

2.6 About the study area

Bangkok was established in 1782 as the capital of Thailand by King Rama I of the Chakri Dynasty on a flood plain delta of the Chao Phraya River. The location was selected with the consideration as a natural defense from enemies and the richness of water for lives earning. The Chao Phraya river and network of canals (klongs) is the origin of Bangkok's nick-name ; 'Venice of the east'. Local people usually refer to it as "Krungthep," it is known around the world by the name of its original site "Bangkok ".

The city has grown steadily in size and her importance from only 4.14 square kilometers to nowadays becoming '*a mega city*'¹⁹ that comprises of 50 districts with total area of 1,568.737 square kilometers, or 980,460.62 Rais²⁰. The unofficial population of greater Bangkok covering neighbor provinces is as high as 10 million of daytime population. Bangkok is also identified as an unplanned fast growing big city with almost recorded 7 millions population (year 2001). The registered population in Bangkok increased from 1.6 million in 1958 to 5.4 million in 1986 and 5.6 million in 1999²¹. The Bangkok Comprehensive Plan is targeted to accommodate a population of: 9.3 million in 2002, 10.2 million in 2017, and 11 million in 2022, 54.5 % growth expected between 1995-2015 (City size estimated on basis of urban agglomeration, not administrative boundaries²²). Most residents in Bangkok are native Thais with around 25% of the city's inhabitants being other nationalities, which are Chinese or of Chinese descents, Indians, Arabs, Malays and Europeans. Bangkok Metropolis and its vicinity towns have constituted the national base economic, political and cultural activities serving the international community as the country's main focal point throughout the years and ranked as the world's 15th largest metropolitan capital. Furthermore, Bangkok is considered the largest center for international airlines in the Southeast Asian region.

2.6.1. Urbanization and unplanned development

The urban inhabitants of about 50% of world population resides in the urban area, they originates serious environmental problems. The projections indicated by the year 2025 a 75% worldwide urban population could be reached. From 35 cities with more than 5 million inhabitants, 22 were in developing countries (Ruano, 1999).

The urbanized area of Bangkok has expanded twice in its size from the year 1953, 1971, and to 1995 (shown in Figure 11), with an unplanned sprawl expansion along major roads and canals which is shown as the finger like pattern hatching, resulting in inefficient land use and making it difficult to lay down systematic and interconnected infrastructure networks. The limited capabilities of the local authority in regulating the land use, further complicate the efforts to co-ordinate

¹⁹ "Mega-cities" is a term created by the United Nations in mid-1980 in a study addressing issues generated by rapid urbanization and fast growing population experienced by a lot of cities then. When a city population reaches 8.5 million, it is a 'Mega-city', meaning that the scale and magnitude of affiliated urban issues relating to such size could outgrow the city's capacity to cope. Issues such as transportation, housing, education, health, public safety and job opportunities are common issues that would consume urban managers. [Stephen Lau Center of Architecture and Urban Design of China and Hong Kong, Mega-cities NOW (Network Of the World) : Where the future is now]

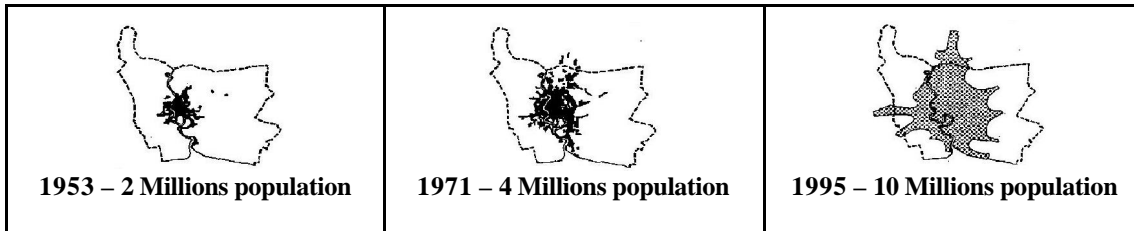
²⁰ 1 Acre=2.25 Rais (Thai area unit)

²¹ Introduction - <http://www.bma.go.th/bmaeng/introduction.html> [March, 2002]

²² UN Dept of Economic and Social Affairs Population Division World Urbanization Prospects [The 1999 Revision]

investments especially in transportation system, traffic management, provision of housing, and the protection of environment. These problems become more serious ranging from traffic congestion problems, shortage of housing, and the increasingly serious environmental and pollution problems which lead to the low quality of life.

In the past two decades, many mega projects initiated by cross-over multi-discipline organizations bloom over Bangkok and vicinity area. They have created ribbon development along transportation network, some of them become urban voids and locate the vacant spaces or improper utilized land in the urban area due to recognizing only the purpose of transportation resolution.



