

Circular No : URA/PB/2018/03-DCG  
Our Ref : LTA/AMU/A26.003.001  
          : URA/DC/ADMIN/CIRCULAR/PB\_18  
Date : 7 May 2018

## **CIRCULAR TO PROFESSIONAL INSTITUTES**

### **Who should know**

Building owners, developers, architects, engineers and traffic consultants.

### **Effective date**

8 May 2018

## **New Bicycle Parking Standards and Associated Gross Floor Area Exemption**

1. The Land Transport Authority (LTA) and Urban Redevelopment Authority (URA) aim to promote cycling as a mode of transport, so as to enhance liveability and support the car-lite vision for Singapore. Initiatives such as expanding the cycling path network in residential towns and providing more bicycle parking spaces at key transport nodes have been well-received. To augment these efforts, the government will be setting new bicycle parking provision standards for developments, and new Gross Floor Area (GFA) exemption criteria for Active Mobility related facilities.

### **New Bicycle Parking Standards**

2. It is important for developments to provide sufficient and well-maintained bicycle parking spaces in order to facilitate more people to take up cycling as a commuting mode and to minimise indiscriminate parking in public places.
3. LTA is introducing a new bicycle parking provision standard for all new developments and buildings undergoing redevelopment or reconstruction<sup>1</sup>. (See Table 1 of Annex A). For developments located in Zone 1 & Zone 2<sup>2</sup>, LTA may exercise flexibility to grant a reduction in the bicycle parking provision requirement, taking into consideration the development's location and type. This

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<sup>1</sup> This includes any A&A works that affect the first or carpark floors.

<sup>2</sup> Refer to Zonal Car Parking requirement in Code of Practice (COP) on Vehicle Parking Provision in Development Proposals for the definition of Zone 1, 2 and 3, via the [link](#).

**mandatory requirement** will take effect from **8 May 2018** for any new application for new development, redevelopment and reconstruction works to URA.

4. Applicants are strongly encouraged to arrange for a pre-application consultation with LTA (via Corenet) before submitting a development application (e.g. new erection, redevelopment, and reconstruction application) to URA for Planning Permission.
5. Developers are also encouraged to cater to both short-term and long-term bicycle parking needs as listed in Table 2 of Annex A. All other existing developments are also strongly encouraged to proactively provide bicycle parking spaces according to the new standards. Existing developments providing or removing bicycle parking spaces shall submit a parking proposal to LTA (via Corenet) for approval.

### **Incentives for Bicycle Parking-Related Facilities**

#### **Gross Floor Area (GFA) Exemption**

6. Bicycle parking spaces provided according to LTA's new bicycle parking provision standards will be exempted from Gross Floor Area (GFA) computation. The GFA exemption will also apply to surplus provision of bicycle parking spaces over and above LTA's minimum requirements if assessed by LTA and URA to be reasonable, given the context of the development. Bicycle parking spaces should be located at convenient locations for cyclists, taking into consideration the alignment of adjacent cycling paths/shared paths, public transportation nodes and amenities.
7. In addition, provision of the End-of-Trip facilities listed in Table 3 of Annex A can also qualify for GFA exemption. This is to encourage developers to provide End-of-Trip facilities to better meet the needs of cyclists. Developers can submit their proposals for URA's evaluation. In general, URA will consider whether the size of the facility is appropriate, taking reference from LTA's guidelines on these facilities<sup>3</sup>. The End-of-Trip facilities should also be located near the bicycle parking spaces for the convenience of cyclists.

#### **Travel Smart Grant (Developer)**

8. LTA has extended the Travel Smart Grant to developers to co-fund the cost of providing those End-of-Trip facilities on 29 September 2017. LTA will co-fund up to 80% of the construction costs of End-of-Trip facilities for each successful Travel Smart Grant (Developer) application, up to a maximum of \$80,000 per development. A total sum of \$3 million has been allocated as a Travel Smart Grant (Developer) for developers and building owners. This grant will be available until 31 May 2019. More information on the Travel Smart Grant for provision of End-of-Trip facilities can be found at:

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<sup>3</sup> Please refer to the COP on Street Work Proposals Relating to Development Works and COP on Vehicle Parking Provision in development proposals for guidelines on the End-of-Trip facilities.

