

Perceptions of Foreign Tourists towards Street Vendors in Bangkok

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Abstract: Street vending is a type of informal employment and, at the same time, a source of problems for pedestrians, especially in developing countries. Local people may get familiar with the existence of street vendors on their daily life. However, it would be interesting to examine the perspectives of foreign tourists, especially from western developed countries, on the presence of street vendors. Bangkok is the right place and questionnaires were distributed for the purpose of this study. Assessment of the attributes of sidewalk, and presence of street vendors were conducted by considering gender, age, marriage status, and first timer. How negative experience on the sidewalk influence the attitude of purchasing from street vendors and their presence were also examined and discussed. The findings generally show that the condition of sidewalk is not satisfied enough for walking but they do not mind with the presence of street vendors.

Keywords: Street vendor, Sidewalk, Pedestrian, Developing country, Foreign tourist, Bangkok

1. INTRODUCTION

Sidewalks are a part of road development, especially in urban areas. By definition from Webster's dictionary, sidewalk is a path for pedestrian, usually paved, along the side of a street (Neufeldt and Guralnik, 1988). In British English, pavement is a more common term to be used than sidewalk. Pavement is defined by Oxford Dictionaries as a raised paved or asphalted path for pedestrians at the side of a road (Pavement, n.d.). Both definitions specifically and consistently states that sidewalks are for pedestrians. However, in practice, especially in developing countries, this provision does not work as it is. Pedestrians have to share their sidewalks to others users, in most cases to street vendors.

Street vendors occupying some part of the sidewalk are quite common in many big cities in developing countries. They sell food and stuff. In locations famous with tourists or where many tourists are staying, vendors also sell souvenirs. Following the supply and demand logic, many vendors exist on a sidewalk because they have customers buying their products. This causes more problems as the space available for walking become narrower and narrower with customer standing and waiting for the transaction with the street vendors. A research study on pedestrians in Bangkok by Mateo-Babiano (2012) found that buying from the street vendors was the most dominant non-movement activity.

However, the issues related to sidewalk are not only from street vendors. Bicycles and motorcycles parking on the sidewalk are daily occurrences on sidewalks, especially around a base where motorcycle taxis provide their service, which can be easily found in many cities of developing countries such as Jakarta, Hanoi, and Bangkok. It is also quite common that during traffic congestion, some motorcyclists jumped up on sidewalk and ride on the sidewalk to avoid the traffic. With all these kinds of problems and hectic, it is said that walking on the sidewalk is a challenging task. Pedestrians have to share and sometimes sacrifice their right to

use the sidewalk to the vendors. Local people may be more familiar with this situation but it does not mean that it is a safe and comfortable way to be a pedestrian. The situation is different for visitors or tourists, especially from developed countries, who are not or less exposed to these circumstances in their home countries.

Thailand is a famous tourist destination in South East Asia. Many foreign tourists from around the world visited this country. In 2011, tourism revenue contributed 734.59 billion Baht to Thailand (Bangkok Post, 2012). It is expected that the revenue will increase to 1.06 trillion Baht in 2013 (Bangkok Post, 2013). Bangkok, as the capital city of Thailand, is also one of the major destinations when visiting Thailand. Foreign tourists can be easily seen around the city. Street vendors in some areas specially target tourists by selling souvenirs or Thai handicrafts. For foreign tourists from developing countries, street vendors are not something special as they are daily occurrence in their countries. However, for foreign tourists from developed countries, presence of street vendors on the sidewalk may be something special, something that they do not see often in their home country. The street vendors may bring excitement, expectation, and probably also unpleasant experiences for this group of foreign tourists while strolling around the city. With the above situation, this study tries to explore the perspectives of foreign tourists from western developed countries (western tourists) towards the presence of street vendors on the sidewalk of Bangkok. It is expected that the findings of this study can identify issues related to sidewalk and help guide local government in improving provision of sidewalk as a place for pedestrians, especially for foreign tourists.

After this, brief information related to street vendors on the sidewalk is discussed. The next section explains the methodology of the research to achieve the objective. Section 3 explains the analysis of the data and discusses the results. After that, conclusions from the findings of this research are presented.

