

Site analysis:

I have chosen this area where most people would utilize to commute between their workplaces in the surrounding office buildings and the main public transport node, Expo MRT station.

Many people commute to and from work in Changi Business Park via walking, cycling and taking public transportation. The vicinity around this area is well connected by various footpaths, where people could easily walk or cycle to their nearby destinations. Due to the unique road network layout with the area, there are multiple areas where people can cross the road between various buildings.

However, I observed that at certain junctions where people cross the road to get to their destinations, there are certain blind spots where they are required to take note of, due to the bendy nature of the road within the area. In addition, there `Even during the day, this proves to be an inconvenience faced by these people, due to the multitude of vehicles plying along this road. This is especially since many heavy vehicles, such as buses and lorries, do travel along this area.

Design Goals:

Through this project, I aim to incorporate the use of light as a **signaling function** to both motorists and pedestrians when driving along this stretch and when crossing the roads respectively. This would enhance the safety aspect of everyone as the addition of light features serve as a discretionary tool on potential hazards as they go about their daily, routine commute.

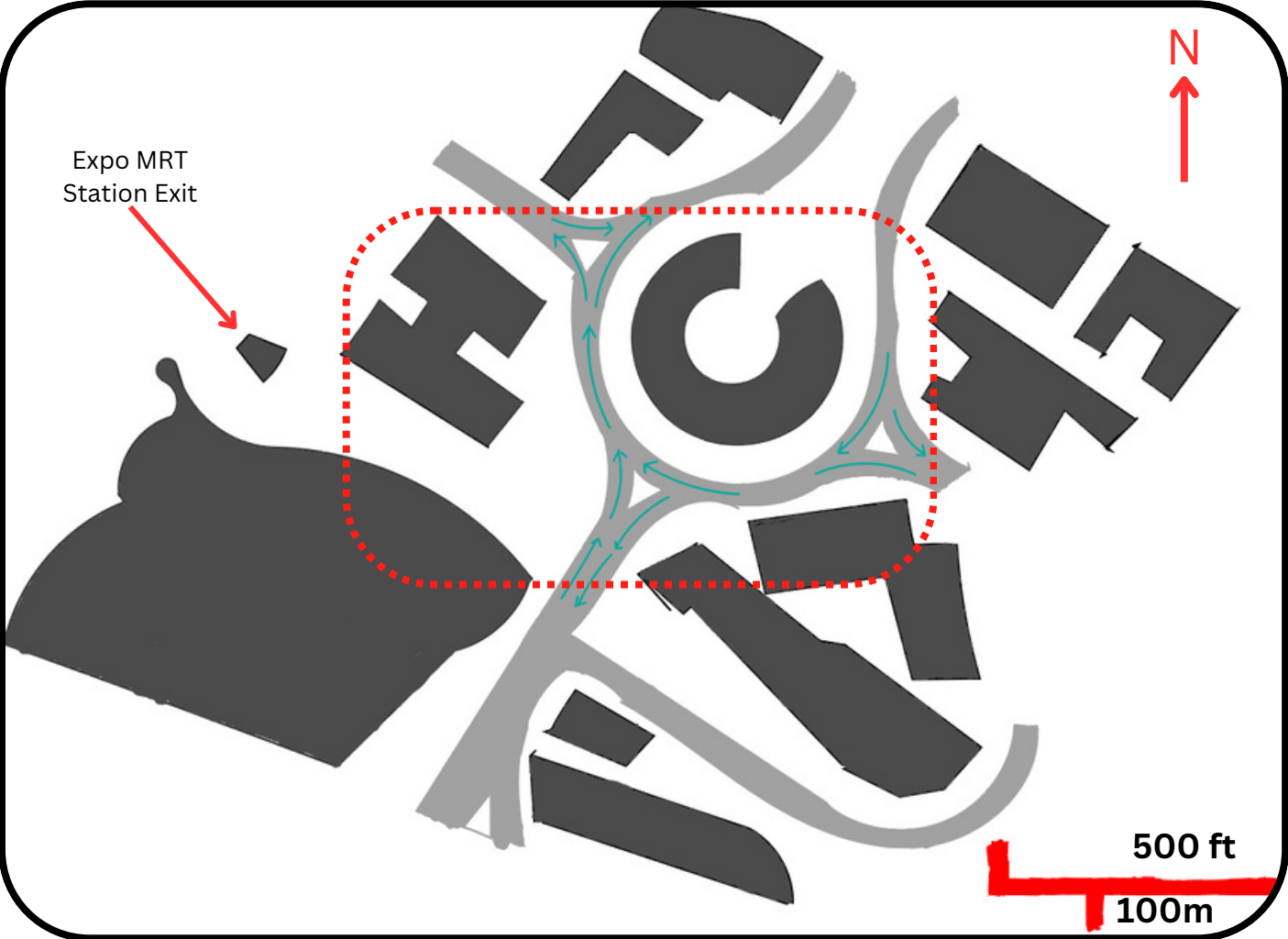
Right:

Map of key features within Changi Business Park.

