

# Transit Signage Manual

   Graphic Standards

Volume

1

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# Reference Volumes

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**Graphic Standards**

Vol. 2  
**Hardware Specifications**  
(Controlled Copy)

Vol. 3  
**Submittals**  
(Controlled Copy)

Annex A  
**Revision Log**

# Software Requirements

## **Vector Graphics Editors**

Adobe Illustrator Creative Suite 6  
Adobe Illustrator Creative Cloud  
Affinity Designer

## **Document Colour Modes**

Printed Signs - CMYK  
Digital Signs - RGB

## **File Formats**

Adobe Illustrator Document (Ai)  
Portable Document Format (PDF)  
Scalable Vector Graphics (SVG)

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## Part A

### Elements

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## Part A Elements

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# 1. Brand Guide



# Introduction

1.1

## The Singapore Public Transport Brand

The Public Transport (PT) System of Singapore is multi-modal with a unified payment system.

The PT symbol is under the custodian of the Land Transport Authority (LTA), it is used by public transport stakeholders as a universal brand to represent and promote Singapore's integrated transportation network.

Over the years, Integrated Transport Hubs (ITH) have grown in prominence as they are space efficient and provide ease of connection to commuters. With the transformation of our PT operation model, our PT brand should evolve alongside the growth.

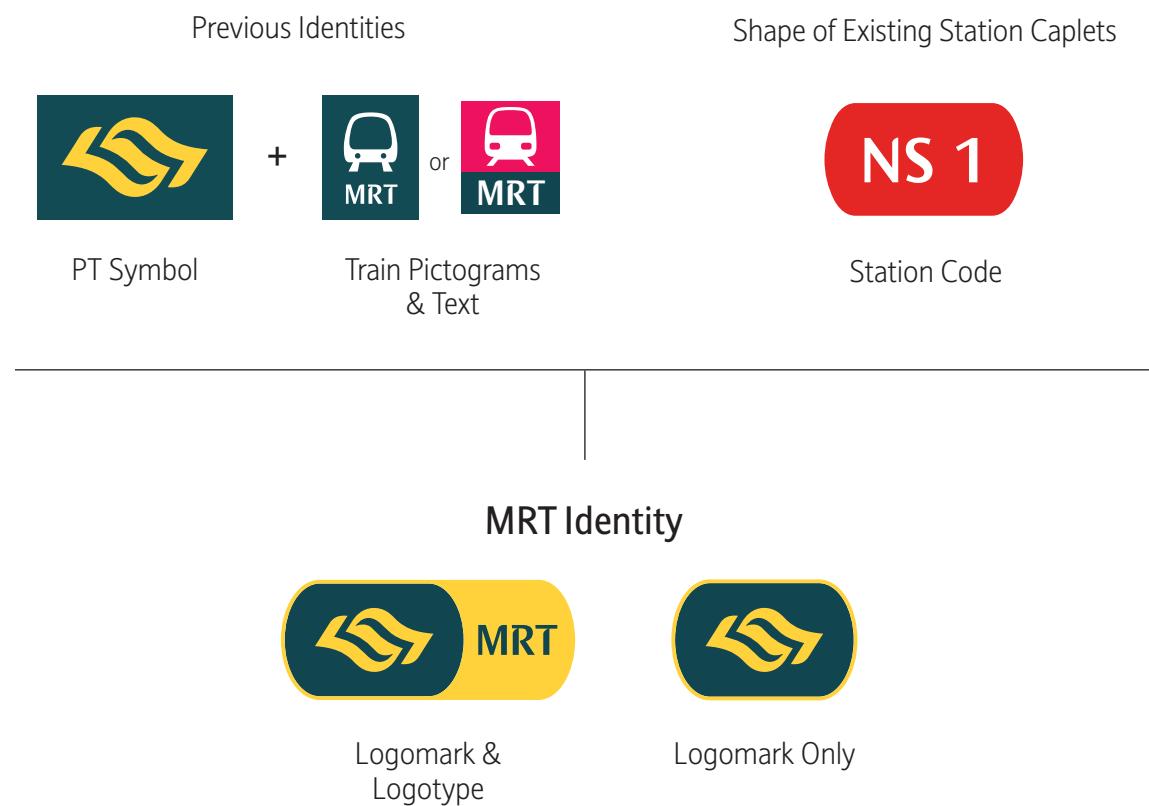
This brand guide introduces the MRT brand for the Thomson-East Coast Line (TEL), and possibly future lines.

## MRT Brand

To provide clarity in identification of the increasingly complex PT system, the MRT Logo is simplified by refreshing the unified PT symbol with unique colour and shape used to brand the MRT system. The commonly known text ‘MRT’ is added for specific use. This enhanced logo is called The Caplet, given by its shape.

This enhancement can be extended to other transport modes in Singapore, which will strengthen the PT brand identity, while keeping each mode distinct and easily identifiable.

**The reduction of layers, to eliminate brand fragmentation.**



# MRT Logo

1.2

The MRT Logo represents the MRT System.

This logo shall be used to aid commuters, pedestrians and motorists to identify an MRT station.

Obtain authorised artwork from LTA Architecture Division (Signage Team).



Logotype



Logomark

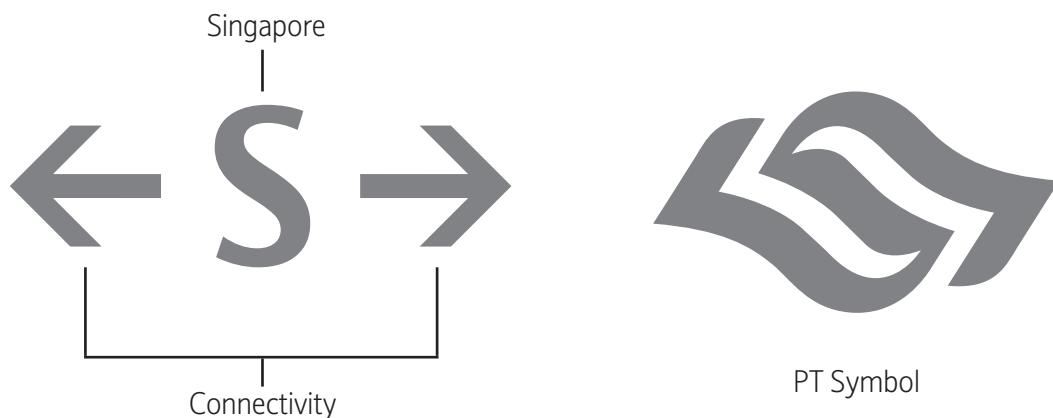
Use Logotype if signage must feature “MRT” text.

Never add “MRT” text outside of logo using other fonts.

## PT Symbol

To represent Singapore's Integrated Public Transport Network.

Designed in 1999 by Lloyd Northover Citigate. Updated in 2012 by Transport Design Consultancy.



Symbol can be described as illustrated above.

# Logo Guide

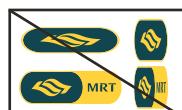
1.2.1

## Clearspace

Always maintain clear space around the MRT Logo to protect the logo from distracting graphics or typography.  
Maintain clearspace using Height and Width of “T” in reference to Logotype’s “T” in LTA Identity typeface.



## Use Logo As Is, Do Not Misuse



Always resize in proportion.  
Do not squash logos.



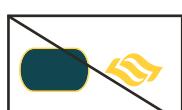
Use Logotype.  
Do not place any text next to Logomark.



Do not flip/rotate the  
logo in any orientation.



Do not change colour of  
the logo and its elements.



Do not extract elements  
to be used alone.



Do not redraw or alter  
the logo and its elements.

## Greyscale Logo

Use of greyscale logo is permitted, except on station signage. use Type 1 for light background and Type 2 for dark background. Seek LTA Architecture Signage Team's approval prior to fabrication.



Type 1



Type 2

# MRT Logo

## Third-Party Application

1.2.2

All adjoining development shall point to MRT Station(s), by featuring the MRT Logo on their directional signs. Logos may be presented to better match development signage design.

## Minimum Coverage Area

Starting from ground level for incoming pedestrian to the respective level of connection, and adjacent levels to the link level.

### Examples:

#### 1. Link to MRT Station is at Level 2 of building

Logo shall at least be visible on directional signs at:  
 Level 1 (entrance at ground level),  
 Level 2 (link to MRT), and  
 Level 3 (adjacent level).

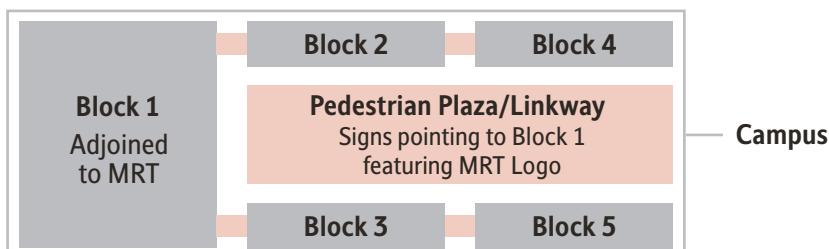
#### 2. Link to MRT Station is at Basement 1 (B1) of building

Logo shall at least be visible on directional signs at:  
 Level 1 (entrance at ground level),  
 B1 (link to MRT), and  
 B2 (adjacent level).

