



Our Ref: LTA/DBC/ R70.018.001

Date: 3 April 2019

CIRCULAR TO PROFESSIONAL INSTITUTIONS

Who should know

Building Owners, Developers, Architects, Engineers and Transport / Traffic Consultants

- (A) LAUNCH OF THE APRIL 2019 EDITION OF THE “CODE OF PRACTICE (COP) FOR STREET WORK PROPOSALS RELATING TO DEVELOPMENT WORKS”**
- (B) PROCEDURE FOR NOTIFICATION OF OPENING OF NEW STREET(S) TO TRAFFIC**

Effective date

With immediate effect

(A) LAUNCH OF THE APRIL 2019 EDITION OF THE “CODE OF PRACTICE (COP) FOR STREET WORK PROPOSALS RELATING TO DEVELOPMENT WORKS”

1. The current Version 1.2 of the COP for Street Work Proposals relating to Development Works will be replaced by Version 2.0 (April 2019) with immediate effect. The Version 2.0 of the COP is a consolidated version of all the related revisions implemented in the recent years. The main revisions are listed in Annex A.
2. The revised COP provides clarity and updated information to assist the qualified personnel to prepare the street work proposals relating to development works to LTA. With the re-arrangement of chapters and sections, users will appreciate a more sequential approach of submissions required for street works carried out in relation to development works.

3. The COP can be downloaded from LTA (<https://www.lta.gov.sg/content/ltaweb/en/industry-matters/development-and-building-and-construction-and-utility-works/street-proposals.html>) and Corenet e-Info websites (<https://www.corenet.gov.sg/general/E-Info/codes-and-regulations.aspx?startDate=02/04/2018&agency=-1>).

(B) PROCEDURE FOR NOTIFICATION OF OPENING OF NEW STREET(S) TO TRAFFIC

4. In the current arrangement, the professional engineer (PE) is required to certify that the construction of the street(s) was carried out under his supervision in accordance with the Street Works (Private Street Regulations). Subsequently, the PE notifies LTA of the opening of the street(s) to traffic via email or letter.
5. With immediate effect, all notification of opening of new street(s) to traffic shall be made via e-corenet. This will ensure a more systematic approach to information and records management. It also allows LTA to make necessary follow-ups such as issuing a road announcement in one-motoring website (if applicable) and allowing map providers to update their maps.
6. The notification of opening of street(s) to traffic shall be submitted at least **4 weeks** (for roads without cycling path) or **8 weeks** (for roads with cycling path) before the street is open to traffic.
7. The revised Corenet submission forms would be made available on **3 April 2019**. All submissions made on or after this date shall use the revised forms to avoid any rejection by the system.

Enquiries

8. 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, please send an email to lta-dbc_registry@lta.gov.sg.

Thank you.

Quek Teck Beng
Deputy Director
Development & Building Control

Annex A

No.	Chapter	List of changes in COP
1	Chapter 1	<p>Overview of Submission Process The submission procedure to the LTA has been digested as a single chapter as, “Overview of Submission Process for Street Works Related to Development Works”.</p> <p>Inclusion of DC Layout Plan lodgement guidelines The DC layout plan lodgement was first implemented in August 2016 for landed house developments and expanded in Aug 2018 to include proposals involving 2 landed houses. The revision provides the criteria of the DC layout plan lodgement and the application guideline.</p>
2	Chapter 2	<p>Revised Road Typologies of Safeguarded Roads The revised road typologies of safeguarded roads were launched on 2 July 2018 and took into consideration the inclusion of commuter facilities such as cycling path, covered linkways and wider footpaths and the reduction of kerb-side lane width from 3.7m to 3.5m and inner side lanes from 3.5m to 3.2m.</p>
3	Chapter 3	<p>Revised Scope of Traffic Impact Assessment (TIA) The new “<i>Transport Impact Assessment Guidelines for Developments</i>” took effect on 2 Jan 2018. 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).</p>
4	Chapter 4	<p>Refinement to the Residential, Commercial, Industrial and Service Access Arrangement</p> <ul style="list-style-type: none">• Emphasis on minimum 2 cars queuing space to be provided within the residential development boundary• To prevent queue back of vehicles on the public street, drop barriers of commercial developments shall be located away from the access points, at the basement or 2nd storey levels of the carparks, where possible.• Revision of the recommended maximum access width of Multi-User (warehouse) from 12.0m to 15.0m.• Introduction of the recommended clear width access for container depot i.e 8.0m to 10.0m (1-way).

		Emphasis on the bin centre design with consideration for refuse trucks to turn around within the development and not reverse into the site from the public roads.
6	Chapter 6	Insertion of new chapter on Declaration of Public Streets This chapter sets out the key elements of a road declaration plan for submission to LTA before the road is declared as a public street and handed over to LTA.
5	Chapter 11 of COP Version 1.2	Removal of Chapter on Engineering Works within Singapore Underground System (SURS) Tunnel Protection Reserve The Chapter is no longer needed with the de-safeguarding of SURS on 29 Aug 2017 as Singapore shifts towards a car-lite society.

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