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Date : 1 April 2011

CIRCULAR TO PROFESSIONAL INSTITUTES

Dear Sirs

LAUNCH OF "CODE OF PRACTICE ON VEHICLE PARKING PROVISION IN DEVELOPMENT PROPOSALS"

Who should know

Building owners, developers, architects and engineers

Effective Date

1 April 2011

1. We are pleased to announce the launch of our "Code of Practice (COP) on Vehicle Parking Provision in Development Proposals". This COP will replace the "Handbook on Vehicle Parking Provision in Development Proposals" that has been in circulation since 2005.
2. The contents of the COP have been reorganised with more figures and picture illustrations to give architects, engineers, developers and building owners a better understanding of the technical requirements. We have included a new chapter on "Good Practices" to share the best practices that have been implemented to benefit motorists. Other changes in the COP are listed in Annex A for easy reference.
3. We have detached the zone 2 maps from the COP to minimise file sizes. This allows easy and faster downloading on-line. Both the COP and the parking zone maps can be downloaded freely from LTA's website at the following link
(http://www.lta.gov.sg/dbc/index_dbc_vehicle.htm).
4. We would appreciate it if you could convey the contents of this circular to all members of your respective organisations. If you have any queries, feel free to contact Miss Low L C Daisy at Tel: 6332 8256.

Yours faithfully



QUEK TECK BENG
DEPUTY DIRECTOR
DEVELOPMENT & BUILDING CONTROL DIVISION

Appendix A

List of changes in COP	
1.	Renaming from "Handbook" to "Code of Practice"
2.	Reorganised chapters and contents
3.	Zone 2 maps separated from COP for ease of downloading document.
4.	Updated submission procedures (Chapter 5)
5.	Updated considerations for accessible parking lots (Chapter 1)
6.	Updated dimensions of mechanised parking systems (Chapter 3)
7.	Inserted a new paragraph to encourage provision of motor-cycle lots (Chapter 1)
8.	<p>Inserted new chapter (Chapter 4) on Good Practices with the following sections:</p> <ul style="list-style-type: none"> • separation of pedestrian and vehicle flow; • improve visibility; • extra space for end, perpendicular and parallel parking; • demarcation of parking lots • Clear information signs: parking availability, direction arrows, no entry, height clearance, parking rates; restriction signs etc • Reduce visual intrusion / effect- choice of materials and colours; • Design of ramps – not more than 4 storeys; • Efficient layout and • Position of car park barriers

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