## Campus

*Outside of building(s) adjoined to MRT Station(s).*

At any common level(s) linking buildings across a single Campus, its directional signs shall feature the MRT Logo to direct pedestrians to the building on Campus that is adjoined to the MRT Station. Example: Centralised Pedestrian Plaza and/or Underground Pedestrian Linkway



# System Colours

1.3

## MRT Identity      LRT Identity      Bus Identity      Exits



Sun Yellow



Rainforest Green



LRT Grey



Lush Green



Exit Yellow

## Illuminated & Non-Illuminated Signs

PMS 122C

PMS 316C

PMS 5625C

PMS 375C

PMS 109C

C0 M14 Y80 K0

C100 M15 Y26 K70

C41 M13 Y34 K39

C47 M0 Y100 K0

C0 M16 Y100 K0

## Digital Signs

R255 G208 B64

R252 G214 B71

R112 G130 B112

R147 G213 B0

R255 G209 B0

H45°

H47°

H120°

H79°

H49°

S100% L62.5%

S96.8% L63.3%

S7.4% L47.5%

S100% L41.8%

S100% L50%

## Hardware

RAL 1023

RAL 6004 (Matt)

RAL 7033

Match PMS

RAL 1023

## Signage & Statutory Colours



Precision Black



Warning Yellow



Prohibition Red

Safe-Condition  
Green

Accessible Blue



Priority Pink

## Illuminated & Non-Illuminated Signs

PMS Black C

PMS 123C

PMS 485C

PMS 355C

PMS 301C

PMS 1905C

C66 M64 Y67 K67

C0 M21 Y88 K0

C6 M98 Y100 K1

C99 M12 Y100 K0

C100 M46 Y5 K18

C0 M50 Y4 K0

## Digital Signs

R46 G42 B37

R252 G201 B23

R212 G46 B18

R0 G150 B69

R0 G89 B156

R248 G154 B186

H33°

H47°

H9°

H146°

H206°

H340°

S10.8% L16.3%

S97% L54%

S84.3% L45.1%

S100% L29.4%

S100% L30.6%

S87% L78.8%

## Hardware

RAL 9005 (Matt)

RAL 1003

RAL 3020

RAL 6024

RAL 5017

RAL 3015

# Line Colours (1)

1.3.1



## Illuminated Signs

PMS 485C C6 M97 Y99 K0	PMS 355C C99 M12 Y100 K0	PMS 2592C C51 M89 Y0 K0	PMS 1375C C0 M45 Y95 K0	PMS 2935C C100 M68 Y4 K0	PMS 154C C30 M66 Y100 K20
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## Non-Illuminated Signs

PMS 485C C0 M93 Y95 K0	PMS 355C C95 M0 Y98 K0	PMS 2592C C61 M88 Y0 K0	PMS 1375C C0 M45 Y95 K0	PMS 3005 C100 M52 Y0 K0	PMS 730C C28 M57 Y87 K24
---------------------------	---------------------------	----------------------------	----------------------------	----------------------------	-----------------------------

## Digital Signs

R223 G40 B39 H9° S84.3% L45.1%	R0 G150 B69 H146° S100% L29.4%	R153 G0 B171 H294° S100% L33.5%	R250 G158 B13 H37° S96% L51.6%	R0 G85 B184 H212° S100% L36.1%	R157 G89 B24 H29° S73.5% L35.5%
--------------------------------------	--------------------------------------	---------------------------------------	--------------------------------------	--------------------------------------	---------------------------------------

## Hardware

RAL 3020	RAL 6024	RAL 4008	RAL 2000	RAL 5005	RAL 8003
----------	----------	----------	----------	----------	----------

# Line Colours (2)

1.3.2

## Future Lines



JR Teal



Lime

## Illuminated Signs

PMS 7466C

PMS 375C

C96 M0 Y31 K0

C147 M0 Y100 K0

## Non-Illuminated Signs

PMS 7466C

PMS 375C

C96 M0 Y31 K0

C147 M0 Y100 K0

## Digital Signs

R0 G173 B187

R147 G213 B0

H184°

H79°

S100% L36.7%

S100% L42%

## Hardware

RAL 5018

TBC

## 2. Typography



# Principles

2.1

## Universal System, Reducing Reliance on Text

In our drive towards a universal signage system to serve commuters of various demographics, the system will rely less on text.

To direct commuters around the station and towards exits effectively, Exit Codes are in numbers instead of English alphabets, as numbers can be read in any language and can be understood by all commuters. To bring emphasis to Line Colours instead of Line Names, names are condensed to Line Codes, placed in the unique Caplet shape. Symbols such as pictograms and icons will be used to represent facilities to facilitate identification by commuters. Read more about these enhanced elements in the following chapters.

## Vernacular Languages for Station Names

As part of the identity of Singapore, the Vernacular Languages of Singapore will be featured on Station Names Signs in station. The sign will be presented in multilingual format featuring 1 or more Vernacular Languages of Singapore.

## English as Official Language

The working language for Singapore is English, and hence all signs that features words shall be primarily in English. Alternative language, may be presented as secondary information.

# English Typefaces

2.2

## Why Two Typefaces for a Single System

A signage system of the transport network exist to carry the brand and provide information. Typography helps make information more reader-friendly, and a consistently applied font builds familiarity and can convey trust when commuters interact with it throughout the system.

The typefaces used in our signage system are chosen for two purposes. One is part of our brand, the other is designed with signage in mind, allowing commuters to read information with ease.

**LTA Identity** was designed in 2000 by Hubert Jocham specially for Land Transport Authority of Singapore. It only exists in a single weight, and is reserved for use as an identity font.

**Stroudley** was designed in 2007 by Bruno Maag, Ron Carpenter, and Veronika Burian of Dalton Maag type foundry. It was designed with signage in mind, crafted to save space while ensuring best legibility for readers. It exists in three weights, Light, Regular and Bold, for effective establishment of information heirarchy. The font will be used throughout the signage system where information is presented.

License for Stroudley font family is available for purchase on Dalton Maag Type Foundry's website, and other major font distribution websites. It is also available on Adobe Fonts as part of the Adobe Creative Cloud subscription plan.

# LTA Identity

## One Weight

A B C D E G H I J K L M N O P Q R S T U V W X Y Z  
a b c d e g h i j k l m n o p q r s t u v w x y z  
1 2 3 4 5 6 7 8 9 0

---

# Stroudley

Light   Regular   **Bold**  
*Italic*   *Italic*   ***Italic***

A B C D E G H I J K L M N O P Q R S T U V W X Y Z  
a b c d e g h i j k l m n o p q r s t u v w x y z  
1 2 3 4 5 6 7 8 9 0

---

# Chinese and Tamil Typefaces

2.3

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## Chinese Typeface

黑体 黑体

Adobe Heiti Std or Heiti SC (Light/Medium)

---

## Tamil Typeface

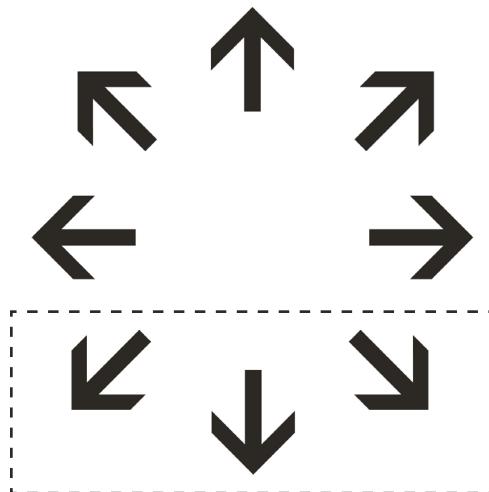
நகர மண்டபம்

Mullai and Mullai Medium

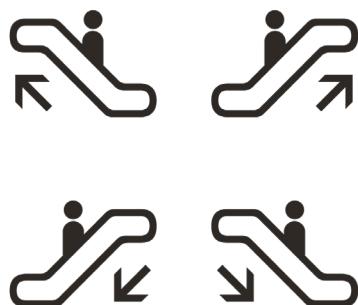
## 3. Arrows



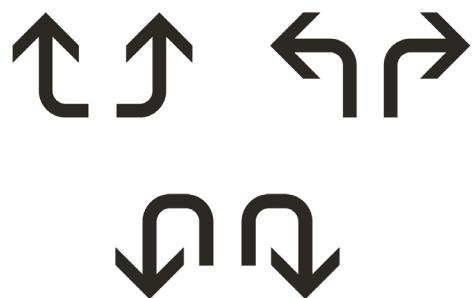
## Standard Arrows



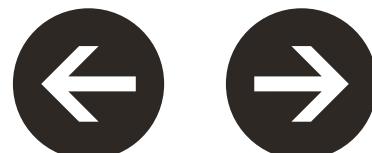
## Escalator Arrows



## Special Arrows



## Train Direction Arrows



# Principles

3.1

## When to Use Arrows

The primary function of an arrow is to point and to direct. Because commuters moving in stations do not move in a fixed path, unlike vehicles on roads, following arrow can be unnatural and create confusion. Directional signs (hence arrows) shall only be applied when necessary. To prevent over-signing that may lead to a false representation of choices.

## Minimise Arrows for Clarity

Confusion arises when commuters are given too many choices to assess. Commuters may grow to ignore arrows when they begin to see it repeat too often. This section contains guidelines on when and how to apply arrows in relation to sign placements and sign types, to ensure consistency and effectiveness throughout the system.

## No Guessing Game

Each arrow should only be assigned one meaning, commuters should never be required to guess what the arrow is trying to point at. In order for the signage system to be this effective, every arrow must stand true to one direction. To condition commuters to trust and understand the arrow throughout the system, a consistent application is thus crucial.

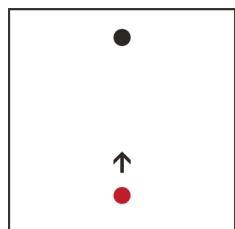
# Arrow Placement Guide

3.2

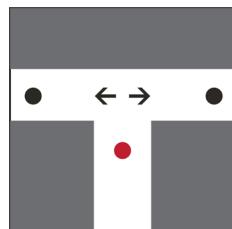


## Standard Arrows

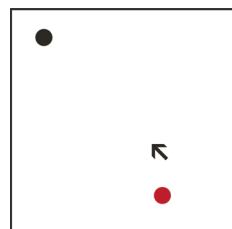
Applicable for all directional signs.



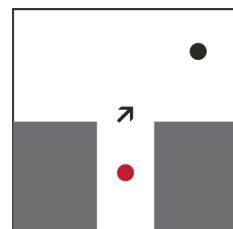
Go Straight Ahead



Turn Left/Right

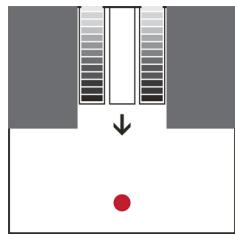


Go Diagonally-Left

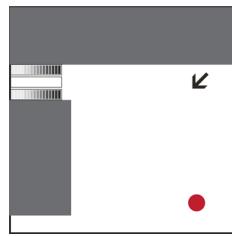


Go Diagonally-Right

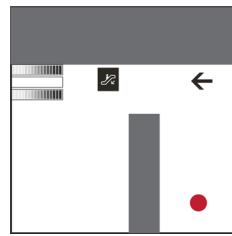
Minimise use of ↘ ↓ ↗ to avoid confusion.



