SUMMARY

The Government of Singapore has committed to provide its population with a world-class transport system that meets the needs and demands of a dynamic and growing city. In a small city-state like Singapore, faced with the limited land size and growing population needs, it is vital that the state looks at various ways to utilise the scarce resources to its best potential and in turn improve the service and infrastructure development to enhance the quality of life in Singapore. Wherever possible, intensification of land use should be advocated especially if users of lands can co-locate its functions and optimise land uses. Integrating transport with compatible development can help to optimise land use and maximise commuters' accessibility to key nodes of employment, housing, leisure and other social activities.

This research will evaluate the success of integrating commercial development at the Light Rapid Transit (LRT) Depot via a case study of Ten Mile Junction (TMJ) - Singapore First Neighbourhood LRT’s Convenience Mall integrated with a LRT Depot and a LRT Shuttle Train, official launched in early November 1999. The study will conduct a survey with the shoppers and tenants of TMJ to find out the state of practice so as to identify any gaps in the project implementation stage. Such analysis can contribute a better insight for future resource planning of similar infrastructure projects.

The tenants' and shoppers' survey conducted at Ten Mile Junction has established that integrating commercial development with LRT Depot has minimum commercial implications. However, the other attributes such as strategic location, easy accessibility, compatible tenant mix, good design and layout, suitable advertising and promotional programs have to be well co-ordinated and improved in order to ensure success of this integrated development.
To enhance the performance and patronage of this integrated development, the optimal measure to improve the present accessibility in particular the long waiting time and the need to transfer into a shuttle train to TMJ is to re-position TMJ station as part of the main LRT system route. This would help to minimise operational inefficiency of LRT shuttle which has suffered low ridership and the Bukit Panjang LRT mainline a smoother ride without the need to meet the schedule and frequency of the LRT shuttle train to TMJ.

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