Adapted from : Greater Bangkok Plan 2533 (1990), Litchfield Whiting Bowne and Associates

Figure 11: Shown the urbanization pattern of Bangkok in 1954, 1972, 1995

2.6.2. Policy study and urban land management issue in NESDP

This dissertation topic has approached to decision-making in how-to utilize the ETA voids with the public policy and management strategies for all related actors to achieve efficient and sustainable development. One of the major concerns on the dissertation is on decision-making in policy level of the responsible organizations for effective translation of the plan into action. This requires a development system based on the integrated approach, the integration of functions and coordination of all stake-holders, improvement of the efficiency of public government agencies particularly in the budget and organization management, together with the development indicators suitable for the monitoring and evaluation of holistic development.

Thus, it is important to start analyzing on the National Economic and Social Development Plan which is the master policy for all organizations in urban development projects especially the vision of the 9th Plan (2002-2006) and the evaluation of the 8th Plan (1997-2001) and their links.

Now Thailand is in the Ninth National Economic and Social Development Plan (2002-2006) has been currently on progress for the first year, which was issued in December 2001 by the Office of the National Economic and Social Development Board (NESDB), Office of the Prime Minister.

People from all walks of life have formulated the National Economic and Social Development Plans on the basis of popular participation. They will be used as guidance for the attainment of ideal vision for development and prosperity in the kingdom. Thai people from all backgrounds have participated in the plans drafting process, and the Office of NESDB will issue the plan with the objectives of achieving the ultimate goal of sustained development of the kingdom as every a five years term.

The period covered by the Eighth Plan and the ninth plan is one of the most crucial transitions in the national development history of Thailand. Since we had met the economic recession crisis in 1997 after the rapid globalization and business growth in the past 2 decades. The advantage of globalization gives the opportunity to accelerate the transferring and utilization of technologies for development. But in another way round, in the social front, the influences of foreign cultures and the use of foreign information without proper scrutiny may result in the undesirable values based on materialism, consumerism, and extravagance among new generations. As it may be identified as the risk of cultural domination. The effort to solve this matter is shown in the Ninth Plan in its philosophy; “*The Ninth Plan will be emphasized on sufficiency economy as the main philosophy for sustainable development and well-being of the Thai people.”*

The Office of the NESDB’s main function is to formulate the National Economic and Social Development Plan to be the guideline for National Development. The Eighth National Economic and Social Development Plan (1997-2001) will be enforced until end of FY 2001. The Ninth Plan formulation process was initiated at the end of 1999. The Ninth Plan will be consistent with the Eighth Plan and the 1997 constitution which is focused on the public participation in every sector of society regarding national development planning.

The Ninth and the Eighth Plan have been analyzed *from the Ninth Plan Development Vision Framework and the summary of the Eighth Plan (Part I)*. Thus this policy study will be elaborated in the coming chapters of the report.

Main ideas/Approaches in the Ninth and the Eighth Plan

There are some main common ideas and approaches of these 2 plans as following:

Main ideas / Approaches

- 1.Sustainable development.
- 2.Holistic approach planning process/Long term vision.
- 3.Thai identity society.
- 4.Decentralization / connection between rural-urban development.
- 5.Popular / Citizen / Parties participation.
- 6.Good governance / Popular governance management system.
- 7.Balancing ecology system and the whole society (utilize, preserve and rehabilitate).
- 8.Macro-economic management for upgrading income and quality of life.
- 9.Increasing the competitiveness of the country.
- 10.Associating of body of knowledge with local wisdom / education improvement.
- 11.Integrating of workplan, financial plan and human resources management
- 12.Sufficient economy / Sound economy
- 13.People – center approach
- 14.Efficient resource utilization among public, private and people sectors.

15. Modernization of economic and social information system.

The National policies and plans and its relationship to urban land management It will be emphasized on analysis of the Eighth and the Ninth Plan policy-by-policy. It is aimed to find out the relationship of the national policy and further development especially urban land management.

Development management system / public sectors management mechanism

The system of urban land management in Thailand is complex and confusing, even for those directly involved in its administration. Over 20 agencies under 7 ministries, and several state enterprises are involved in the various aspects of urban land management. As it happens with nearly every other aspect of bureaucracy, the agencies responsible for urban land management seldom coordinate their effort. (Mekvichai,1998.) By the way in the Eighth and the Ninth Plan, there are evidences to recognize the organizations and agencies management as in the Ninth Plan development strategies inter-related approach #3: to have more efficiency of management system gained from brainstorming of every groups of the society. And also in second strategy of the Eighth Plan is to reform the development administration for effective translation of the plan into action. Which requires a development system based on the area approach, the integration of functions and participation of all stake-holders, improvement of the efficiency of public government agencies at the central level, particularly in budget and personnel management, together with the development of indicators suitable for the monitoring and evaluation of holistic development.. Thus this report identifies the main stake-holders and actors which may involve in the land management projects especially in projects like utilization of urban voids created by elevated expressway in Bangkok Metropolitan Area by types of development interventions (Table 2.1)

The improvement and solution should ensure the effective implementation by comprising guidelines for initiating of development management system based on the area approach, the integration of all stake-holders, promoting a cooperative partnership approach, and public-private partnership in consultation, investment and implementation procedures. Further more citizen participation should be encouraged to involve in decision-making on the projects initiation.