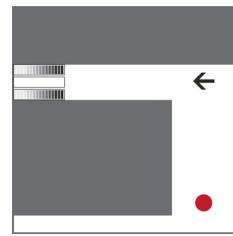
To mark the down-riding escalator as it is the only option.



If the nearest sign is far from escalator, as no follow up signs can be placed near it.



If sign can be placed near escalator, use left/right arrow to direct before using escalator to signal change in level.



If sign is far from escalator, but path is direct, use left/right arrow to point to path.

*Escalator Arrows are preferred, for clear differentiation between change in level and change in direction.*

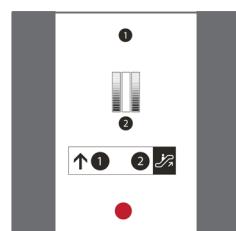
● You are here

● Destination



## Escalator Arrows

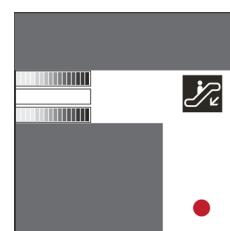
To differentiate between “forward” and “upstairs”



Straight Ahead  
vs Upstairs



Up via this Escalator

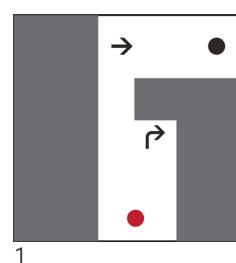


Short dedicated path  
to escalator

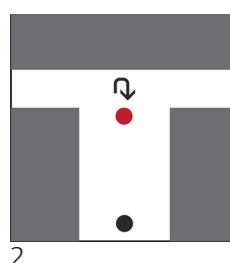


## Special Arrows

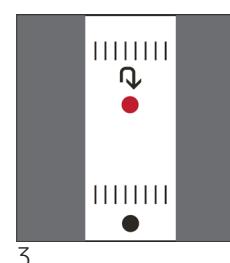
For use in special scenarios, often as a last resort  
(e.g. Lift Supergraphic)



1



2



3

1. When ceiling space is limited and destination is hidden by column(s) (i.e. Platforms)
2. Directional signs that are placed in conjunction with Information Points on wall surfaces.  
More details regarding Information Points on p.XX
3. In rare occasions, when a concourse area has no unpaid link between two faregates,  
a sign has to be installed before faregates to indicate alternate exits accessible only via  
another set of faregates.

● You are here

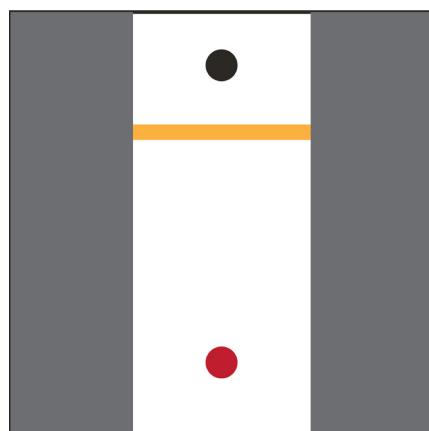
● Destination

# Minimise Reliance On Arrows

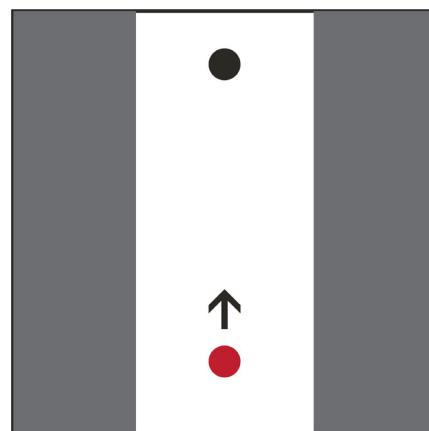
3.3

Marking amenities and destination will allow commuters to identify and orientate themselves better. Label and landmark space whenever possible to reduce the need for directional signs, which signifies change in direction and a need to choose.

## Confirmation



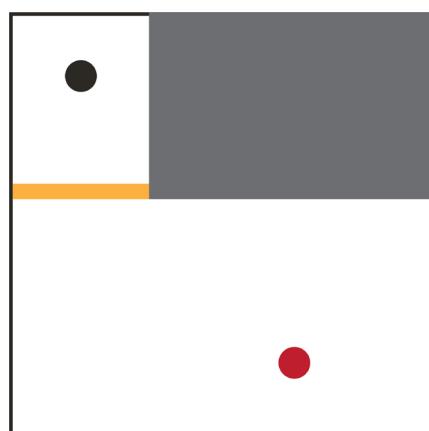
VS



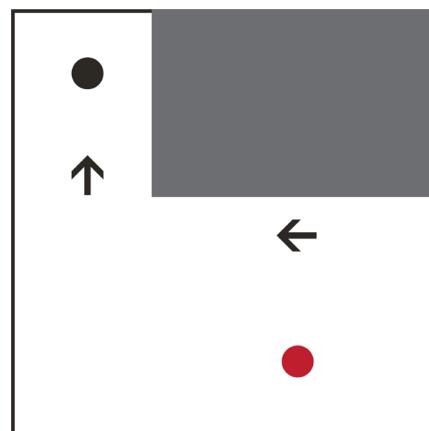
Label to mark a zone/area, provides confirmation on arrival.

There is no need for an arrow when there are no choices left to be made.

## Demarcating Zones/Spaces



VS



Labelling an entry point, to demarcate spaces lowers margin of error.

Pointing arrow increases opportunity for commuters to be misled and confused.

You are here

Destination

## 4. Symbols



# Terminologies

## i. Icon

Image or statue of symbolic nature, sometimes with significant connotations.

Example: Caplets / Emergency & Regulatory Icons

## ii. Ideogram

Character or representation of an idea without expressing sounds or letters in its name.

Example: Numbers, Exit Code Ideograms

## iii. Pictogram

Pictorial representation of an object, place or item.

Example: Station Amenities such as Toilets, Stairs, Lifts

## iv. Logo

Badge or pictorial representation depicting a specific organisation or company.

Example: MRT Logo / PT Symbol

## Use Symbols As-Is

Do not extract any elements to be used individually.

Do not modify any elements in symbol.

Do not distort symbols, always scale proportionately.

# The Caplet

4.1



The Caplet is the unifying element of Singapore's MRT network. The shape was first introduced in 2010 on the MRT System Map to house station codes.

This shape is expanded to form and strengthen the identity of our MRT network. By using a unified shape across the system, commuters will be able to better associate the elements, making navigation to and around interchange stations with ease.

## One MRT Brand

MRT System	MRT Line	MRT Station
		
Caplet +	Caplet +	Caplet +
Sun Yellow +	Line Colour +	Line Colour +
Rainforest Green +	Line ID	Line ID +
PT Logo		Station Code

# Line Caplet

4.2

**Type A** with white outline



Black/Coloured Background



**Type B** without outline



White Background

Typeface: LTA Identity

## Application

### MRT Signage System

Applicable on Information Points, Directional Signs and Placemarking Signs to represent MRT Line(s). Refer to respective chapters on application guidelines on specific signs.

### Third-Party

Use Line Caplets to indicate MRT Lines.

Commuters will be able to cross refer with external sources of information and rely on station directional signs for guidance to the respective MRT Lines.

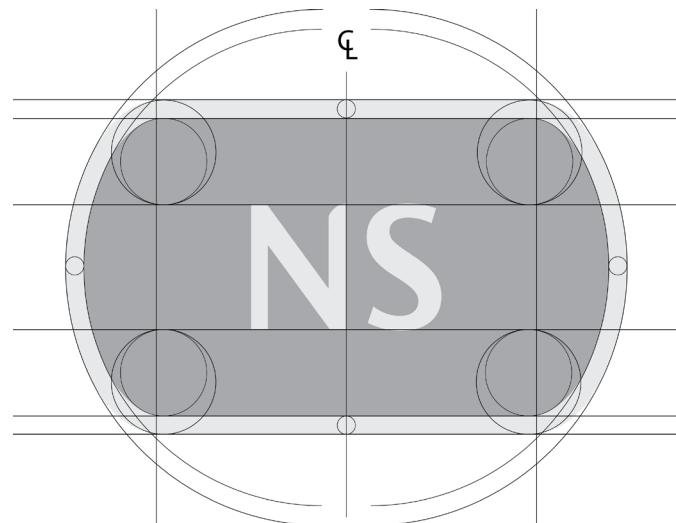
## Obtaining Assets

### PDF/SVG Format (Type A & B)

Contact Land Transport Authority – Architecture Division Signage Team

## Regulations

The Line Caplet icon must always be used in relation to information pertaining to Singapore's RTS/MRT/LRT System.



# Station Caplet

4.3

## Single



## Interchanges



Transit Area



Tap-Out to Transfer

Typeface: LTA Identity

## Application

### MRT Signage System

Applicable on Information Points, Directional Signs and Placemarking Signs to represent MRT Station(s). Refer to respective chapters on application guidelines on specific signs.

### Third-Party

Use Station Caplets to indicate MRT Stations.

Commuters will be able to cross refer with external sources of information and rely on station signs for guidance to the respective MRT Stations.

