

LOADING
PLEASE WAIT ...

BKKs
BANGKOK
SYNERGY

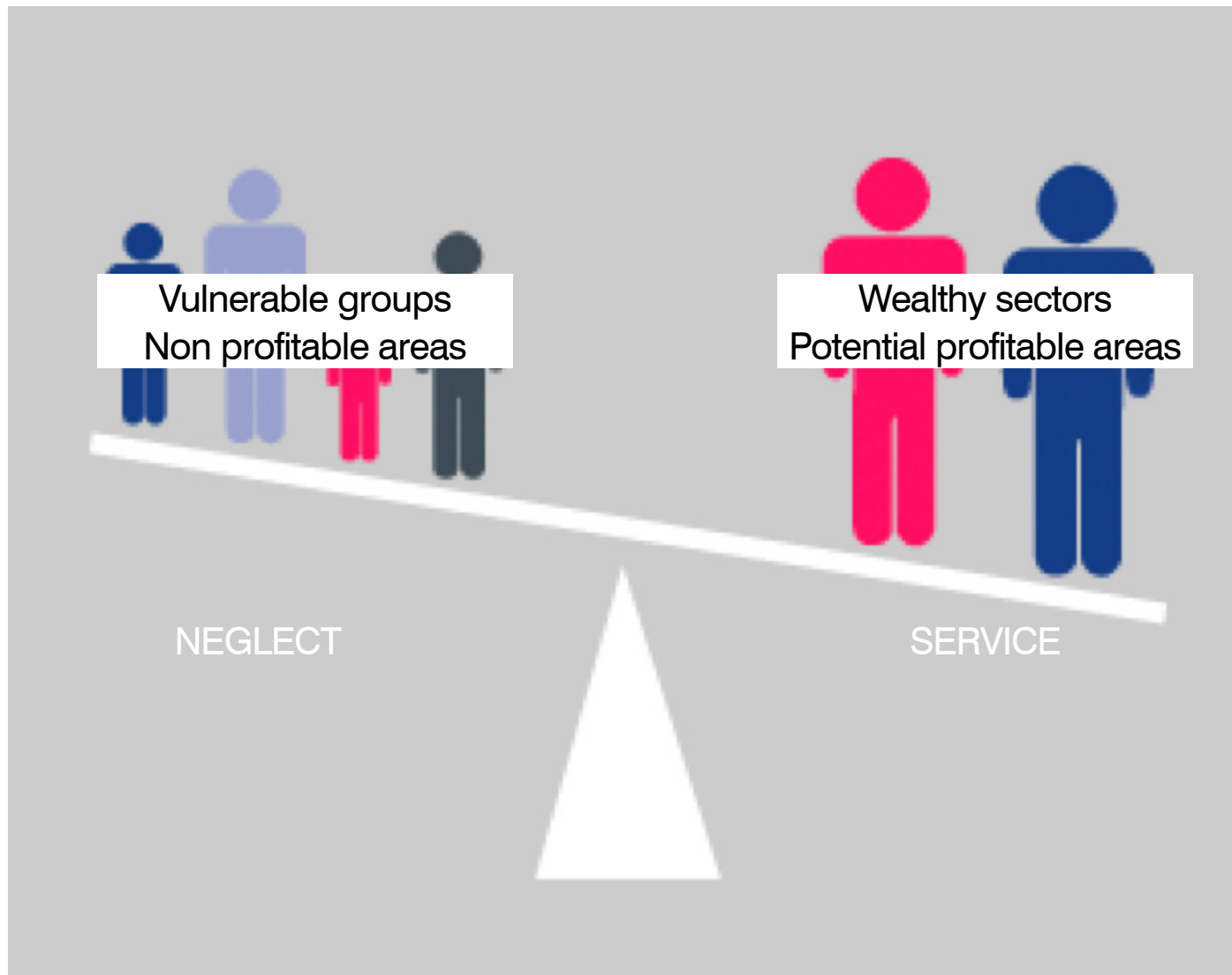
“ A synergetic spatial vision to preserve the historic core of Bangkok,
integrated with the rapid mass transit system network expansion”

Tridti Patarakiatsan
28-06-12



Different objectives
Prioritizing and marginalizing
Rapid urbanization

GENERAL CONFLICTS | EXCLUSIVE APPROACH : UNBALANCED DISTRIBUTION



Lack of provision to infrastructure and basic service

GENERAL CONFLICTS | A ZERO-SUM GAME



Without integration
Social polarization and segregation

They influence, but always opposite ?
Can they compliment each other ?
What is the role of planners ?



They influence, but always opposite ?
Can they compliment each other ?
What is the role of planners ?



“ It is their task to formulate tools and strategies to intervene and organize space in order to mediate disparate interests. ”

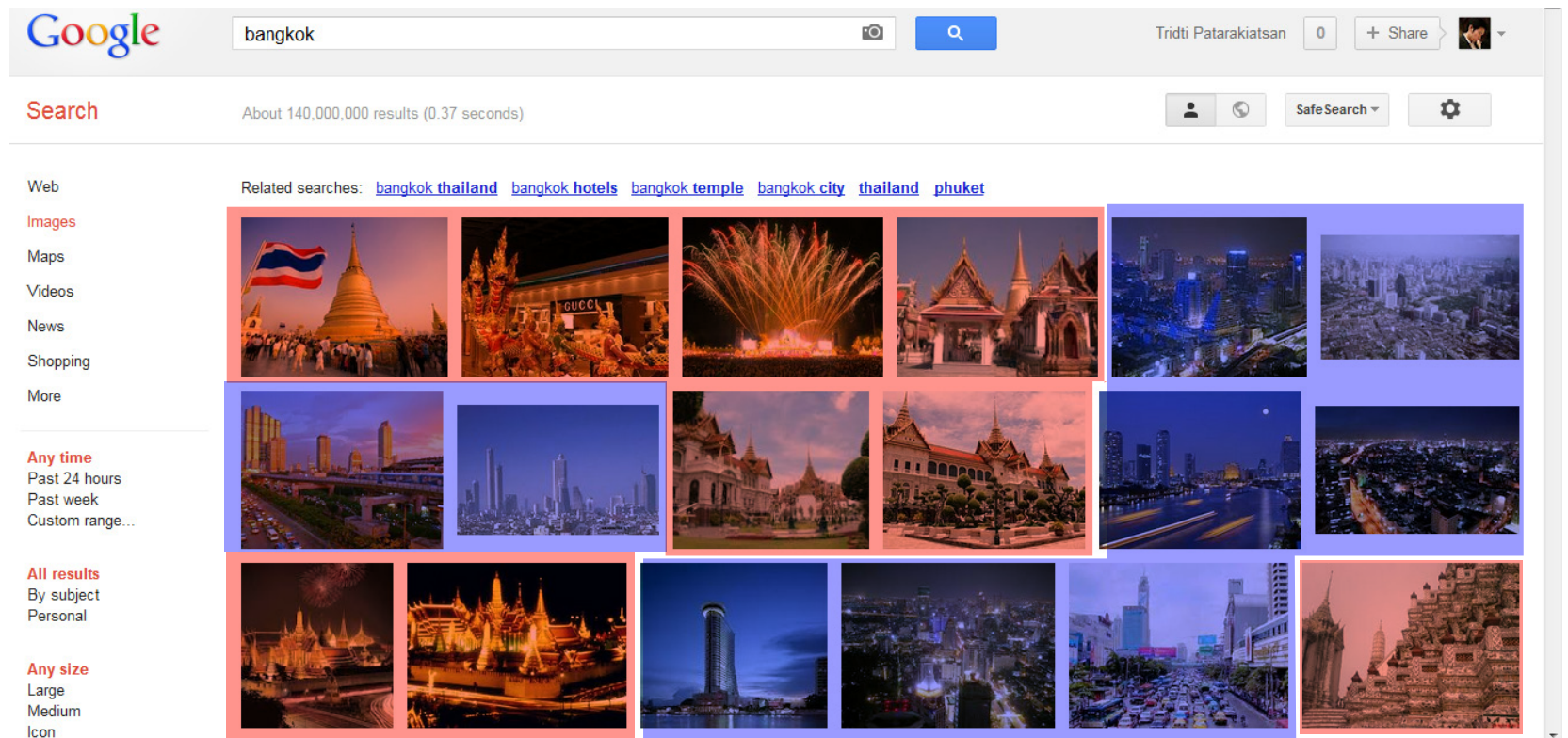
(Complex cities studio guide book, 2011)

BANGKOK CASE | FACING WITH ONGOING TREND AND CONTRADICTION



BANGKOK CASE | GLOBAL INFLUENCE

What does bangkok represent itself to the global world ?



City skyline
(Global functions)

Attractions
(Tourist)

Attract

Facilitate

Infrastructure

The most comfortable option for travelling in Bangkok is the sky train, presenting global mobility icon in city's urban landscape, sailing over the city's notorious traffic jams (The Lonely Planet).

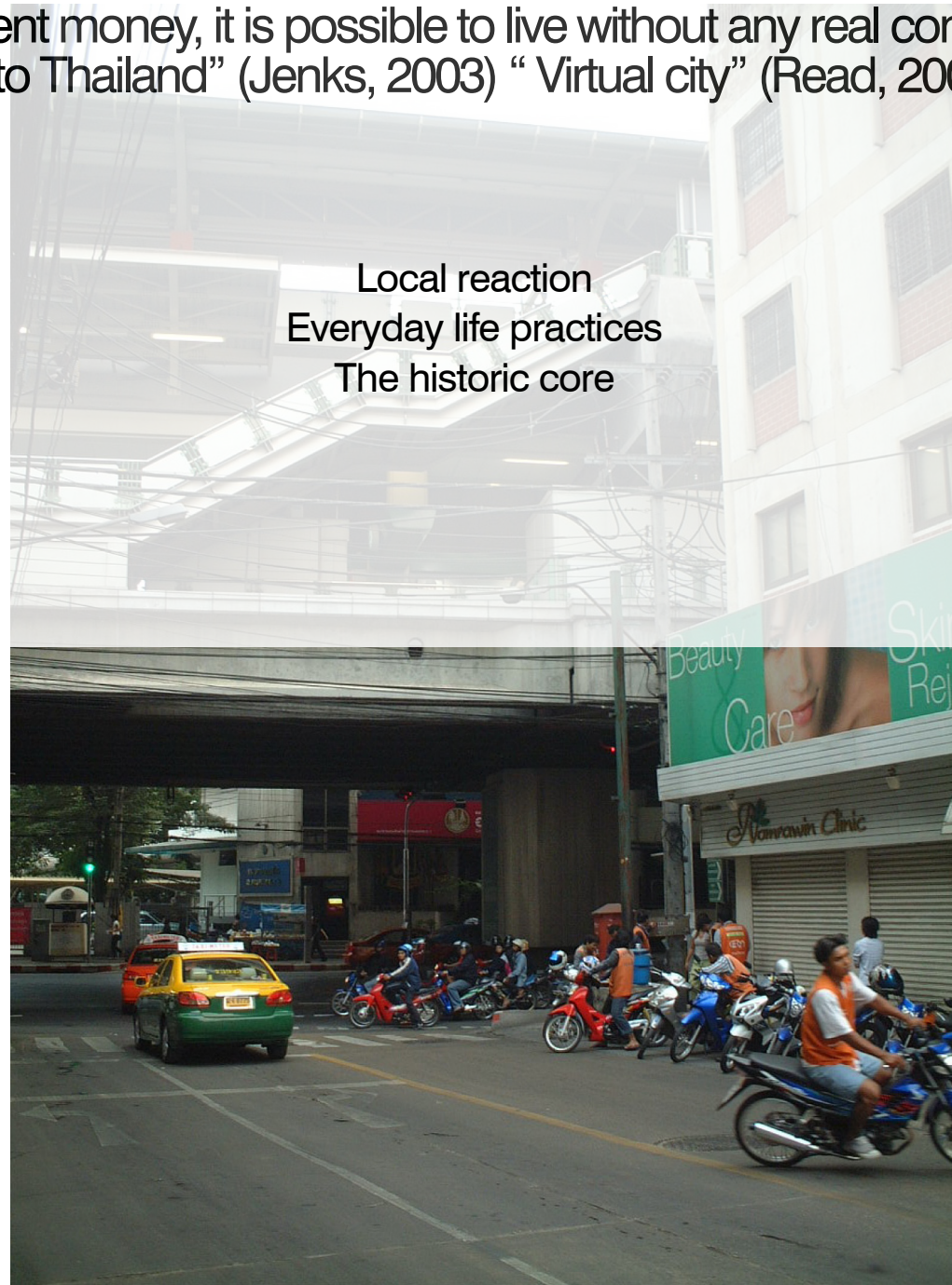


Top-down planning
Present to the world
MTS and its effects

In close proximity to the city's Sky Train system condominiums offer tremendous luxury at premium prices and most of the residents are well off business-men and expatriates. (Wissink et al., 2005).

BANGKOK CASE | LOCAL INTERVENTION : URBAN TISSUE

“If one had sufficient money, it is possible to live without any real connection to the city or to Thailand” (Jenks, 2003) “Virtual city” (Read, 2001).



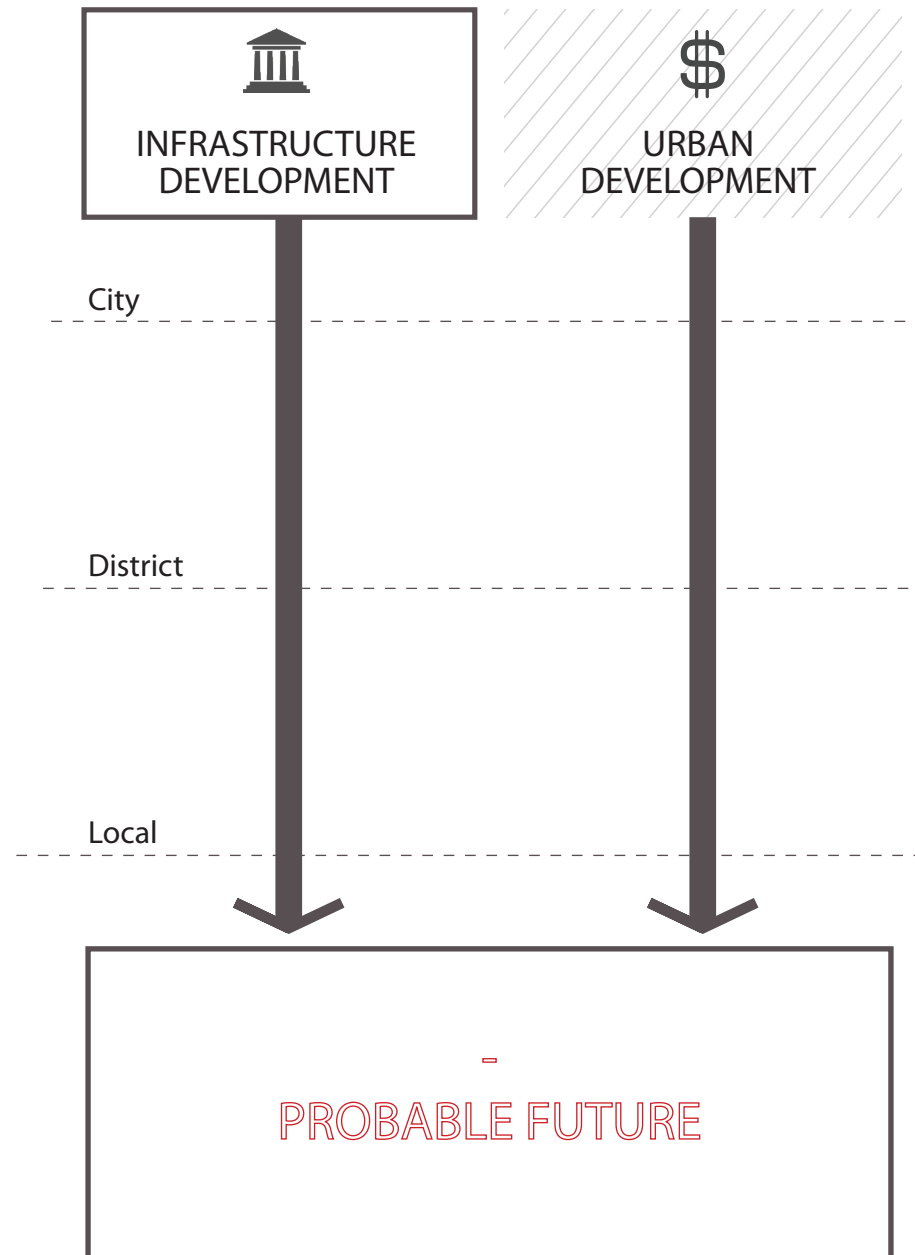
BANGKOK CASE | THE TWO DYNAMICS OF DEVELOPMENT ARE GOING TO MEET



2012

2030

BANGKOK CASE | MARKET ORIENTED DEVELOPMENT



Traditional development model
Gentrification

BANGKOK CASE | REPEATEDLY NEGATIVE EXPERIENCE BY UNINTEGRATED PLANNING



Do people matter in the development process?
Can they react to top-down planning by the government?

BANGKOK CASE | WHO IS THE “ MASS” ?

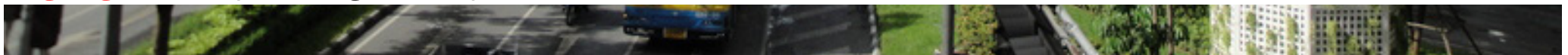


“ Clearly the **benefits** of this system do not extend to all, but **favour** those with **money**” (Jenks, 2003).

BANGKOK CASE | WHAT ARE THE CONSEQUENCES?



“ The practical outcome is a high-class infrastructure that **facilitates elite mobilities**, and so contributes to the creation of **elite subjectivities** at the same time as it **reinforces layering and segregation**” (Marling, 2005).



BANGKOK CASE | HOW IT WILL AFFECT THE HISTORIC CORE?

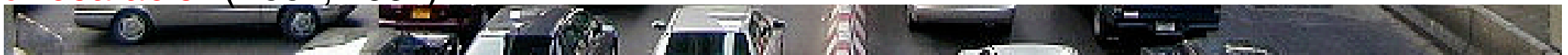


“However, the sky train also spreads **generic urbanity** as it scatters more or less **soulless places**” (Richardson and Jensen, 2008).

BANGKOK CASE | WHAT ARE THE SPATIAL QUALITY BROUGHT BY THE MTS?

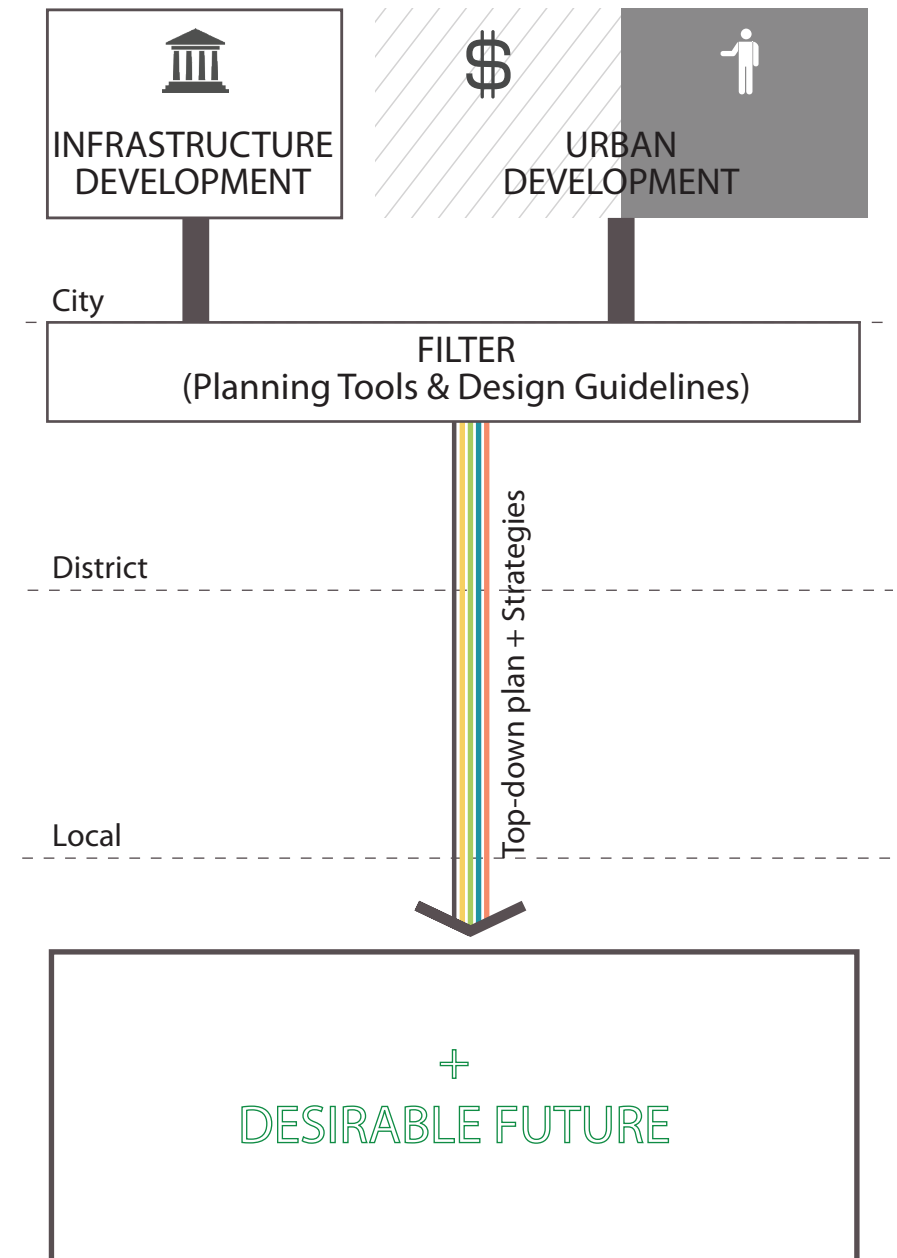


“Moreover the **vertical separation** that is the Sky Train’s most striking feature creates **dark shadowed spaces** below its structure, where the **congestion fumes** and the **heat become unbearable**” (Beek, 2002).