2. STREET VENDORS ON SIDEWALK

A street vendor can be defined as a person who offers goods for sale to the public without having permanent built up structure. They can be stationary or mobile (Bowmik and Saha, 2012). The history of street vendors can be traced since ancient times. Each country has its own history of the establishment of street vendors which mostly was started from food vendors. The origin of the first street vendors is not so clear. However, one of the most influential times on selling food on street is that of ancient Rome, when popular gathering of the Roman Coliseum (History of street vending, 2013).

A substantial increase in the number of street vendors in the major cities around the world can be observed, especially in the developing countries of Asia, Latin America and Africa (Bhowmik and Saha, 2012). Globalization, competition and economic factors are correlated to employment and street vending is a kind of working in the informal sector. Vending on street is frequently described by local government officials as a nuisance and causes chaos on the city's street. On the other hand, some consider they represent an undeserved claim of the poor on the city's public space (Anjaria, 2006).

Street vendors are abundant along streets of Bangkok. They are alternative tourist attraction when strolling the city. Article about street food in Bangkok can be found on some foreign newspaper, such as the Washington Post (Malgieri, 2009) and the New York Times (Kurlantzick, 2008). According to Kusakabe (2006) Policies on street vending in Bangkok change frequently depending who is the governor of Bangkok Metropolitan Administration (BMA). At present, street vending is prohibited in the city on Monday. Street vending that is

legalized on street needs to pay official cleaning fee administered by BMA. On the other hand, illegal vendors and street vending on prohibited areas typically needs to pay unofficial fee to corrupt city police to be allowed to operate (Nirathron, 2006).

Voices to liberate the sidewalk in Bangkok from street vendors, cyclists and motorbikes have been expressed by some (Srisirungsimakul, 2008; Marukatat, 2011). This is also one of the challenges that should be faced by the Bangkok City Governor (The Nation, 2013). Compromising the needs of pedestrians to have proper sidewalk to walk and the needs for other community (typically low class) to have an alternative work to survive is not an easy job and is not in the scope of this study. However, it is clear that the issues of sidewalk are a serious dilemma that needs to be managed properly and wisely.

3. DATA COLLECTION

In achieving the objective of the study, survey to foreign tourists was conducted by distributing questionnaires. There are three parts in the questionnaire. The first part consists of question about the perspectives of respondents as a pedestrian in general. The second part focuses more on the sidewalk and street vendor issues. The last part inquires information of the respondents. Questions in the questionnaire were extracted from observations on the site, previous research studies on pedestrian and sidewalk, and informal discussions with pedestrians. Ten persons without any background in this research were engaged in the pilot study to test the final draft of the questionnaire to avoid any ambiguity and confusion in the formats, sentences and questions.

Two locations famous for tourists, Pratunam and Sukhumvit (between Asoke and Nana BTS Skytrain stations), were selected as the study area. On these two locations, the road serves both sides of traffic directions and sidewalk is also available on both sides. Vendors can be found occupying both sides of the sidewalk. Six survey administrators were assigned to distribute questionnaires on both sides of the sidewalk. The survey was a face-to-face questionnaire survey which means survey administrators approached the respondents personally, explained the purpose of the survey, stood by to assist if there was any question related to the questions, and collected the questionnaire. The survey was conducted between 14 and 22 August 2010. In total, 200 returned questionnaires were collected with one questionnaire was invalid. As this research focuses on western foreign tourists from developed countries, respondents from developing and Asian countries were excluded. In final, there are 138 valid respondents from 18 developed countries (all are OECD member countries) for the purpose of this research. The majority of the respondents are French, British and Germany. These three nationalities represent around 64% of the total respondents.



Figure 1. Study area: Pratunam (left) and Sukhumvit (right)

4. ANALYSIS AND DISCUSSION

4.1 Analysis of the Sidewalk's Attributes

Respondents were requested to give their evaluation on 13 attributes of sidewalk and its overall performance from very dissatisfied (1) to very satisfied (5). The result is presented in Table 1. By using the range's median of 3 as the minimum acceptable level of the attributes, three attributes have mean values less than 3, i.e. air quality, facilities for disable, and noise quality. None of the attributes has mean value that reach the satisfied level (4). The available width for walking is the sidewalk attribute with the highest mean value (3.70). This is also reflected on the general opinion about walking on sidewalk with less than 7% of respondents experienced that it was difficult to walk and movement is limited.

