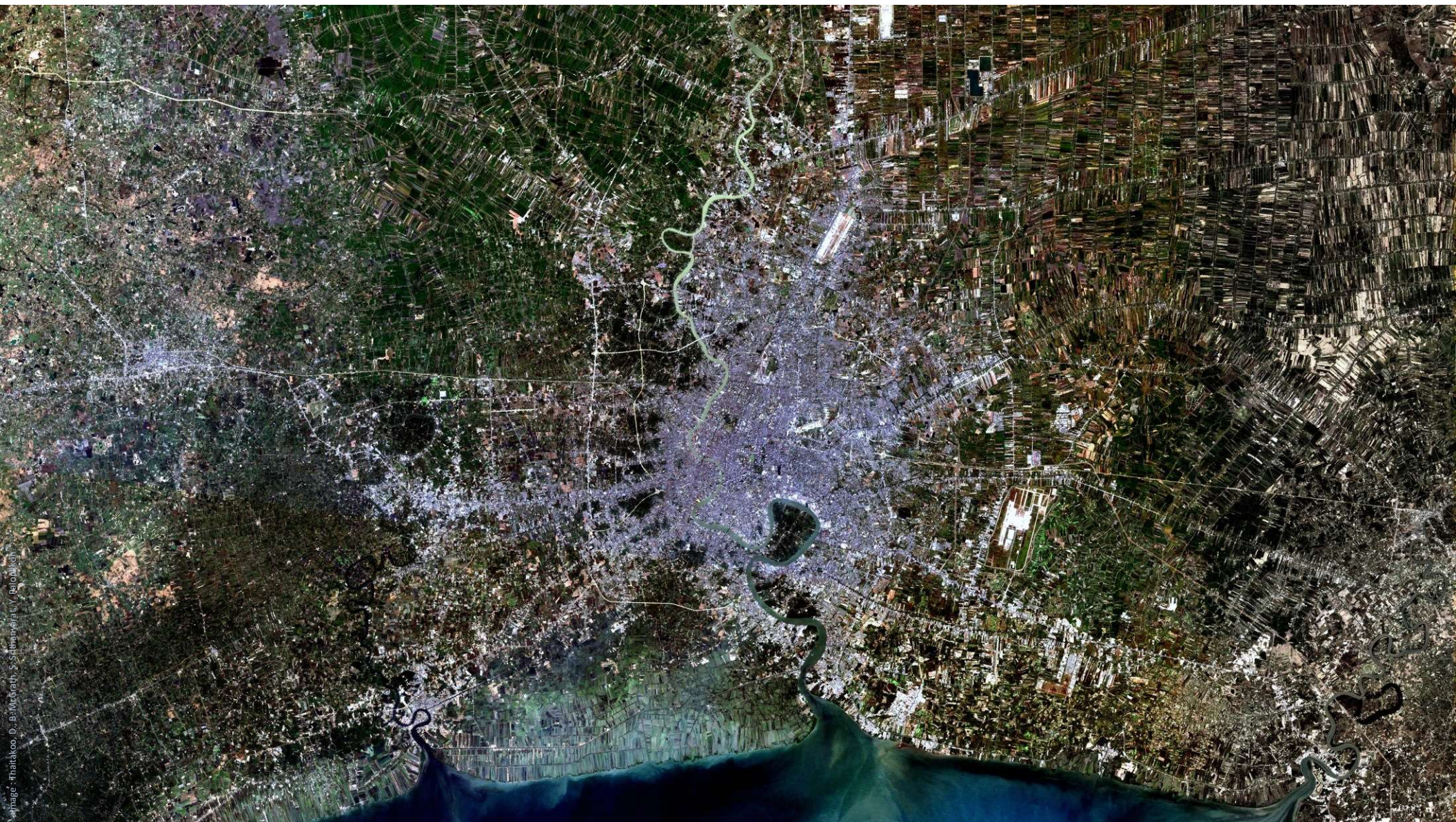


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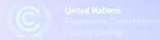