Before the Eighth plan period the Build-Operate-Transfer (BOT) has been first applied to the government project. BTS (1992) : the city-core elevated rapid transit system : is an important reference on the private involvement which funded by a private firm who build, operate, and later transfer the work to public organization.

Utilization of land for human development and social protection

This strategy in both plans is aimed to the life-long learning process through education reforming. The quality of life should be consistent with the changing situation and technologies as well as promoting all parties' participation as much as possible. In the Eighth Plan clearly shows in vision for Thai society that all Thai citizens must have the opportunity to receive good quality basic social service. These include housing, parks and recreation areas and facilities, and special development projects such as utilization of urban voids for public use, outdoor museum, transportation terminal facilities, and tourist attraction and facilities. The purposes of utilizing of these facilities have a crucial role regarding

human development and social protection for life-long learning and the better quality of life for all.

Development of sustainable urbanization

This strategy focuses on resources utilization to achieve sustainable urbanization for future generation. The resources should be equitably and efficiency accountable in the strategy included social cost, economic cost, culture resource and natural resource. In the past, the urban land management projects usually have not put the attention much on the social and culture resources, and some projects have emphasize more on the economic success than the others which may unbalanced pattern of development, cause social problems and threats to sustainable growth. All indicators; human, social, economic, natural resources, environment and culture; have to be in development measures.

Sufficient economic management

It focuses on development integration with people as the center and balance with economic, social, politics and environment aspects. It help promote the some production sector and the awareness of the necessity of changing attitude and some consumption habits have aimed to more self-reliance, morality, efficiency, quality, modernization, and better income. This strategy can be implemented as the introducing of informal business sector, SME in public plaza.

Private sector in urban land management

The roles of private sector in urban land management should be more evident in the Eighth and the Ninth Plan. It should be by the involvement of the private sectors, the NGOs, and the grassroots organizations by applying pressure through the media, making protest, and other means in most aspects of urban land management from planning, control process, provision of the infrastructure, to implementation. In addition, also the coordination among public and private agencies should be increased from the efficient facilitating from the public sector.

Policy study on the potential Measures

In the context of urban environmental management issues, the application of the policies into actions especially urban land management is essential. From the study, they have been attempted to provide the potential measures from each policy, as following:

Table 2.1: Potential measures from the national policies.

<i>Policy</i>	<i>Potential measures</i>
Sustainable development.	Promote sustainable mobility/transportation/ energy, multi-layer land use and eco-tourism. Invest on alternative technology for sustainability.
Holistic approach planning process/Long term vision.	Foster the stable economic and empower people to play greater role in development process. Ensure the continuity and consistency in planning process by promoting the

<p>Thai identity society.</p>	<p>universal understanding of public policy and national agenda.</p> <p>Promote area-function-participation system in programming, budgeting, manning, monitoring and evaluating.</p> <p>Promote local wisdom knowledge.</p> <p>Raise awareness on Thai dignity and identity.</p> <p>Promote conservation program more on cultural activities.</p>
<p>Decentralization / connection between rural-urban development.</p>	<p>Reduce economical, political authority and social gap by upgrading and facilitating social infrastructure.</p> <p>Expand community learning network.</p>
<p>Popular /Citizen / parties participation.</p>	<p>Promote all groups participation, NGOs for effective coordinating among various parties in all levels and procedures.</p>
<p>Good governance / Popular governance management system.</p>	<p>Develop transparency channel accessible from media, all citizens in all projects.</p> <p>Strengthen true harmonious, peaceful relationship between government and people.</p> <p>Reform the administrative system.</p>
<p>Balancing ecology system and the whole society (utilize, preserve and rehabilitate).</p>	<p>Enhance the efficient management system.</p> <p>Raise public awareness, educate and provide knowledge on the balanced ecosystem.</p>
<p>Macro-economic management for upgrading income and quality of life.</p>	<p>Promote informal sectors business, SME and service sectors business to activate the overall economic with less expenditure.</p>
<p>Increasing the competitiveness of the country.</p>	<p>Introduce Thai potential identity on local wisdom to the world market.</p> <p>Increase and upgrade labor skill, modern knowledge and technology in all business sectors.</p> <p>Promote tourism business.</p>
<p>Associating of body of knowledge with local wisdom / education</p>	<p>Introduce life-long education through parks, museums, tourist attractions and</p>

improvement.	other public spaces.
Integrating of workplan, financial plan and human resources management	Preparing good plans and clear-cut strategies and integrated coordinated organization.
Sufficient economy / Sound economy	Encourage and raise awareness on sufficient consumption habit. Promote macro-economic approach especially in production sectors.
People – centre approach	Concern on self-reliance, flexibility, and quality of people to build the efficient and strong Thai society structure.
Efficient resource utilization among public, private and people sectors.	Gain brainstorming on utilization of capital resources from as many groups as possible, decentralize resources planning.
Modernization of economic and social information system.	Establish an effective land information system with open access to public.

