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

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28-06-12
Different objectives
Prioritizing and marginalizing
Rapid urbanization
GENERAL CONFLICTS | EXCLUSIVE APPROACH: UNBALANCED DISTRIBUTION

Lack of provision to infrastructure and basic service

Source: http://maxheld.files.wordpress.com
Without integration
Social polarization and segregation

Source: Liu Rui
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)
What does Bangkok represent itself to the global world?

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).
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).
“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).

Local reaction
Everyday life practices
The historic core
THE TWO DYNAMICS OF DEVELOPMENT ARE GOING TO MEET
Traditional development model
Gentrification
Do people matter in the development process? Can they react to top-down planning by the government?
“Clearly the **benefits** of this system do not extend to all, but **favour** those with **money**” (Jenks, 2003).
“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).
“However, the sky train also spreads generic urbanity as it scatters more or less soulless places” (Richardson and Jensen, 2008).
“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).
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

[Image of a landscape with labels: Playground, Amphitheatre, Urban Farm, Bike Path, Walkways & Jogging Track, Noisy Zone, Pond, Water Activities]
"A synergetic spatial vision to preserve the historic core of Bangkok, integrated with the rapid mass transit system network expansion"
THE PROJECT | OBJECTIVES

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?
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 interface area
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)

Non place
- Not meet local needs,
heterotopias
- Social segregation

Clash
- Clash in scale when
impose on local level
- Segregation of living
pattern
- Spatial fragmentation

Single concern
- Movement is not necessary
- Distance is an end in itself
- Virtual city
- Inequality, mode, social status,
location, urban activity
- Lack of aspects related
land use pattern

MTS
- Link global
functions
- Disengage at
local level
physically and
functionally

Network City
- Places as a product
of network
- Impact on everyday
people life process,
movement

TOD
- Redevelopment along
transit corridor

Mobility
- Diverse visitors brought
by connection
- Connecting place to place

SYNERGY
Integration
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

Conflict
Social:
- enclave tourism
- market-oriented
development
- selection
Spatial:
- building instead of
urban
- facidism
- authenticity
Economic:
- Heritage as a product
- Disneyfication
- Tourist life cycle

Widespread problem
- Poverty
- Urban sprawl
- Heritage value lost
- Automobiled oriented

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

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

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

LOCAL SCALE INTERVENTION
Heritage

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

Heritage Value
- Proximity
- Fine-grained pattern

Conflict
- No right to be
protected officially
by law

Potential
- Heritage
Value
- Threat
- Heritage

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

Protection
- Right to be
protected officially
by law

Heritage
Integration
- Important parts of its
culture
- Preserve historic value
and identity
- Provide long-term
development

MTS Heritage Integration
- Important parts of its
culture
- Preserve historic value
and identity
- Provide long-term
development

Character
- Fine-grained pattern
- Proximity

Problem
- Heritage
- Value
- Threat
Different objectives
Prioritizing and marginalizing
Rapid urbanization

MTS STATION | EQUITY OF MOBILITY

- New connection to public transport
- New structure of the MTS
- Downgraded roads
Hierarchy
Unorganized spatial pattern

- High way (ELEVATED FREE WAY)
- Traffic arteries (JARAN SANITWONG RD.)
- City road (PHARN NOK RD.)
- High street (ITSARAPHRAP RD.)
- Residential street (ARUN AMMARIN RD.)
- Woonerf (BANGKOK SOI)
- Canal (KHLONG)
Within the fragmented network
Privately owned transport
Infrastructural network
Natural network
Human network

Tourist
Business

New connections provide new access to the existing urban systems and work as stimulants for future densification and mixed development in monofunctional fragments.

The borders of built urban fabric adjacent to open space are densified surrounded open protected spaces as a permeable barrier.

New living and working environments are created which benefit from both urban proximity to access and open spaces.

New connections help break through the urban super grids of Bangkok, caused by mobile dependent development, and reorganize the hierarchy of road systems in the systematic way.

By transforming urban fragmentations, the neglected green between the two patches, global and local, become a crucial resource for urban quality. A barrier is turned out to be active and livable spaces.