Table 1. Evaluation of the attributes of sidewalk

Evaluation Attributes	Mean	Std. Deviation
Available width for walking	3.70	1.02
Surface of sidewalk	3.64	0.96
Facilities for crossing	3.13	1.32
Cleanliness of sidewalk	3.63	1.04
Lighting	3.58	1.00
Continuity of sidewalk	3.51	1.10
Free obstruction along sidewalk	3.34	1.14
Air quality	2.98	1.16
Noise quality	2.80	1.15
Facilities for disable	2.86	1.03
Protection from clash-motor vehicles	3.23	1.30
Protection from clash-bicycle	3.20	1.15
Personal security	3.58	1.14
Overall assessment	3.64	0.89

Walking on the sidewalks did not give any calmness experience for respondents as they considered that the sidewalks were quite noisy. For that reason, noise quality is the attribute with the lowest mean (2.80), slightly better than air pollution (2.98). The overall assessment shows that, in general, people are still not satisfied enough with the attributes of sidewalk.

Mann-Whitney test was conducted to compare the assessment of the attributes based on gender, age, marriage status and first timer tourist. The results are tabulated in Table 2. Discussions on the results are mainly focus on the attributes that significant at least at 95% level. However, in the table (as well as in the tables of other statistical tests in this study), values of the test that significant at 90% were also shown in the table. Female tourists have less consideration that the sidewalk provided enough protection from clash with vehicles and was safe enough in terms of personal security than male tourists (significant at 5% level). First time and repeated visitors to Thailand also have significant difference (at least at 5% significance level) on their satisfaction towards the sidewalk attributes. First timers tend to more satisfied than repeated tourists on the surface condition (at 1%), available width for walking and facilities for disable people of the sidewalk.

4.2 Analysis of the Presence of Street Vendors

The impacts of the presence of street vendors on the aspects of safety, convenience, cleanliness, and attractiveness were also inquired in the questionnaire. A three-point rating scale was assigned for the assessment. The means and standard deviation of the evaluation are tabulated in Table 3. Respondents were in the opinion that street vendors somehow contribute in attracting people to visit. Street vendors did not make any difference in terms of safety and convenience. However, the presence and activities of street vendors made the sidewalk dirty which was the main concern.

In addition to the four factors as above, respondents were also requested to give their evaluation on the presence of street vendors to their visit to the area and to their activities as foreign tourists in Thailand. For this part, a five-point scale was used for the evaluation with 1 suggests that the factor has no influence and 5 indicates very important. The result is also presented in Table 3. In general, the presence of street vendors just contribute little to moderate in the present visit of the respondents and provisions of souvenirs, cheaper foods, cheaper stuff, variety food, variety stuff, and different or unique shopping experience for foreign tourists. Provision of variety of Thai foods was considered as the most influencing factor among others. Most tourists did not visit the area because of the presence of street vendors and did not consider that the street vendors are the right place to buy souvenirs.

On the whole, most respondents voted in favor of street vendors. Half of them have no objection on their presence and around 30% agreed that the vendors should operate as usual (based on Bangkok city regulation, street vendors are banned on Monday) as it is good for tourism.

Table 4 shows the comparison of the assessments from the perspective of gender, age, marriage status and first timer by applying Mann-Whitney test. Significant different (at 1% level) in the perspective of attractiveness of street vendors was found between male and female tourists, where male tourists considered street vendors had less role in attractiveness of the sidewalk. Single and divorced tourists, in general, have better acceptance of street vendors in selling their products than married tourists. However, only provision of cheaper stuff is significantly different between these two groups at 5% level. Consequently, the acceptance of the presence of street vendors on street was more for the single and divorced tourists than married tourists. The difference on this is also significant at 5% level.

When categorizing the foreign tourists into first time visitors and repeated visitors of

Thailand, it is found with 95% confidence interval that first time visitors were more appreciate on the presence of street vendors in providing cheaper foods and variety foods for foreign tourists. If the confidence interval is reduced to 90%, opinions on the provisions of cheaper stuff and different or unique shopping experience were also significantly different with more positive reception from the first time visitors.