<https://www.lta.gov.sg/content/ltaweb/en/walk-cycle-ride/TSG-fordevelopers.html>.

### **Good Practice Guide on Bicycle Parking and Related Facilities**

9. A set of good practice guides have been established in the Code of Practice on Street Work Proposals Relating to Development Works<sup>4</sup>, to guide developers, architects and building owners on the plan and design of these facilities.
10. Please convey the contents of this circular to the relevant members of your organisation. If you or your members have any queries concerning this circular, please email LTA at [lta\\_amu\\_registry@lta.gov.sg](mailto:lta_amu_registry@lta.gov.sg) on matters relating to the bicycle parking provisions and URA at [https://www.ura.gov.sg/feedbackWeb/contactus\\_feedback.jsp](https://www.ura.gov.sg/feedbackWeb/contactus_feedback.jsp) for matters pertaining to GFA incentives.

Yours faithfully  
Lina Lim (Ms)  
Group Director (Policy & Planning)  
Land Transport Authority

Goh Chin Chin (Ms)  
Group Director (Development Control)  
Urban Redevelopment Authority

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<sup>4</sup> Please refer to <https://www.lta.gov.sg/content/dam/ltaweb/corp/Industry/files/COP-Appendices/RT-COPV1.2.pdf> for the COP.

## Annex A: Bicycle parking provision requirement and End-of-Trip facilities provisional guideline

**Table 1: Mandatory bicycle parking requirements by development type**

Proposed use	Developments located within Zone 1 and Zone 2 <sup>5</sup>	Developments located within Zone 3.
<b><u>Residential</u></b> 1. Residential developments 2. Retirement housing	1 bicycle parking space for every 4 dwelling units	1 bicycle parking space for every 6 dwelling units
<b><u>Commercial</u></b> 3. Cinema, theatre and concert hall 4. Shops and departmental stores 5. Offices 6. Restaurants, night-clubs, coffeehouses, bars, cafeterias, eating-houses and canteens 7. Convention and exhibition halls  <b><u>Hotel</u></b> 8. Hotel 9. Boarding houses and hostels <sup>6</sup>  <b><u>Industrial</u></b> 10. Factories 11. Business park, science park, computer software development, distribution services, printing, publishing and allied industries and other Business 1 developments	a) When $1,000\text{m}^2 \leq \text{Development GFA} \leq 3,000\text{m}^2$	
	15 bicycle parking spaces	10 bicycle parking spaces
	b) When $3,000\text{m}^2 < \text{Development GFA} \leq 15,000\text{m}^2$	
	1 bicycle parking space for every $200\text{m}^2$ of floor area	1 bicycle parking space for every $300\text{m}^2$ of floor area
	c) When $15,000\text{m}^2 < \text{Development GFA}$	
	1 bicycle parking space for every $200\text{m}^2$ of floor area, for floor area up to $15,000\text{m}^2$ , and 1 bicycle parking space for every subsequent $600\text{m}^2$ of floor area, for floor area in excess of $15,000\text{m}^2$	1 bicycle parking space for every $300\text{m}^2$ of floor area, for floor area up to $15,000\text{m}^2$ , and 1 bicycle parking space for every subsequent $1,000\text{m}^2$ of floor area, for floor area in excess of $15,000\text{m}^2$

<sup>5</sup> Refer to Zonal Car Parking requirement in Code of Practice Vehicle Parking Provision in Development Proposals for the definition of Zone 1, 2 and 3, via the [link](#).

<sup>6</sup> The bicycle parking provision standards apply to Backpackers' Hostels; student hostels are akin to Residential use.