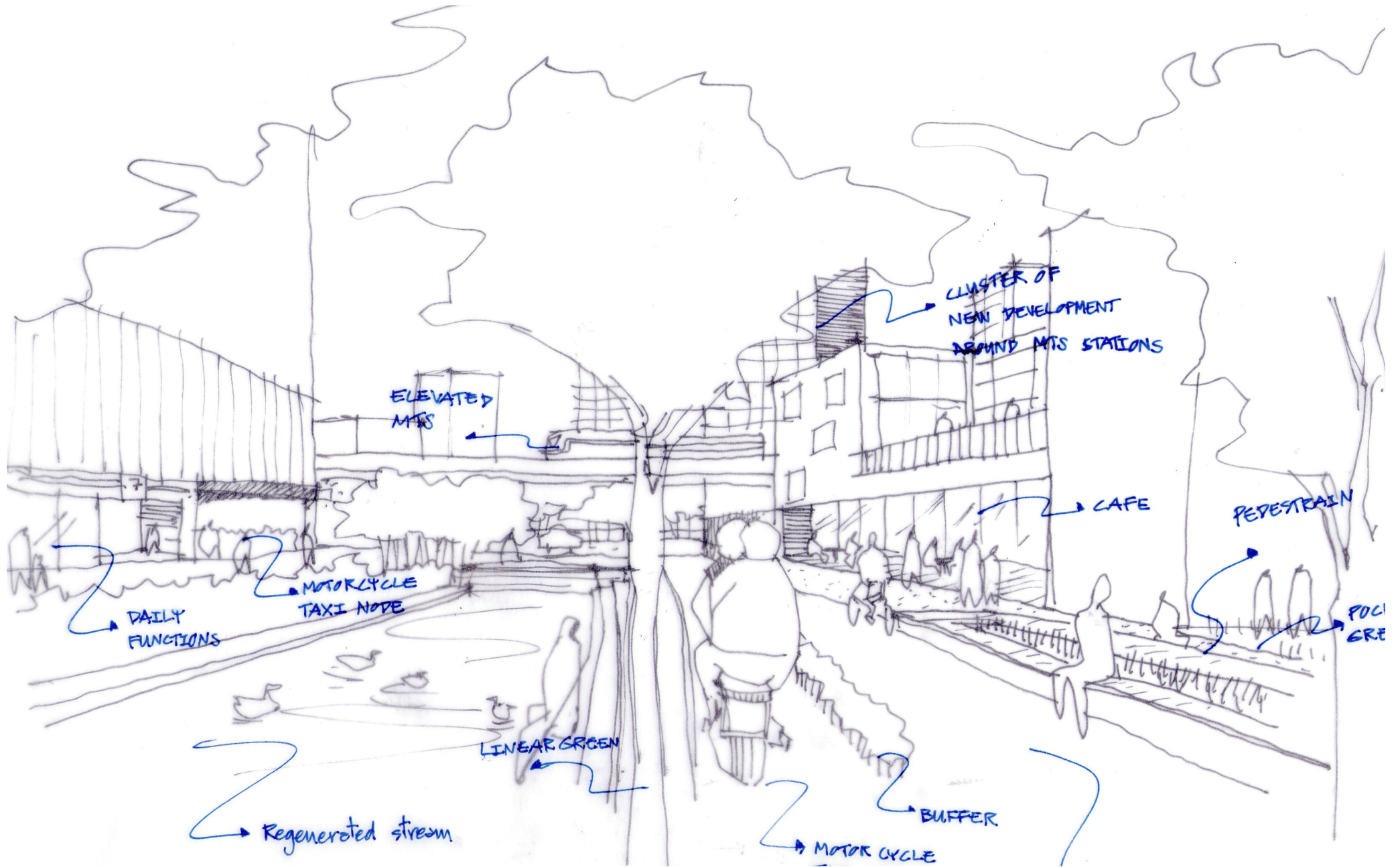
BANGKOK CASE | IN SEARCH FOR A NEW MODEL

Upper class infrastructure
Social segregation
Placeless
Low quality of living

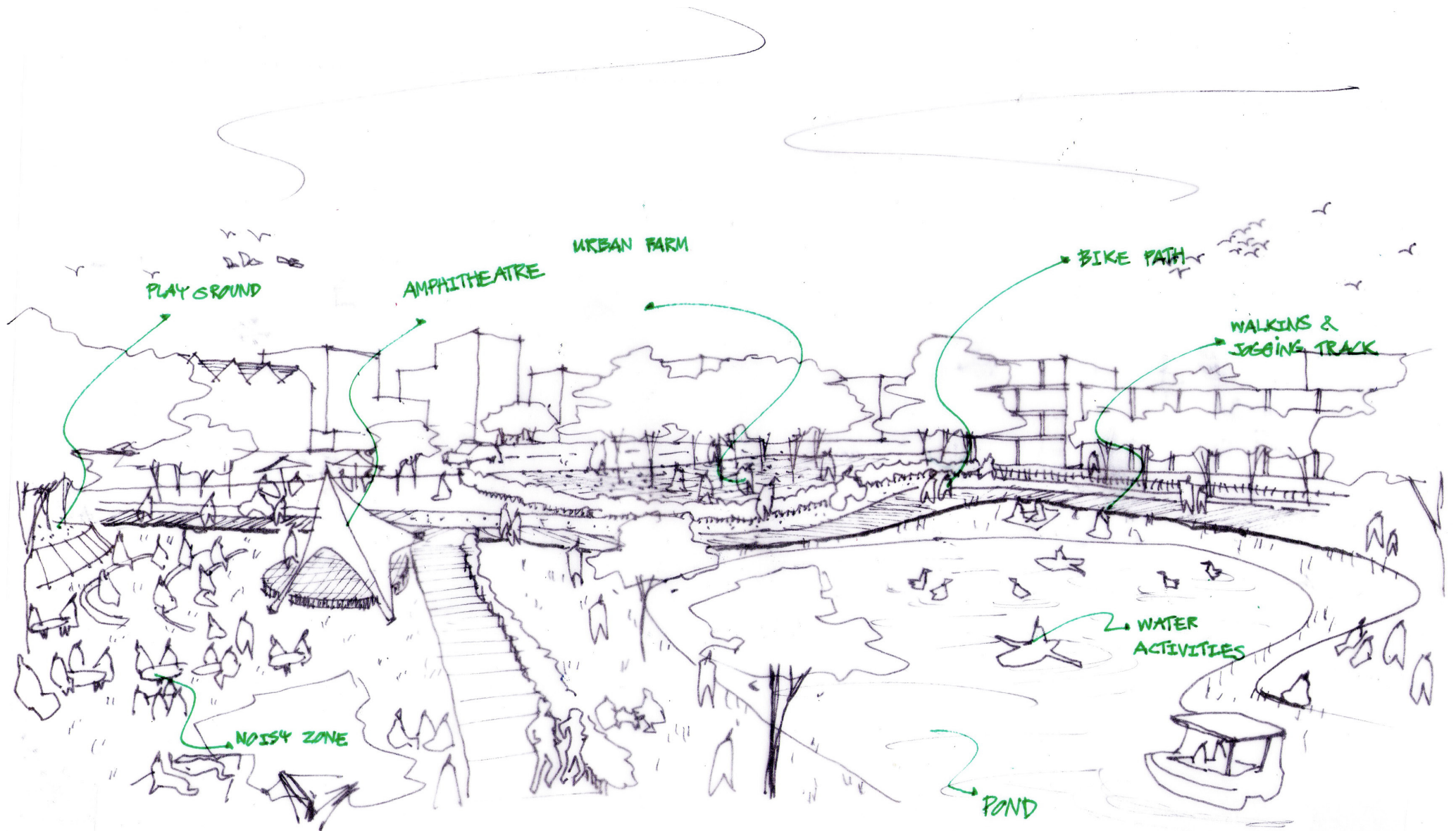


Change the way of thinking (inclusive approach)
Development that people matter
Create tools, guidelines and strategies

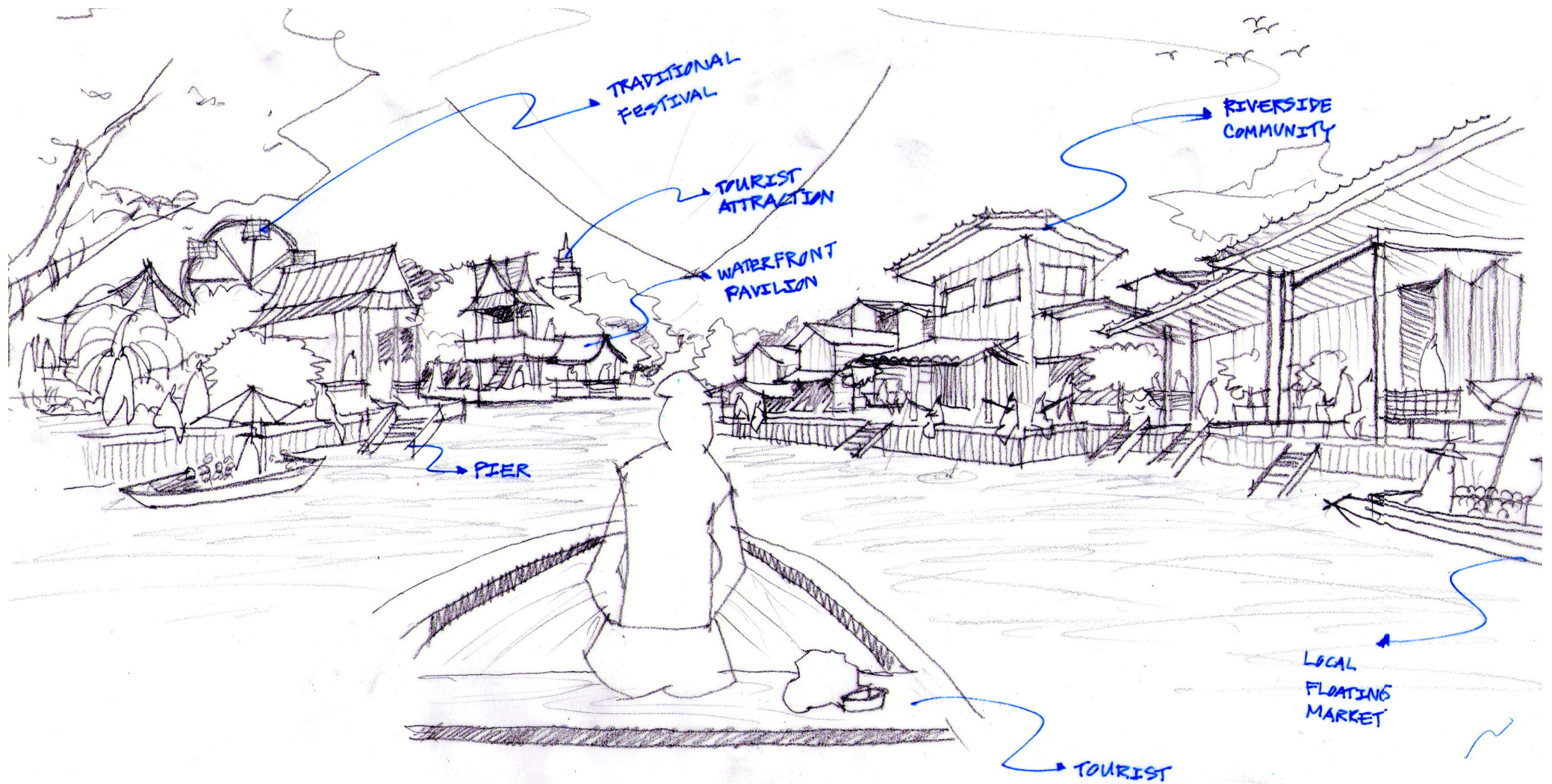
BANGKOK CASE | 1. INEQUITY OF MOBILITY TO EQUITY OF MOBILITY



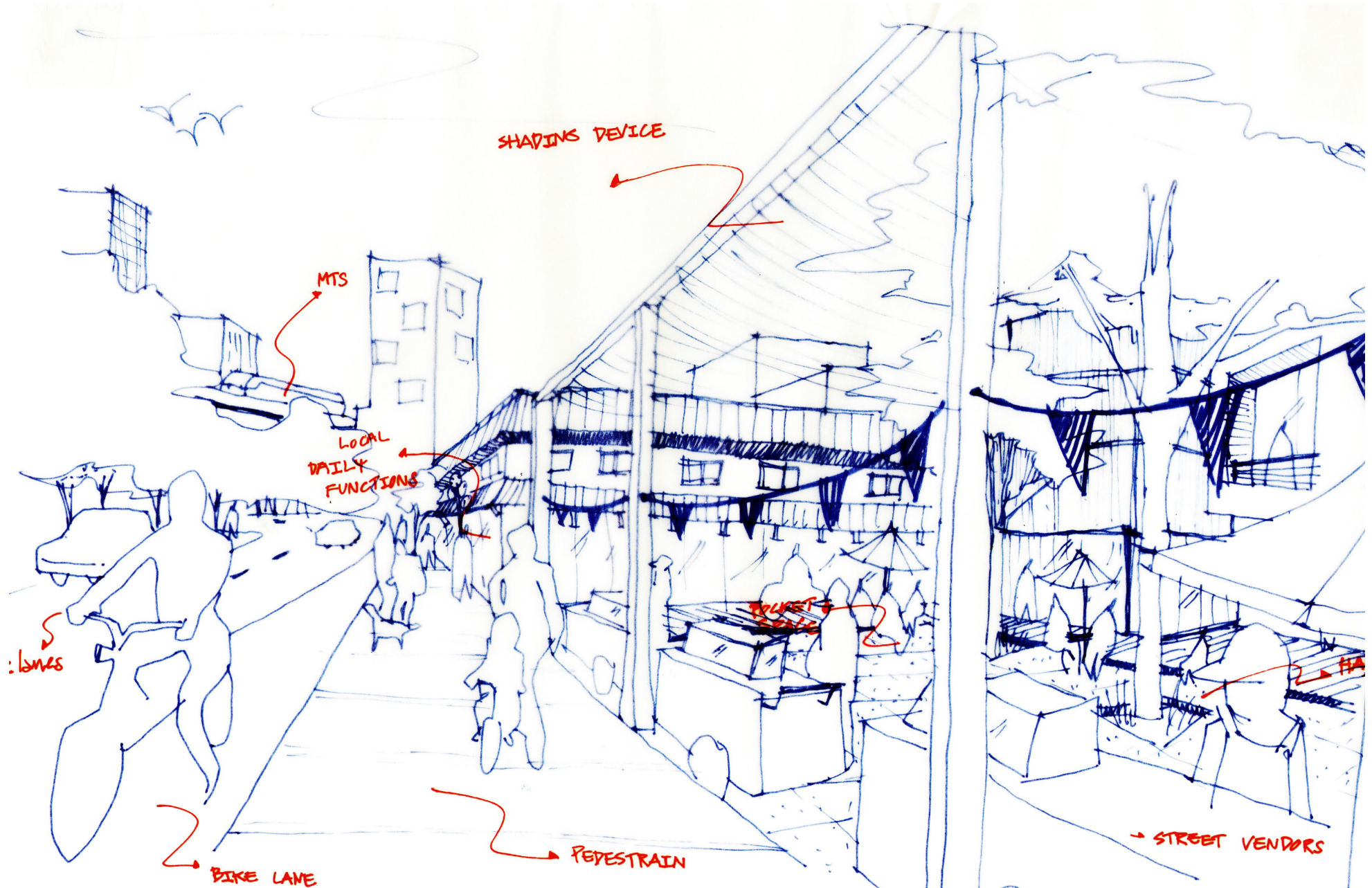
BANGKOK CASE | 2. SOCIAL SEPARATION TO SOCIAL COHESION



BANGKOK CASE | 3. GENERIC URBANITY AND PLACELESS TO SOCIOCULTURAL IDENTITY

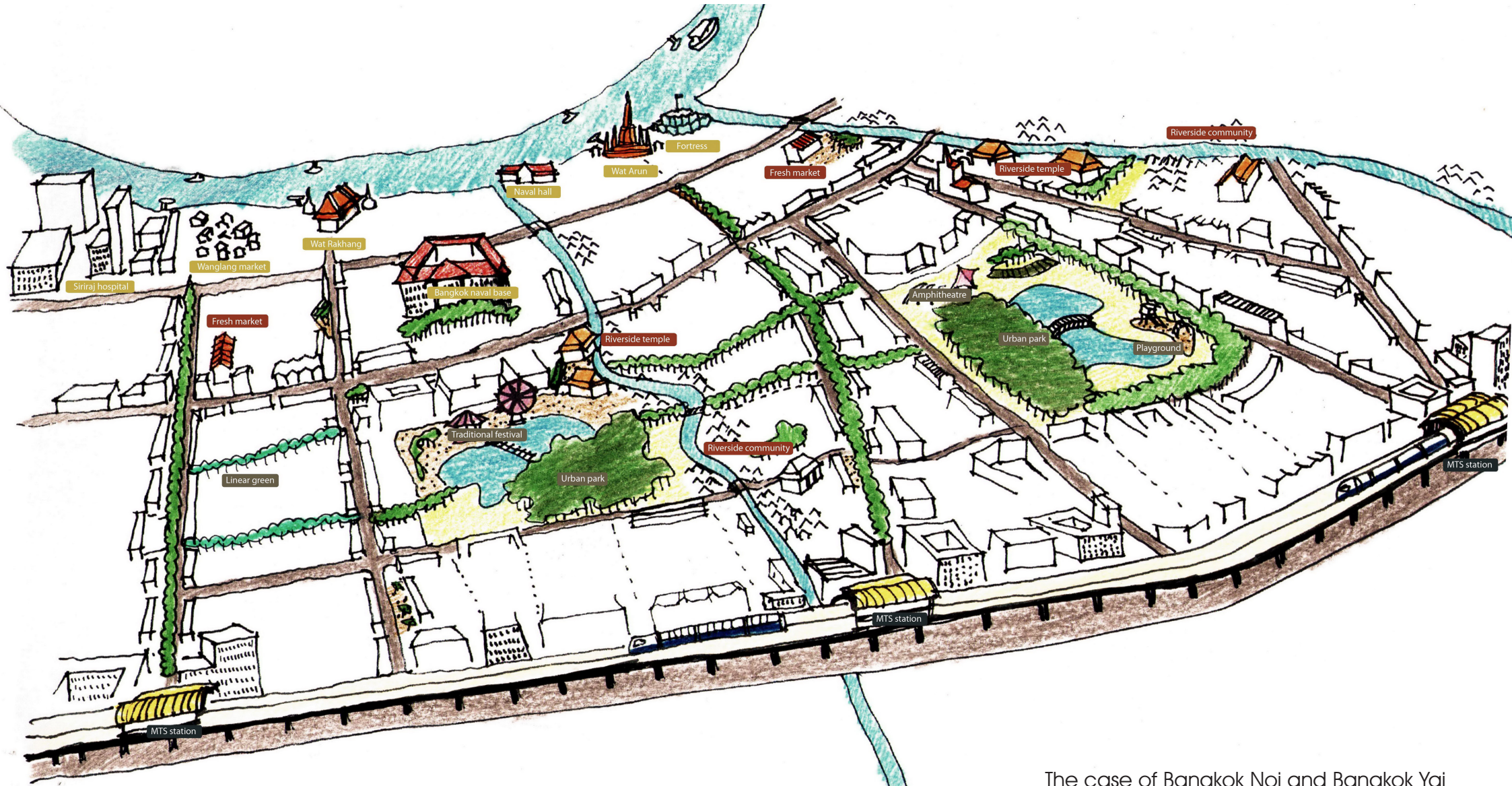


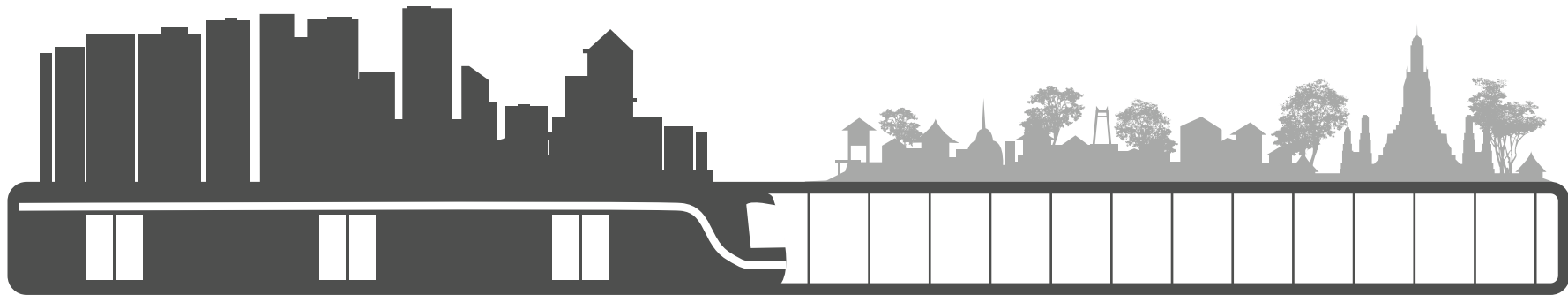
BANGKOK CASE | 4. AN IMPROVEMENT OF LOCAL QUALITY