Table 2. Comparison of sidewalk's attributes

Evaluation Attributes	Mann-Whitney U (p-value)			
	Gender	Age Group	Marriage Status	First Timer
Available width for walking	ns	1803.0(0.064)	ns	1682.0(0.016)
Surface of sidewalk	ns	ns	ns	1641.0(0.003)
Facilities for crossing	ns	ns	1820.5(0.082)	ns
Cleanliness of sidewalk	ns	ns	ns	ns
Lighting	ns	ns	ns	ns
Continuity of sidewalk	ns	ns	ns	ns
Free obstruction along sidewalk	1632.5(0.051)	ns	ns	ns
Air quality	ns	ns	ns	ns
Noise quality	ns	ns	ns	ns
Facilities for disable	ns	ns	ns	1643.5(0.020)
Protection from clash-motor vehicles	1612.0(0.043)	ns	1829.5(0.071)	ns
Protection from clash-bicycle	ns	ns	1779.5(0.040)	ns
Personal security	1595.0(0.033)	ns	1833.5(0.070)	ns
Overall assessment	1258.5(0.070)	ns	ns	ns

Note: ns = not significant (p>0.1)

Table 3. Evaluation of the influence of street vendors on the sidewalk

	Mean	Std. Deviation	Remarks
Presence of street vendors on safety	1.94	0.61	3 scale from safer (1) to unsafe (3)
Presence of street vendors on convenience	1.94	0.76	3 scale from more convenience (1) to inconvenience (3)
Presence of street vendors on cleanliness	2.34	0.71	3 scale from cleaner (1) to dirty (3)
Presence of street vendors on attractiveness	1.57	0.70	3 scale from attractive (1) to inattractive (3)
Importance of street vendor on your visit	2.29	1.28	5 scale: 1 = not a factor and 5 = very important
Importance on provision of souvenirs	2.27	1.18	5 scale: 1 = not a factor and 5 = very important
Importance on provision of cheaper foods	2.74	1.41	5 scale: 1 = not a factor and 5 = very important
Importance on provision of cheaper stuff	2.64	1.28	5 scale: 1 = not a factor and 5 = very important
Importance on provision of variety foods	2.78	1.42	5 scale: 1 = not a factor and 5 = very important
Importance on provision of variety stuff	2.53	1.28	5 scale: 1 = not a factor and 5 = very important
Importance on provision of unique experience	2.61	1.35	5 scale: 1 = not a factor and 5 = very important
Presence of street vendors on sidewalk	1.8	1.16	5 scale: 1 = no objection and 5 = should be banned

Table 4. Comparison of the influence of street vendors on the sidewalk

	Mann-Whitney U (p-value)			
	Gender	Age Group	Marriage Status	First Timer
Presence of street vendors on safety	ns	ns	ns	ns
Presence of street vendors on convenience	ns	ns	ns	1891.0(0.077)
Presence of street vendors on cleanliness	ns	ns	ns	ns
Presence of street vendors on attractiveness	1468.0(0.003)	1924.5(0.081)	ns	ns
Importance of street vendor on your visit	ns	ns	ns	ns
Importance on provision of souvenirs	ns	ns	ns	ns
Importance on provision of cheaper foods	ns	ns	ns	1835.5(0.045)
Importance on provision of cheaper stuff	ns	ns	1778.0(0.041)	1911.0(0.078)
Importance on provision of variety foods	ns	ns	ns	1747.0(0.013)
Importance on provision of variety stuff	ns	ns	ns	ns
Importance on provision of unique experience	ns	ns	ns	1896.0(0.093)
Presence of street vendors on sidewalk	ns	ns	1499.0(0.017)	ns

Note: ns = not significant (p>0.1)

4.3 Negative Experiences and Buying Stuff on Sidewalk

In the questionnaire, respondents' experience of buying stuff or food from street vendors while on vacation in Bangkok was inquired. Consequently, the practice of purchasing stuff or food from street vendors in their home countries was also asked to find out if there is any relationship between these two behaviors and if these two behaviors influence or are influenced by other preferences.

Street vendors may not be something quite common or popular in developed countries where provision of sidewalk for pedestrian is clearly defined by law. However, it does not mean that street vendors do not exist in developed countries, regardless it is legal or not. This may be the reason why around 40% of respondents stated that they never bought stuff or food from street vendors in their home countries. Almost 44% claimed that they rarely purchased stuff or food from street vendors. Occasional buyers (maximum 2 times a week) consisted of less than 11% of the respondents. The remaining were frequent customers of street vendors. Therefore, in general, the practice of purchasing stuff or food from street vendors can be considered as not ordinary.