Proposed use	Developments located within Zone 1 and Zone 2 <sup>5</sup>	Developments located within Zone 3.
12. Petroleum, petrochemical, chemical and related industries on Jurong Island <sup>7</sup>  <u>Health &amp; Medical Care</u> 13. Nursing homes 14. Clinic, pharmacies, hospitals and other healthcare institutions		
<u>Civic &amp; Community Institution</u> 15. Community centres, community clubs, welfare houses and other cultural and social welfare institutions  <u>Place of Worship</u> 16. Churches, mosques, temples, any place of worship and other religious and related institutions	1 bicycle parking space for every 200m <sup>2</sup> of floor area, for floor area up to 15,000m <sup>2</sup> , and 1 bicycle parking space for every subsequent 600m <sup>2</sup> of floor area, for floor area in excess of 15,000m <sup>2</sup>	1 bicycle parking space for every 300m <sup>2</sup> of floor area, for floor area up to 15,000 m <sup>2</sup> , and 1 bicycle parking space for every subsequent 1,000m <sup>2</sup> of floor area, for floor area in excess of 15,000m <sup>2</sup>
<u>Sports &amp; Recreation</u> 17. Sports complex, tennis, squash, badminton, sepak takraw courts, soccer, baseball pitches, bowling alley, swimming pool, ice/roller skating rink, recreational clubs, golf range and other sports and recreation facilities  <u>Civic &amp; Community Institution</u> 18. Foreign workers' dormitories <sup>8</sup>	a) When 1,000m <sup>2</sup> ≤ Development GFA ≤ 3,000m <sup>2</sup>  30 bicycle parking spaces  b) When 3,000m <sup>2</sup> < Development GFA ≤ 15,000m <sup>2</sup>  1 bicycle parking space for every 100m <sup>2</sup> of floor space	20 bicycle parking spaces  1 bicycle parking space for every 150m <sup>2</sup> of floor space

<sup>7</sup> The bicycle parking provision requirement for petroleum, petrochemical, chemical and related industries on Jurong Island is based on office floor area.

<sup>8</sup> The bicycle parking requirements will also apply to Foreign Workers' Dormitories located on industrial sites.

Proposed use	Developments located within Zone 1 and Zone 2 <sup>5</sup>	Developments located within Zone 3.
	c) When $15,000\text{m}^2 < \text{Development GFA}$	
	1 bicycle parking space for every $100\text{m}^2$ of floor area, for floor area up to $15,000\text{ m}^2$ and 1 bicycle parking space for every subsequent $300\text{m}^2$ of floor area, for floor area in excess of $15,000\text{m}^2$	1 bicycle parking space for every $150\text{m}^2$ of floor area, for floor area up to $15,000\text{ m}^2$ and 1 bicycle parking space for every subsequent $500\text{m}^2$ of floor area, for floor area in excess of $15,000\text{m}^2$

To cater for the potential spill over of bicycle parking demand from major destination locations, higher bicycle parking provision is required for developments located in Central Area and/or near MRT stations (Zone 1 & Zone 2). However, taking into consideration development location and type, LTA may exercise flexibility and grant a reduction to the bicycle parking provision for developments in Zone 1 and Zone 2.

**Table 2: Recommended distribution of short-term and long-term bicycle parking spaces**

Type	Use	Type of bicycle parking spaces	
		Shortterm bicycle parking	Longterm bicycle parking
1	<u>Residential</u> 1. Residential developments 2. Retirement housing  <u>Commercial</u> 3. Offices  <u>Hotel</u> 4. Hotel 5. Boarding houses and hostels  <u>Industrial</u> 6. Factories 7. Business park, science park, computer software development, distribution services, printing, publishing and allied industries and other Business 1 developments 8. Petroleum, petrochemical, chemical and related industries on Jurong Island <sup>9</sup>  <u>Civic &amp; Community Institution</u> 9. Foreign Workers' Dormitories <sup>10</sup>	20%	80%

<sup>9</sup> The bicycle parking provision requirement for petroleum, petrochemical, chemical and related industries on Jurong Island is based on office floor area.