THE PROJECT | APPROACH : TO PROTECT THE THREATS BY THE MTS TOWARDS VULNERABLE GROUPS

“ A synergetic spatial vision to preserve the historic core of Bangkok, integrated with the rapid mass transit system network expansion”





SHORT TERM

To prepare for the undeniable development to fulfil local demands and basic services

LONG TERM

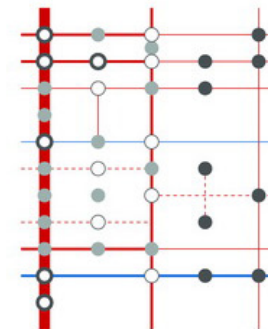
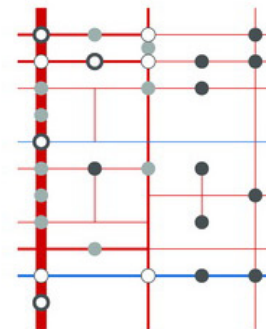
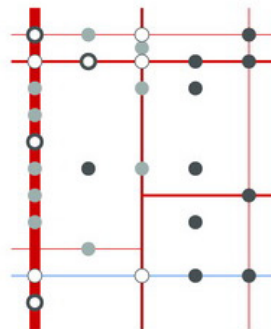
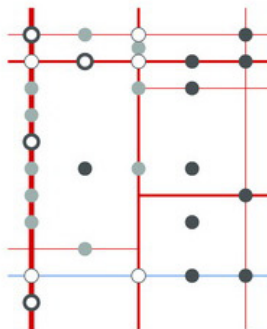
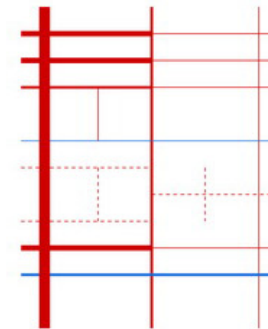
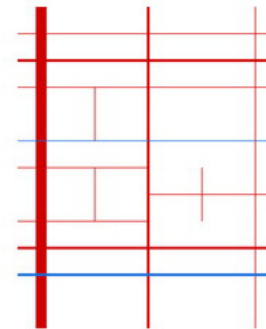
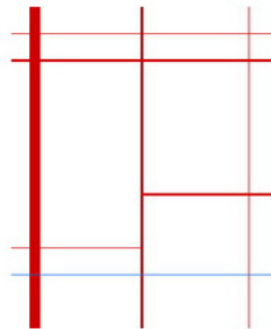
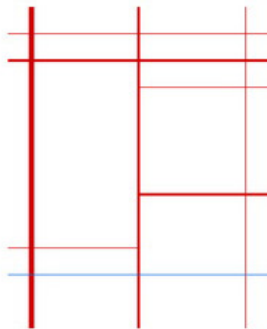
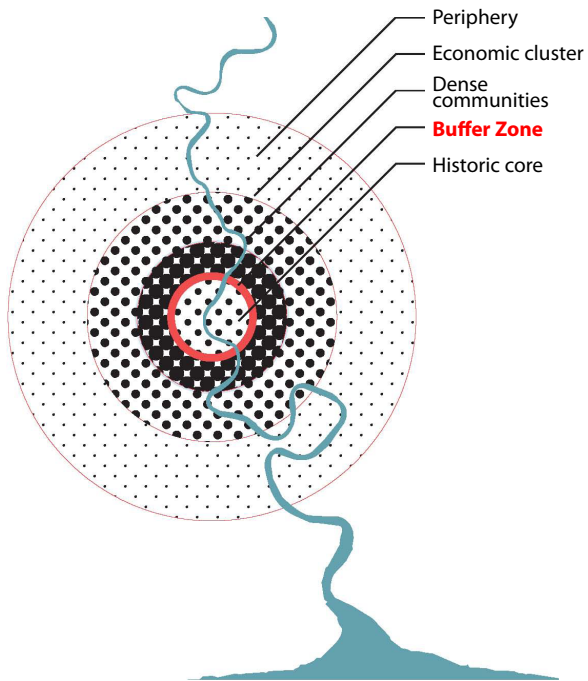
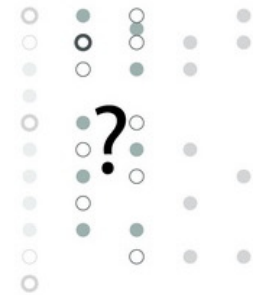
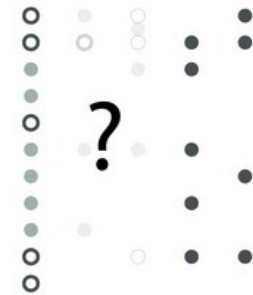
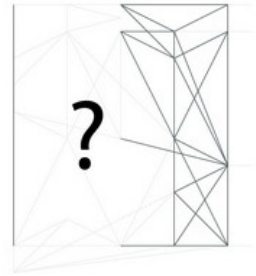
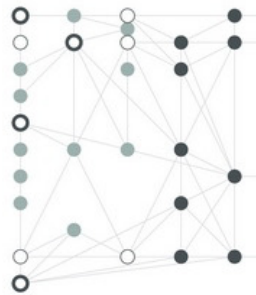
To make use of it in order to improve spatial quality and enhance sociocultural dimensions

How to preserve the existing historic core of Bangkok when the mass transit system comes, at the same time enhancing social cohesion and economic viability?

What kind of the strategic plan and spatial interventions can be applied on the historic core of Bangkok in order to deal with potentials of spatial quality improvement and integrate it with the MTS in 2030?

THE PROJECT | DEFINITION OF INTEGRATION

Material : Interface between global and local patch to mediate conflicts and exploit potentials

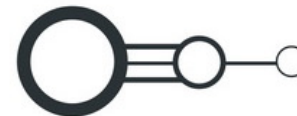


Current situation

The MTS comes
Keep the core

Interface between
global and local

The role of the inter-
face area

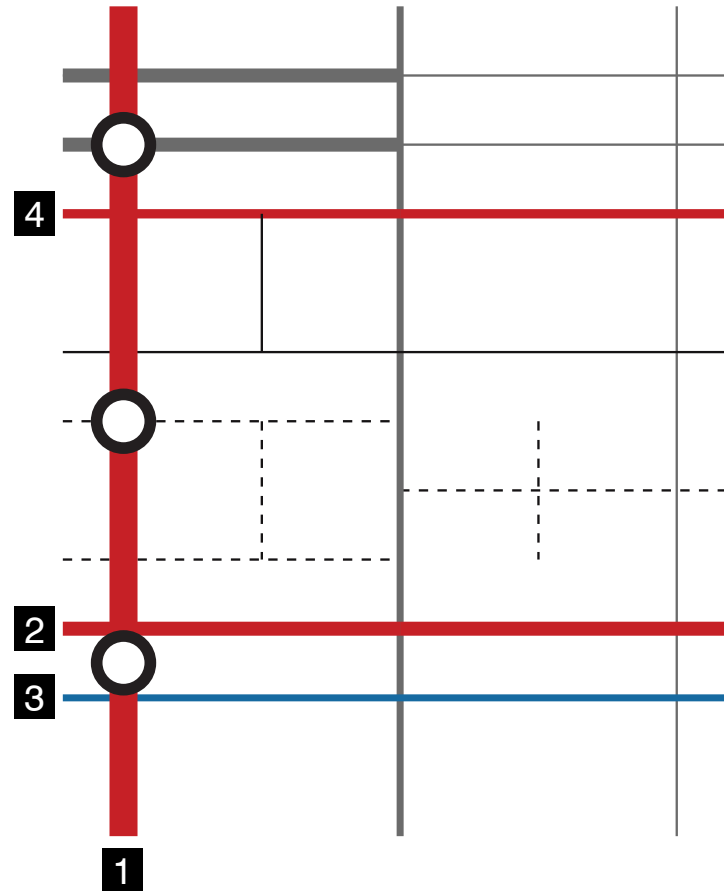


THE PROJECT | 4 CRUCIAL ELEMENTS FACING CHANGES

[Global patch]

[Interface]

[Local patch]

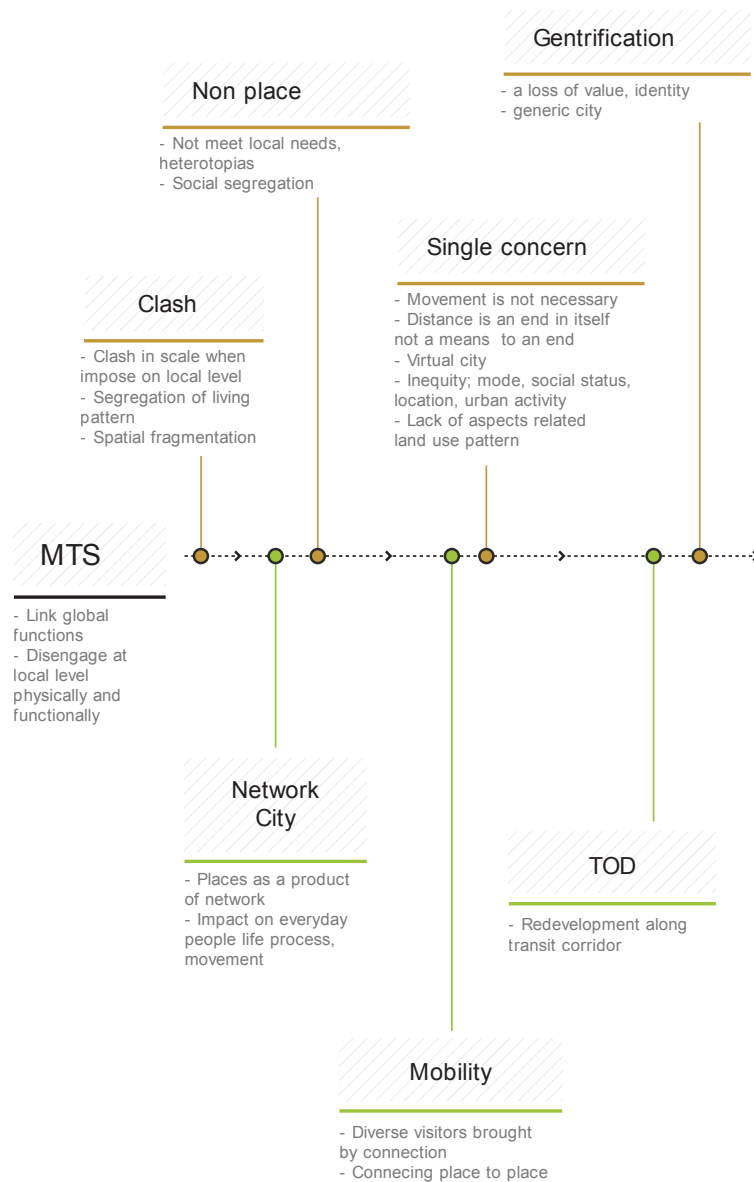


1. Global line of the MTS
2. New link to the station
3. Existing link (water) to the station
4. Existing link (land) to the global line

THE PROJECT | FRAMEWORK

GLOBAL SCALE INTERVENTION

Mass Transit System (MTS)



SYNERGY

Integration
Network + Urban form

A SYNERGETIC VISION FOR A PATCHWORK LINKING GLOBAL AND LOCAL SCALE

Testing location

- Potential to integrate
- High historic value
- In danger by negative effects from the global scale intervention
- Poorly connected within the spatial network

Landscape as community places

- invite community engagement
- build a sense of community and improve quality of life
- places to connect and interact
- bring diverse mix of people

URBAN VITALITY

Accessibility

- Flow, connectivity, multi-mode
- Personal mobility (reduced mobility)
- Opportunities
- Improved land use accessibility

Government Support

- Market control
- Environment protection
- Cross subsidization

Spatial Indicators

- Diversity
- Density
- Non-motorized (Multi mode)
- Proximity of network connectivity
- Quality of space
- Safety
- Permeability

Thai successful space

- small space network
- be able to sit
- shaded area
- relate to food
- water access

Place Making

- Face-to-face contact
- Local interaction, benefits
- Cohesion instead of segregation
- Positive gentrification
- Functional approach to prolong life span

Conflict

Social :

- enclave tourism
- market-oriented development
- selection

Spatial :

- building instead of urban
- facidism
- authenticity

Economic :

- Heritage as a product
- Disneyfication
- Tourist life cycle

LOCAL SCALE INTERVENTION

Heritage

Widespread problem

- Poverty
- Urban sprawl
- Heritage value lost
- Automobile oriented

Living Heritage

- Traditional communities
- Contain historic value
- Still in use currently

Heritage

- Proximity
- Fine-grained pattern

Heritage Value

- Tradition and qualities of a society
- Important parts of its character

Heritage Tourism

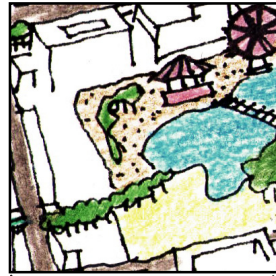
- Preserve historic value and identity
- Provide long-term development

● Conflict
● Potential



THE PROJECT | OUTLINE

- Objectives
- Problems
- Strategies
- Design projects

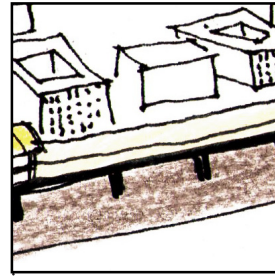


Local quality

Monofunction

Human network

Local streets



Equity

Fragmentation

Infrastructure

Station areas

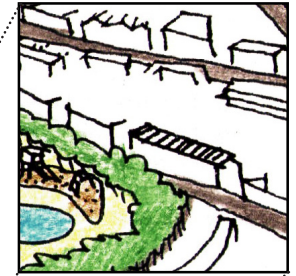


Identity

Placeless

Tourism

Riverside

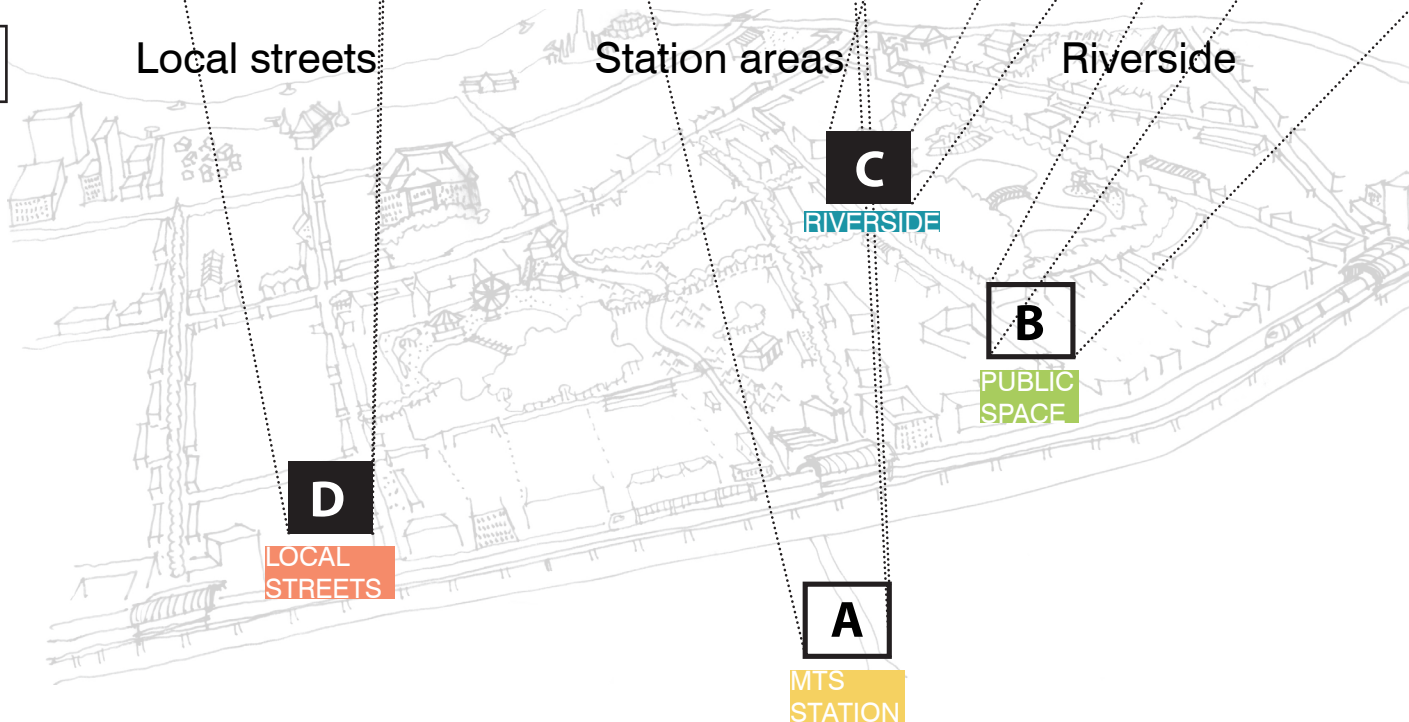


Cohesion

Segregation

Landscape

Connection

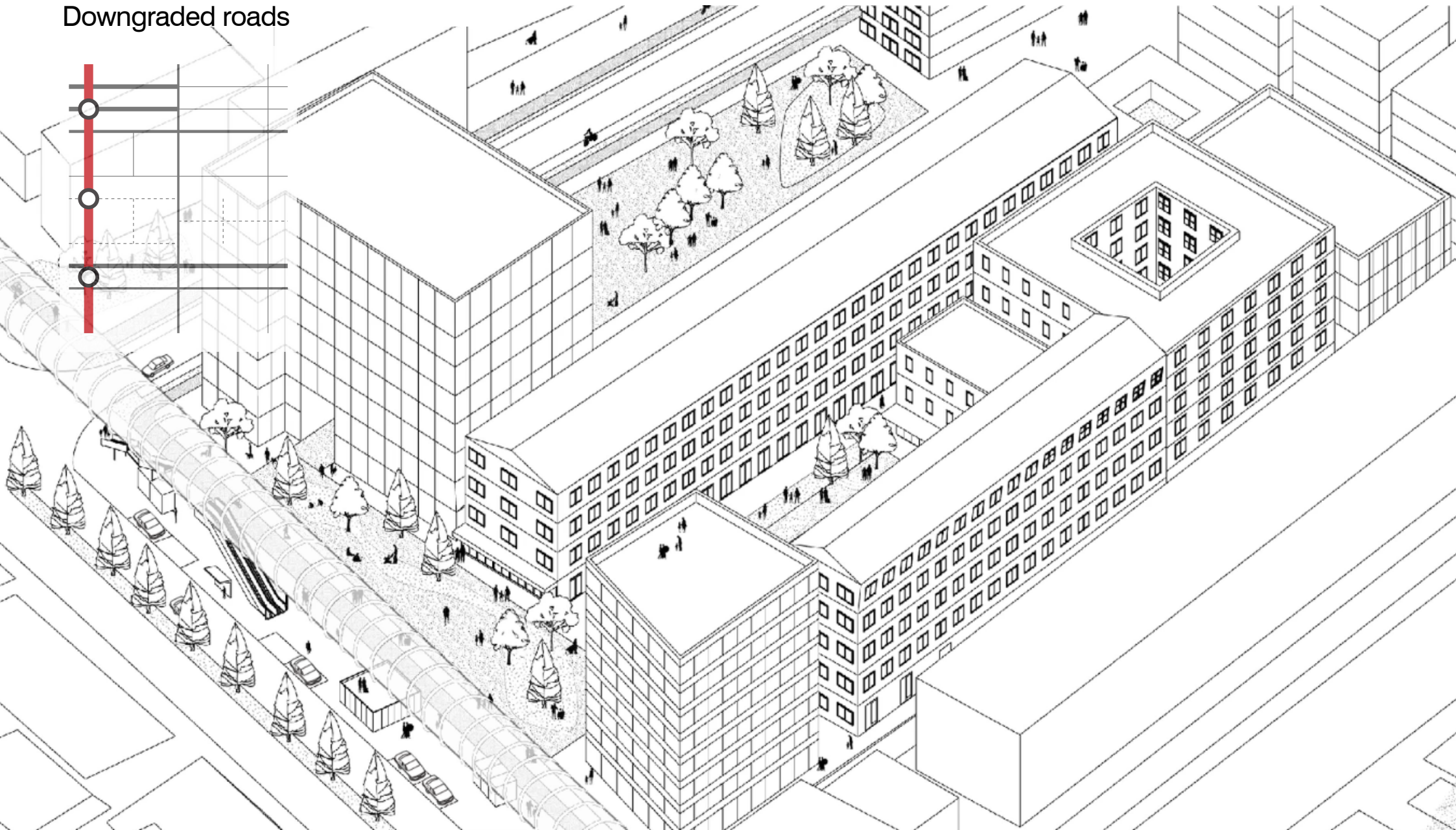


MTS STATION | EQUITY OF MOBILITY

New connection to public transport

New structure of the MTS

Downgraded roads



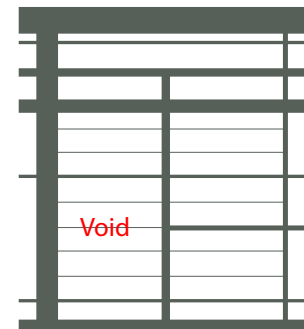
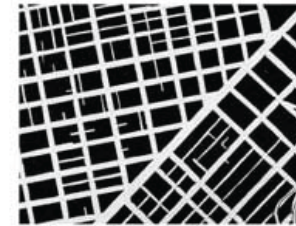
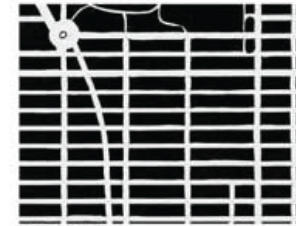
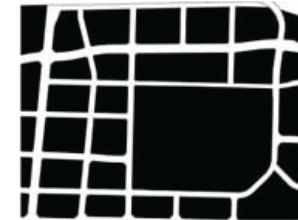
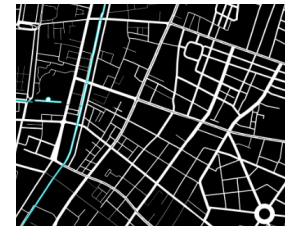
MTS STATION | SPATIAL NETWORK FRAGMENTATION

