



Bangkok's Crazy Footpath: Demands from Young Generation

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Introduction



- Bangkok is the capital and economic center, a large city with prosperity and many developments, changing and continuously evolving.
- Bangkok continues to experience many urban development problems, especially those related to traffic and traffic networks in urban areas.
- Road extension by dismantling sidewalks, leaving or retaining less pavement space than legally; selling food, riding motorcycle, and parking on the pavement for example.



Literature Review



Footpath Design

- In a city with good footpath development, there is a corridor system that connects all public areas of the city resulted in people in the community being able to travel from their residences to different parts of the city, such as parks, markets, shops, and even convenient places to work [Kaewkeaw, 1993].



Footpath Problems

- Security issues
- Walking comfort issues
- Walking environment problems

[Center for Urban Design and Development, 2020]

Literature Review

Impacts of Crazy Footpath in Bangkok



- Untidyness
 - Traffic congestion
 - Road traffic accidents
- [Sangprapai, 2020]



Objectives

- To examine young generation aspects toward sidewalks in Bangkok, impacts of the problem on people safety, and quality of life. In addition, this study also provides suggestions and recommendations to policy makers in the aspect of young generation demands.



Methodology

- Qualitative research
- **Key informants:** 17 students from Assumption University of Thailand (ABAC), Chulalongkorn University (CU), King Mongkut's Institute of Technology Ladkrabang (KMITL), Suan Sunandha Rajabhat University, Thammasat University (TU), and Kasetsart University (KU), obtained by snowball sampling.
- **Research tool:** Semi-structured interview.
- **Data collection:** Due to the Covid-19 pandemic, the in-depth interviews were conducted online using google meet and zoom during 1-30 November 2021.
- **Data analysis:** The gathered data were analyzed using analytic induction method.



Results

- Aspects toward Footpath

- Crazy
- Not suitable for pedestrians at all
- Most of the footpaths are damaged
- Not safe
- Many obstructions
- Poor quality
- Parking on the footpath
- Riding on the footpath
- Many food stalls

- Who are vulnerable?

- All pedestrians
- People with difficulties
- Elderly
- People using wheelchair

“I, as a person who can use normal legs and has eyes that can see the environment of the entrance road, still feels bad why Bangkok's sidewalks are in this bad condition for commuters.”



Results

- Impacts of crazy footpath
 - Impact on daily life activities
 - Quality of life
 - Safety
 - Not comfortable



Results: Demands from young generation



“I want the sidewalks to be available as Service Zone and Walk-Through Zone. The service zone can be divided into transport link and bus stops. The Walk-Through Zone allows people walking mixed with other routes and want to be safer in the construction part. The materials used are of greater quality and want to be safe for use.”



Results: Demands from young generation

“I want the use of pavements to be reorganized, both in terms of cleanliness and safety. I also want to make serious adjustments to the use of pavements that are not the right way to use them. Bringing motorcycles to the pavement should be seriously fined for fear of breaking the rules and wanting to rework the pavement. Improve the subject of power poles located in the middle of the sidewalk. Improve brightness in pavement areas. Improve the sidewalks for people with disabilities to use conveniently. Finally, there should be consistent surfaces and practical slopes, as well as regular and on-the-spot pavement maintenance.”

Results: Demands from young generation



“I want quality footpaths. It can be used practically for normal and disabled people, and it is a strong footpath so that you don't have to repair it often, because a lot of things come from wearing the footpath, and then actually changing the habit of Thai people using footpaths, such as littering trees or electricity poles, enforcing the law against driving a moped up the pedestrian, and diminishing selfishness. In some areas, people who live on the sidewalk take their own sidewalks, which they shouldn't, Finally, reorganize shopkeepers who sell things on the street.”

Conclusion



Bangkok's footpath is crazy in the perspective of young generation, and it results in various problems that affect people quality of life and safety. Hence, policy makers should pay attention and listen to young generation voices.