NAP Expo



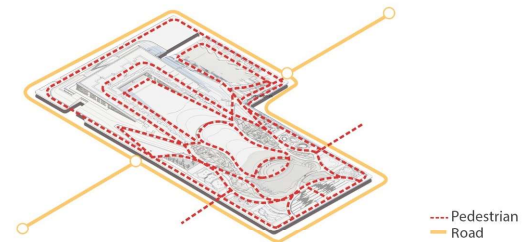
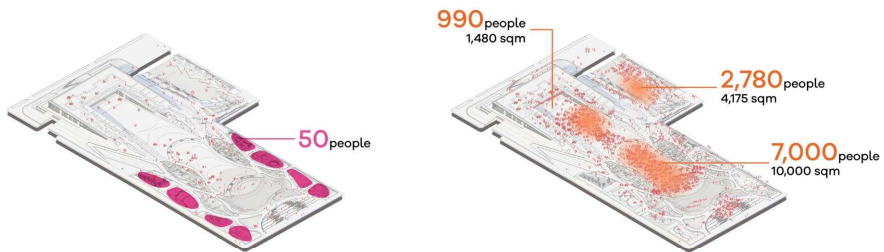
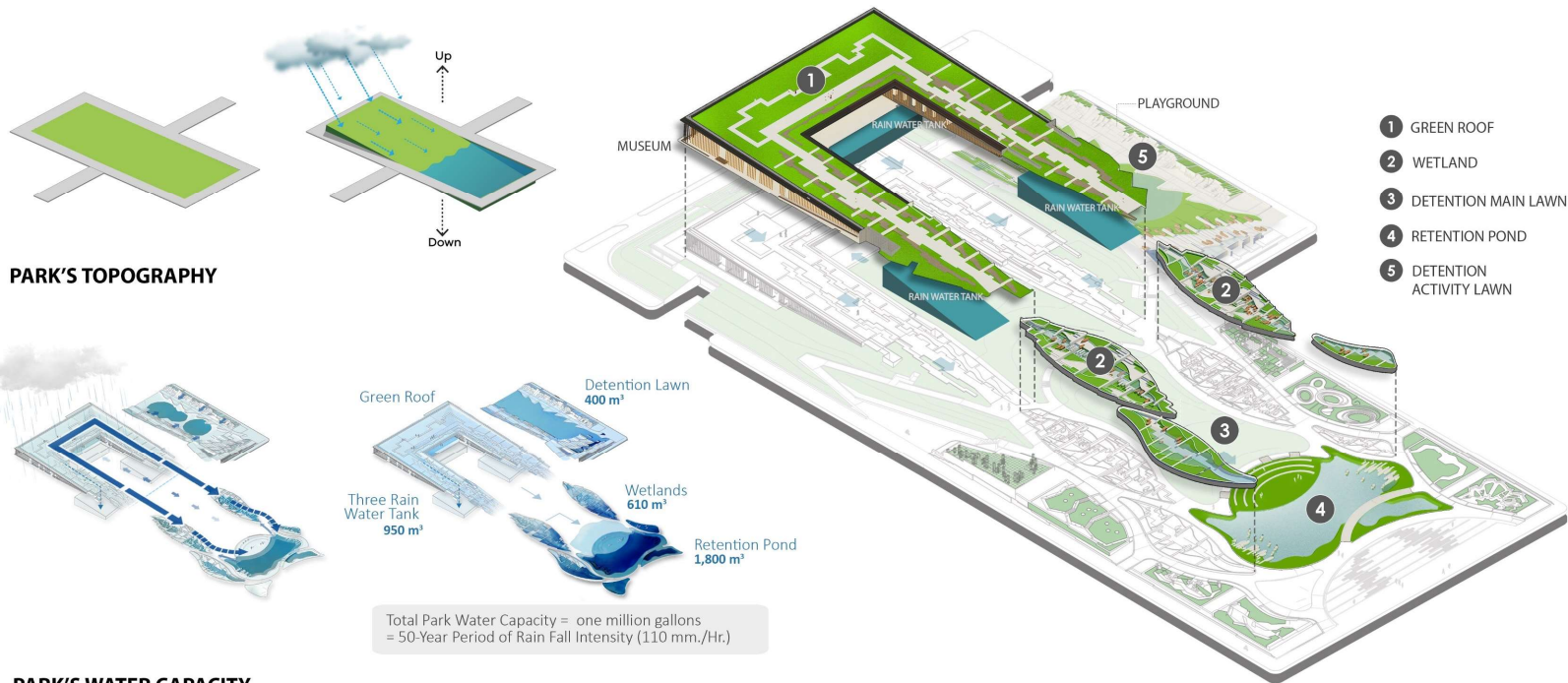
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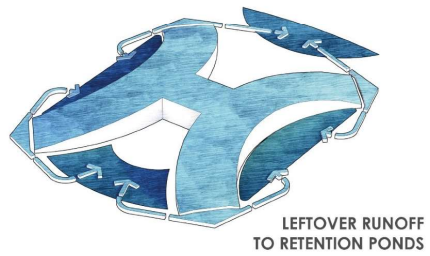
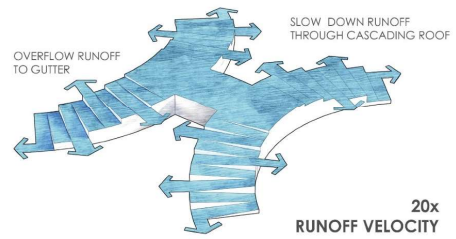
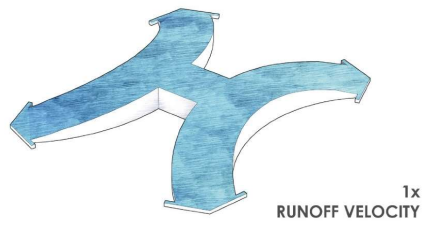
















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Cities

Garden Bridge v Pier 55: why do New York and London think so differently?

Two cities, one designer and one strategy - to build a privately funded park above a river. If both the Garden Bridge and Pier 55 have questionable benefits and hidden public costs, why is New York so convinced when London isn't?





CHAO PHRAYA SKY PARK

Bangkok residents can now proudly say they have an elevated garden overlooking the Chao Phraya River after architects transformed a portion of an abandoned electric train track into a green pedestrian bridge similar to the one being proposed in London. For 30 years, the unfinished Saphan Phut line withstood the elements and served as a reminder of the old Lavalin Skytrain project, which was abandoned in 1992. The project began in 1984. Today the concrete beams and pillars have been given a new lease on life as they become the support structures of the Chao Phraya Skypark, dubbed the world's first garden bridge. With a price tag of 122 million baht, the sky park costs less than the proposed 7.8 billion-baht (\$250 million) Garden Bridge project over the River Thames in London. The green pedestrian bridge connects the existing park on both side King Prajadhipok Park at the Phra Nakhon side of the river with the Chaloem Phrakiat Forest Park in Thon Buri. The elevated section of the sky park is 8.5 metres wide and 280 metres long. It is straddled between traffic lanes on the Phra Pok Klao Bridge. It is the showcase to upcycle the abandon infrastructure around the city to benefit the feet and the environment impact on climate change.

















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