Hierarchy

Unorganized spatial pattern



BANGKOK



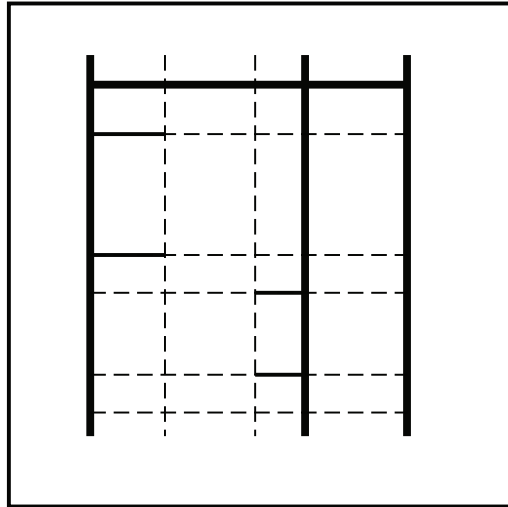
- High way (ELEVATED FREE WAY)
- Traffic arteries (JARAN SANITWONG RD.)
- City road (PHARN NOK RD.)
- High street (ITSARAPHAP RD.)
- Residential street (ARUN AMMARIN RD.)
- Woonerf (BANGKOK SOI)
- Canal (KHLONG)

MTS STATION | SPECIAL MODE OF TRANSPORT

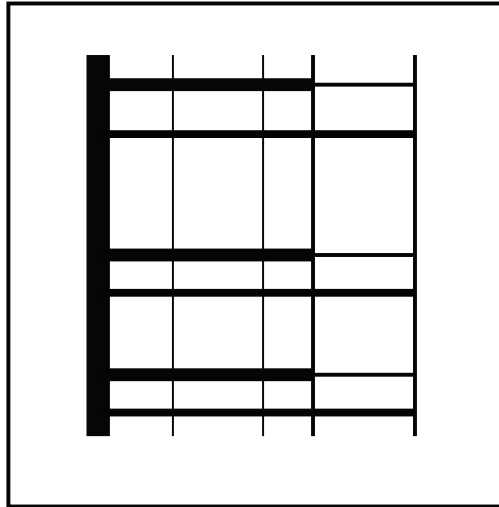
Within the fragmented network
Privately owned transport



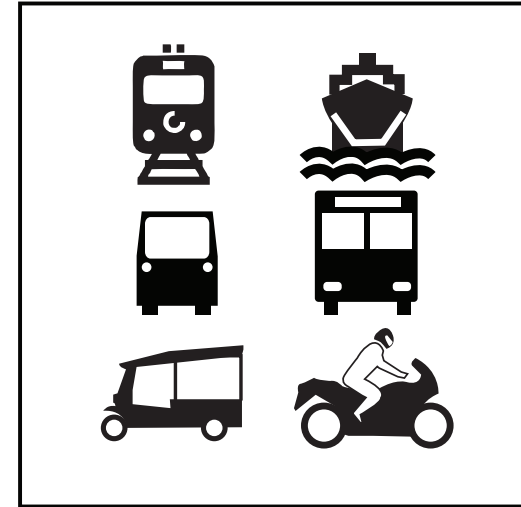
MTS STATION | TO CONNECT AND REORGANIZE NETWORK HIERARCHY IN A SYSTEMATIC WAY



Connect potential existing road



Reorganize the hierarchy of the road system

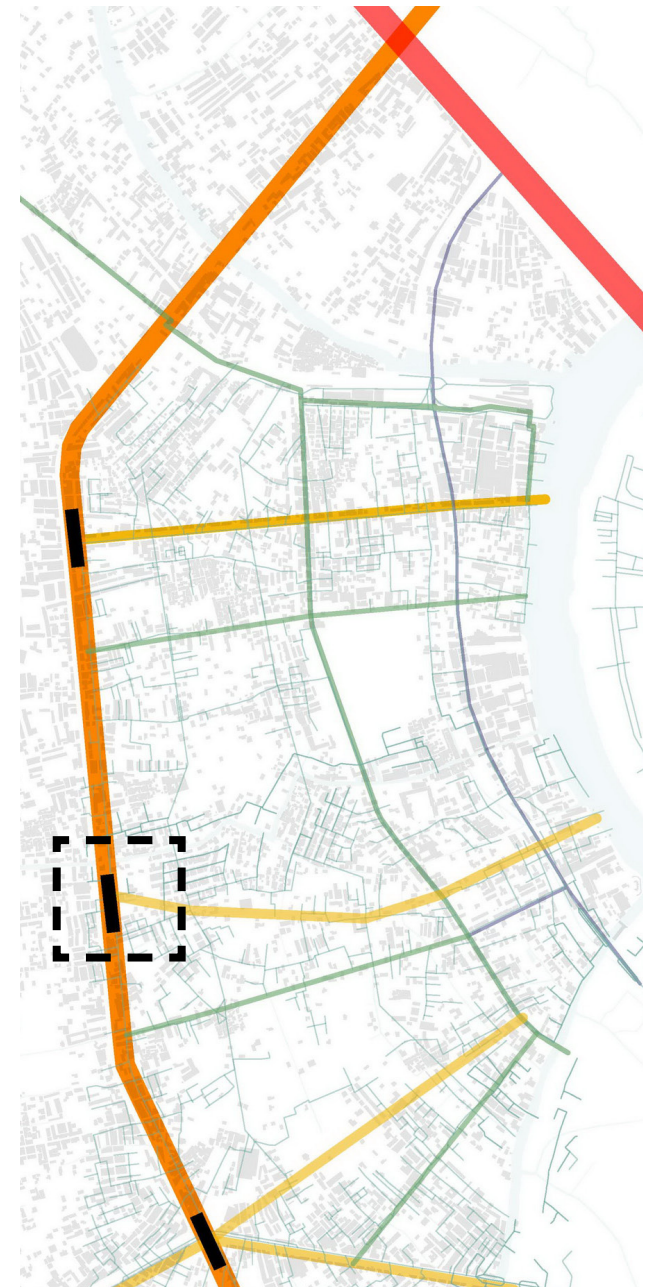


Multi - modal transport achieved

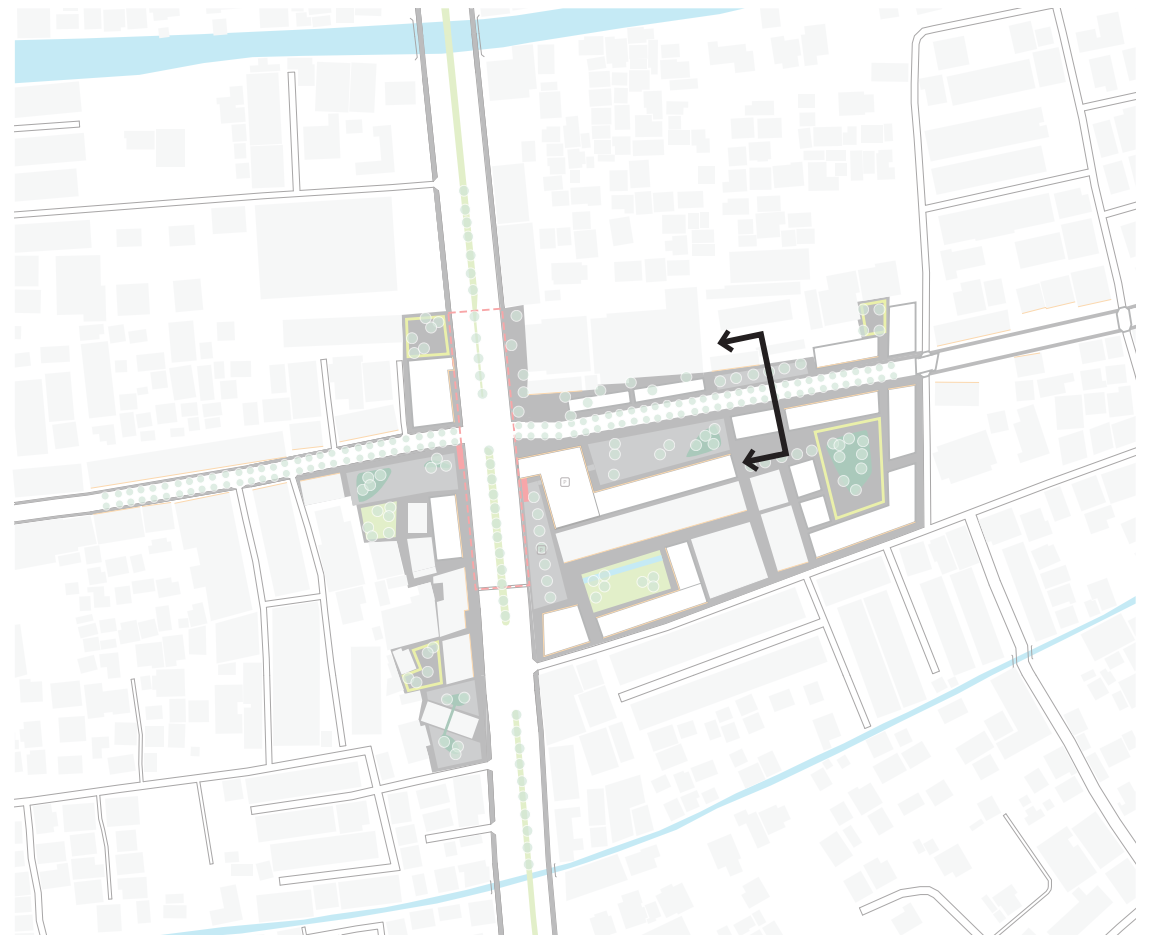
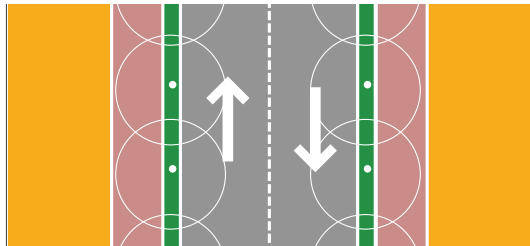
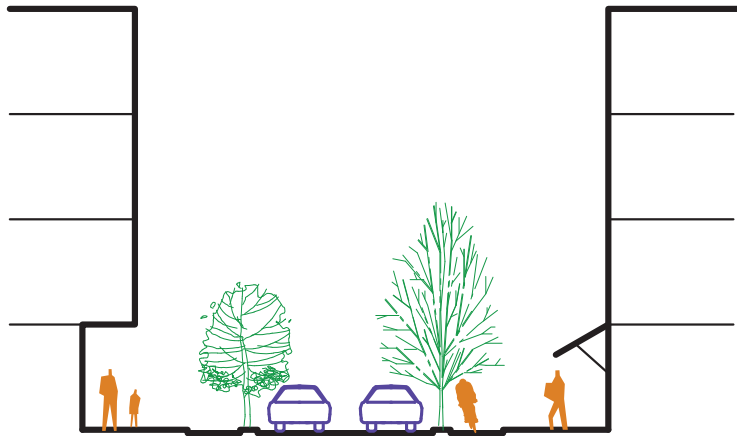
MTS STATION | REORGANIZE THE NETWORK HIERARCHY

Potential links to the MTS stop
Secondary roads
More options in mobility

- High way (ELEVATED FREE WAY)
- Traffic arteries (JARAN SANITWONG RD.)
- City road (PHARN NOK RD.)
- High street (ITSARAPHAP RD.)
- Residential street (ARUN AMMARIN RD.)
- Woonerf (BANGKOK SOI)
- Canal (KHLONG)

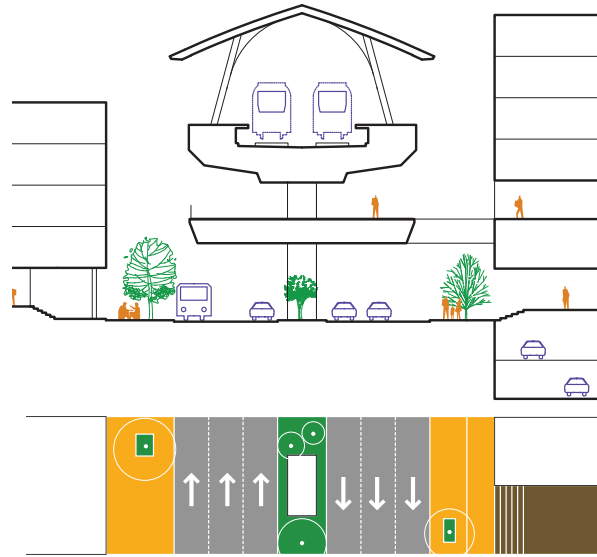
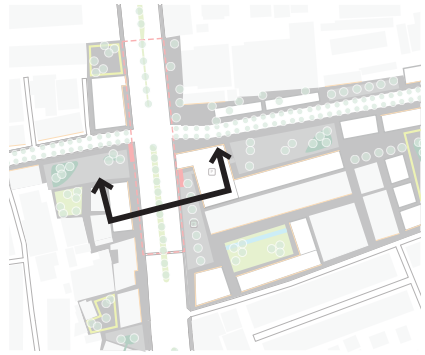


MTS STATION | PRE TRANSPORT : FLEXIBLE AND ACCEPTABLE MODE

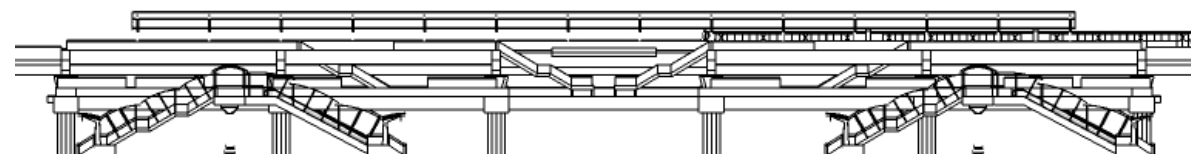


Separated lanes for the pre transport
Benefits :work and services

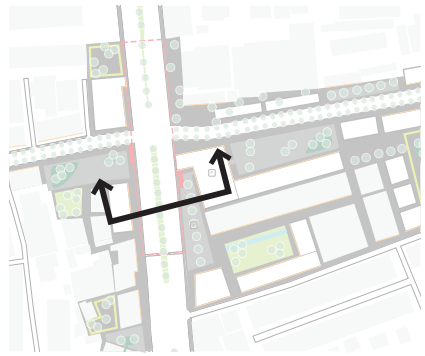
MTS STATION | TRADITIONAL MODEL



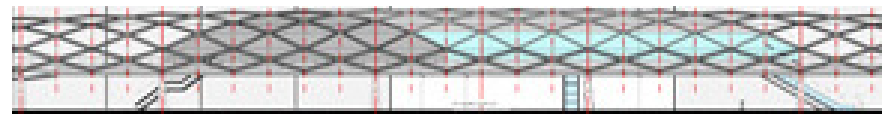
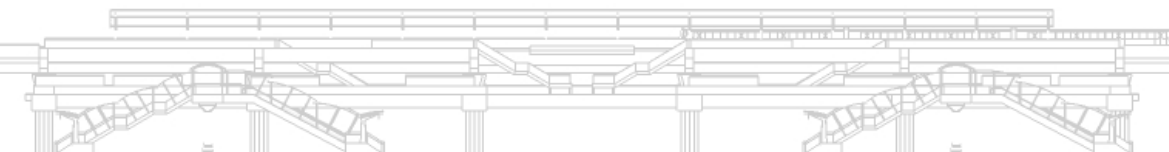
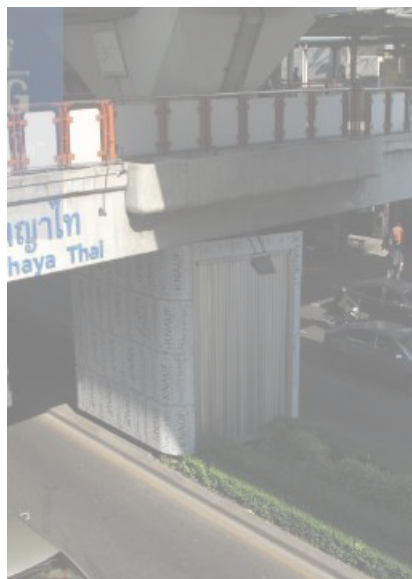
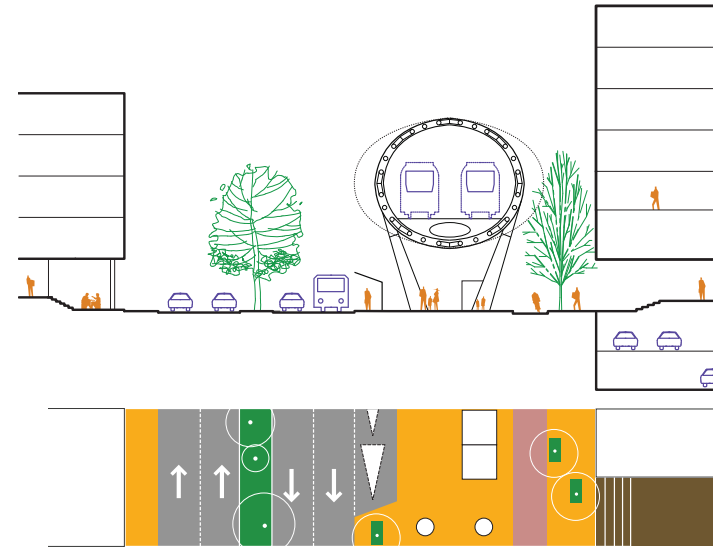
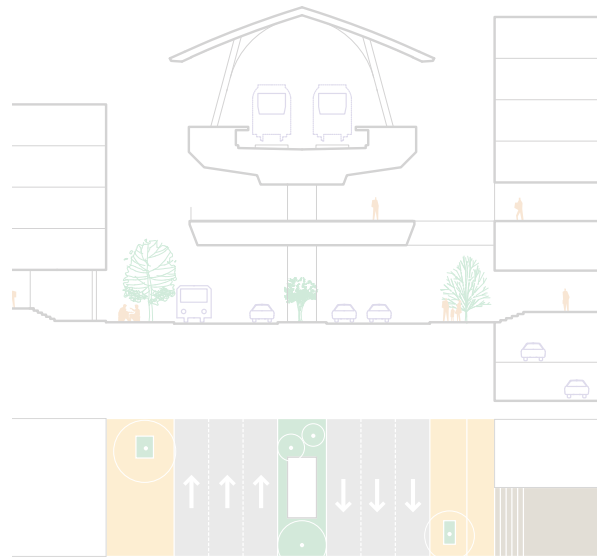
Areas under huge concrete machine-like structure are dark, dusty, dirty and full of congestion fumes



MTS STATION | NEW MODEL

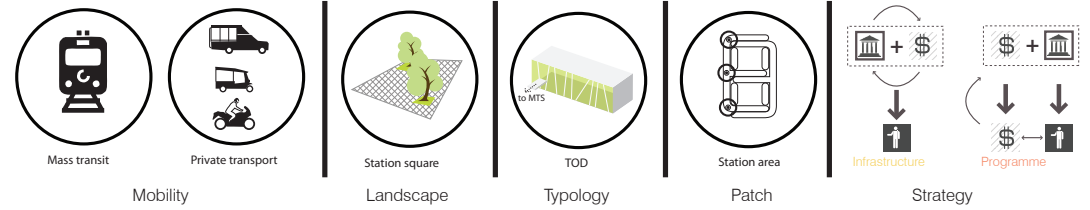


Not facilitate care users, but
pedestrian
Improve spatial quality
on both level



MTS STATION | COMPLIMENTARY MODE

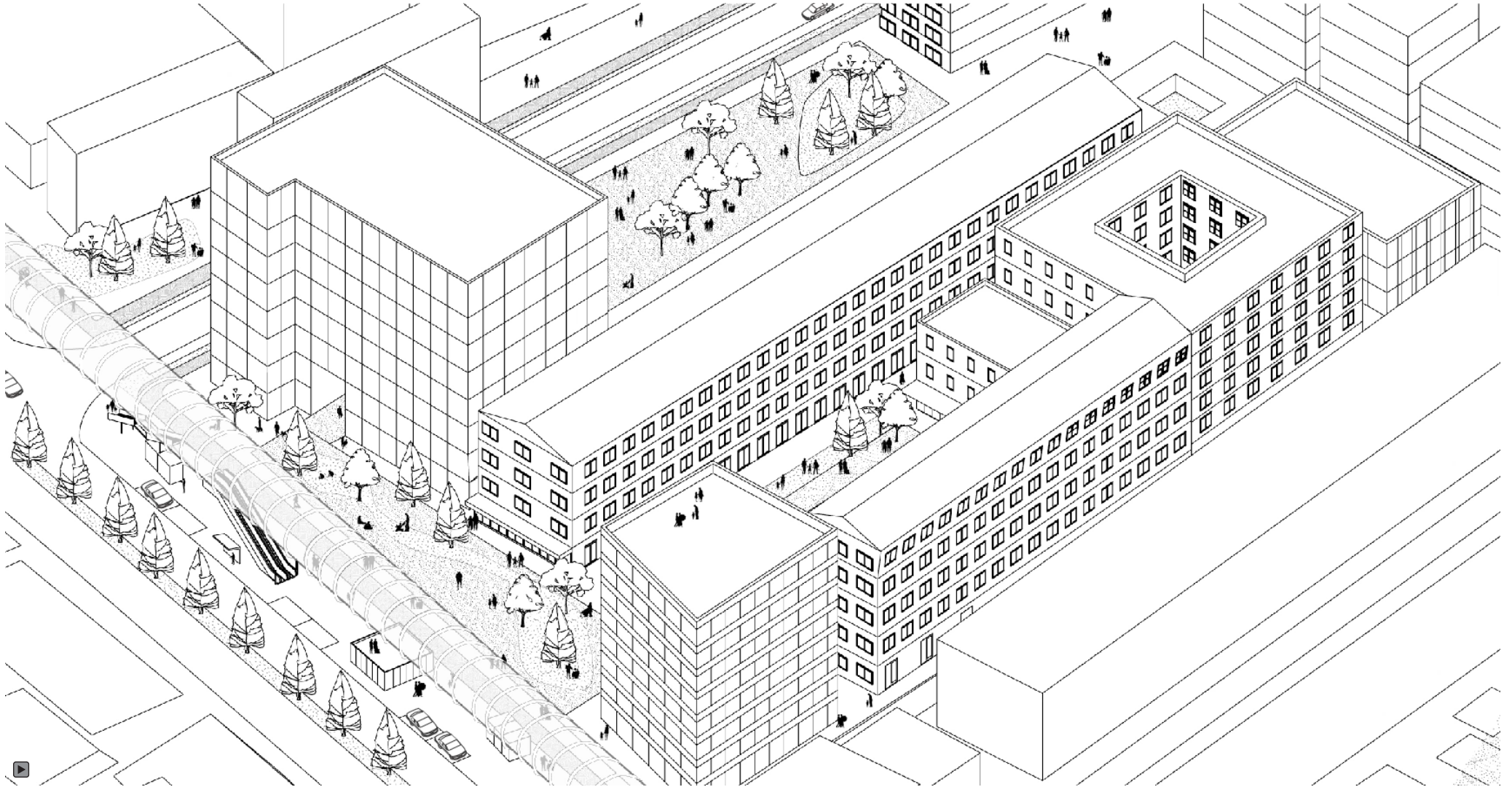
Quality and equity of mobility
Maintain identity for short term
Durability : collective mobility