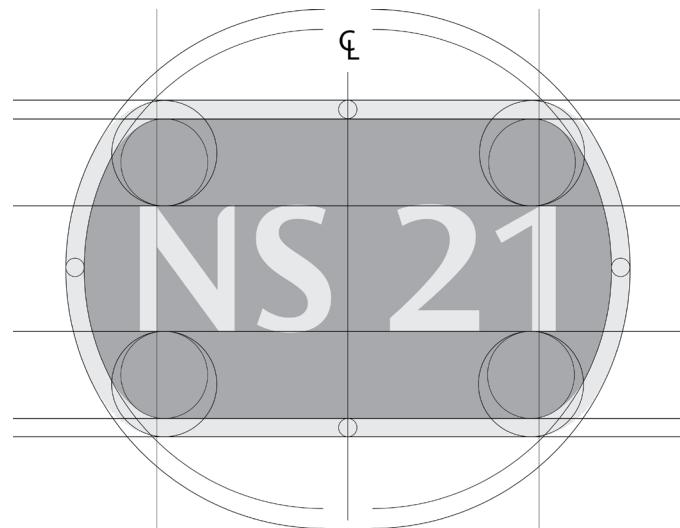
## Obtaining Assets

### PDF/SVG Format

Contact Land Transport Authority – Architecture Division Signage Team

## Regulations

The Station Caplet icon must always be used in relation to information pertaining to Singapore's RTS/MRT/LRT System.



# Exit Code

4.4

An ideogram refers to a character or a representation of an idea without expressing the sounds or letters in its name. An Arabic numeral is an ideogram, it can be written and understood in written form regardless of its pronunciation through languages. Together with the number, a portal designed to represent the station's exit, forms the Exit Code.

Created to enhance clarity and reduce language barriers, this unifying language can be used by third-party information providers to relate information they provide to station signage.

## Type A Single



## Type B Range

Indicating more than three Exits, on Directional Sign only.



Type B-1  
[1~99]



Type B-2  
[10~99]

Typeface: Stroudley

## Application

### MRT Signage System

Applicable on Information Points, Directional Signs and Placemaking Signs to represent Exits.  
Refer to respective chapters on application guidelines on specific signs.

### Third-Party

Use these ideograms to indicate Exit(s) of an MRT station.

Commuters will be able to cross refer with external sources of information and rely on station signs for guidance to the respective MRT Stations.

## Obtaining Assets

### PDF/SVG Format (Type A & B)

Contact Land Transport Authority – Architecture Division Signage Team

## Regulations

The Exit code ideogram must always be used in relation to information pertaining to Singapore's RTS/MRT/LRT System.

# Exit Code Numbering

4.4.1

## Principles

Exit codes are key identification points around the station. They allow commuters to get their bearings when moving in an underground space. As landmarks and destination can defer from every commuter, using exit codes to mark different parts of the station is a critical unifying element for wayfinding.

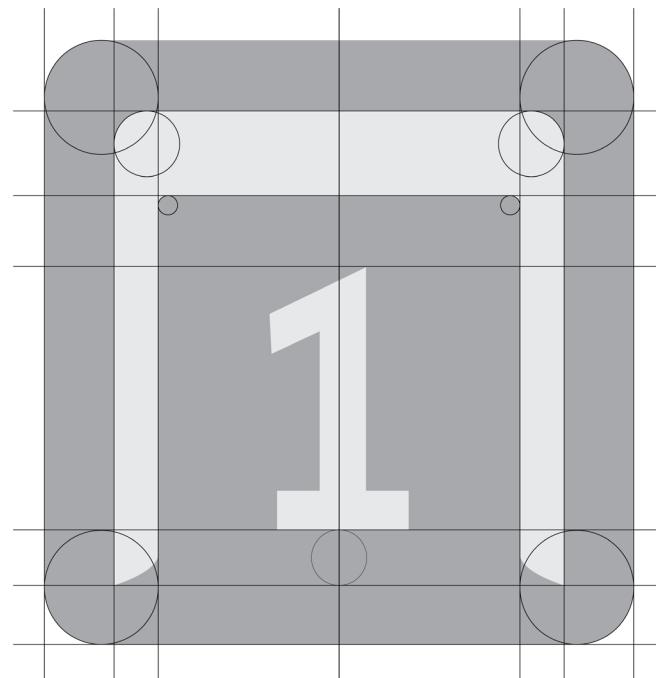
## What makes an exit?

Every point that allows a commuter to leave the station compound should be treated as an exit. It can be a station entrance on street level, a subway linking to an adjoining development or an entrance subsumed in a development. Every point of entry/exit is an exit and must be coded.

## Logic

Exit codes should always run in sequence, seen from inside the station. A commuter should be able to follow directional signs with exit codes in running order. Otherwise, it would be challenging for commuters to follow, and they will need to decipher the location of each exit.

The numbers can run in clockwise or anti-clockwise direction when seen on plan because commuters do not find their way with a spatial overview. Instead, they rely on intuition and common sense. If they had just past exits 19 and 20, moving forward should bring them to exit 21, logically. Allowing exit codes to run in sequence will also aid directional sign messaging. Running numbers can easily be grouped, saving space and ensuring clarity.

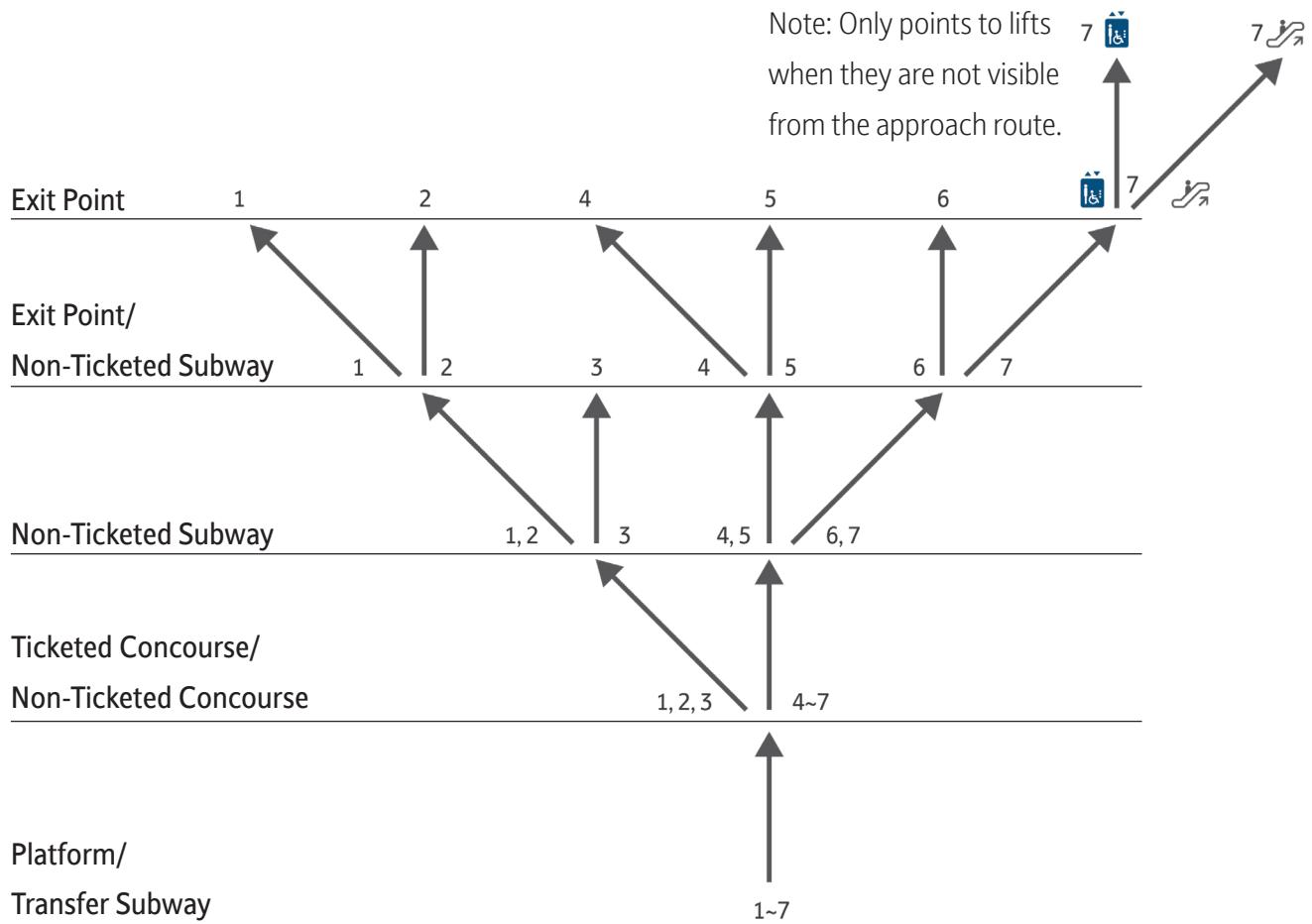


# Exit Numbering Convention

4.4.2

## Application to Typical Single Station

Exit codes are grouped according to the access path from the concourse, and arranged in a sequence that is logical and easily identifiable.