Conclusion on the policy study in Thailand National Economic and Social Development Plan (the Eighth and the Ninth Plans) covers a variety of topics and perspectives. The lessons learned are related to several keywords such as 1) Policy itself, 2) How-to implement and translate policies, 3) The relationship of visions/objectives/strategies and measures, 4) The ideas and theoretical approaches on people participation, 5) Sustainable development, 6) Balanced aspects among economic/social/environment/culture, 7) Good governance, 8) Sufficient economic management, 9) Privatization, 10) Public-private partnership, 11) Multi-sectoral participation and collaboration, 12) Integrated and holistic development, 13) People - centre approach, 14) Decentralization, etc. They can be finally beneficial to the future study on urban environmental management especially the case study on Thailand and Bangkok Metropolitan. We have to realize the significance of the National Economic and Social Development Plan as a master of all developments and actions in the country for the holistic context.

Thailand's new development paradigm is realized as continuing process over the long period of time (*Long-term vision planning*), creating and enabling for *all sectors participation*, shifting from a growth orientation to *people-center approach* which is more reliable and flexible toward the rapid urbanization and globalize world.

2.6.3. Existing situation in public owned under-utilized space in Bangkok, Thailand

Situation regarding to the under-utilized space becomes more and more severe as being indicated by the attempts to initiate several program in order to resolve the problem. This research requires certain criteria used in selecting of study areas. One of the selections can be ETA case, which involves the full range of involved actors (public agencies, state enterprise, local government, district offices,

community participation, private entrepreneur, etc). The criteria are set as whether or not the study area will cover the issues listed as followings;

1. Public owned land
2. Variety and complexity of involved actors ; Public agencies, state enterprises, local government, locality (private sectors/community involvement), or other special kind of organizations (Crown Property Bureau).
3. Impact to ;
 - quality of life
 - Economic
 - public needs (human interest)
 - social/urban sustainability
 - environment

Choices can be under elevated transportation structure such as bridges, fly-over, under-utilized land adjacent along the old conservation site, vacant lots/or pre-occupied by squatters lots, site of relocated/re-functioned institute (military school), etc.

ETA case - The specific function of the expressway itself is to connect at least two destinations together which will relieve the traffic congestion and difficulty in traveling. At the same time, the expressway always cuts through the urban fabric, and divides the passing area into pieces. From economic point of view, expressway is one of the engines for increasing business activities, property value and facilitating inter-city traveling.

Looking into another side, the developments of expressway system have produced long linear shaped urban voids; improper utilized or abandoned and abused land as in the ROW and under elevated structure that creates many impacts on the environment. The neglected land are condemned as the symbol of urban blight or urban decay that finally diminishes quality of life. Since most of the voids have been used for waste disposal site, some of them are discarded and densely overgrown with weeds, some are inhabited by squatters, drug users. Regarding to consequences of the improper utilized voids, the environment has been deteriorated with increasingly pollution problems, especially in visual quality and water drainage, air and noise pollution. In addition, they are the main physical problems which relate to social problems and quality of life. It has not been solved due to unorganized urban land management.

The elevated structure of the expressways is about 16 m. high with 30 m. span between each column, there usually has been enough space left for sunlight and ventilation to reach the area beneath except the interchange, or ramp areas which might have severe problem. The visual quality of the people living adjacent to the ROW, the elevated structure obstructs partly of their views, the space of 16 m. high and 30 m. span between each column makes the view in acceptable level.

The other characteristics of the urban voids underneath are preliminarily divided as following;

- Swamp area

- Slums / squatters
- Blind land (no accessibility, fenced)
- Accessible by cars - public cars parking, parking service, merchandize storage, motorcycles and mini-buses/van service, kiosks, markets
- Accessible only by pedestrians – food & beverage kiosks, markets, street vendors, gardens, sport fields/tot lots
- Empty lots – waste dump site

The history of ETA land utilization has started from Chalerm Mahanakorn Expressway or FSE, to Si Rat Expressway or SES, and Chalong Rat Expressway or RAE line are summarized as following;

1. FSE – Project TOR covered only the expropriation of the land and its alignment, no suggestion on land development of the space under the elevated structure (pale yellow line in map).
2. SES – There was a land development package attached in the expressway proposal. Some of them have not been implemented as suggested yet. The development proposal emphasized on the outcome for ETA in term of financial benefit. Some of the suggestions have been argued from the Office of Public Prosecutor. (pink line in map)
3. RAE – There was also a land development package which aimed for ISO14001. The land development suggestion included the bicycle lane and planting along the expressway line (green line in map).

