle taxis, where the most obvious aspect is the implementation since it is the process that is reflected in the most concrete and accessible way. It is also in accordance with the study of Nopparoj Patcharajirasak (2017) that studied the participation of motorcycle taxis in crime prevention and suppression of the Phaya Thai Metropolitan Police Station, which indicated that motorcycle taxi drivers participated in the prevention of crime at a moderate level. And when considering the context of the area, it was found that Pathumwan and Phayathai areas are in the same center of Bangkok and have a similar context. Therefore, motorcycle taxi drivers may have the same opinion on crime prevention in the area. Therefore, cooperation in crime prevention and suppression in all aspects should be enhanced especially in terms of planning that should involve motorcycle taxi drivers in planning, implemen-

tation, and monitoring.

As for factors affecting the decision to participate in motorcycle taxis in crime prevention and suppression, it was found that the overall level is at a moderate level. And when considering each aspect, it was found that the shared attention and concerns had the highest average where the opinions of the sample group are at a high level. As for the proximity to the police, it is at the lowest average with a moderate level of opinion. As for the nature of their closeness to the police, it is the recognition of their roles and duties in the public consciousness. As for shared attention and concerns, which is the highest average, reflects the role of the connection with the area in which once a crime is found suddenly, they will go to help and suppress the incident immediately. This is in line with the concept and theory of Reeder (1974) which described that one of the factors that affect the participation of the people is to conduct oneself following basic beliefs, that is the attention to select the practice methods that are consistent and similar to their own basic beliefs. As such, motorcycle taxi drivers in the Ratchaprasong area see that safety is an important basis for living in the society and the roles associated with the area thus affecting the decision to participate of motorcycle taxi drivers in crime prevention and suppression in Ratchaprasong Area, Pathumwan District, Bangkok.

As for factors affecting the enhancing of level of cooperation of motorcycle taxi drivers in crime prevention and suppression **1) Proximity to the police;** it was found that the police in the area requested the cooperation of representatives of the motorcycle taxi drivers in joining the training on knowledge, methodology including various notification channels to prevent crime in the area as organized by the police. And each motorcycle taxi service group will have a coordinator between the police and member members in the same service group including helping to keep watching on crime in the area. In this context, it is consistent with the theory of community relations to prevent crime that is to encourage members of the community to participate in crime prevention. And the police will play a role in planning and providing support and advice for communities on crime

prevention. (Royal Thai Police, 2014) **2) Shared attention and concerns;** it was found that if there was any crime suddenly occurred in the area, the motorcycle taxi service group will go to help immediately. This is in line with Reeder (1974), who stated that factors affecting participation are opportunities, individuals, and groups of people who often take part in the form of social practices especially related to the number and type of opportunities which the structure of society, support, individuals and groups of people usually initiated the implementation when the individuals feel that they are encouraged. **3) News reception;** It was found that motorcycle taxi drivers have several communication channels and receive news in the area from interaction and exchange of information through various communication channels, including a LINE group of motorcyclists with the police. However, the existing LINE group still cannot bring full benefits, lacking public relations from main agencies. In addition, there was no response from the police. Therefore, the channels of coordination or contact with the officers should be increased quickly, diversified and effective so that public participation will greatly benefit the police operation. This is consistent with Caldwell (1965) who stated that public participation in the police programs will maintain a good police-people relationship and would be a great benefit for the police operation because public cooperation and support will bring convenience and speed to receiving information on crime, resulting in the success of an effective investigation. As a result, the case will be quickly completed **4) Benefit receiving;** from the findings, motorcycle taxi drivers are willing to help in various crime incidents without expecting any return. This way of thinking is considered one of the good attributes of participation in the civic sector, which is in line with Jompong Mongkolvanich (2011) which stated that participation should provide personnel an opportunity to have a close connection with the operation resulting in a positive effect on the operation of organization or network with the following three important conditions or principles: participation must be based on willingness and intention to participate since it will create a feeling of being part of the community in solving problems and making

decisions on that matter. Participation processes must be based on equality and the capability of each individual to participate. Participation must be based on freedom in deciding whether to choose or manage to participate. And most importantly, such participation must not arise from constrain or coercion from the superiors (Natakorn Khamprasit, 2014)

2) Personal factors and factors affecting the decision to participate in motorcycle taxi drivers mutually affect the cooperation in crime prevention and suppression by 59.4% with a statistical significance level of 0.01 and the variable of the number of service trips affects the cooperation in crime prevention and suppression with a statistically significant level of 0.01, according to the research hypothesis. This is inconsistent with the research of Pattawit Sangmukda (2017) in the study of participation in crime prevention through social traffic radio media. A case study: A group of taxi drivers in Bangkok. And the study found that personal factors and membership in crime prevention groups and training in crime prevention both overall and individual aspects had no effect on participation in crime prevention. This is due to the nature of taxi services and motorcycle taxi services being different. Taxi services have a variety of routes. While the motorcycle taxi service will be on the same regular route, there is no variety, and it's on a regular service area making it possible to observe anomalies and monitor crimes along the way easily. Or in case some drivers are vacant, not serving any passengers. They will sit and observe unusual events in the area where the motorcycle taxi service stand is located. And since there are many drivers on services several times a day this will result in the ability to observe abnormalities and observe crime incidents in the area more times. Consequently, the number of service trips affects the cooperation in the prevention and suppression of crime of motorcyclists in the Ratchaprasong area, Pathumwan District. This is due to the more trips the drivers serve, the more occasions to pay attention to the surrounding area and to observe risk areas, anomalies, or observe crime incidents in the area frequently.