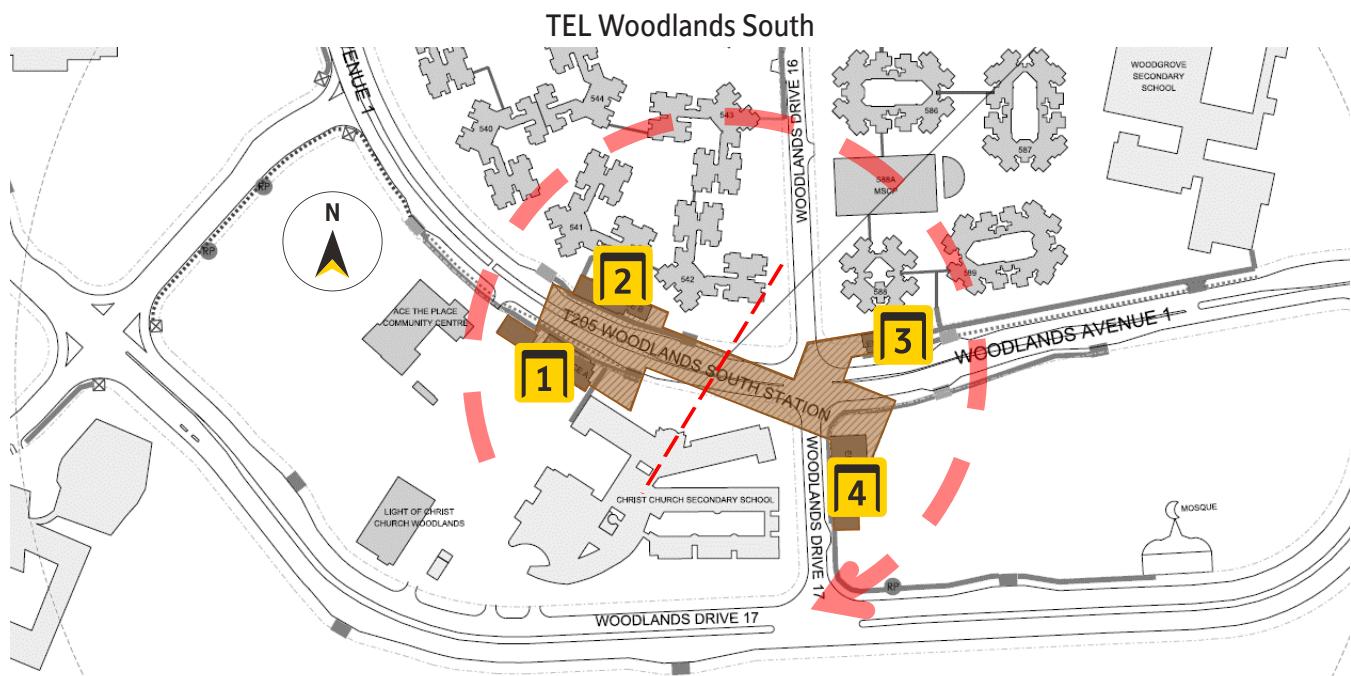
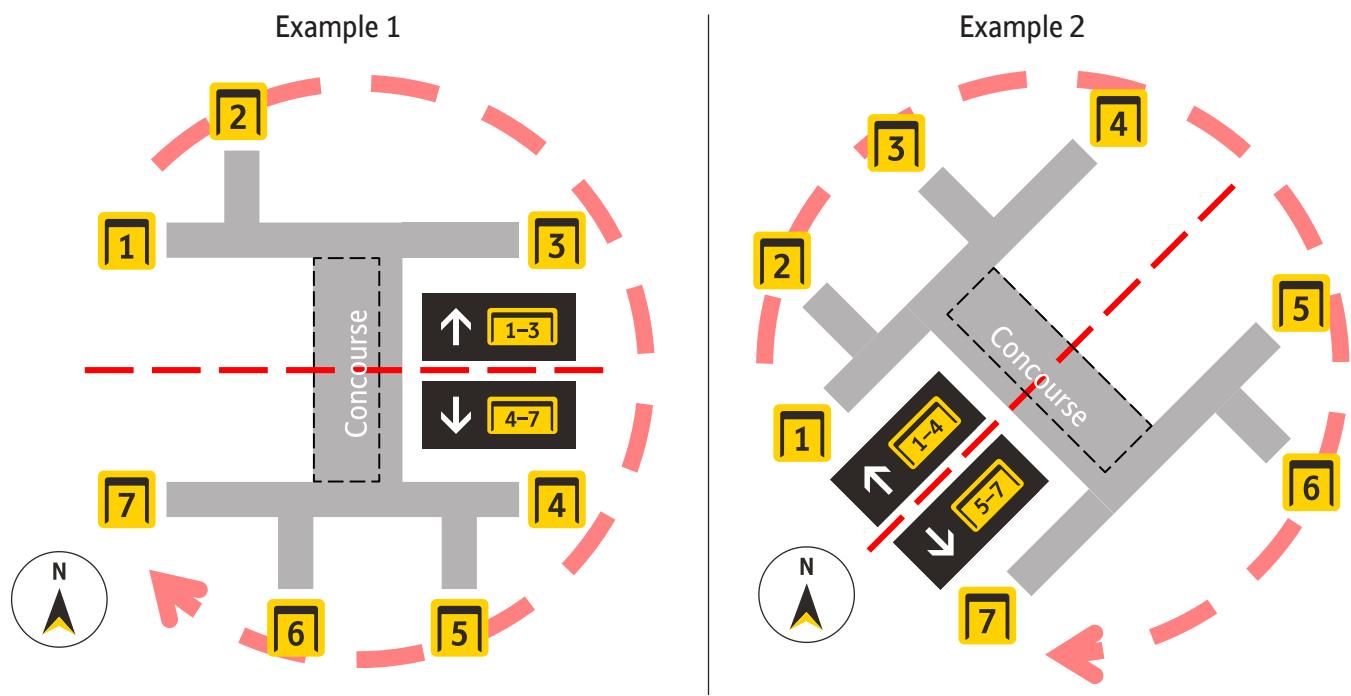


# Exit Numbering Convention

4.4.3

## Application to Typical Single Station

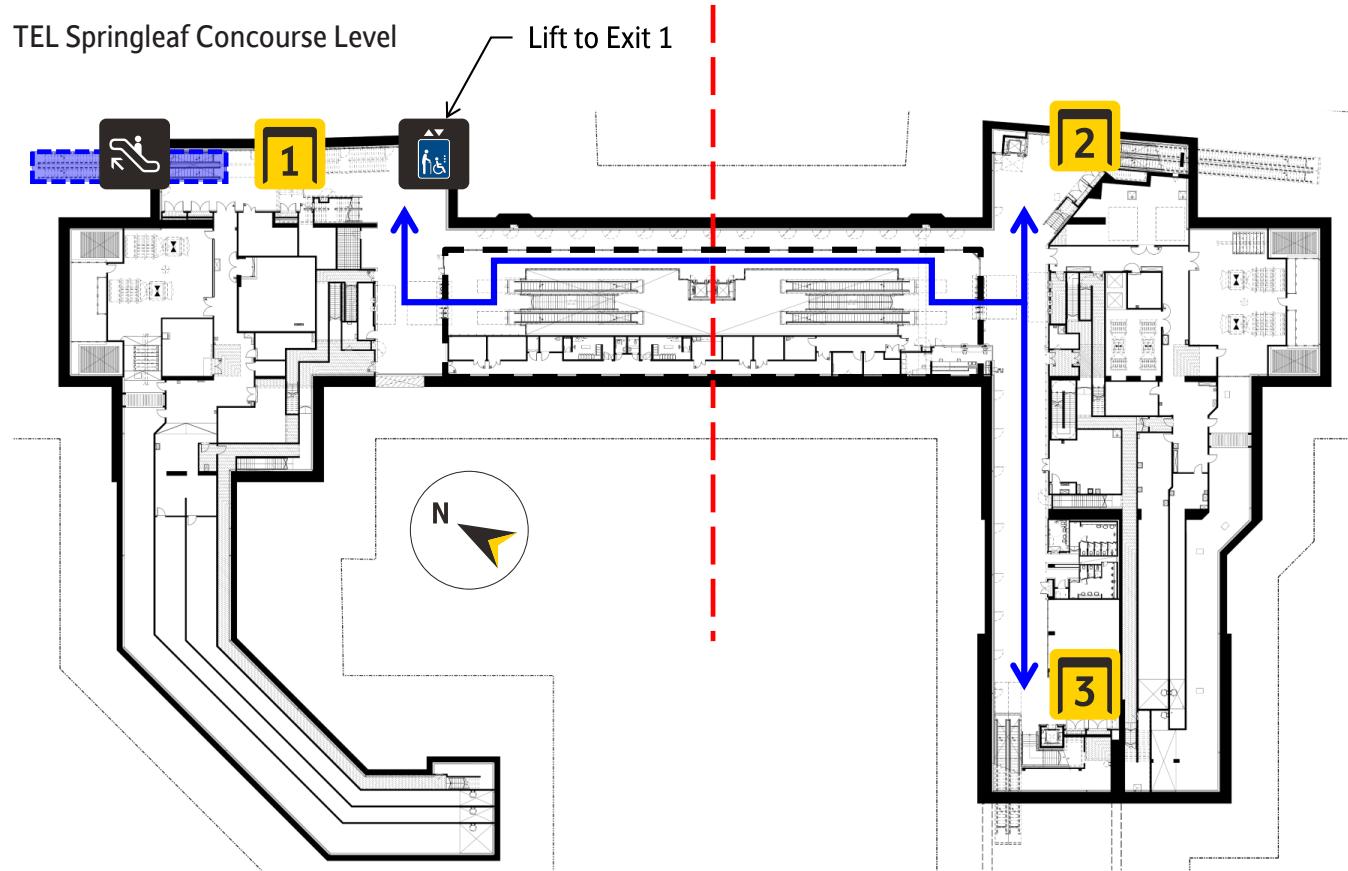
- The grouping of exits would be from the perspective of a commuter , moving to the exits at either end of the concourse.
- The order of number starts from top/bottom left, depending on the alignment of the station.
- Numbers run in clockwise direction.