[Refer to Expressway System Map in Figure 12]

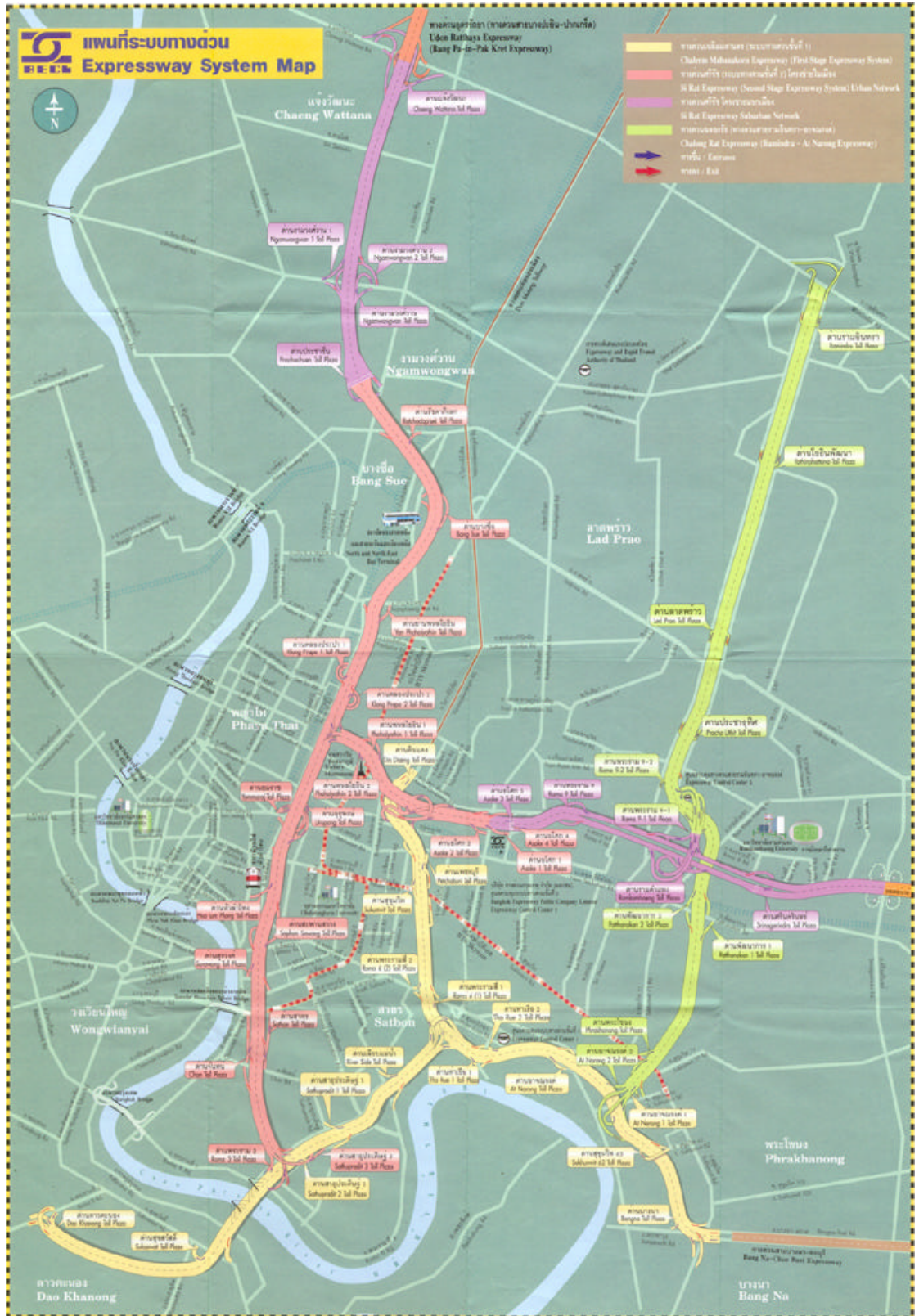


Figure 12: Expressway system map (source : BECL)

There have been also other uses of the ETA voids which have not been assigned formally as in the policy. Most of them have been initiated by involved actors such as community, district administrators/officers/senators/representative officers, private sectors, and other government agencies or state enterprises. They are initially categorized as ;

- Parking
- Play lot/sport field (for active recreation)
- Pocket garden (for passive recreation)
- Holiday market
- Service road/short cut
- Bike/pedestrian park way
- Rental storage space
- Esthetic/public art (no function)

The only one example of efficient ongoing activities of the implication of urban voids utilization in Bangkok area is the project of Ram Indra At-Narong (RAE, Chalong Rat Expressway) starts from Ramindra Rd, km. 5.5 to At Narong Rd. with a total length of 18.7 kms. This route parallels Pradid Manoontham Rd. from Ramindra Rd. to Ekamai Rd. The Chalong Rat Expressway was opened to service on October 6,1996. This project received the ISO14001 from Thailand Environment Institute (TEI) in March 2000 under ‘The operation of Chalong Rat Expressway (Ramindra-At Narong Expressway) including the operation and activities of Control Center Building 3 (CCB3) at Rama IX. The operation involves several stakeholders from the ETA officers, expressway users, residents by ROW, and also the lands under expressway renters. The majority of utilized space is served for bicycle lane.

ETA has also been assigned to construct mass transit systems along the expressways. The first draft project is on-going, under the stage of submitting of the EIA. The project is the Mass Transit (rail bus) line in the ROW of the Second Stage Expressway System from Bang-sue to Victory Monument (5.5 km) . It is expected to receive the economic benefit of 16-25%, estimated investment of 11.6 billion bath²³.

