

## Abstract

The rapid and uncontrolled urban expansion of the Bangkok metropolitan area has contributed to the merging of the urban areas around the periphery with those of neighboring towns and cities. In the case of Bangkok and Samut Prakarn, the merging of the two cities with different kinds of governance has directly affected the urban structure of the peripheral area.

This research aims to study the physical, economic, and social structure in the peripheral areas of Bangkok and Samut Prakarn in order to analyze the differences in their urban structures and to propose a set of guidelines for urban planning for such areas.

The study revealed that the majority of the urban areas along the intersecting peripheries are residential. The majority of the residents are middle-class citizens, mostly with secondary school to undergraduate university-level education and a monthly income between 5,001 to 10,000 baht. The urban structure has the characteristic of a ribbon development pattern where urban expansion occurs along transportation routes, especially along the main roads. The provision of service infrastructure in the area was at a satisfactory level.

The analysis of the differences in the urban structure of Bangkok and Samut Prakarn showed a clear difference in social and economic status on a personal level, including, for example, the residents' level of education, number of family members, occupations, and income. The differences in physical structure, however, were not as prominent. The only notable differences were in the service infrastructure systems, which were clearly superior in Bangkok due to the more effective governance of local authority compared to that of Samut Praikarn. Therefore a systematic coordination between local authorities of both the cities of Bangkok and Samut Prakarn is vital to the development of coherent urban planning in the aforementioned peripheral areas. Also, enforcement of laws, regulations, and other measures must be carefully and equitably carried out in order to guard against further expansion which would lead to more complications in service infrastructure systems and overpopulation in these areas on the periphery of the two cities.