



Managing land use conflicts, mobility and cultural heritage
in Amphawa, Samut Songkhram [17-30 July 2009]



Objective :

Come up with a set of ideas that help to foster the good, deal with the bad and prepare for the challenges, taking into account principles of sustainability.

Approach 1 : scale-sensitive

- Local problems may have regional causes... or need regional interventions to be solved



Approach 2 : future-oriented

- Different problems and challenges are related to different time-scales
- We must prepare for an uncertain future

Activities

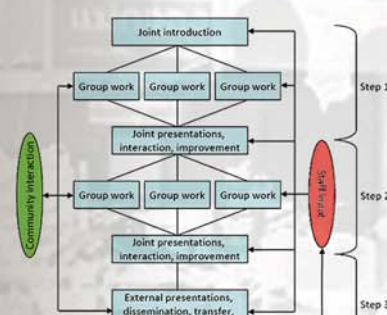


Methods used to tap into sources of local knowledge

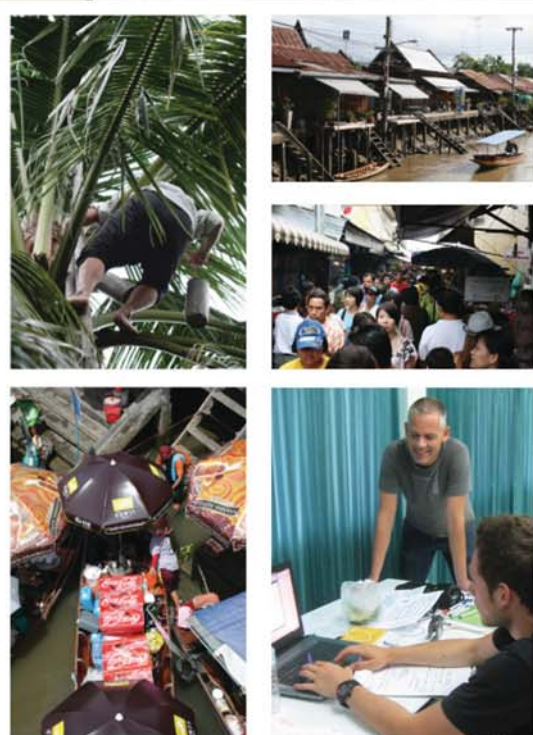
Samut Songkhram



Students interview boatmen in Amphawa



Workshop design



The result :

- A set of ideas that may help Amphawa to conserve the good, to deal with the bad and prepare for the challenges ahead.
- Focus on employment opportunities on the long term, and the management of mobility on both the shorter and longer term.
- No definite plans, but visions and possible strategies, that are meant to inspire and stimulate discussion.



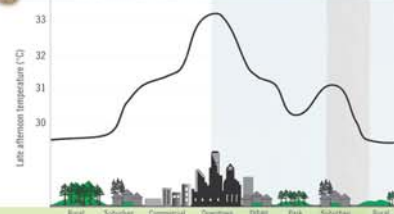
Dealing with high pressure :

how to prevent Bangkok's last green lung from turning red ? [6-20 August 2010]



How to keep Bang Kachao as a green space ?

By complementing the conservation policies that are in place with more 'offensive' strategies that depart from and aim to strengthen the (unique) qualities of the area in a sustainable way



Two key objectives :

- 1) Contribute to making Bang Kachao a pleasant and viable place to live in
- 2) Encourage that Bang Kachao gets more appreciated by the inhabitants of the Bangkok Metropolitan Region for its greenness and environmental qualities



บางกะเจ้าจะสามารถช่วยลดปรากฏการณ์เกาะความร้อนในกรุงเทพฯ
การเชื่อมต่อสิ่งนำดึงดูดใจในบางกะเจ้าผ่านถนนหลัก



Culture



Key messages :

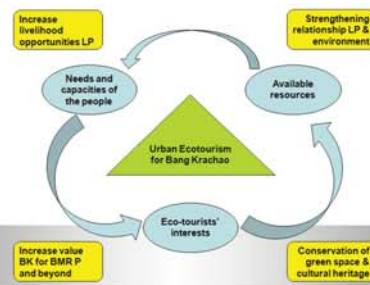
- Urbanization or conservation: it's a choice !
- Bang Krachao's identity is vulnerable, requires attention
- There is little appreciation for Bang Krachao's green qualities beyond Bang Krachao itself: something to work on
- Bang Krachao: full of potential to increase the value of the green space
- To make the most of the opportunities: it can only be done in collaboration

Last



Saving Bangkok's last green lung :

developing an ecotourism roadmap for Bang Kachao [5-19 August 2011]



Key outcomes of the workshop are :