Connect potential existing road
Reorganize the hierarchy of the road system
Multi-modal transport achieved

Connect potential existing road
Reorganize the hierarchy of the road system
Multi-modal transport achieved
Potential links to the MTS stop
Secondary roads
More options in mobility
Separated lanes for the pre transport
Benefits: work and services
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
Quality and equity of mobility
Maintain identity for short term
Durability: collective mobility
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
Accessible public space
Mixing of affordable and new housings
Communities related functions
Potential to integrate 2030 condition
Rich of green quality
No use becoming a spatial barrier
Social functions shared with public and private used
Interaction
Public Space | To Transform Fragmentations Into Coherent Urban Spaces

- Infrastructural network
- Natural network
- Human network

Tourist
Business

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Connect potential existing road
Multi-modal transport achieved

Density gradient
Various experiences

Transform grid to curvilinear pattern
Maximizing interactions on the border

Linear green connectors and slow traffic

Tranform grid to curvilinear pattern

Maximizing interactions on the border
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
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
Small pocket space with dynamic uses
Communities service functions
Riverside opens pace
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

- Infrastructural network
- Natural network
- Human network
- Tourist
- Business

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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
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 repftiled streets
Enhance local environment
Introduce new local mixed functions
LOCAL STREET | MIXED FUNCTIONS ALONG THE MAIN CONNECTIONS
Monofunction
Not clearly defined
Street vendors
Diverse function on the ground
TO USE THE POTENTIAL OF CONNECTIONS AS CATALYSTS FOR URBAN DEVELOPMENT

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**Diagram captions:**

- **Density gradient**
- **Programme clusters around the new open space**
- **Densifying potential areas by exploiting new connections**
Prioritizing slow traffic
Pedestrian oriented condition
Slow speed

LOCAL STREET | CONDITIONS FOR A VITAL STREET

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
Different management strategy
Short term: basic needs and demands
Long term: value added (profit making, social and environmental quality improved)
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.
## Reflection | Tools and Guideline

### Inventory

<table>
<thead>
<tr>
<th>Mobility</th>
<th>Landscape</th>
<th>Typology</th>
<th>Patch</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public transport</td>
<td>Green park</td>
<td>TOD</td>
<td>Shaded view</td>
</tr>
<tr>
<td>Public transport</td>
<td>Waterfront</td>
<td>Local business</td>
<td>Commercial space</td>
</tr>
<tr>
<td>Pedestrian transport</td>
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### Strategy

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<td>Water management</td>
<td>-</td>
<td>Metropolitan region</td>
</tr>
<tr>
<td>MTS/BRT</td>
<td>Waterfront</td>
<td>-</td>
<td>New development areas</td>
</tr>
</tbody>
</table>

### Fragmented spatial network

- Spatial connections: coherent grid, completed transport network, cooperative mode of transport

### Neglected open space

- Openspace network: integrated blue and green network, waterfront regeneration, accessible green

### Out of the tourist map

- Heritage tourism: expanded tourist map, financial support, maintained identity and historic value

### Monofunction

- New city model: polycentric model, diverse typologies and programmes, access increased

### Infrastructure

- Cohherent grid
- Completed transport network
- Cooperative mode of transport

### Natural network

- Blue network
- Green network
- Waterfront regeneration

### Heritages tourism

- Expanded tourist map
- Maintained identity
- Historic value

### Out of the tourist map

- Access increased

### Human network

- New city model
- Polycentric model
- Diverse typologies and programmes
- Access increased

### Management

- Infrastructure
- Open space
- Tourist industries
- Urban development

### Urban rules

- Bottom-up
- Street vendors
- Temporary market
- Continuity of front facade
- Continuity of shading devices
- Natural ventilation and daylight
- Parking
- BMW Priority
- Building height
- Harmonic materials
**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 TRAVELLING TIME THROUGH LAND USE PLANNING AND ZONING REGULATION
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)
**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

**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

**A SYNERGY OF URBAN INTEGRATION**
- Strengthen an economic growth through the integration of urban areas
- Shorten commuting pattern and travelling time through land use planning and zoning regulation

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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.
Different objectives
Prioritizing and marginalizing
Rapid urbanization