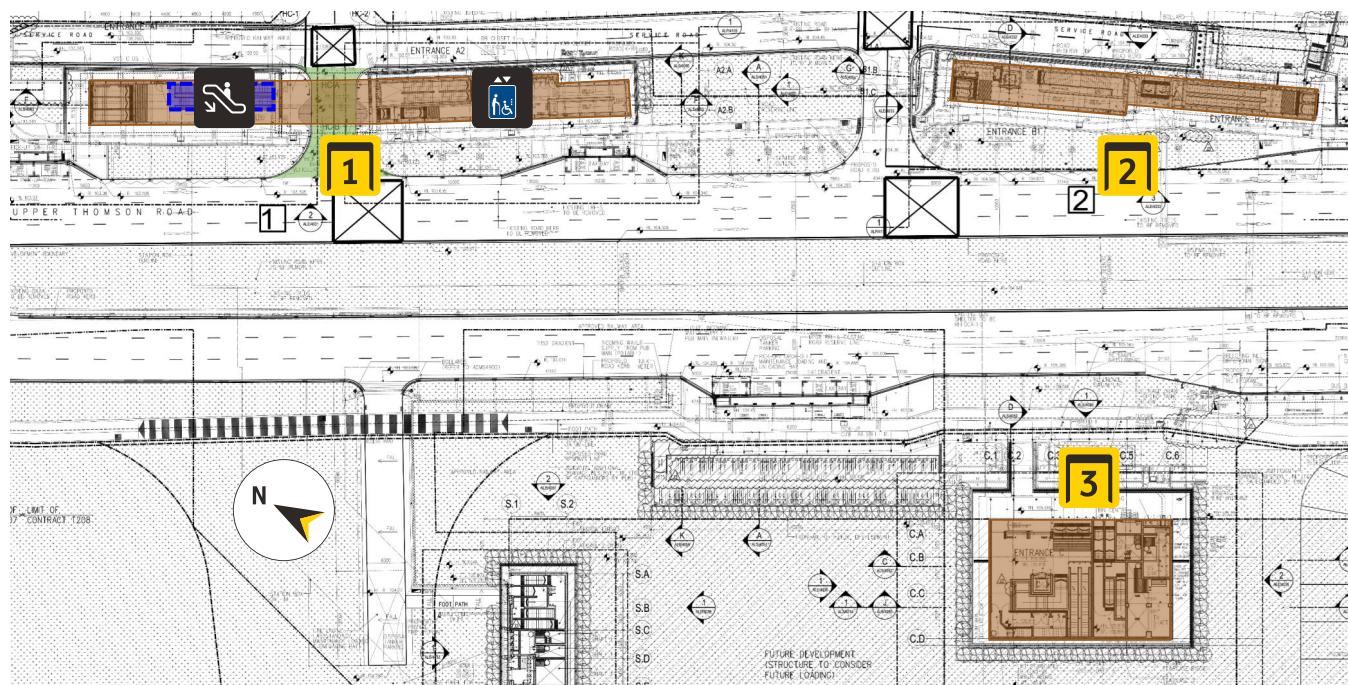
# Exit Numbering Convention

4.4.4

## Application to Station with Split Exits



## TEL Springleaf Ground Level



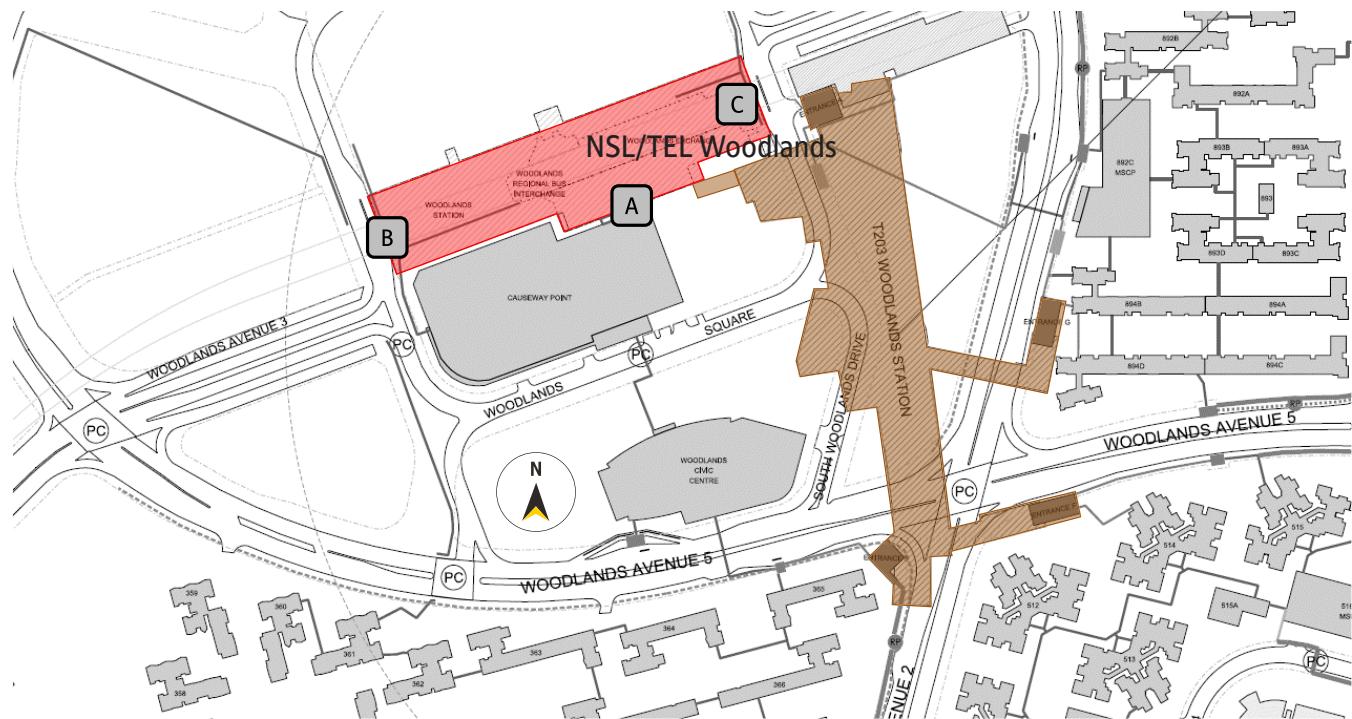
# Exit Numbering Convention

4.4.5

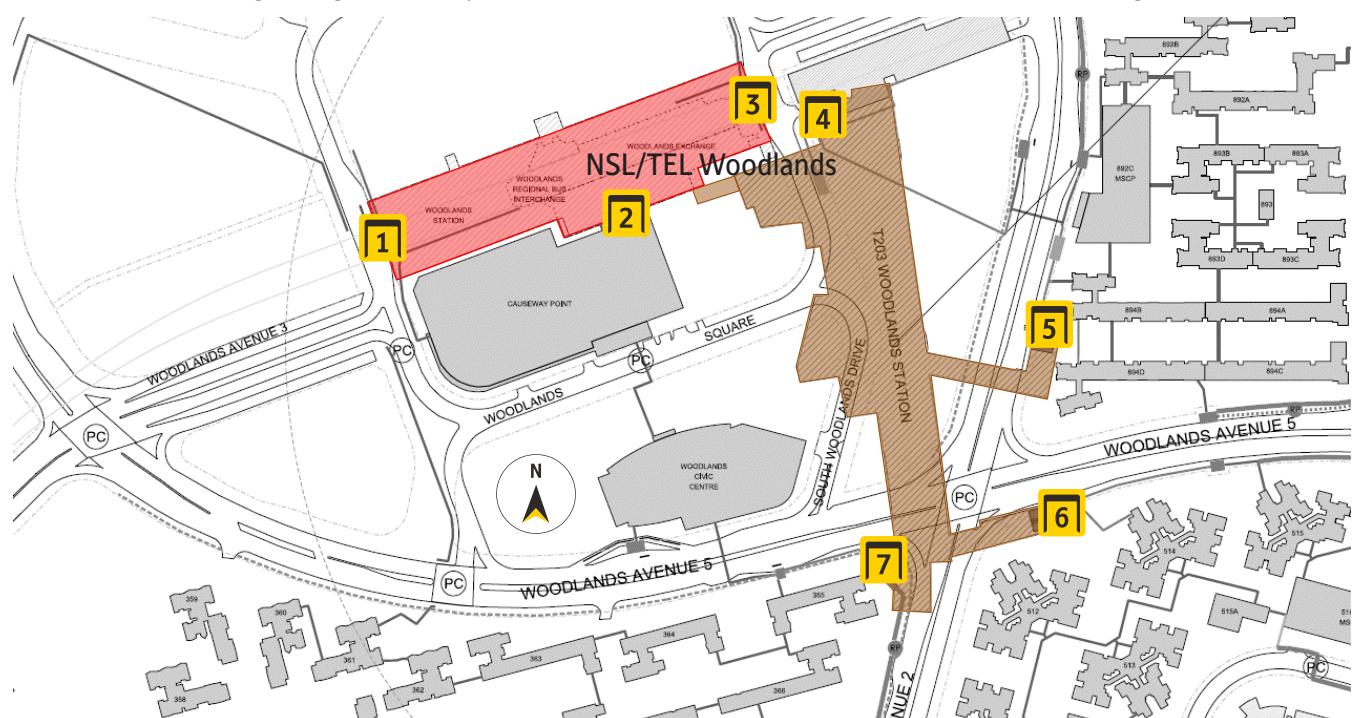
## Application to New Station Interchanging with Existing

Numbering of exit codes will commence with the existing (oldest) station and continue in a clockwise direction

Exit codes for existing station in alphabets.



Exit codes for existing changed from alphabets to numerals. New station continues from existing.



