

Our ref LTA/PLAN/P76.020.002  
Your ref  
DID 6396 1831 Fax 6396 1754

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## CIRCULAR TO PROFESSIONAL INSTITUTIONS

### Who should know

Building owners, developers, contractors, architects, engineers and transport / traffic consultants

### Effective date

2 January 2018

### **A “TRANSPORT IMPACT ASSESSMENT GUIDELINES FOR DEVELOPMENTS” – AS A REPLACEMENT OF “GUIDELINES FOR PREPARATION OF TRAFFIC IMPACT ASSESSMENT REPORTS”**

1. Please see below information on the new “*Transport Impact Assessment Guidelines for Developments*” (hereafter referred as “the Guidelines”).
2. The Guidelines will replace the current “*Guidelines for Preparation of Traffic Impact Assessment Reports*” which was launched in 2011 (and updated in 2016 to introduce Walking and Cycling Plan requirements).
3. The Guidelines provide clarity and assistance on the information and requirements to those preparing a Transport Impact Assessment (TIA) report for submission to the Land Transport Authority (LTA) as part of Development Control (DC) Clearance.
4. It includes a number of amendments to ensure that the Guidelines are up to date and is in line with national efforts towards Walk Cycle Ride Singapore (WCR SG). The amendments also took into account feedback from the industry including Real Estate Developers’ Association of Singapore (REDAS), Singapore Institute

of Architects (SIA), Institution of Engineers, Singapore (IES) and traffic consultants, etc.

5. The major amendments are summarised in **Annex A**. The Guidelines will be applied to all TIA studies that have not commenced scoping exercise with LTA on the Guidelines' effective date (as above) and onwards.
6. A copy of the Guidelines can be downloaded from LTA's website at the following link: <https://www.lta.gov.sg/content/ltaweb/en/industry-matters/development-and-building-and-construction-and-utility-works/street-proposals.html>. It will also be incorporated into the Code of Practice "Street Work Proposals Relating to Development Works" in its forthcoming update.
7. Should you have any queries on the Guidelines, please email us at [lta-dbc\\_registry@lta.gov.sg](mailto:lta-dbc_registry@lta.gov.sg)

## **B REVISIONS TO "STANDARD DETAILS OF ROAD ELEMENTS (SDRE)"**

8. Please see below key revisions to the "Standard Details of Road Elements (SDRE)" following changes to the width of footpaths and lanes, and enhancements to certain road elements proposed by relevant agencies.
  - a) Increase footpath width from 1.5m to 1.8m;
  - b) Reduce lane widths by 0.2m;
  - c) New chapter on Cycling; and
  - d) Updated technical requirements and referencing of codes to the latest standards.
9. The major amendments are summarised in **Annex B**.
10. Please download the updated SDRE from LTA's website using this link: [http://www.lta.gov.sg/content/dam/ltaweb/corp/Industry/files/SDRE\(2014\)/Content page.pdf](http://www.lta.gov.sg/content/dam/ltaweb/corp/Industry/files/SDRE(2014)/Content page.pdf)
11. The new version of the SDRE will be soft launched on 29<sup>th</sup> September 2017 for a period of two months (till 30<sup>th</sup> November 2017). The finalized version of the SDRE will then be published on 1<sup>st</sup> December 2017 and will take effect from 2<sup>nd</sup> January 2018. All proposed street works that has not obtained approval prior to the effective date shall adopt the revised standard.
12. If you have any query pertaining to SDRE, please email [ramanathan\\_s@lta.gov.sg](mailto:ramanathan_s@lta.gov.sg) or [nadarajah\\_thurairajasingam@lta.gov.sg](mailto:nadarajah_thurairajasingam@lta.gov.sg)

We would appreciate if you could convey the contents of this circular to members of your respective organisations.

Thank you.



Kenneth Wong  
Director (Local Planning)  
for Group Director Policy & Planning

Enc.