Interestingly, opposite from their practices in their home countries, 92% of respondents had ever purchased stuff or food from street vendors in Bangkok. With majority of them (almost 70%) did it for more than three times. This contradiction is well reflected in the statistical analysis with no significant correlation is found between the habit of buying stuff or food in home country and in Bangkok. Additionally, the two experiences do not have any significant relationship with the evaluation on the provision of products offered by the street vendors nor to the aspects of vendors related to safety, convenience, cleanliness, and attractiveness. Gender, age, marriage status, and first timer do not make any significant differences in the preference of purchasing stuff or food from street vendors both in home country and in Bangkok.

The survey also inquired respondents' negative experiences while walking on the sidewalk both in their country and in Bangkok. A total of 16 unpleasant experiences were listed in the questionnaire both for the experience in home country and in Bangkok. A five-point scale rating from 1 for never to 5 for very often was provided for the assessment.

It is reasonable to believe that inconvenient experiences while walking on the sidewalk are expected to have association with the tendency of purchasing stuff from the street vendors on the sidewalk. By using Spearman's rank correlation, the study found that the negative experiences in home country did not relate to the practice of buying stuff or food from vendors in home country. However, the unpleasant experience in home countries where the sidewalk is too crowded and often force people to walk on the road did have relationship with the tendency to avoid purchasing stuff from the street vendors while they were in Bangkok. Annoying vendor's seller that inconveniently persuade people to buy his/her stuff also has the same relationship. Both are significant at 1% level. The results are presented in Table 5 on the second column.

At the lesser degree (10% level of significance), experience of having valuable stuff being stolen when walking on the sidewalk and difficulty to find place to rest also influence people attitude toward buying stuff on the sidewalk, which also shown in Table 5.

It is reasonable to argue that unpleasant experiences walking in Bangkok should have more association with the tendency of buying stuff from the street vendors on the sidewalk in Bangkok. The relationships are also tabulated in Table 5 on the third column. If the experience of being pickpocketed at home country is only significant at 10%, the same experience happened in Bangkok has higher degree of influence in the relation to buying stuff

from street vendor (1% level of significance). This negative experience has the highest correlation coefficient among others ($\rho=-0.269$, $p=0.001$), nevertheless with a weak relationship. It is also found that experiences of being hit by bicycle or motorcycle while walking on Bangkok's sidewalk may cause people to be traumatized and have less intention of buying from the street vendors. Parked bicycle that blocks the sidewalk also discourage people to approach and buy stuff on the street. All are statistically significant at 1% level.

4.4 Negative Experiences and Presence of Street Vendor

Spearman's rank correlation analyses were also conducted to find out whether negative experiences in the home country and in Bangkok have any relationship with the respondents' opinion on the presence of street vendors on the footpath. The results are tabulated in Table 6. Overall comparison between Tables 5 and 6 shows that unpleasant experiences have more role in defining the perspective towards the presence of street vendors than in the attitude of purchasing goods from the vendors. The absence of place to rest on the sidewalk as the available empty space is limited is the only experience in both home country and Bangkok that influence the purchasing attitude and attitude towards street vendors with 90% confidence interval.

Not maintained plantations that block the way and pickpocket are two experiences at the home country that significantly association with the judgment whether or not street vendors should be on the sidewalk at 1% significance level. Meanwhile, problems of bicycles which were not parked properly and blocked the sidewalk, experience of being hit by bicycle, and difficulty to find place to rest on sidewalk also reduce people preference to have street vendors on the sidewalk. These experiences are significant at 5% level.

Six unpleasant experiences while walking on the sidewalk in Bangkok are significantly correlated to the preference of having street vendor on sidewalk. Four of them are at 1% level and the remaining two at 5% level. Among them, difficulty in finding place to rest on the sidewalk is the most relevant one with a moderate relationship. Experience of being wet while walking on the sidewalk as places to shelter were occupied by hawkers also has a significant relationship. Tendency of street vendors that make the sidewalk dirty is also one of the factors that influence the inclination not to have people selling stuff on sidewalk. Bicycles, which quite often being parked on the sidewalk, are also another reason to disallow street vendors occupying sidewalk that already limited. As street vendors take some space of the sidewalk, pedestrians are more likely to bump each other due to the limited available walking space. This has a significant correlation at 5%. As the case of bicycles, motorcycles were also used sidewalk as their parking space. Therefore, it may be considered that street vendors should not make the footpath becomes more crowded. However, may be due to the occurrence is not often, the significant level (5%) is less than bicycles.