The area within this larger map include Expo MRT station, the various office buildings where office workers commute to and from and the road network The site I have chosen is within the dotted box.

Bottom Right:

Site drawing of the focus area, with a clearer illustration on the pedestrian flow and other key features.



Legend:

Dark grey areas: Office buildings within Changi Business Park; Expo MRT station exit

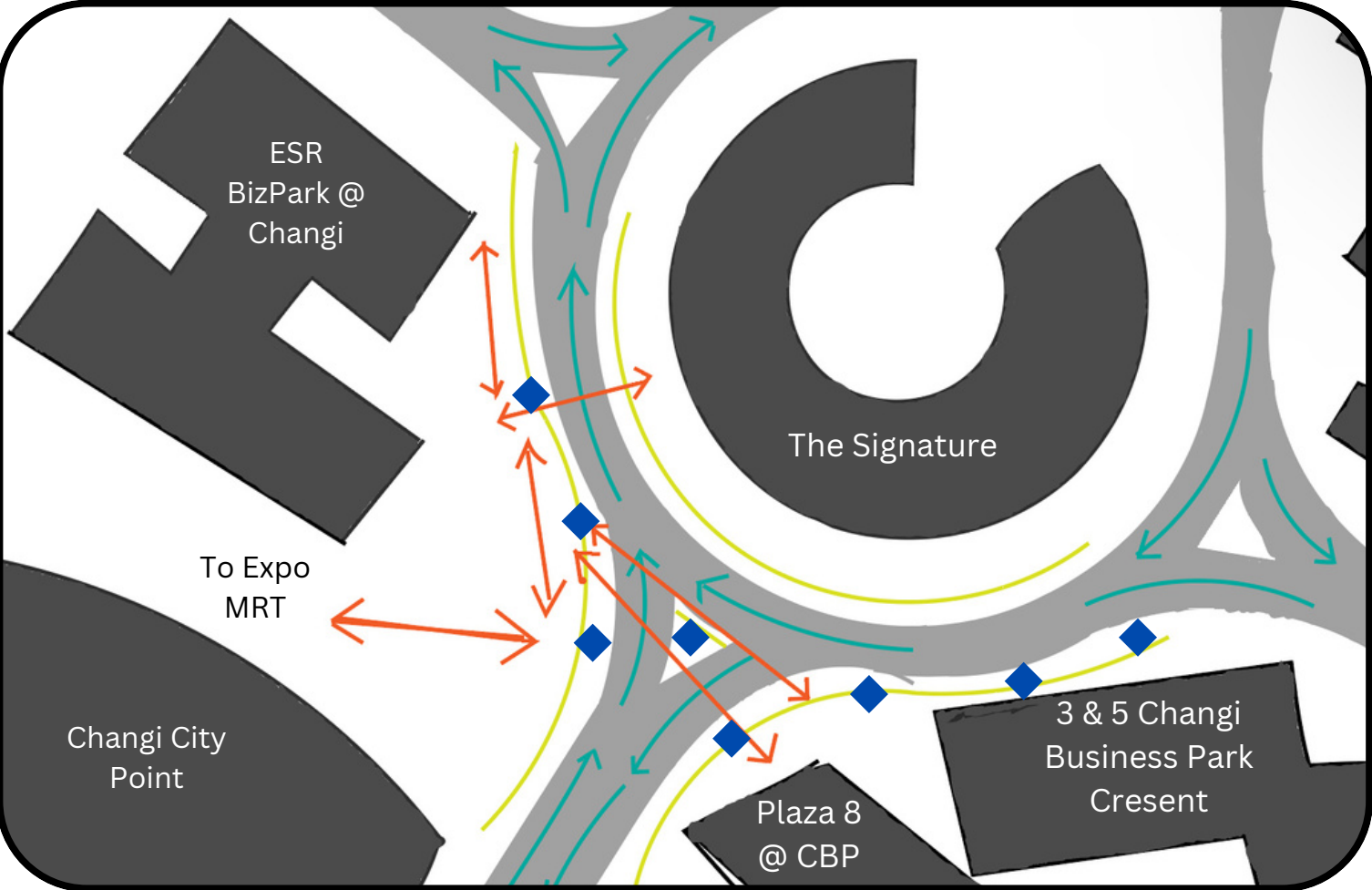
Light grey areas: Roads.

Green arrows: Vehicular flow within the area

Orange arrows: Pedestrian flow to and from office buildings

Yellow lines: Pedestrian pavements

Blue dots: Lamp posts



ACTIVITY:

Motorists that utilize these roads may do so as part of their **daily commute**. They would usually travel via cars, motorcycles, buses and lorries.

For some, such as bus drivers and lorry drivers, this could be a part of their **work routine** as they ferry passengers and goods respectively.

ENVIRONMENT:

Roundabout-like **2 lane road** with various junctions for vehicles to turn in and out

INTERACTIONS:

Motorists would tend to **travel at a safe speed** due to the bendy road, and keep a lookout for potential crossings, as they would need to give way to pedestrian traffic crossing the roads.