- 1) Bang Kachao is home to abundant yet fragmented natural and cultural resources for ecotourism and there exist plenty opportunities for enhancement by connecting, integrating and creating
- 2) these resources partly already match and for the other part can quite easily be made to match the interests and desires of both Thai and foreign ecotourists
- 3) enough local residents are willing to contribute to turning Bang Kachao into an urban ecotourism destination, people do have ideas, knowledge, skills, and resources that can be used for this cause
- 4) there are lots of interesting and easily achieved opportunities to market Bang Kachao as an urban ecotourism destination



แหล่งท่องเที่ยวเชิงนิเวศ

Ecotourism Attractions

สภาพทั่วไปของพื้นที่

- สภาพแวดล้อมที่สวยงามและบริสุทธิ์
- การให้ข้อมูลแบบชุมชน การทำสวนผลไม้ สวนผัก และบ้านสวน
- สัตว์ป่า
- เจริญวิถีธรรมชาติ

General qualities :

- Green & clean environment
- Chonabot Mestyle (incl mushroom, coconut sugar, frog etc farms)
- Wildlife
- Bicycle friendly

การเดินทางและที่พัก

Transport and accommodation

- ท่าเรือข้ามฟาก Ferry Port
- ท่าจักรยาน Bicycle Port
- ท่าเรือ Boat Port
- ที่พักแบบโฮมสเตย์ Home Stay





Learning from those who stayed dry :

flood preparation guide for local communities in Central Thailand [7-21 August 2012]



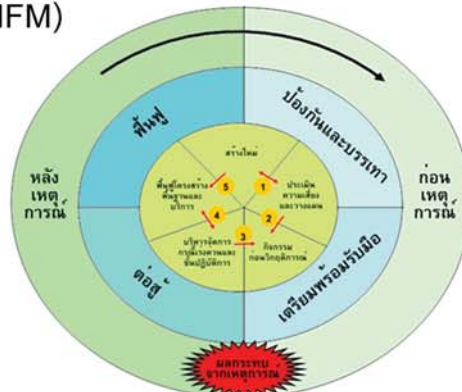
Aim of the workshop:

To learn from the experience of Krathum Baen / Samut Sakorn (and enable other communities to learn from this experience), and to develop ideas to further enhance the community's resilience to flood events



Our approach :

Integrated Flood Management (IFM)



วงจรการจัดการภัยพิบัติจากน้ำท่วมแบบบูรณาการ

Stakeholders

Business community



Migrant workers



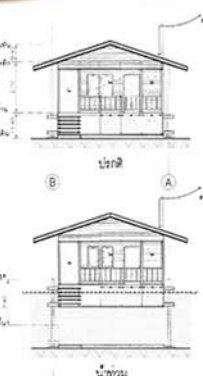
Public sector



Household



ทัศนียภาพแสดงแบบบ้านลอยน้ำด้านนอกและด้านใน



รูปตัดแสดงบ้านลอยน้ำ

ตามพระราชดำริของสมเด็จพระเทพรัตนราชสุดาฯ สยามบรมราชกุมารี



การเรียงถุงทรายสำหรับ
ป้องกันน้ำท่วมระดับ 1.50 เมตร



การระบายน้ำโดยใช้คลองประติรูป ออกแบบโดยบริษัท หิรัญ ชูตสาหกรรมจำกัด สมุทรสาคร





Paving the way for sustainable urban mobility in Bangkok
[9-23 August 2013]

Workshop objective :

- To contribute to improving conditions for non-motorized transport in Bangkok
- Make it easier and more pleasant to walk and ride bicycle in Bangkok in daily life
- Make walking and using bicycle for daily short-distance trips a viable choice for the people of Bangkok
- Contribute to sustainable urban mobility and a more sustainable city

How :

- Understanding the peoples' walking and cycling experience and needs
- Understanding the barriers to walking and cycling presented by especially the physical environment
- Developing ideas, ways to improve
- Case study: Thong Lo / Ekkamai area



Analyzing conditions for walking and cycling by looking at :

- Connectivity of path networks, both locally and in the larger urban setting
- Linkage with other modes of transport
- Safety, both from traffic and social crime
- Path context
- Land use patterns
- Quality of path
- Facilities for bicycle parking

How to start providing adequate walking and cycling facilities?

Educate those who should play a role in providing such facilities
(e.g. using 7 design criteria as a starting point)

- perhaps even educate the educators
- Adjust the legal framework (planning laws, building codes)
- Make sure that no new housing/commercial/road construction/or other urban development project can be planned and designed without taking interests of pedestrians and cyclists into consideration
- Improve legal possibilities for re-arranging / re-designing existing road space and public space

Distinguish between three key areas of interest?

1. Retrofitting existing neighbourhoods (provide better walking and cycling infrastructure, improve connectivity, linkages with public transport, etc)
2. New urban developments: planned and designed with pedestrian and cyclist in mind (with help of adjusted legal framework)
3. Provide connectivity for cyclists at district and city level