3) Enhancing the cooperation of motorcycle drivers in crime prevention and suppression Ratchaprasong Area, Pathumwan District, Bangkok.

According to factors affecting the level of cooperation of motorcycle taxi drivers in crime prevention and suppression, it was found that all four factors including proximity to the police, shared attention and concerns, news reception, and benefit receiving, are integrated as the driving force in propelling the motorcycle taxi drivers to participate in crime prevention and suppression in Ratchaprasong Area, Pathumwan District, Bangkok. Therefore, in achieving such a level of mechanism, key informants suggested that all motorcycle taxi drivers should participate more concretely both in listening to problems and attending the training and sharing opinions on the problems that arise. This will make the members of the service group feel involved and take part in the prevention and suppression of crime in the area. This is in line with the studies of the Research and Development Division of Royal Thai Police (2007) which studied the involvement of motorcycle taxi drivers in crime prevention and suppression and found that motorcycle drivers at chief or deputy head levels of the group should be allowed to use a radio communication device. While the training should focus on quality instead of quantity of the trainees. Police officers must build good relationships with all motorcycle drivers. And there are suggestions for increasing more channels for coordinating or contacting staff for quick, diverse, and efficient communication. Besides, it has been suggested that the police should arrange a time to patrol the area, installing additional surveillance cameras to create a good environment. This is consistent with the Police Community Relations program and basic preventive measures. It is a conceptual practice that is consistent with the elements of crime containing social environment, the status of the person who commits the crime, and opportunities for crime. For the opportunity of crime, it is the direct duty of the police to act so that people who decide committing crimes have the least chance of committing crimes. This may be implemented by direct or indirect ceasing the opportunity for crimes. This is done by the use of force using uniformed police officers appearing in the area

and at the appropriate time that there may be a crime, such as during the night or in areas prone to crime, etc. (Nopparoj Patcharajirasak 2017)

However, the factors affecting the decision to participate in crime prevention should strengthen the participation of motorcycle drivers in the area. In addition to the various training programs, participation should be given at the level of information sharing, giving opportunities for motorcycle drivers to share opinions and exchange information about crime prevention in the area. This includes the opportunity for motorcycle taxi drivers to participate in defining guidelines for preventing crime in the area to lead to participation at the levels of cooperation and people empowerment level, (Theerachai Ratanarotmongkol (2010), which is the level where the role of motorcycle taxi drivers has taken parts in crime prevention in the area at the highest level.

Suggestions

Suggestions for applying the research results

In this study, the researcher has suggestions for approaches to improving the cooperation of motorcycle taxi drivers in crime prevention and suppression in Ratchaprasong Area, Pathumwan District, Bangkok as follows:

Police officers should create proximity building good and close relationships with motorcycle taxi drivers in their areas of responsibility by organizing activities in making relationships to make them familiar and organizing training programs to enhance knowledge and skills in crime prevention in the area. Motivate the drivers by giving compliments, giving honor rewards, persuading, and creating a channel for motorcycle drivers to take part in the surveillance and prevention in a concrete manner as well as giving opportunities for all members in each motorcycle taxi service group to attend listening to problems and training on crime prevention and suppression

Integrate a joint network in crime prevention, government, private sector and civil society especially the motorcycle taxi drivers to be in a clear and concrete manners. Establish participation and act as a party to

report crimes. And government officials should be able to publicize crime information to the motorcycle taxi service groups in the area to get information quickly and timely.

Findings of the study showed that the number of service trips affects cooperation in crime prevention and suppression. This reflects that the familiarity of the area affects the peacekeeping of crime in the area. Therefore, the establishment of a servicing network of motorcycle taxi drivers will allow drivers to have more numbers of trips resulting in the distribution of service covering the Ratchaprasong area. This includes publicizing the service network and the role of motorcycle taxi drivers in crime prevention for people in the area to be informed in order to increase the use of motorcycle taxi service, which will result in increasing cooperation in prevention and suppression of crime at the local level as well

Support and increase the role of the motorcycle taxi group as a mechanism for monitoring. And relevant agencies should be aware of the importance of providing knowledge for motorcycle taxi drivers the role that people in the area know and recognize the importance, trusting to use the service as well as believing that motorcycle taxi drivers can help take care of their safety and the area.

Suggestions for further research

1) Studies on the participation of motorcyclists in crime prevention and suppression in other areas should be carried out on the outskirts of the Ratchaprasong area to integrate information and create cooperation in the prevention and suppression of crime to cover nearby areas

2) In-depth interviews with police officers should be conducted in the context of the requirements for the characteristics of motorcycle drivers in the prevention and suppression of crime in the area who will join as volunteers to help the police

3) Collaborative networks should be integrated for the design and construction of the area environment according to the problem to reduce and prevent crime according to the theory of crime control following the environment.

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