

## Abstract

Growth of the city as metropolis (Metropolitan Growth) has grown more from the expansion of the city to other provinces nearby, especially in the area of Pathumthani. Pathumthani is a suburban area and an extension area of Bangkok. It has been directly affected by the growth of Bangkok area with the distribution of continuous land use from Bangkok area to Pathumthani province. The distribution of city is random (Urban Sprawl) The distribution of urban areas has an impact on transportation which takes part in the ease of access to activities within the city. The transportation is also very important in connection among the communities and activity spaces that distribute within Pathumthani region. The objectives of the study are 1) to study in urban sprawl of Pathumthani Province from extension of main road, 2) to study travel behavior of residents of Pathumthani Province, 3) to suggest the developing approach for Pathumthani Province corresponding to context of urban sprawl. The first part is quantitative research using 200 questionnaires to study and explore the characteristics and patterns of travel behavior of people in the studying area. The second part is spatial analysis of geography which is done by using geographical map of land use area to analyze the changing patterns of buildings and characteristics of urban growth.

The results of analysis of physical area in Pathumthani indicate that Pathumthani is an area that contains the main route for traveling to the North and Northeast regions. This results in the expansion of residential areas and the buildings along the main roads. This also results in the division of area in Pathumthani into two parts. The distribution of the west area is random whereas the distribution of the east area is longitudinal. This geography causes the form of travel that requires time and has long distance affecting the higher cost of transportation. Besides, this travel pattern also causes people in the region going out only once a week on an average.

Suggestions in this study are divided into two phases. The short term is to plan for preparation and to educate people about traveling patterns. The long term is to encourage urban development to the Compact City and to encourage Transit Oriented

Development (TOD). These solutions can arise from the cooperation of both government and citizens. The government should have policies for developing areas that correspond to the context of the land use distribution areas. Citizens should cooperate in terms of understanding and adopting the attitude of transportation that saves natural resources. Citizens should also have positive attitude to cooperate in using public transportation to solve the traffic problems that occur presently.