MTS STATION | SUMMARY

Equity of mobility

- a. All social classes will be able to get on the public transport system
- b. Areas will be more accessible bringing potentials to develop together with an improvement of spatial quality
- c. Consequently, new functions will improve access and economic status regarding to demands

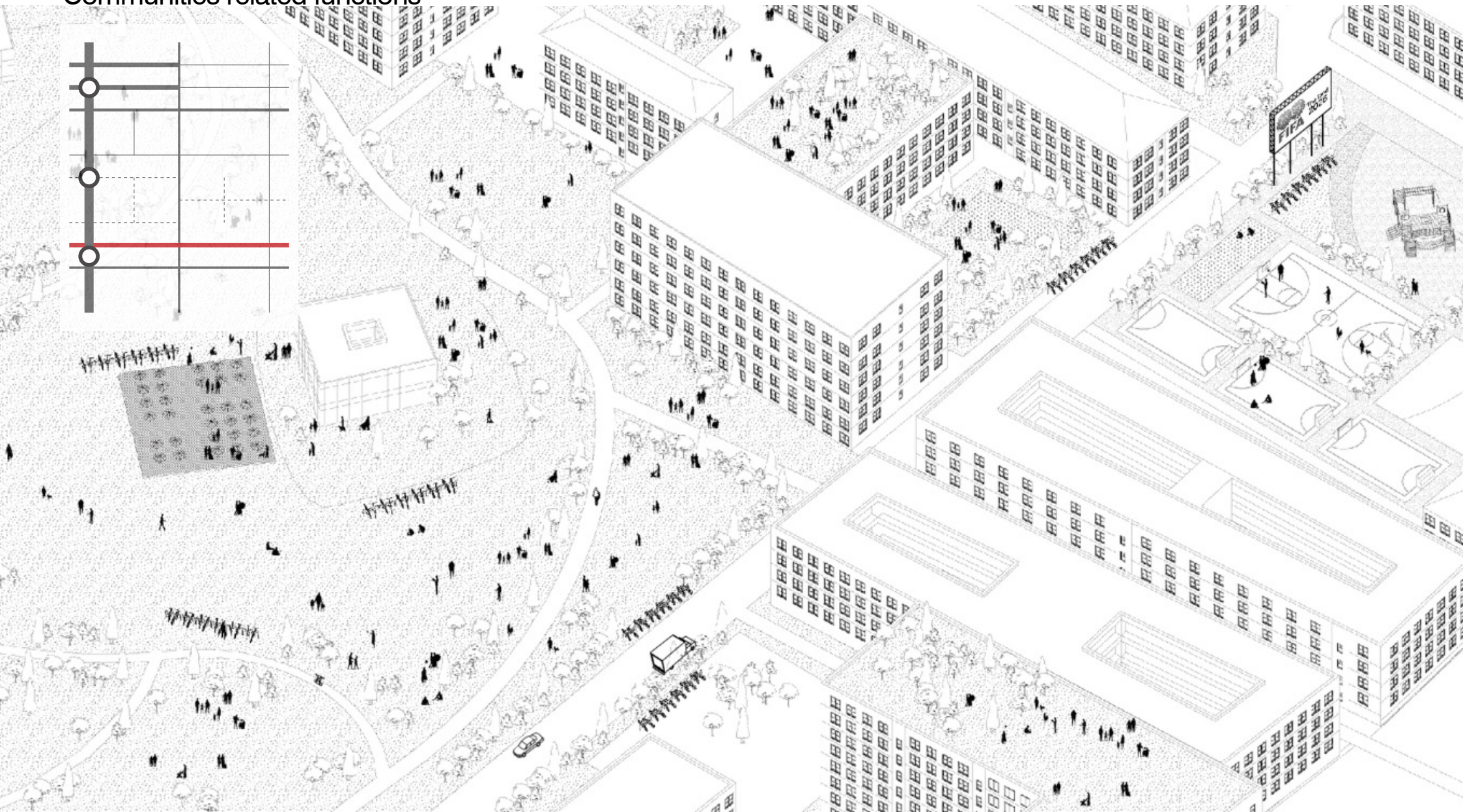


PUBLIC SPACE | SOCIAL COHESION

Accessible public space

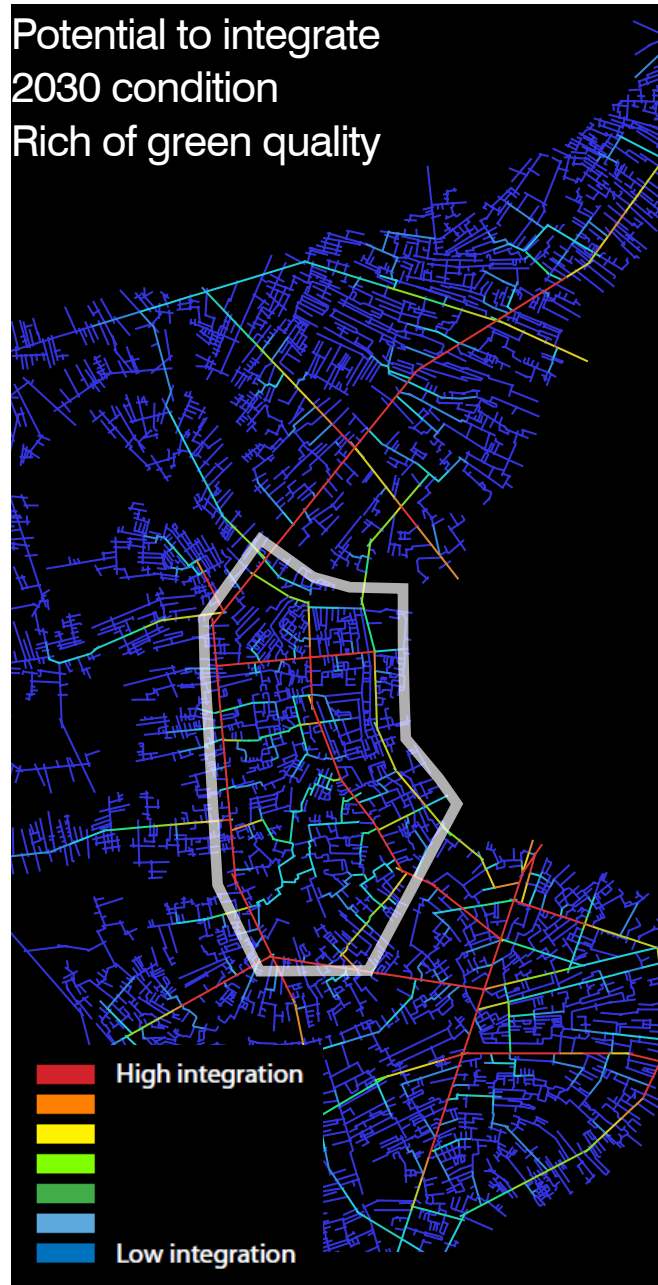
Mixing of affordable and new housings

Communities related functions



PUBLIC SPACE | POTENTIALS

Potential to integrate
2030 condition
Rich of green quality

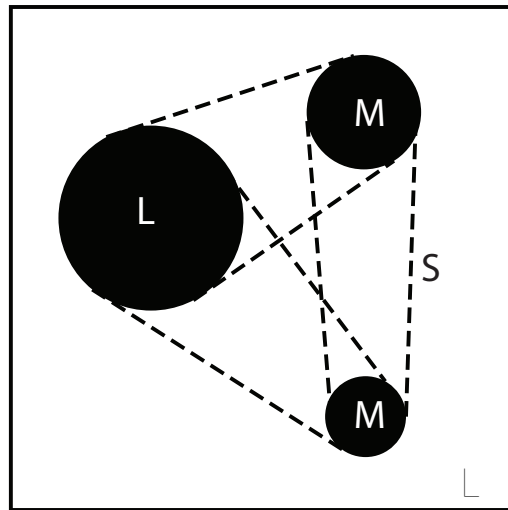


PUBLIC SPACE | SOCIAL SPACE

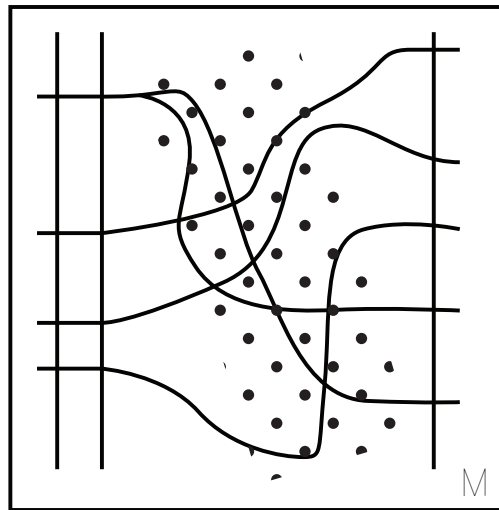
No use becoming a spatial barrier
Social functions shared with public and private used
Interaction



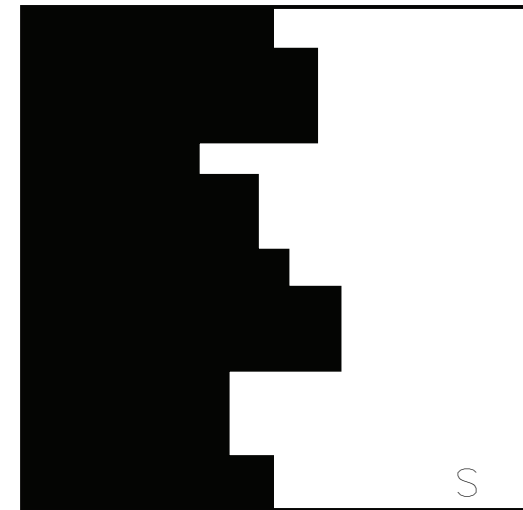
PUBLIC SPACE | TO TRANSFORM FRAGMENTATIONS INTO COHERENT URBAN SPACES



Linear green connectors
and slow traffic



Tranform grid to curvilinear
pattern



Maximizing interactions
on the border

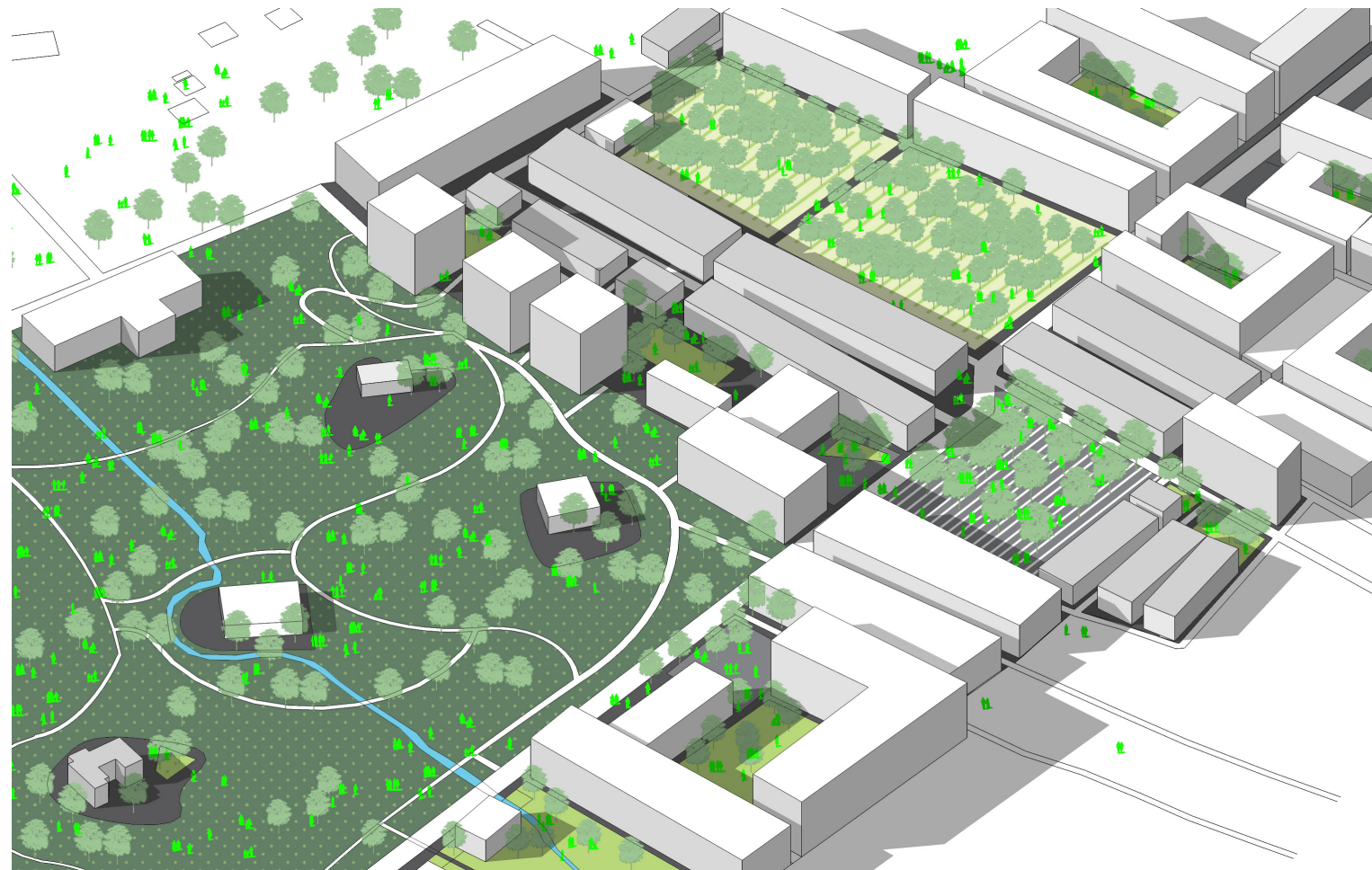
PUBLIC SPACE | OPEN UP THE BARRIER

Connect the potential link

Use the existing pattern as a basis for new development

Scale and typology

Mix old and new residents



PUBLIC SPACE | COHERENT URBAN SPACE

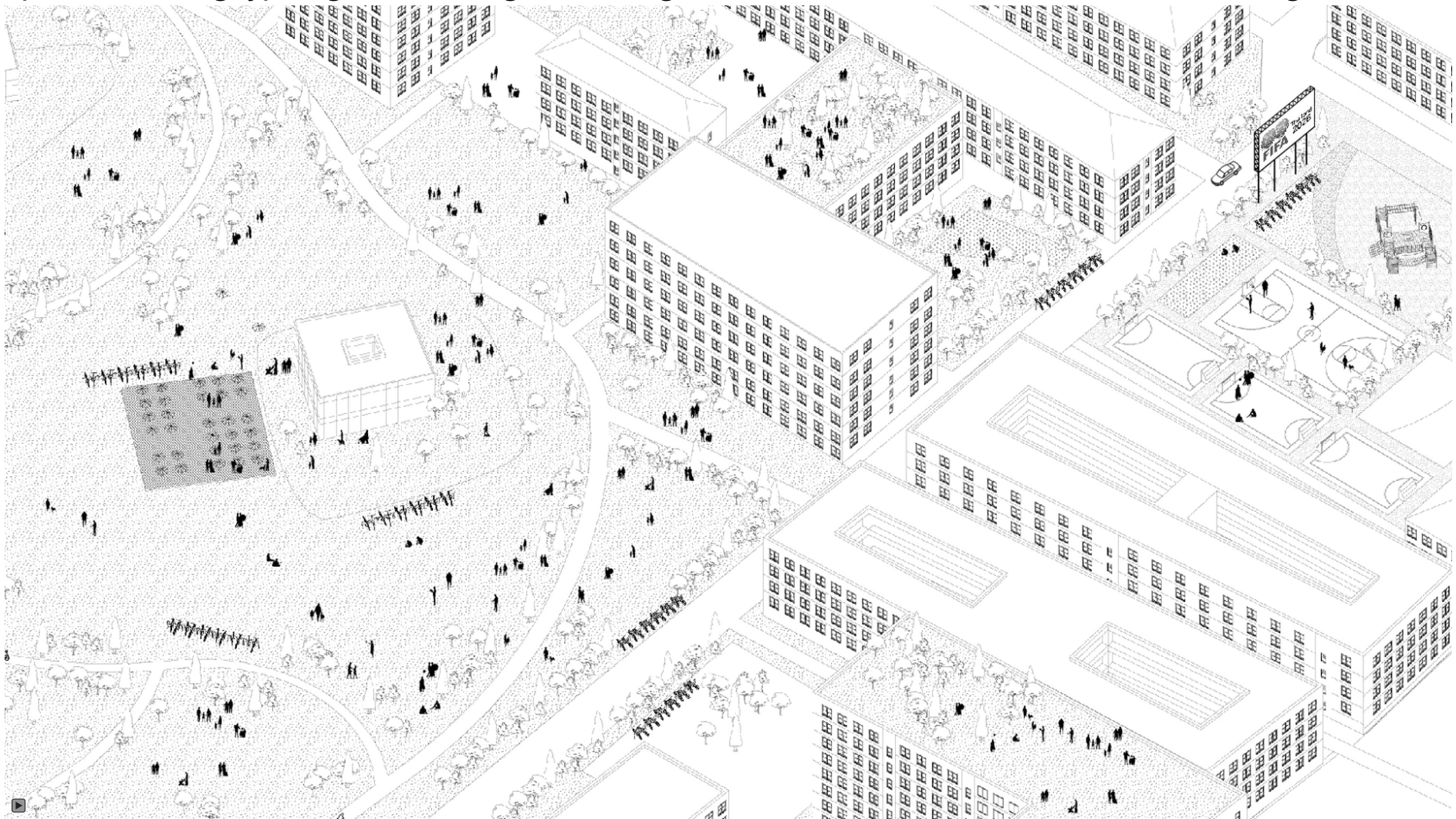
Blend social differences together
Mix affordable and new housings
City continues with localness of Bangkok



PUBLIC SPACE | SUMMARY

Social cohesion

- a. Accessible green spaces particularly to the West
- b. Public spaces stimulate social interaction
- c. Proposed building typologies are designed aiming to blend new comers and local residents together