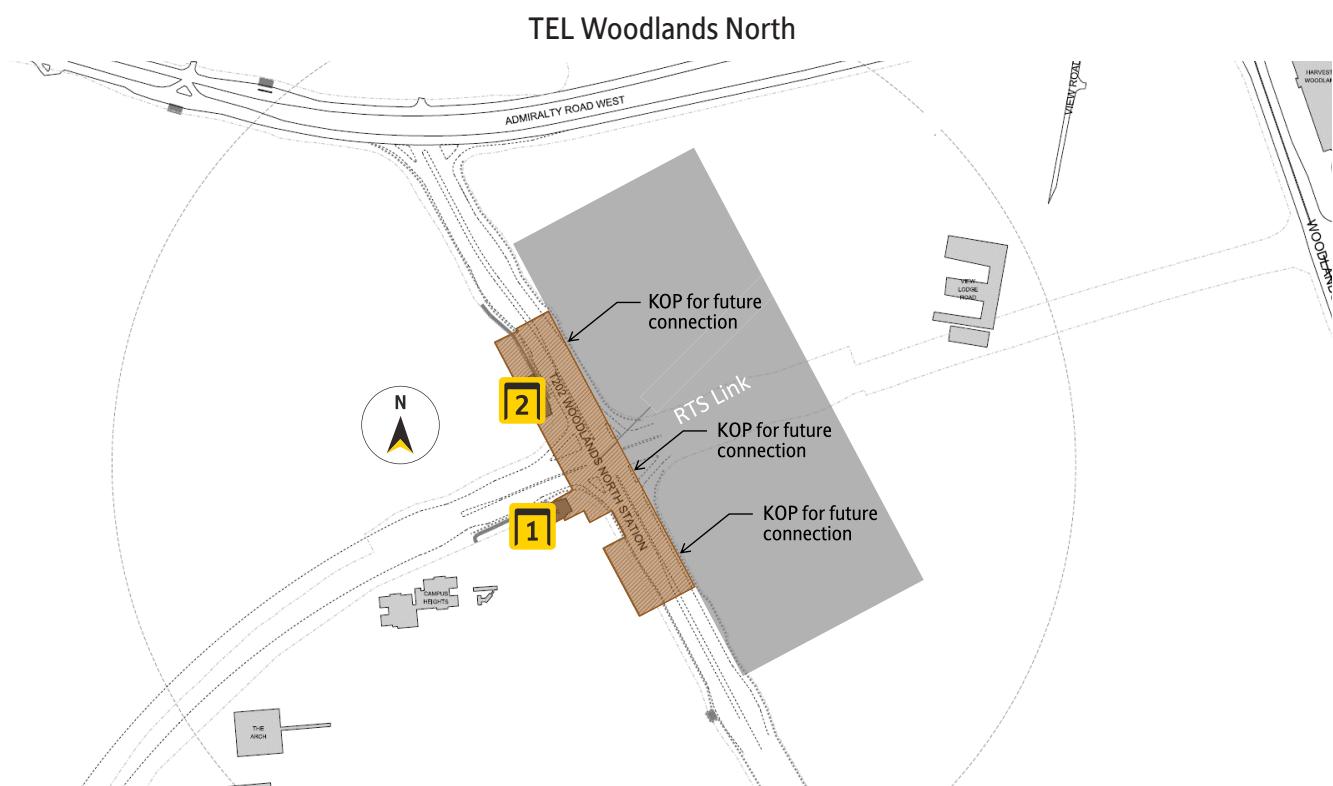
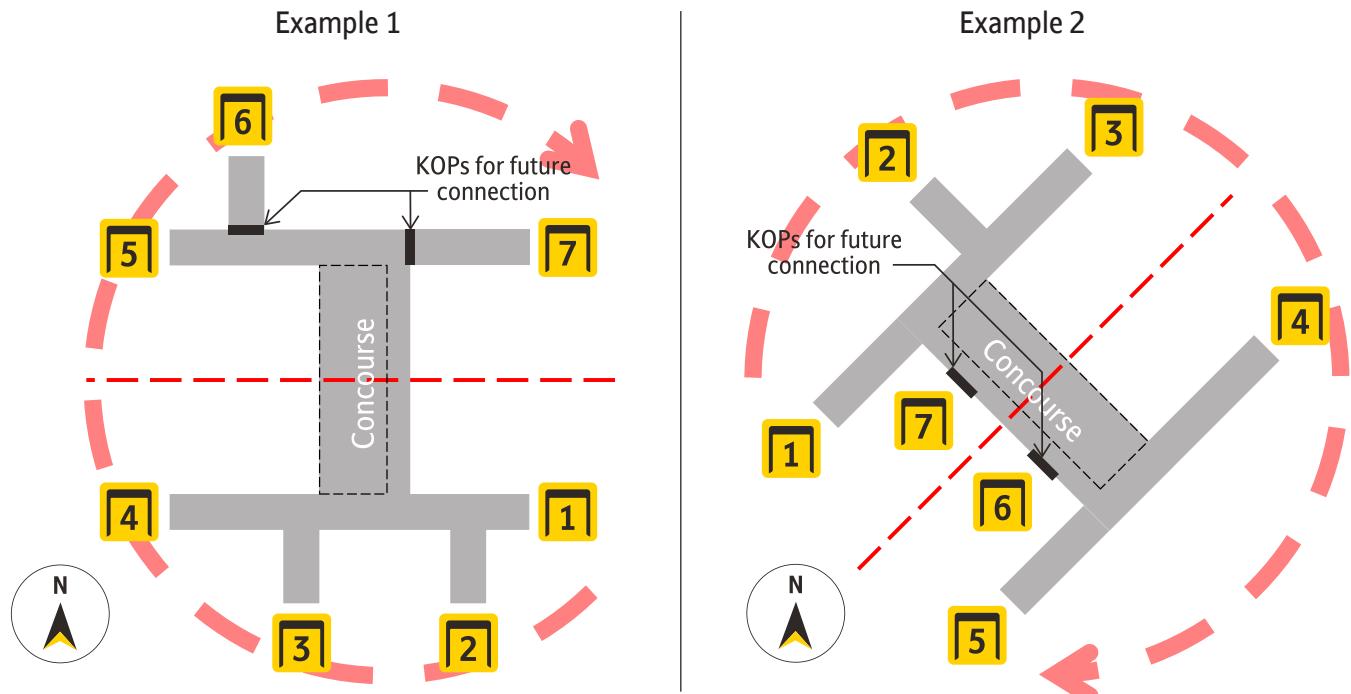
# Exit Numbering Convention

4.4.6

## Exception 1

### Knock Out Panel (KOP)

- KOP(s) will have the end number(s).
- Numbers run in clockwise direction.



# Exit Numbering Convention

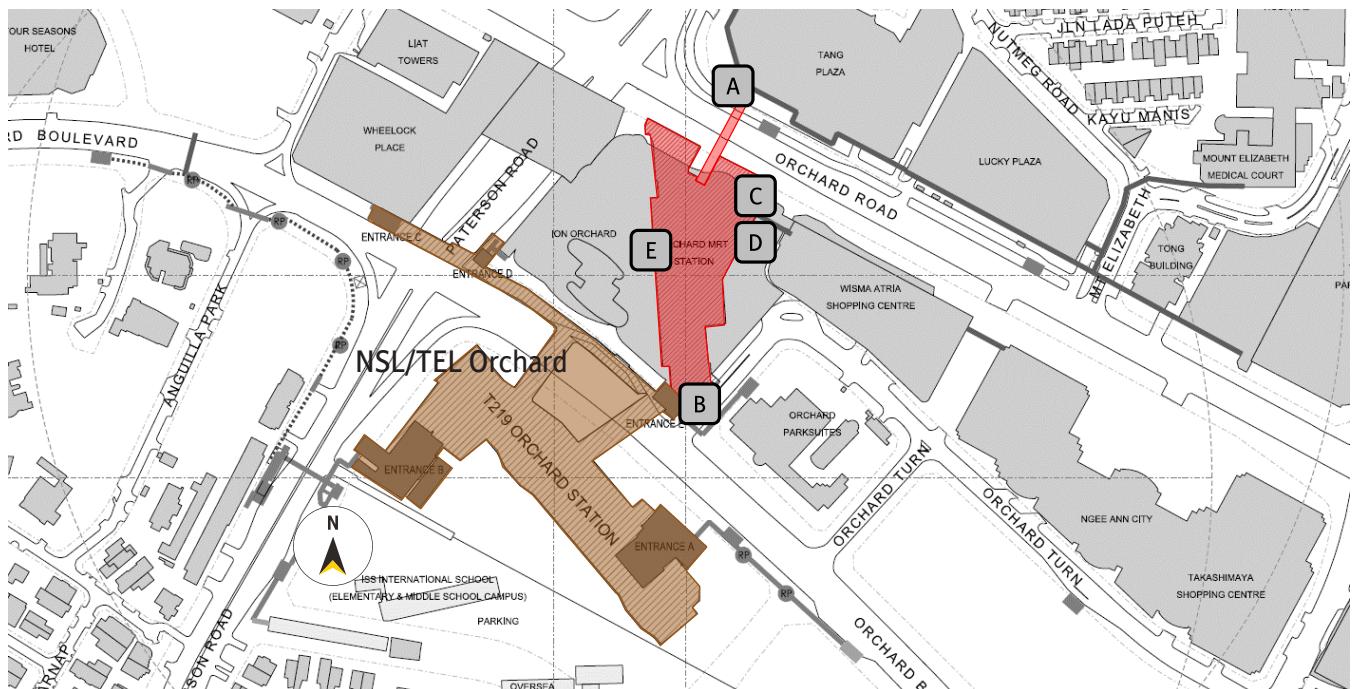
4.4.7

## Exception 2

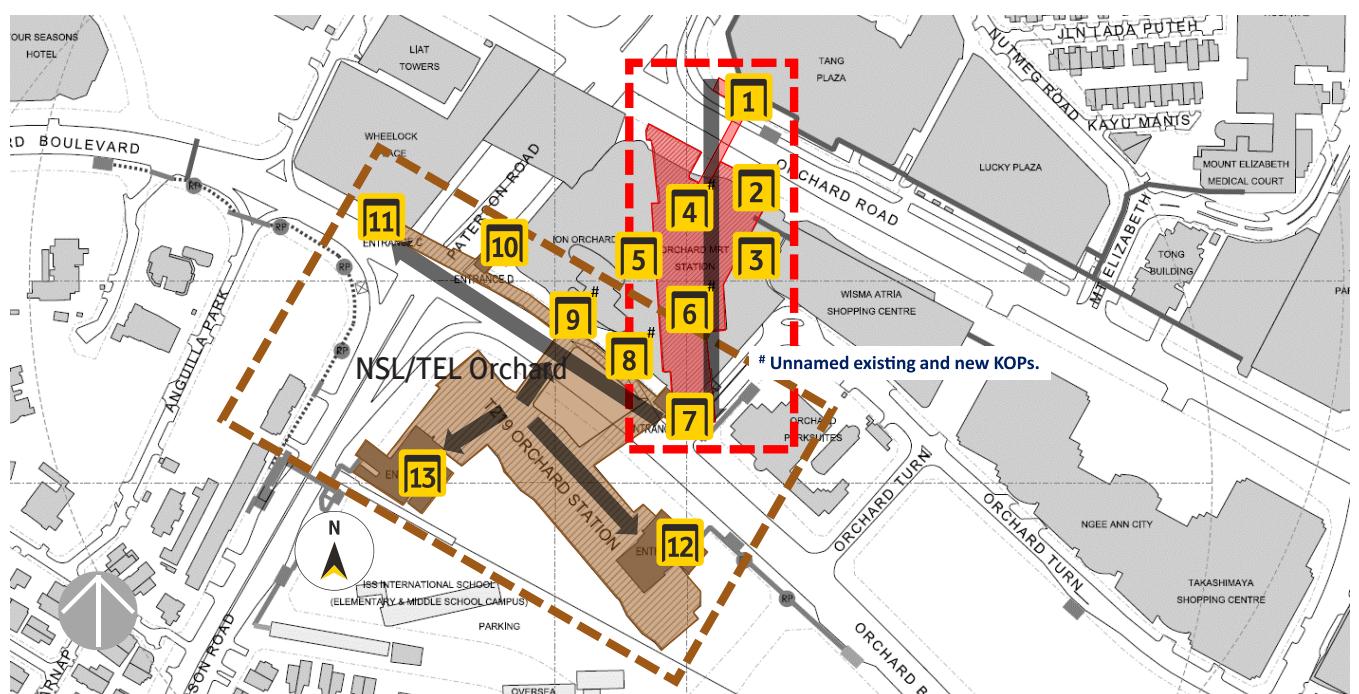
### Interchange with Existing

- Numbering of exit codes start from existing (oldest) station, may not run in clockwise direction.
- Grouping of exit codes may not run in sequential order.