## ANNEX A

Topic	Key Change	Reference
Pedestrians and Cyclists	<ul style="list-style-type: none"><li>• Refinements on the requirements for Walking &amp; Cycling Plan submissions.</li></ul>	Section 3
Public Transport	<ul style="list-style-type: none"><li>• Submission of a new Public Transport Accessibility Level (PTAL) is required to measure the development site's public transport accessibility and availability.</li></ul>	Section 4
Road Traffic	<ul style="list-style-type: none"><li>• Road / junction priorities for pedestrians, cyclists and buses shall in general be considered and encouraged;</li><li>• Junction performance criteria is re-defined.</li></ul>	Section 5
Transport Improvement Measures	<ul style="list-style-type: none"><li>• A list of Transport Improvement Measures is provided for the Developer to apply to the proposed development;</li><li>• The aim is to mitigate development's negative traffic impact and adopt measures to promote walking, cycling and mass transport use and reduce reliance on cars;</li><li>• Improvements to road infrastructure will be considered where necessary to ensure a certain level of traffic efficiency.</li></ul>	Section 6
Other Assessment Issues	<ul style="list-style-type: none"><li>• For selected developments, a Post Implementation Review (PIR) is required to assess the transport situation after development opening and/or to evaluate the implementation and effectiveness of the Transport Improvement Measures adopted, and if necessary to explore further measures for improvement.</li></ul>	Section 7
Conditions when a TIA is required	<ul style="list-style-type: none"><li>• For housing, industry and hotel types of developments, the general thresholds based on the scale of development have been increased;</li><li>• For medical and recreational types of developments, the general thresholds have been re-defined based on the scale of development;</li><li>• For the rest of development types, the general thresholds remain unchanged.</li></ul>	Annex A

**ANNEX B**

**Key Changes in Revisions to SDRE**

<b>Chapter</b>	<b>Chapter Name</b>	<b>Brief description of changes</b>
Chapter 3	Kerbs & Footpaths	- Increase in footpath width from 1.5m to 1.8m.
Chapter 9	Traffic Management Measures	
Chapter 11	Bus Stops	
Chapter 8	Road Markings & Signs	- Reduction of lane width by 0.2m for arterial roads and expressways.
Chapter 9	Traffic Management Measures	
Chapter 21	Cycling Path	- New chapter on cycling path with following details are included: <ul style="list-style-type: none"> <li>• Treatment at Major Junctions</li> <li>• Treatment at Other Junctions</li> <li>• Treatment at Development/ Car Park Access</li> <li>• Bicycle Crossing</li> <li>• Shared Track</li> <li>• Treatment at Bus Stop with Bay</li> <li>• Treatment at Bus Stop without Bay</li> <li>• Cycling Path – Pavement Marking Details</li> <li>• Cycling Track Signs &amp; Lighting</li> </ul>
Chapter 1	Public Lighting	- PVC cable warning marker to cover the full width of the UPVC pipes along the side-table and road crossings.
Chapter 3	Kerbs & Footpath	- Same pavement details to be used for footpath, cycling path & shared path. 50mm thick unwashed sand layer replaced with 50mm thick lean concrete in the new detail.
Chapter 10	Support for Directional & Information Signs	- Headroom clearance for directional and information signs revised from 2.1m to 2.4m to facilitate cycling.
Chapter 12	Planting Requirement	- To revise the term ‘loamy soil’ to ‘Approved Soil Mix (ASM)’ for the planting verge. ASM is in compliance to NParks’ requirements as stated in their Handbook dated 2011.

## DISTRIBUTION LIST

President  
Singapore Institute of Architects  
79/79A/79B Neil Road  
Singapore 088904

President  
Association of Consulting Engineers Singapore  
18 Sin Ming Lane, #06-01 Midview City  
Singapore 573960

President  
Singapore Contractors Association Ltd  
1 Bukit Merah Lane 2, Construction House, Singapore 159760

President  
Institution of Engineers, Singapore  
70 Bukit Tinggi Road  
Singapore 289758

President  
Singapore Real Estate Developers Association  
190 Clemenceau Avenue, #07-01 Singapore Shopping Centre  
Singapore 239924

President  
Board of Architects, Singapore  
5 Maxwell Road 1<sup>st</sup> Storey, Tower Block, MND Complex  
Singapore 069110

President  
Professional Engineers Board, Singapore,  
52 Jurong Gateway Road, #07-03  
Singapore 608550

Group Director  
Development Control, Urban Redevelopment Authority  
45 Maxwell Road, The URA Centre  
Singapore 069118

Director

Development & Procurement Department, Housing and Development Board  
HDB Hub, 480 Lorong 6 Toa Payoh  
Singapore 310480

Group Director

Building Plan & Management Division, Building and Construction Authority  
52 Jurong Gateway Road, #06-01  
Singapore 608550

Director

Land and Planning Group, JTC Corporation  
8 Jurong Town Hall Road, The JTC Summit  
Singapore 609431

Director

Planning & Design Development Division, National Parks Board  
Singapore Botanic Gardens, 1 Cluny Road  
Singapore 259569

Head

Building Plan Unit (BPU), Public Utilities Board &

Director

Catchment & Waterways, Public Utilities Board  
Environment Building, 40 Scotts Road #09-01  
Singapore 228231