Referred to the observation, Thai people life styles have a strong influence on utilization of urban voids, including the attitudes toward public activities, culture, hot-humid climate, and outdoor recreations. Most of Thai people like to spend their leisure time on shopping, or walking in the department store. Street vendor is also one of the special characteristic of Thai merchandize. In addition to the insufficiency of park and public space, Thai people seem to accommodate the vacant space with their leisure activities such as informal (mouse holes) street soccer (see Figure 13.), badminton, ta-kraw²⁴ (Rattan ball), sketch boarding ,and

²³ Tan Setakit Newspaper dated 23rd May, 1995 (P.20)

²⁴ Quoted from Thai Plays (<http://www.childthai.org/thaiplayr/play030.htm>) - “The takraw is both the game and the important sport of Thai people. The equipment in the playing is Takraw, made of rattan or bamboo, woven into a ball shape. To play this game, about 3-5 players stand in a loosely formed circle. The player will use his foot hit the ball and to keep the ball airborne and then pass the ball to

Thai boxing training. Some districts have initiated community activities during the early morning and evening at the parking lot space and at the other potential vacant space. The popular community activities are Tai-kek (Tai-Chi²⁵ : Chinese style Mind/body exercise) and aerobic. In addition, ETA gains some small part of their income from renting the vacant space under the elevated structure for commercial purpose in the community (see Figure 14.), rental is in 1 year contract at the rate of 250-300 Baht/sq.war²⁶.

The player will use his foot hit the ball and to keep the ball airborne and then pass the ball to another player around. If any player makes the ball fall down on the floor then he will lose the score.”

²⁵ Quoted from Taichi-Qigong Health Centre – What is Taichi? (<http://www.taichi-qigong.net/taichi.html>)- Taiji consists of a set of soft slow movements, known as a form. It is also an ancient art and practiced at the Centre for its holistic movements, health and relaxation; TaiChi is accessible to all ages and physical abilities and requires no special equipment, ideally all you need is loose clothing, soft footwear or bare feet if you wish.

²⁶ Thai area unit 1sq.war = 4 sq.m.



Figure 13: Sport corner for basketball and street soccer



Figure 14: Food and drink kiosks and tot-lot

The prior studies and researches (ERIC, Chulalongkorn University, 1997) has shown the assessment of environmental impacts on the land under elevated expressway as following;

Noise

From the study of 3 sampled area there is no significance difference of the noise level between workday and holiday, the average noise level is 61.95-73.57 dB (A) **which is closed to noise level standard for community** (~70 dB(A)).

Vibration

The vibration is averaged around 0.06-1.40 mm/sec. It is within the threshold of perception to create any annoying and intrusion troublesome to people (<2.5 mm/sec), **the vibration from heavy traffic of the expressway is in the acceptable level and there will not be severe impact on architecture damage** (<5 mm/sec) or ancient buildings (<2 mm/sec).

Air

The quality of air under elevated expressway is within the standard. The level of CO in 1 hour is below 9 mg/m³ (while the standard is < 34.2 9 mg/m³), NO₂ in 1 hour is 0.021-0.188 mg/m³ (standard 0.32 mg/m³), and Total Hydrocarbon in 1 hour is 0.77-2.40 mg/m³ (no standard applied in Thailand). **Only few areas on the ROW had been sampled and discover the TSP (Total Suspended Particulates) higher than standard due to transportation**, the average TSP in 24 hrs. is in standard 0.33 mg/m³ (standard TSP is 0.33 mg/m³)

[All standards refer to Ministry of Science, Technology, and Environment – (MOSTE) Thailand under 'Enhancement and Conservation of National Environmental Quality Act' April 1992.]

2.6.4. ETA voids and administrative decision-making

To apply 'Basic Policy Analysis Process' (Figure 15) in the ETA voids case, the detail identification of each steps should be as following;