<sup>10</sup> The bicycle parking requirements will also apply to Foreign Workers' Dormitories located on industrial sites.

2	<u>Commercial</u> 1. Cinema, theatre and concert hall 2. Shops and departmental stores 3. Restaurants, night-clubs, coffeehouses, bars, cafeterias, eating-houses and canteens 4. Convention and exhibition halls  <u>Health &amp; Medical Care</u> 5. Nursing homes 6. Clinic, pharmacies, hospitals and other healthcare institutions  <u>Civic &amp; Community Institution</u> 7. Community centres, community clubs, welfare houses and other cultural and social welfare institutions	60%	40%
Type	Use	Type of bicycle parking spaces	
		Shortterm bicycle parking	Longterm bicycle parking
	<u>Place of Worship</u> 8. Churches, mosques, temples, any place of worship and other religious and related institutions recreational facilities  <u>Sports &amp; Recreation</u> 9. Sports complex, tennis, squash, badminton, sepak takraw courts, soccer, baseball pitches, bowling alley, swimming pool, ice/roller skating rink, recreational clubs, golf range and other sports and recreation facilities		

Developers are encouraged to locate bicycle parking facilities at different areas in the development to cater to different users, e.g. visitors and occupants of the building.

Short-term bicycle parking spaces cater to visitors. Hence they should be located at the ground level for easy access by the public. Similarly, long-term parking spaces cater to tenants or residents and could be located at any level of the development with safe internal cycling circulation leading to the facilities. The recommended short-term and long-term bicycle parking ratio is listed in Table 2 above.



**Table 3: End-of-Trip Facilities that will be exempted from GFA computation for various development types**

Development Type	GFA treatment
<u>Residential</u> 1. Residential developments 2. Retirement housing  <u>Civic &amp; Community Institution</u> 3. Foreign workers' dormitories <sup>11</sup>	No GFA exemption for bicycle supporting facilities as shower/changing rooms are to be provided for within the home, or as part of the clubhouse facilities
<u>Commercial</u> 4. Cinema, theatre and concert hall 5. Shops and departmental stores 6. Offices 7. Restaurants, night-clubs, coffeehouses, bars, cafeterias, eating-houses and canteens 8. Convention and exhibition halls  <u>Hotel</u> 9. Hotel 10. Boarding houses and hostels <sup>12</sup>  <u>Industrial</u> 11. Factories 12. Business park, science park, computer software development, distribution services, printing, publishing and allied industries and other Business 1 developments 13. Petroleum, petrochemical, chemical and related industries on Jurong Island  <u>Health &amp; Medical Care</u> 14. Nursing homes 15. Clinic, pharmacies, hospitals and other healthcare institutions,  <u>Civic &amp; Community Institution</u> 16. Community centres, community clubs, welfare houses and other cultural and social welfare institutions  <u>Place of Worship</u>	GFA exemption for bicycle supporting facilities, subject to: <ul style="list-style-type: none"> <li>• 1 shower stall per 10 bicycle parking spaces (about 1.35sqm per shower stall)</li> <li>• Provision and size of lockers and PMD lockers to be subjected to evaluation</li> <li>• 1 toilet per cluster of facilities</li> <li>• Facilities should be located near the bicycle parking spaces for the convenience of cyclists</li> </ul>

<sup>11</sup> The GFA treatment will also apply to Foreign Workers' Dormitories located on industrial sites.

<sup>12</sup> GFA exemption for End-Of-Trip facilities will only apply to Backpackers' Hostels; it does not apply to student hostels which are akin to Residential use.

17. Churches, mosques, temples, any place of worship and other religious and related institutions	
<b>Development Type</b>	<b>GFA treatment</b>
<u>Sports &amp; Recreation</u> 18. Sports complex, tennis, squash, badminton, sepak takraw courts, soccer, baseball pitches, bowling alley, swimming pool, ice/roller skating rink, recreational clubs, golf range and other sports and recreation facilities	No GFA exemption for bicycle supporting facilities as shower/changing rooms/lockers should be provided as part of the development