

**ANLY 482 AY1516 T2**  
**Team WalkThere- Minutes of Supervisor Meeting 4**

<b>Date:</b>	16 February 2016
<b>Time:</b>	1530-1700
<b>Venue:</b>	School of Information Systems, Level 4
<b>Present:</b>	Sim Peh Wuen Jeanne, Lim Hui Ting
<b>Absent with Apologies:</b>	Lim Hui Ting Jaclyn

<b>Agenda:</b>	<ol style="list-style-type: none"> <li>1. Review of Project Proposal</li> <li>2. Data Analysis on QGis</li> <li>3. EZ-Link Data Retrieval</li> <li>4. Other Clarifications</li> </ol>
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<b>1.1</b>	<p><b>Review of current analysis with regards to walkability</b></p> <p>With regards to the ez-link data we received, a problem that arises would be that feeder bus services will discourage people from walking. While making use of these commuter bus data, you will want to find out the journey to school, and based on the patterns, we want to find out what the travel journey looks like, and use that to compare with perceived walking distance.</p> <p>In summary, we can:</p> <ul style="list-style-type: none"> <li>- Find the walk paths and the walking distance</li> <li>- Compare this with the duration of the bus ride</li> <li>- If the bus ride duration is longer, find out why people would rather take bus than to walk</li> </ul> <p>Some reasons as to why the bus ride might be longer, i.e. due to traffic congestion, due to peak periods, etc.</p> <p>To analyse the journey to school:</p> <ul style="list-style-type: none"> <li>- Look for schools in the area.</li> <li>- Based on the bus stop data, pick out the commuters who stopped at these bus stops</li> <li>- Look at the origin of the bus data of these commuters, and then match with the HDB areas. By snapping the HDBs to the bus stops, you will be able to gauge the starting point of the walkpath</li> <li>- Internal walkpaths - you can trace the road shoulders (or look at data.gov.sg as a starting base)</li> <li>- Snaping points to line <ul style="list-style-type: none"> <li>o Road Snap</li> </ul> </li> </ul> <p>Find the average travel distance time during peak and non-peak hours (by bus)  People may take different routes (from the bus) to travel to their destinations</p> <p>The main question that prof Kam asked us with regards to the end goal of the project was: How can you frame your walkability study and come up with useable results to understand walkability.</p>
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<b>2.1</b>	<p><b><u>Suggestion on changing project focus</u></b></p> <p>Prof Kam mentioned that the commuter data would be more useful if we were to use it for other types of studies. We can consider changing our project to focus on commuter patterns in Tampines instead.</p> <p>We can consider re-organising our focus, or rephrase focus, and focus on analysing and understanding the commuter patterns within tampines new town, as the data that we have received will give us a good picture on that.</p> <p>By mapping out the intensity on the neighbourhood, and with the buffer, one can deduce the purpose of the journey.</p>
<b>2.2</b>	<p><b><u>Analysing commuter patterns</u></b></p> <p>We can look at these:</p> <ul style="list-style-type: none"> <li>- Start point within tampines</li> <li>- End point, around tampines (east region)</li> </ul> <p>By looking at this, you will be able to dissect out spatial temporal methods and map out intensity.</p> <p>We can also link it with the facilities, the immediate proximity of the bus stop, and where their travel destination is. Can even look at out of town commuter patterns. (Since our end point is in the East Region)</p> <p>In summary, we can come up with an analysis on what each set of commuters do at each set of time frames</p> <p>After which, our suggestions can be focused towards making improvements. Most of the suggestions that LTA have are with regards to increasing the frequency of bus rides. But our team can look at alternative measures, such as increasing the types of seats available on each train (catered to a certain age group).</p>

<b>Next Step of Action:</b>	<p><b>1. Change of project focus</b></p> <p><b>2. Continue analysis on commuters patterns</b></p>
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