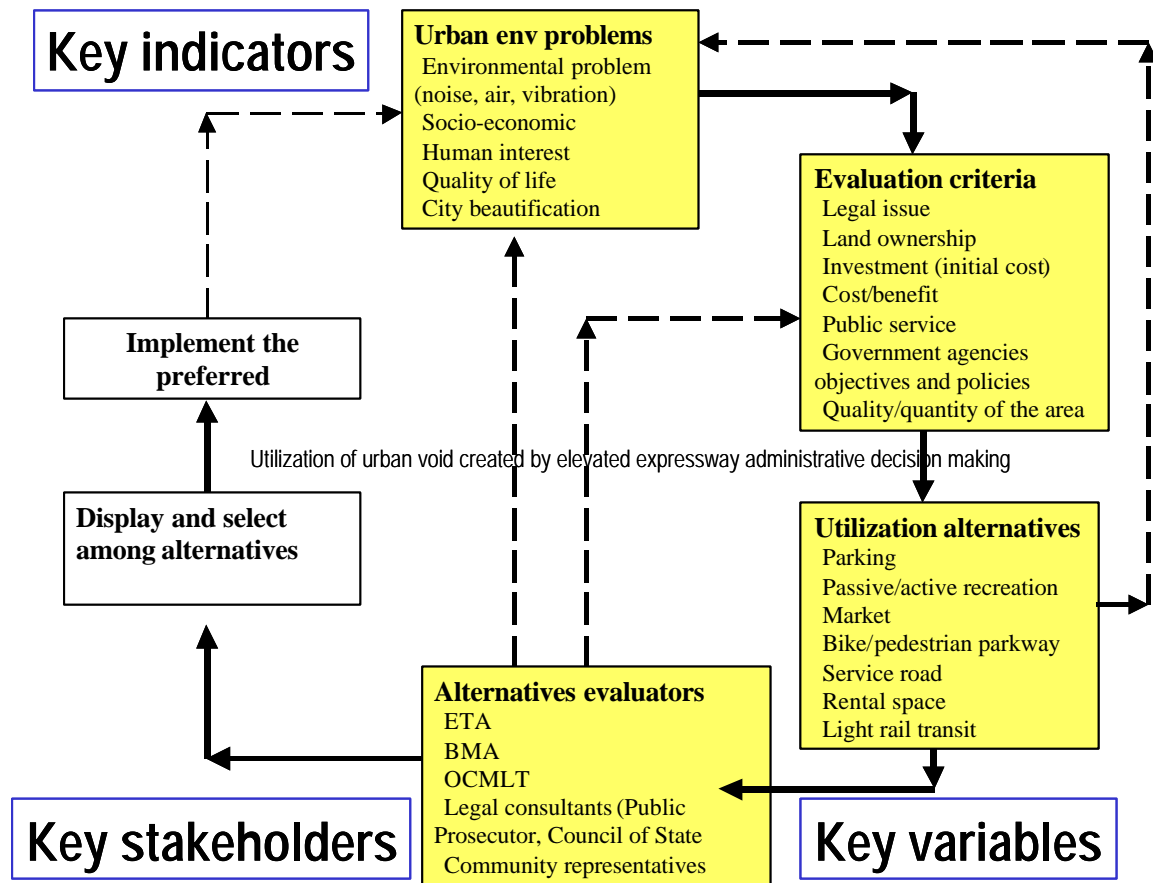


Figure 15: ETA voids policy analytical framework

2.6.5. The legal issues

ETA case - From the Coup Decree of 290 dated 27 November, B.E. 2515 (1972) and the additional and revision Act B.E. 2530 (1987) has stated on the ETA expropriation (ETA have to expropriate the land but the concessionaires have been obliged to reimburse costs) and ownership of land under expressway and its ROW as in the followings ;

Section 6 : ETA shall have the right to buy, provide, rent, lease, buy on installment, trade, change of ownership, or progress any activities regarding their assets.

Section 28 : ETA shall have the right to give permission for using the land under elevated expressway, the contrary buildings will be removed and demolished without paying the compensation.

Section 29 : The construction of building, or other structure, or planting tree, or other crop are prohibited in the ROW, except the utility line but it will be under permission and agreement with ETA. If it can not come to an agreement or terms, it has to be sent to the minister for final consideration and judgment.

Section 30 : No activities in the ROW which has the possibility to be harmful to traffic.

In summary, the ETA has the right on the land in the expressway ROW and the construction of permanent structure and planting are prohibited. The activities in the area have to be concerned regarding not to be harmful to the traffic and expressway.

Unfortunately, there have been some conflicts on utilization of the ETA voids on the issues of the purposes of the activities which do not follow ETA objectives ; as indicated in the Coup Decree of 290. In addition, any contract agreements between ETA and private entrepreneurs have to follow the above decree. The Office of Public Prosecutor informed the ETA on the misuse of the expropriated land, but the prior comments from the Office of Council of State of Thailand ; governmental legal institution ; defined the Coup Decree of 290 in another direction. The conflicts on legal issue will be analyzed in the study by using cases and questions on the ETA land.

Other cases -

2.6.6. Institutional framework in public policy

Main actors and organization framework issues.

Beside the communities, the other actors in the study area are various government and non-government organizations; both national level and local level, within the same ministry framework and cross ministry, and public/private/public private partnership; as be listed in the following table.

Table 2.2 : Main actors / Stake-holders

Interventions	Main actors / Stake-holders
<u>1. Policies preparing interventions</u> (regulation, planning, monitoring and enforcement)	NESDB BMA The Office of he Commission for the Management of land Traffic (OCMLT) Department of Land Transport
<u>2. Other forms of interventions</u>	
2.1 Indirect interventions	Department of Town and Country Planning(DTCP)
Regulating	Local government –BMA Public Works Department (PWD)
Provisioning of infrastructure	Department of Land The office of Urban Development – BMA Expressway and Rapid Transit Authority (ETA) Department of Land Transport The Office of the Commission for the Management of Land Traffic (OCMLT) Public-Private-Partnership
2.2 Direct interventions	

Implementing projects	BMA
Financing projects	BMA Budget Bureau Treasury Department Tourists Authority of Thailand (TAT) Expressway and Rapid Transit Authority (ETA) Public-Private-Partnership

Each actors will involve in certain area of development. The analysis part of the study will cover the requirement from each actors. Finally, the management guideline part of study will provide the smooth implementation with the program assignments for each.