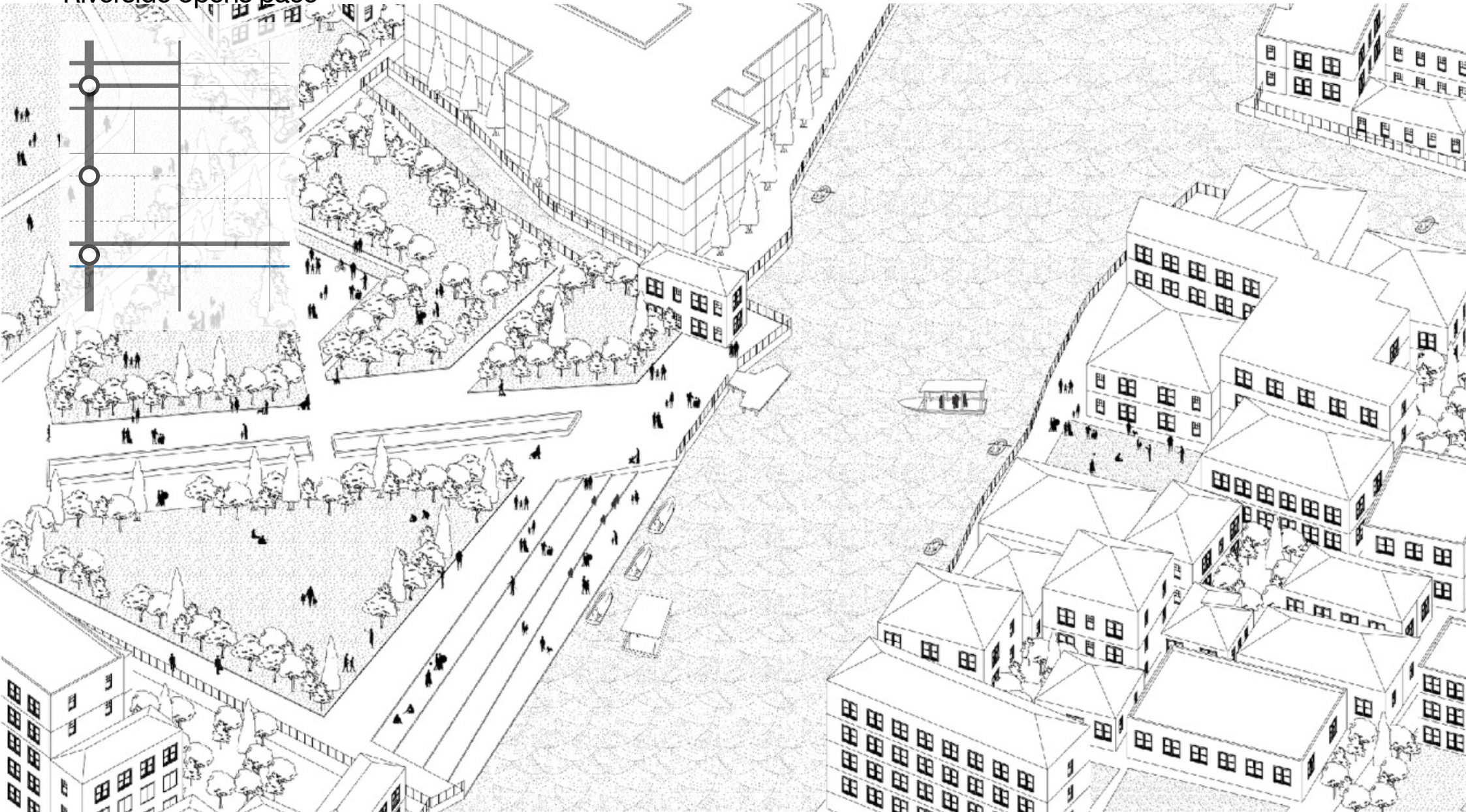


RIVERSIDE AREA | SOCIOCULTURAL IDENTITY

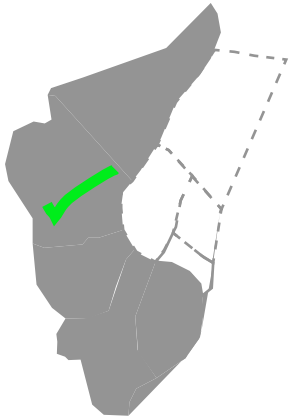
Small pocket space with dynamic uses

Communities service functions

Riverside opens pace



RIVERSIDE AREA | FIRST SETTLEMENT : WATER BASED COMMUNITIES

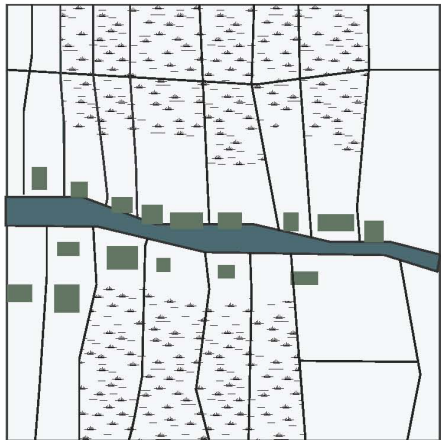


Living heritage
The differences between East and West
Not officially protected and registered



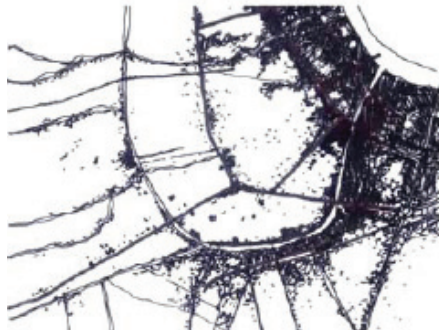
RIVERSIDE AREA | A CHANGE FROM WATER BASED TO LAND BASE

1



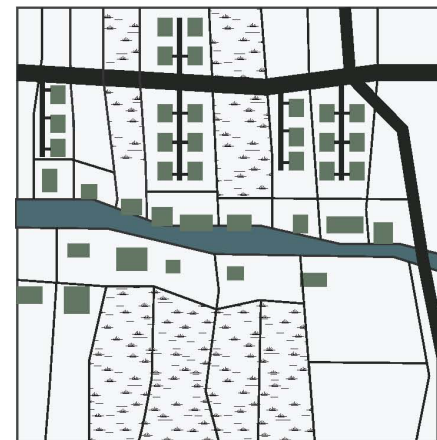
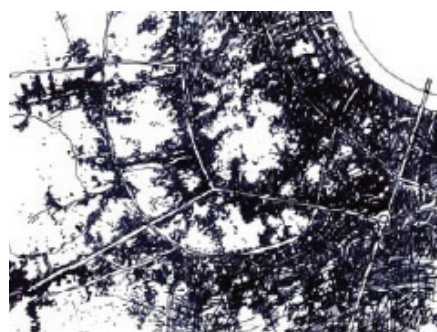
WATER RELATED ORIENTATION

2



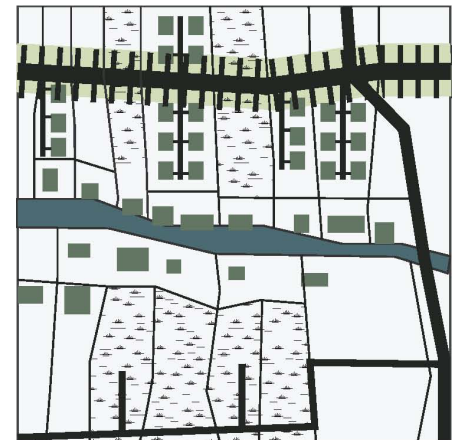
A CONSTRUCTION OF ROADS

3



INTERVENTIONS BY THE MARKET

4



BECOME SLUMS LACKING OF SERVICES

RIVERSIDE AREA | FIRST MODE AND FIRST SETTLEMENT

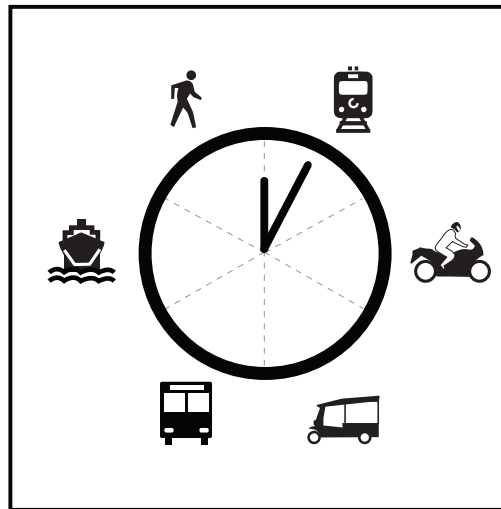
Unique identity
High historical value



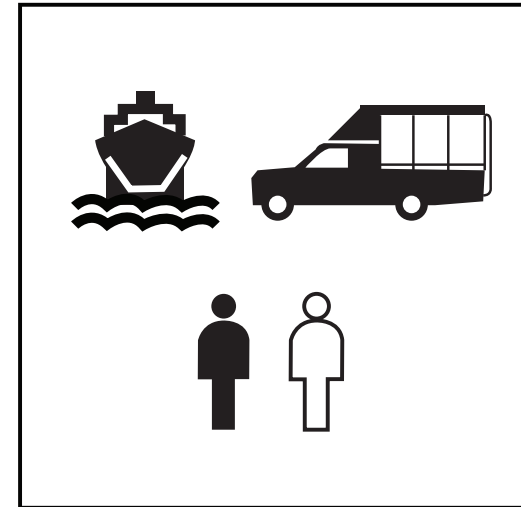
RIVERSIDE AREA | TO PROMOTE HERITAGE TOURISM WITH LOCAL BENEFITS AND FINANCIAL SUPPORT



Various experiences



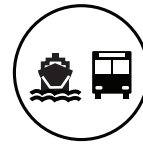
Different time consuming



Shared transport with local
to increase riderships

RIVERSIDE AREA | HISTORICAL CONTINUITY

Benefit from tourist passing by
Improve living quality
Recreate water related activities



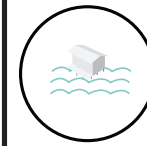
Public transport
Mobility



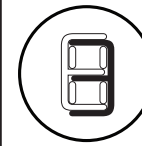
Urban park



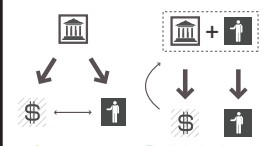
Blue network



Riverside community
Typology



Local patch
Patch



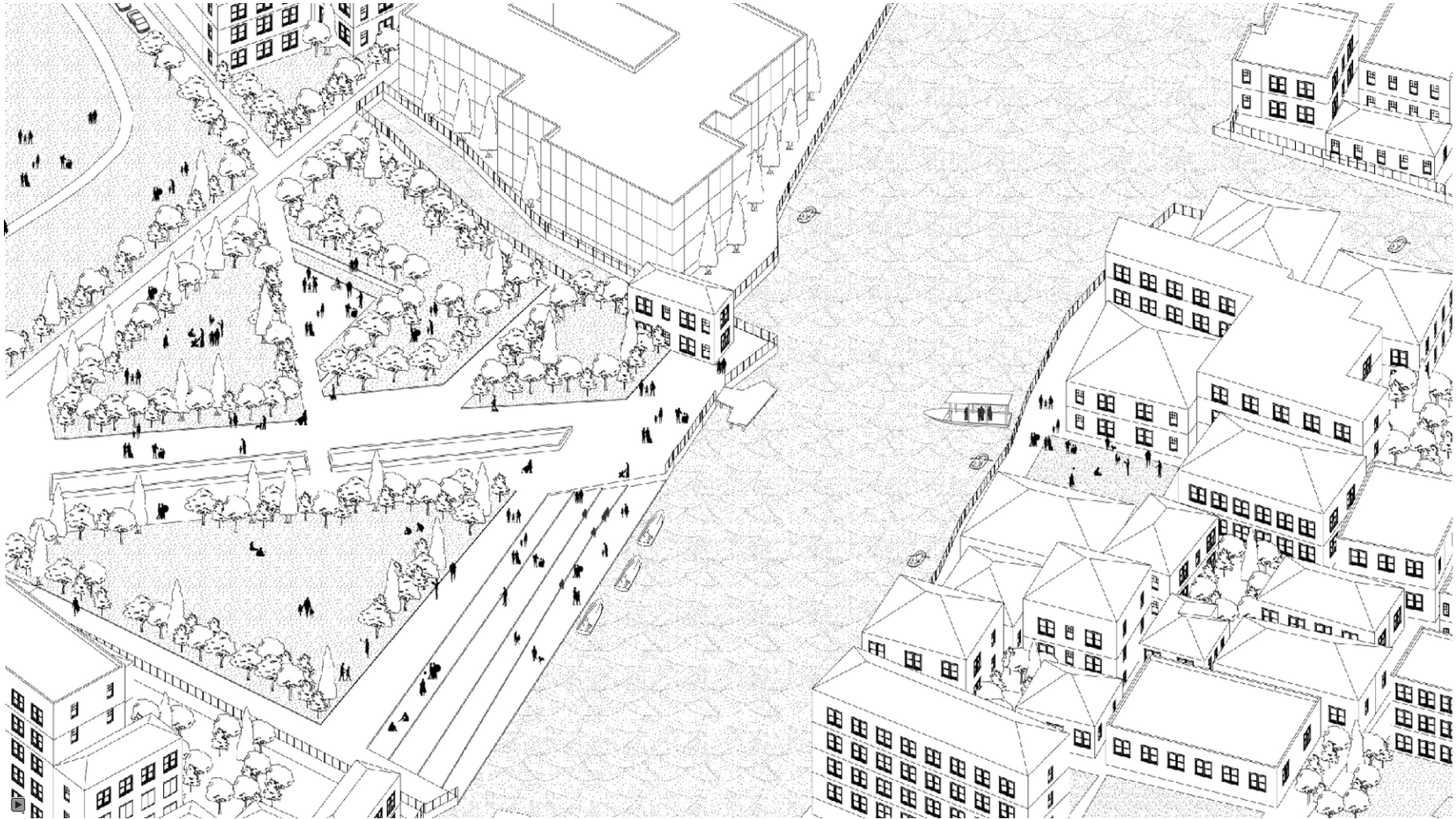
Open space
Tourist industries
Strategy



RIVERSIDE AREA | SUMMARY

Socio-cultural identity

- a. Maintain historic value and social identity of living heritage
- b. Keep physical form and local citizens historically continue
- c. Improve local living quality of the riverside area

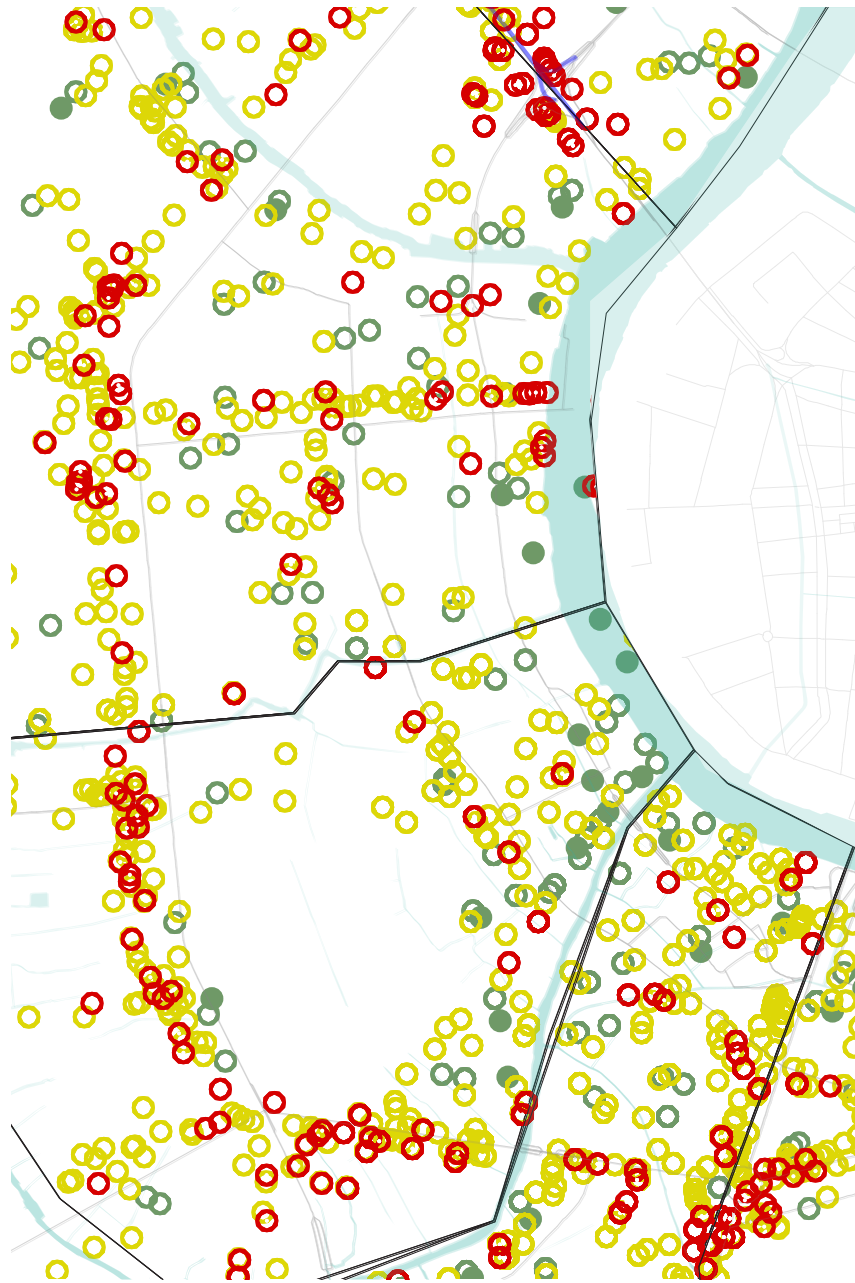


LOCAL STREET | LOCAL QUALITY

Redesigned and reprofiled streets
Enhance local environment
Introduce new local mixed functions



LOCAL STREET | MIXED FUNCTIONS ALONG THE MAIN CONNECTIONS

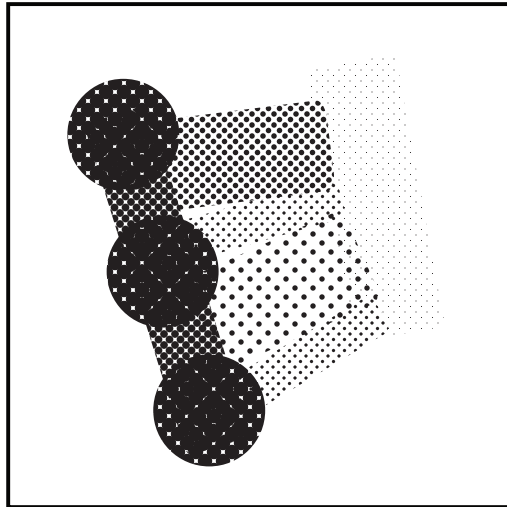


LOCAL STREET | POTENTIAL VITAL STREETS

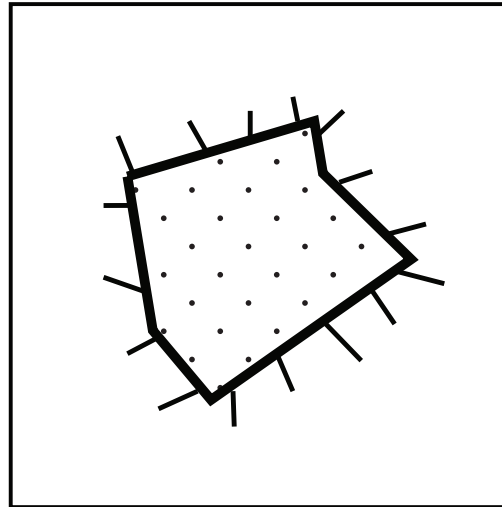
Monofunction
Not clearly defined
Street vendors
Diverse function on the ground



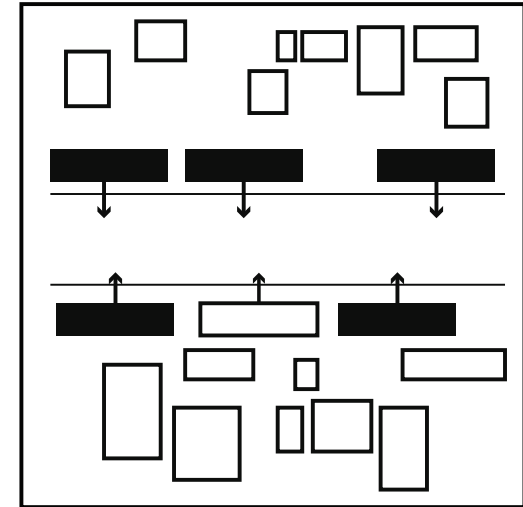
LOCAL STREET | TO USE THE POTENTIAL OF CONNECTIONS AS CATALYSTS FOR URBAN DEVELOPMENT



Density gradient



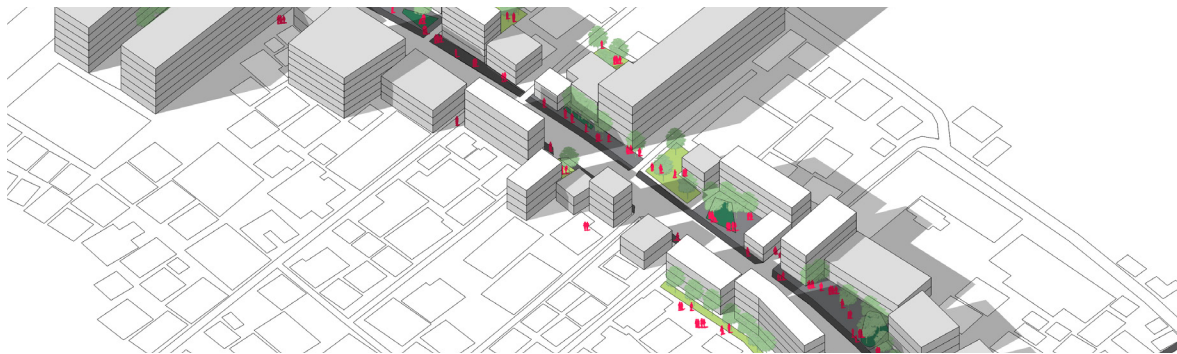
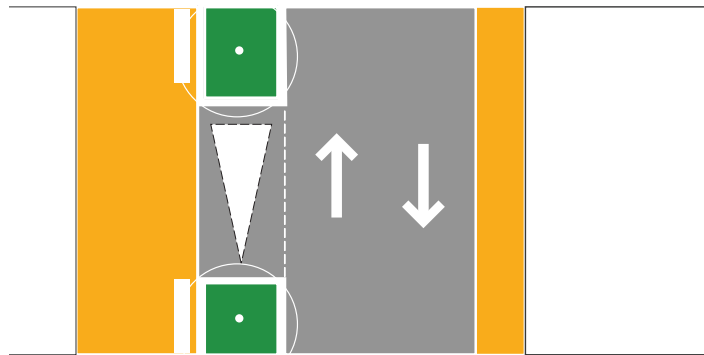
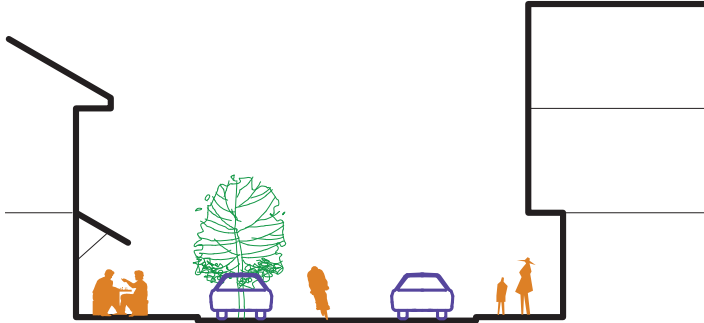
Programme clusters around the new open space



