

THE DEMAND PATTERN AND ITS CHARACTERISTIC

DAILY COMMUTING

HOME-BASED WORK

(COMMUTER/SCHOOL CHILDREN)

- HIGH DEMAND DURING AM/PM PEAK
- HIGH FREQUENCY AND HIGH CAPACITY
- LOW UTILIZATION DURING OFF PEAK & WEEKEND

BUSINESS

NON HOME-BASED

(WORK TRIP)

- OFFICE - OFFICE TRIP
- BUSINESS - APPOINTMENT
(HIGH DEMAND BETWEEN COMMUTER PEAK)

SOCIAL & LEISURE

HOME-BASED - OTHERS

(FLEXI-TIME)

- SHOPPING
- SOCIAL VISIT
- RECREATION
(HIGH DEMAND DURING OFF PEAK, WEEKEND AND HOLIDAY)

THE MEASURES

- Clear hierarchy for MMPTS
- Identify suitable role of each mode to play in the overall system (MRT, LRT, Monorail, KTM, Taxi, etc.)
- Integration of ticketing, administration and information
- Setting criteria and guidelines for accessibility, service frequency and capacity
- Ensure adequate facilities and amenities for forward/backward linkages (pedestrian system, feeder)

THE IMPORTANCE OF LAND USE DEVELOPMENT AND PUBLIC TRANSPORT COORDINATION

- Multi-modal public transport and land use development coordination
- Full appreciation in balancing both elements from multi-professional points of view (Physical planning, engineering, social, economic, environmental issues)