Table 5. Relationship between negative experience and tendency to buy goods from street vendors

Negative Experience	Spearman's Rank Correlation	
	In Home Country to Buying in Bangkok	In Bangkok to Buying in Bangkok
	Coefficient (p)	Coefficient (p)
Pickpocket	-0.134(0.060)	-0.269(0.001)
Bump with another pedestrian	ns	ns
Someone accidentally stepped on or kicked my foot	ns	ns
Need to walk on the road as sidewalk is too crowded	-0.206(0.008)	ns
Slip and fall	ns	ns
Followed by beggar	ns	ns
Not maintained plantations grow uncontrolled and block the way	ns	ns
Parked bicycle blocks the way	ns	-0.164(0.028)
Parked motorcycle blocks the way	ns	ns
Parked car blocks the way	ns	ns
Hit by bicycle	ns	-0.215(0.006)
Hit by motorcycle	ns	-0.212(0.007)
Get wet during rain as no place to shade	ns	-0.124(0.075)
No place to rest	-0.130(0.066)	-0.140(0.052)
Step on trash, gum, urine, etc.	ns	ns
Inconveniently persuaded by seller	-0.222(0.005)	ns

Note: ns = not significant (p>0.1)

Table 6. Relationship between negative experience and attitude towards the presence of street vendors

Negative Experience	Spearman's Rank Correlation	
	In Home Country to Presence of Vendors	In Bangkok to Presence of Vendors
	Coefficient (p)	Coefficient (p)
Pickpocket	0.227 (0.005)	ns
Bump with another pedestrian	0.115 (0.098)	0.181 (0.020)
Someone accidentally stepped on or kicked my foot	0.143 (0.053)	ns
Need to walk on the road as sidewalk is too crowded	ns	ns
Slip and fall	ns	ns
Followed by beggar	0.129 (0.072)	0.143 (0.054)
Not maintained plantations grow uncontrolled and block the way	0.229 (0.005)	ns
Parked bicycle blocks the way	0.164 (0.031)	0.207 (0.009)
Parked motorcycle blocks the way	ns	0.161 (0.034)
Parked car blocks the way	ns	0.129 (0.073)
Hit by bicycle	0.155 (0.040)	ns
Hit by motorcycle	ns	ns
Get wet during rain as no place to shade	0.133 (0.066)	0.278 (0.001)
No place to rest	0.163 (0.033)	0.409 (0.000)
Step on trash, gum, urine, etc.	ns	0.218 (0.006)
Inconveniently persuaded by seller	0.136 (0.063)	0.127 (0.076)

Note: ns = not significant (p>0.1)

5. CONCLUSIONS AND RECOMMENDATIONS

Street vendors on the sidewalks have always been an issue in cities of developing countries. Residents of cities in developing countries may be familiar with the presence of street vendors on the sidewalk; regardless whether they agree or disagree on their presence. However, for people from developed countries, street vendors may not be a daily occurrence on the sidewalk, especially as the provision of sidewalk for pedestrians is stipulated clearly in the law and respected in the practical life with relatively strict law enforcement. With this in mind, it would be interesting to examine the perspective of residents of developed countries toward the presence of street vendors on the sidewalk when they visit cities of developing countries.

Bangkok, as the capital city of Thailand, is a well-known tourist destination. Two famous tourist locations in the city: Pratunam and Sukhumvit were selected as the study area of the research. Questionnaires were distributed face-to-face to achieve the objective. In total, 138 valid samples from 18 OECD country members were used in the analysis.

Assessments on the attributes of the sidewalk and presence of street vendors were conducted. How gender, age group, marriage status, and first timer may influence the evaluations were also examined. As unpleasant experiences while walking on the sidewalk are believed to have an effect on the assessment of the street vendors, the roles of negative incidents experienced both in home country and in Bangkok were also examined.

In general, although the condition of sidewalk is not good enough for walking, respondents were supportive in the presence of street vendors. However, whether this general conclusion is an honest perspective of western people towards street vendors on the sidewalk or a 'not in my backyard' perspective, is another crucial question that needs to be explored further.

Local government should focus on providing proper sidewalk for pedestrians, especially for the safety of foreign tourists who are not familiar with all the obstacles and safety issues in walking on the Bangkok sidewalk. This does not mean that street vendors should not operate on the sidewalk. Organizing street vendors in well-prepared plot by considering space for walking will be more attractive for tourists. Imposing strict rules in prohibiting parking on sidewalk and using sidewalk as shortcut for traffic jam are the only way to preserve the right of pedestrians.

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