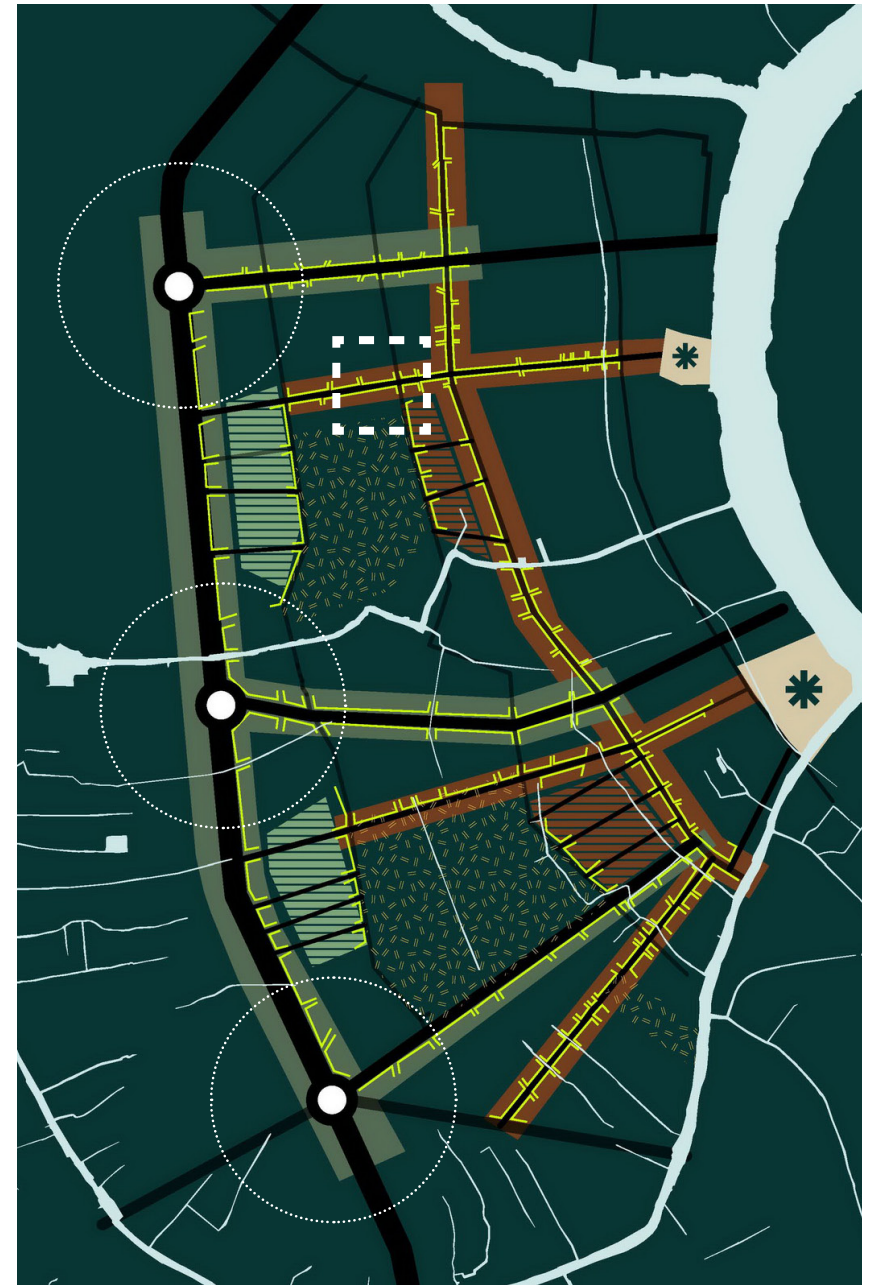
Densifying potential areas by exploiting new connections

LOCAL STREET | CONDITIONS FOR A VITAL STREET

Prioritizing slow traffics
Pedestrian oriented condition
Slow speed

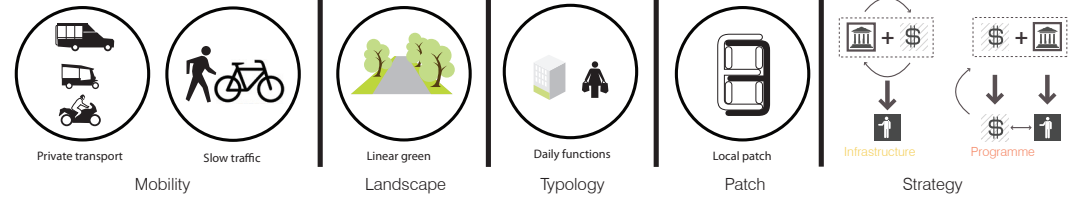


-  MTS stations
-  Tourist attraction
-  Global roads
-  Global service areas
-  Local roads
-  Local service areas
-  Building orientation
-  Water network
-  Green network



LOCAL STREET | STREET LIFE

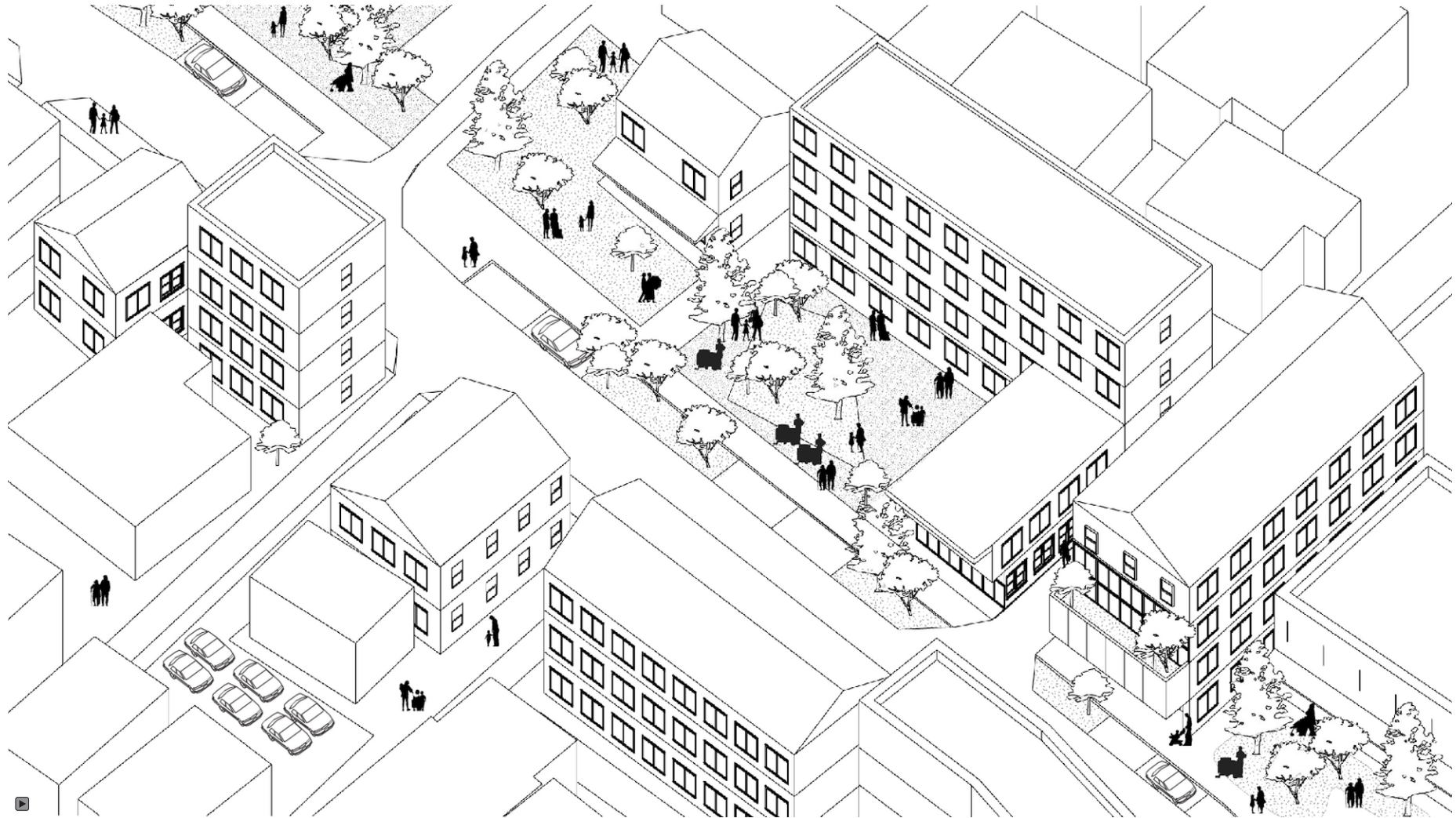
Clearly defined the role
Space for local initiatives
Proper areas for vendors



LOCAL STREET | SUMMARY

An improvement of local quality

- a. Contribute to bottom-up development to exploit from the global intervention
- b. Stimulate social surveillance and interaction
- c. Create vital streets with pedestrian oriented conditions



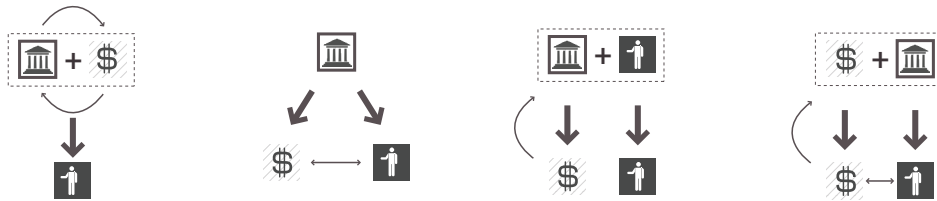
MANAGEMENT STRATEGY | COMMON INTEREST

Different management strategy

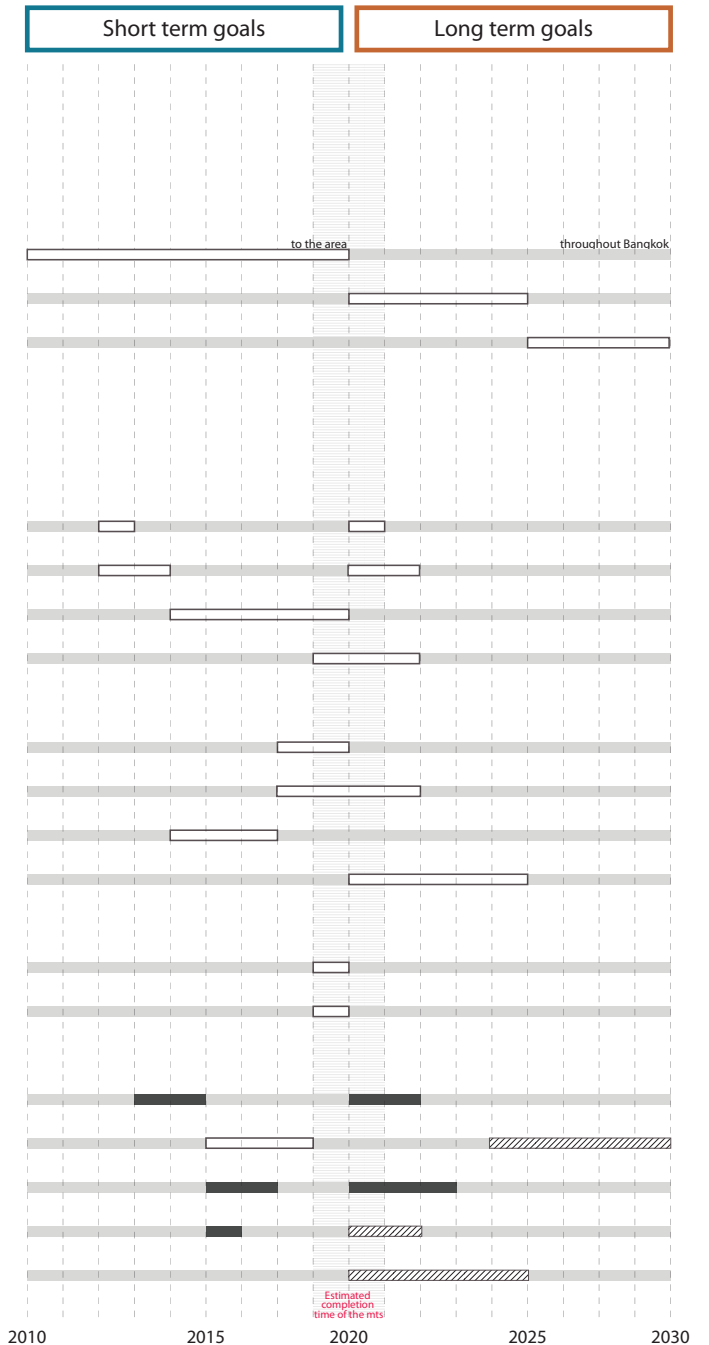
Short term : basic needs and demands

Long term : value added (profit making, social and environmental quality improved)

INFRASTRUCTURE OPEN SPACE TOURIST INDUSTRIES URBAN DEVELOPMENT

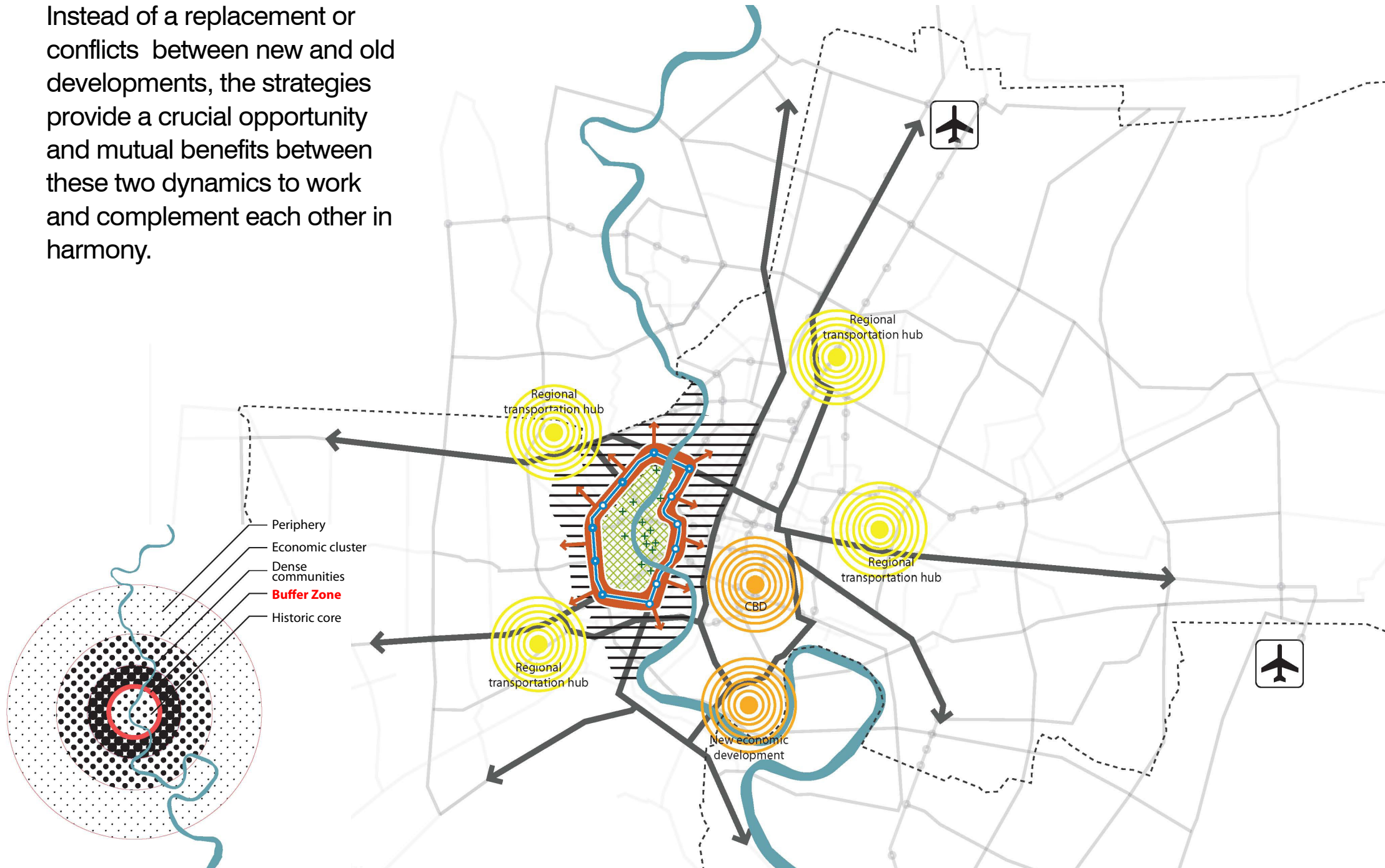


Strategy Public sectors Private sectors Civic sectors

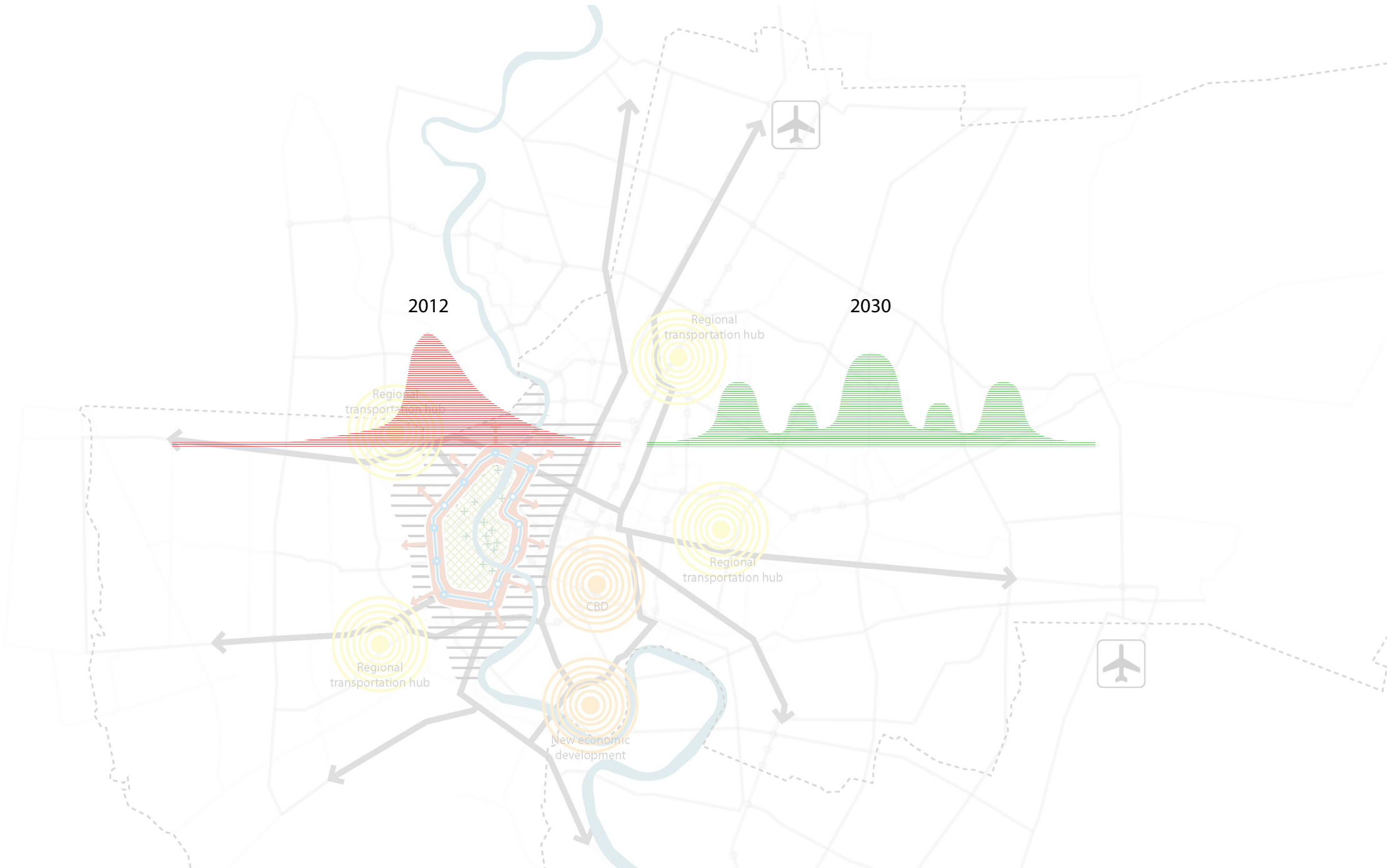


RESULT OF INTEGRATION | BANGKOK IN 2030 : URBAN DEVELOPMENT

Instead of a replacement or conflicts between new and old developments, the strategies provide a crucial opportunity and mutual benefits between these two dynamics to work and complement each other in harmony.