Sometimes, these motorists are constrained by a schedule and and may face time constraints. As a result, they might tend to travel at a faster speed and **may not keep a close lookout of his surroundings**.

OBJECTS:

Street and road signages to indicate impending traffic and pedestrian flow

USERS #1:

Motorists that travel along this area via cars, buses, lorries and other vehicles.

Pedestrians crossing area

USERS #2:

Office workers who commute on foot within Changi Business Park

ACTIVITY:

Pedestrians, who are mainly office workers, **travel to various locations** such as nearby office buildings and Expo MRT station **on foot**.

Most of them would be utilizing one of the pedestrian crossings.

ENVIRONMENT:

Paved walkways that is mostly shaded by the surrounding greenery.

Pedestrian crossing areas are either **paved** or a **barren path** along the walkway.

INTERACTIONS:

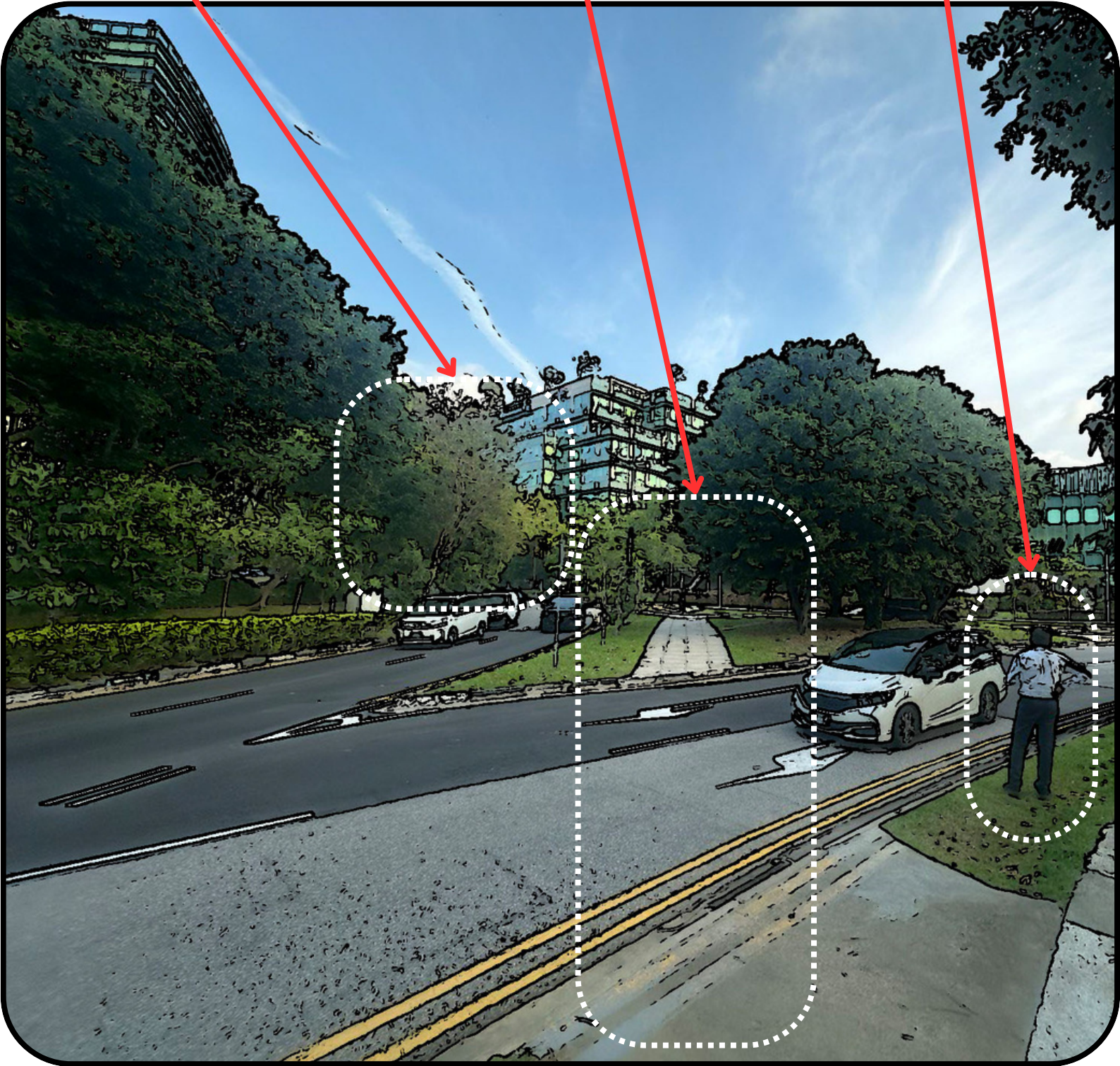
Office workers would **look out for potential incoming traffic** before crossing the roads while commuting between places.

They may rush across the roads due to incoming traffic approaching with speed, or due to the fact that they are in a rush.

Sometimes, these workers could be chatting with one another as they walk over to their destination

OBJECTS:

Street lampposts located along the pavement, placed in distance intervals of about 20-25m.



Top: Perspective view of the road intersections and the pedestrian crossing area