Situation in Bangkok, Thailand

ETA case - There are 3 on-going projects in utilization of the urban voids under elevated expressway in Bangkok, Thailand.

- i) The environmental condition restoration plan under the expressway - The area under the expressway will be developed to be public parks, sport area, library mobile, playground, and others activities for public benefits. This project was initiated by Department of City Planning (DCP), BMA.²⁷
- ii) the project of Ram Indra At-Narong (RAE, Chalong Rat Expressway) , it received the ISO14001 from TEI in March 2000 under ‘The operation of Chalong Rat Expressway’ (Ramindra-At Narong Expressway) involves several stakeholders from the ETA officers, expressway users, residents by the ROW, and also the lands under expressway renters. The majority of utilized space is served for bicycle lane.
- iii) ETA has also proposed to construct mass transit systems along the expressways. The project is the Mass Transit (rail bus) line in the ROW of the Second Stage Expressway System from Bang-sue to Victory Monument (5.5 km) . It is aimed for the economic benefit and transportation purpose.

The other uses of the ETA voids have not categorized as project as followings;

- Parking
- Play lot/sport field (for active recreation)
- Pocket garden (for passive recreation)
- Holiday market
- Service road/short cut
- Bike/pedestrian park way
- Rental storage space

²⁷ Website : Department of City Planning <http://203.155.51.217/office/cpd/eng-dcp10.html> [March, 2002]

- Esthetic (no function)



















































These uses will be sampled and analyzed to find out the stakeholders' preferences in the study.





























































Other cases -

2.6.7. Community and locality involvement

- District level secondary information of Bangkok Metropolitan – from 50 districts the prior study (Sept Term Special Study) concluded the level of potential districts regarding to the under-utilized space located along the transportation lines. The matrix table (Table 2.3) shows degree of potential compared to the numbers of parks.


Table 2.3: Under-utilized space along the transportation lines Matrix

	# Park(s)	Road	Expressway	Waterway	Masstransit	Railway
1. Klong Toei District	3					
2. Klong San District	0					
3. Klong Sam Wa District	0					
4. Khan Na Yao District	4					
5. Chatuchak District	2					
6. Chom Thong District	0					
7. Don Mueang District	1					
8. Din Daeng District	1					
9. Dusit District	3					
10. Taling Chan District	0					
11. Thawi Watthana District	0					
12. Thung Khru District	1					
13. Thon Buri District	0					
14. Bangkok Noi District	0					
15. Bangkok Yai District	0					
16. Bang Kapi District	3					
17. Bang Khun Thian District	1					


	# Park(s)	Road	Expressway	Waterway	Masstransit	Railway
18. Bang Khen District	2					
19. Bang Kho Laem District	1					
20. Bang Khae District	0					
21. Bang Sue District	0					
22. Bang Na District	0					
23. Bang Bon District	1					
24. Bang Phlat District	0					
25. Bang Rak District	0					
26. Bueng Kum District	1					
27. Pathum Wan District	4					
28. Prawet District	2					
29. Pom Prap. District	0					
30. Phaya Thai District	1					
31. Phra Khanong District	0					
32. Phra Nakhon District	5					
33. Phasi Charoen District	0					
49. Lak Si District	0					
50. Huai Khwang District	0					

Legend

(blank) No potential found

 Medium potential

 Low potential

 High potential

There are also some evidences that district offices and locality involvement have significance role in providing proposal and suggestion regarding under-utilized land development. This level of involvement has been indicated by numbers of mini parks, sport courts, recreation or youth centers, and street parks.

In addition, there has been also the involvement from private entrepreneur such as in the Suan Rom Mai project by Unilever Thai Holdings Ltd²⁸, which won the “Maek Mai Ming Muang”²⁹ and “Diamond of Bangkok”³⁰ awards. This project was aimed to improve quality of life of Thai consumers with environmental conservation towards community concept. The objectives were included;

1. To increase the “greenery” area in Bangkok, especially in highly populated areas, to serve as recreation areas for the surrounding communities.
2. To strengthen the relations between Unilever Thai Holdings Ltd. and the Bangkok Metropolitan Administration (BMA) as well as among the company’s employees.
3. To cooperate and help the BMA improving quality of life of people living in Bangkok as well as to reduce the incidence of social problems such as drug abuse and crime, especially among teenagers, by encouraging them to use free time wisely through exercise.

²⁸ a leading consumer product manufacturer with 70 years of operation in Thailand

²⁹ a Her Majesty the Queen’s sponsored initiative award.

³⁰ Award from the BMA. The award is presented to outstanding organisations that contribute to the improvement of quality of life and better environment in Bangkok.