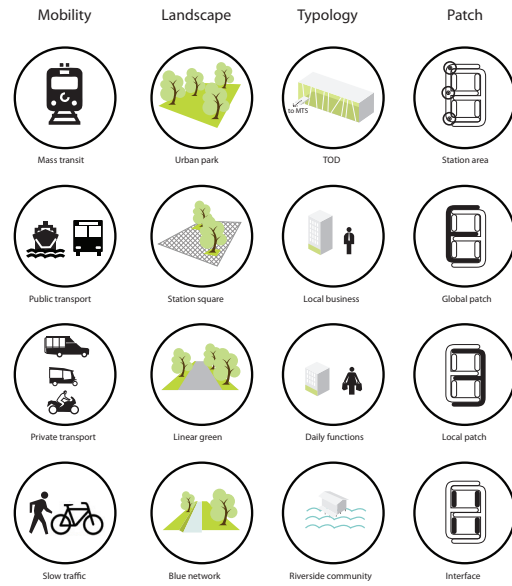


RESULT OF INTEGRATION | BANGKOK IN 2030 : POLYCENTRIC CITY MODEL



REFLECTION | TOOLS AND GUIDELINE

Inventory

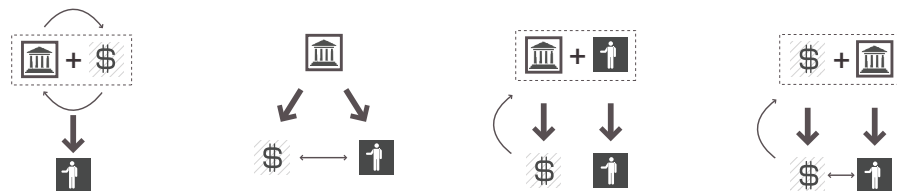


Strategy

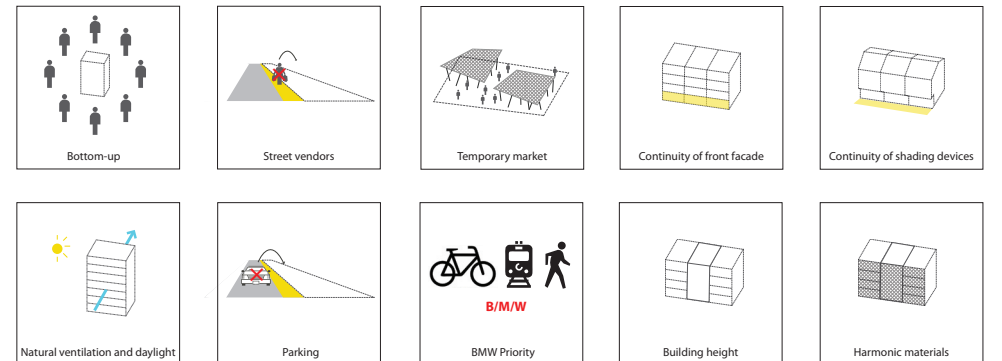
(Mobility)	(Landscape)	(Tourism)	(Programme)
Public transport	Water management Open space	-	Metropolitan region
MTS BRT	Waterfront Regeneration	-	New development areas
Fragmented spatial network	Neglected open space	Out of the tourist map	Monofunction
Infrastructural network	Natural network	Tourist industries	Human network
Spatial connections - coherent grid - completed transport network - cooperative mode of transport	Openspace network - integrated blue and green network - waterfront regeneration - accessible green	Heritage tourism - expanded tourist map - financial support - maintained identity and historic value	New city model - polycentric model - diverse typologies and programmes - access increased

Management

INFRASTRUCTURE OPEN SPACE TOURIST INDUSTRIES URBAN DEVELOPMENT



Urban rules



REFLECTION | TOOLS AND GUIDELINE

SUSTAINABLE MOBILITY

- PROVIDE LARGE CHOICES OF TRANSPORT
- INCREASE ACCESSIBILITY
- REDUCE CAR DEPENDENCY AND TRAFFIC CONGESTION
- REDUCE ENVIRONMENTAL IMPACT

OPEN SPACE NETWORK

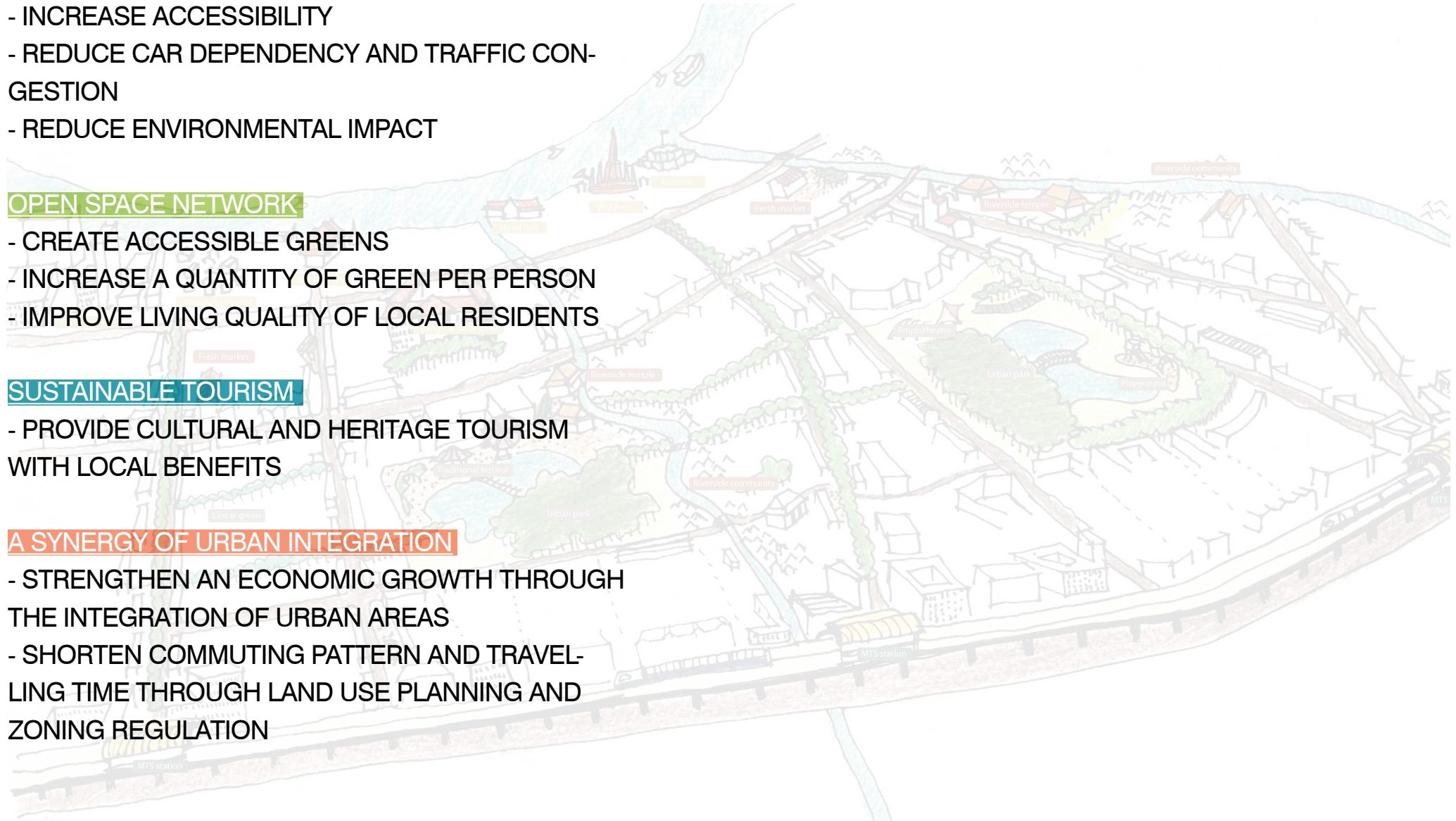
- CREATE ACCESSIBLE GREENS
- INCREASE A QUANTITY OF GREEN PER PERSON
- IMPROVE LIVING QUALITY OF LOCAL RESIDENTS

SUSTAINABLE TOURISM

- PROVIDE CULTURAL AND HERITAGE TOURISM WITH LOCAL BENEFITS

A SYNERGY OF URBAN INTEGRATION

- STRENGTHEN AN ECONOMIC GROWTH THROUGH THE INTEGRATION OF URBAN AREAS
- SHORTEN COMMUTING PATTERN AND TRAVELING TIME THROUGH LAND USE PLANNING AND ZONING REGULATION



REFLECTION | POSSIBLE SIDE EFFECTS



1. A strong influence by the market leading to gentrification

2. Without cooperating, bottom up interventions might not succeed as expected (weak power comparing with the market force)

3. Effects by a boost of tourism (enclave, social structure changed and artificial)

REFLECTION | COOPERATION

SUSTAINABLE MOBILITY

- PROVIDE LARGE CHOICES OF TRANSPORT
- INCREASE ACCESSIBILITY
- REDUCE CAR DEPENDENCY AND TRAFFIC CONGESTION
- REDUCE ENVIRONMENTAL IMPACT

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EFFICIENCY OF LAND MANAGEMENT

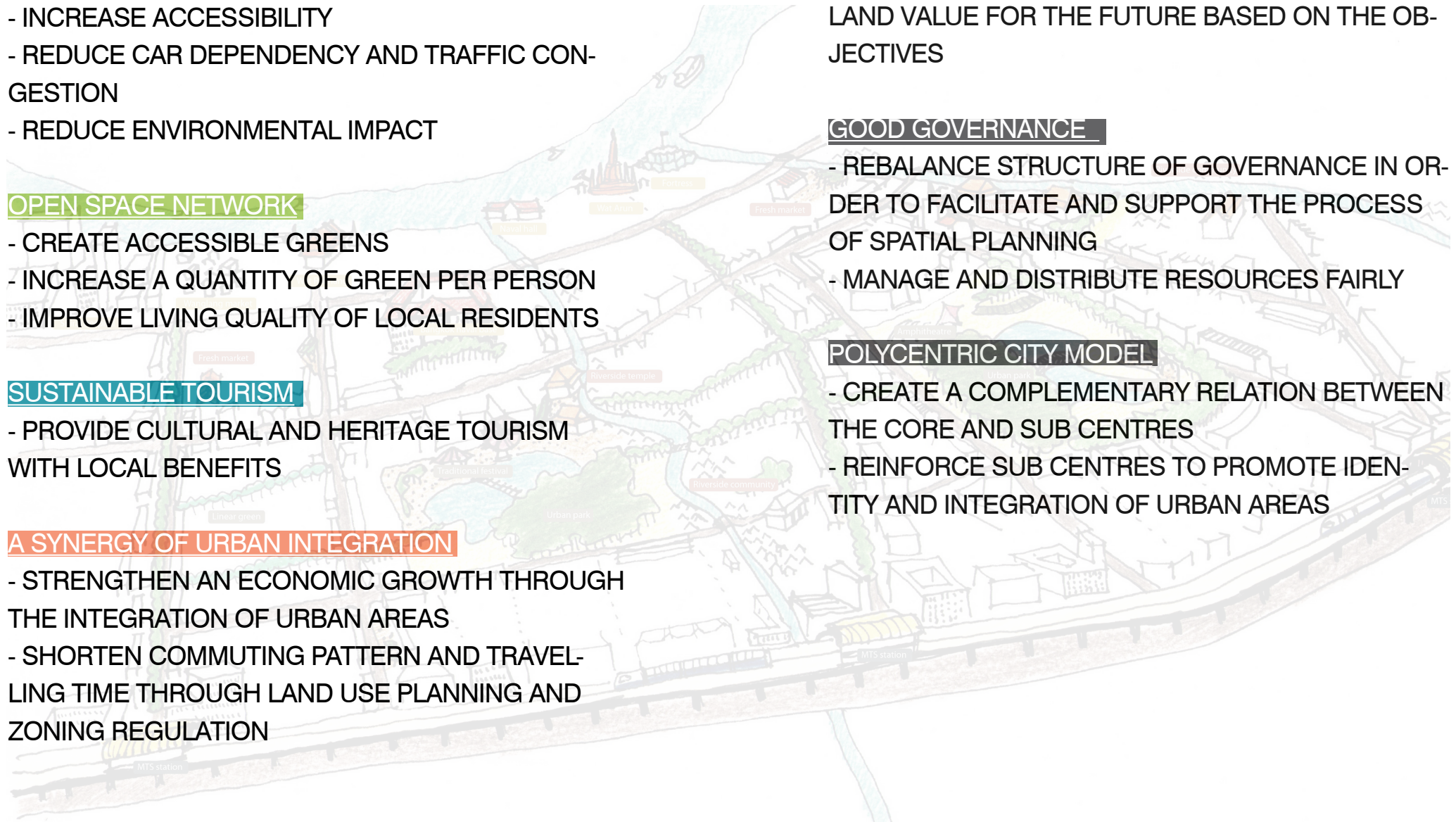
- ALLOCATE LAND STOCKS RESERVED AND THE LAND VALUE FOR THE FUTURE BASED ON THE OBJECTIVES

GOOD GOVERNANCE

- REBALANCE STRUCTURE OF GOVERNANCE IN ORDER TO FACILITATE AND SUPPORT THE PROCESS OF SPATIAL PLANNING
- MANAGE AND DISTRIBUTE RESOURCES FAIRLY

POLYCENTRIC CITY MODEL

- CREATE A COMPLEMENTARY RELATION BETWEEN THE CORE AND SUB CENTRES
- REINFORCE SUB CENTRES TO PROMOTE IDENTITY AND INTEGRATION OF URBAN AREAS



GLOBAL INFRASTRUCTURE AND THE FRAGMENTATION

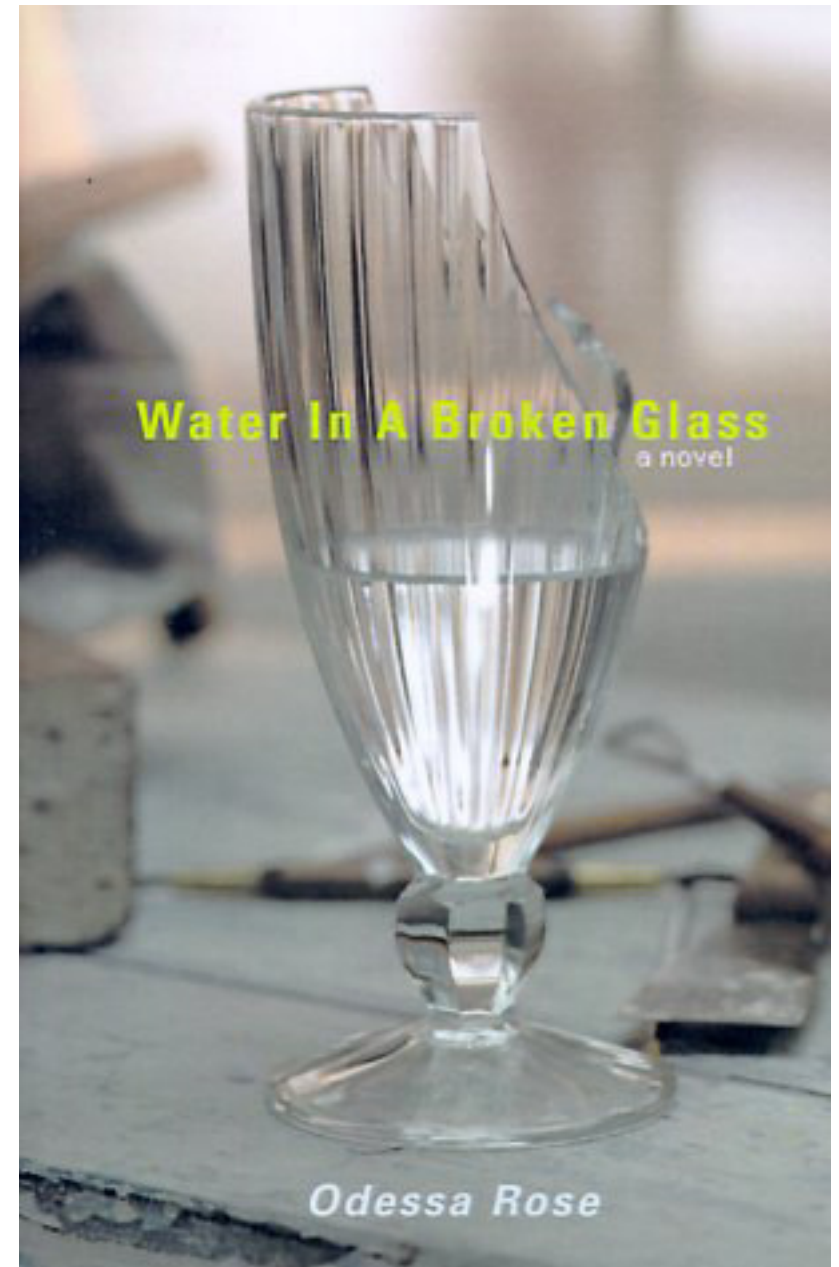
To deal with the fragmented spatial network, the strategy should provide a balanced strategic framework on both **urban and infrastructure aspects**.

BALANCED DISTRIBUTION

To plan a mobility network, it is crucial not only to observe on how to overcome automobile dependency, but also **to integrate to the existing tissue**.

RESULT OF INTEGRATION

The potential of integration will create a more compact city, which will transform fragmentations and at the same time revitalize existing neighbourhoods to meet demands and avoid conflicts.

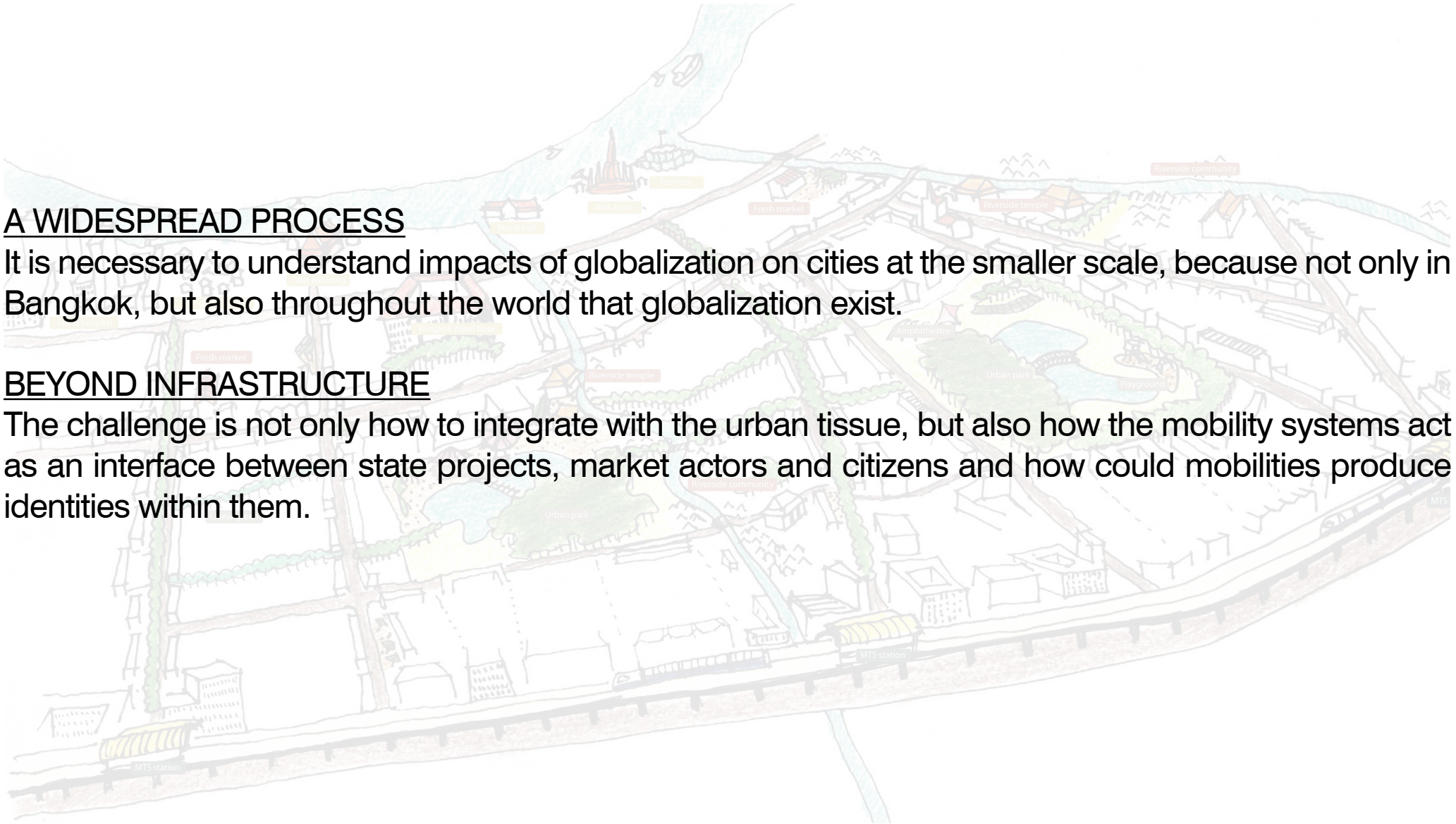


A WIDESPREAD PROCESS

It is necessary to understand impacts of globalization on cities at the smaller scale, because not only in Bangkok, but also throughout the world that globalization exist.

BEYOND INFRASTRUCTURE

The challenge is not only how to integrate with the urban tissue, but also how the mobility systems act as an interface between state projects, market actors and citizens and how could mobilities produce identities within them.





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สุดคุ้ม!
แถมอีก 2 ชิ้น
29 บาท

ข้าวต้ม

THANK YOU