Exit codes for existing station in alphabets.



Exit codes for existing changed from alphabets to numerals. New station continues from existing. Orchard is complex with many KOPs and exits. Exception is applied.



# Amenity and Facility Pictograms

4.5

Designed in context with the actual placement of the object/sign. These pictograms should always be seen in relation to the actual amenity they represent when deciding which to use and where to place them.

## Application

### MRT Signage System

Applicable on Information Points, Directional Signs and Placemarking Signs to represent Amenities. Refer to respective chapters on application guidelines on signs.

### Third-Party

Use these pictograms to indicate Amenity(ies) of an MRT station.

Commuters will be able to cross-refer with external sources of information and station signs.

## Obtaining Assets

### PDF/SVG Format

Contact Land Transport Authority – Architecture Division Signage Team

## Regulations

Amenity pictograms must always be used in relation to information pertaining to Singapore's RTS/MRT System.

# Amenity Symbol Library (1)

4.5.1



1. Toilets



2. Family Washroom



3. Accessible Toilet



4. Baby Care Room



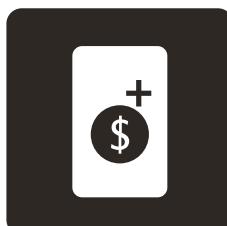
5. Passenger Service Counter



6. Information Point



7. Service Kiosks



8. Top-Up Kiosk



9. General Ticket Machine



10. Ticket Office /  
Ticketing Service Centre



11. ATM



12. Retail

# Amenity Symbol Library (2)

4.5.2



13. Baggage



14. Bicycle Park



15. First Aid Room



16. Lift



17. Priority Users



18. Accessible Icon



19. Wheelchair Lift



20. Ambulant Cubicle



21. You Are Here



22. Emergency Exits



23. Fire Extinguisher



24. Fire Hosereel

# Transport Mode Logos and Pictograms

4.6

Designed in context with the actual placement of the object/sign. These pictograms should always be seen in relation to the actual transport mode they represent when deciding which to use and where to place them.

## Application

### MRT Signage System

Applicable on Information Points, Directional Signs and Placemarking Signs to represent Transport Modes. Refer to respective chapters on application guidelines on signs.

### Third-Party

Use these pictograms to indicate other Transport Mode(s) in relation to the MRT station. Commuters will be able to cross-refer with external sources of information and station signs.

## Obtaining Assets

### PDF/SVG Format

Contact Land Transport Authority – Architecture Division Signage Team

## Regulations

Modal pictograms must always be used in relation to information pertaining to Singapore's RTS/MRT System.

# Transport Mode Symbol Library

4.6.1



MRT Logotype



MRT Logomark



MRT Train Pictogram



LRT Logotype



LRT Logomark



LRT Train Pictogram



Bus Logotype



Bus Logomark



Public Bus &amp; Bus Interchange



Bus Stop



Bus Stop Number



Single-Decker



Double-Decker



Walk



Cycle



Taxi



PUDO



Monorail



Cable Car



River Taxi



Cruise Centre



Airport

# Development Icons

4.7

They are designed in context with the actual placement of the object/sign. These pictograms should always be seen in relation to the actual development they represent when deciding which to use and where to place them.

Icons are subject to change and development logos shall be accurately reflected.

## Application

### MRT Signage System

Applicable on Information Points and Placemaking Signs to represent nearby developments.

Refer to respective chapters on application guidelines on signs.

### Third-Party

Use these pictograms to indicate nearby developments in relation to the MRT station.

Commuters will be able to cross-refer with external sources of information and station signs.

## Obtaining Assets

### PDF/SVG Format

Contact Land Transport Authority – Architecture Division Signage Team

## Regulations

Mode pictograms must always be used in relation to information pertaining to Singapore's RTS/MRT System.

## 4.7.1



Acute Hospitals or  
Health Campus  
(features initialisms)



Hotels



Development Logos

The following developments adjoining/in close proximity to the station will have their logo featured in black background and white graphic.

- Adjoining Malls/Offices
- Concert Halls/Theatres
- Cultural Precincts
- Governmental Institutions
- Integrated Resorts
- National Monuments
- Public Museums
- Public Parks/Gardens
- Tertiary Institutions
- Wildlife Reserves Singapore Parks

Subject to approval, obtain graphic for signage from LTA Architecture Signage Team. May require multi-agency agreement on adoption of specific official logos.

Refer to chapters for application guideline on respective signs in Part B.

## Part B

# Sign Graphics

Graphic Standards and Placement Guides of All Signs

# Signage Hierarchy

## 1. Inform

Information Points strategically located throughout the station will enable commuters to self-help; finding information they need to plan their journey on the MRT network, and to identify exits in the station. Commuters can also look up information from any trusted external source (such as third-party websites, mobile apps and travel guide books) at any point of their journey. Hence the consistency in design and content throughout the signage system is crucial to direct commuters around the network wherever the source of info.

## 2. Direct

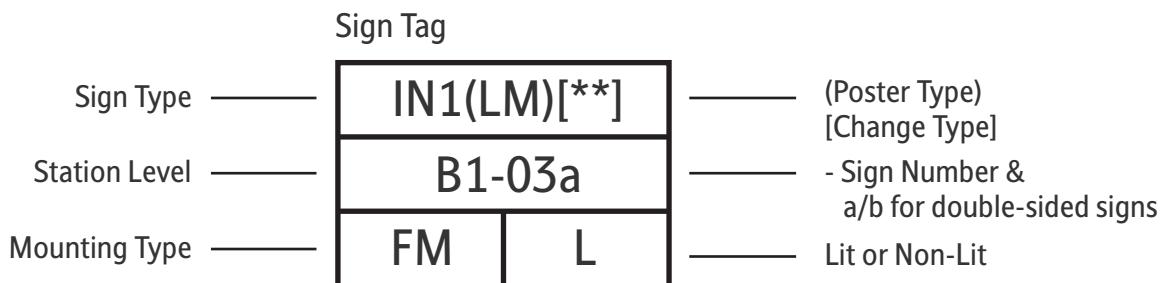
Directional Signs link commuters to different parts of the station and exits. Because every commuter will have a different destination in mind, it is important that the directional signs are consistent and easy to follow, without having to study directional signs. Directional signs should be concise, neutral and direct. Their primary function is to nudge and aid commuters' decision making to move efficiently around the station.

## 3. Confirm

By providing a sense of arrival, we can assure commuters of their decisions made. Placemarking each amenity and zone around the station, for example marking using line colours and line ID at entry point of linkways between interchanging lines and marking exits by displaying its Exit Code clearly, is thus crucial. Marking spaces also reduce probability of error, as compared to directing using an arrow.

# Sign Tagging

To neatly label each sign on plan for quick reference.



## Codes

### Sign Type Examples

Information Signs: **IN1 / IN2**

Directional Signs: **D1-5**

Exit Marker: **E1 / E2**

Lift Related Signs: **LT-x**

**More sign codes in TSM Volumes 1 and 2**

### Mounting Types

Ceiling Mounted: **CM**

Projected Mounted: **PM**

Surface Mounted: **SM**

Roof Mounted: **RM**

Floor Mounted: **FM**

Floor Mounted Goal Post: **FM-G**

Floor Mounted Cantilevered: **FM-C**

Surface Mounted Recessed: **SM-R**

### Poster Type Examples

System Map: **(SM)**

Locality Map: **(LM)**

Exit Directory: **(ED)**

**More sign codes in TSM Volumes 1**

### Change Type

Update of Graphics Only: **[u]**

Removal of existing sign, and to be replaced with new sign. Including laying new electrical cable from designated DB room: **[\*\*]**

### Illumination

Lit Signs: **L**

Non-Lit Signs: **NL**

## Part B Signs

### Graphic standards and placement guides of all signs

#### 5 Identification

- 5.1 MRT Caplet Sign
- 5.2 Station Name
- 5.3 Street Markers
- 5.4 Placement Guide

#### 6 Information

- 6.1 Information Point
- 6.2 System Map
- 6.3 Locality Map
- 6.4 Exit Directory
- 6.5 Navigator
- 6.6 Operating Hours
- 6.7 Fare Chart
- 6.8 Platform Signs
- 6.9 Placement Guide

#### 7 Direction

- 7.1 Decision Trees
- 7.2 Context
- 7.3 Compatibility
- 7.4 Dimensions
- 7.5 Modular System
- 7.6 Placement Guide

#### 8 Amenities & Facilities

- 8.1 Priority Family
- 8.2 Accessibility
- 8.3 Lift
- 8.4 Station Facilities
- 8.5 Commuter Facilities

#### 9 Confirmation

- 9.1 Exit Markers
- 9.2 Interfacing Developments
- 9.3 Placement Guide

#### 10 Digital Signs

- 10.1 Passenger Information Display (PID)
- 10.2 Station Travel Information System (STIS)
- 10.3 Dynamic Route Map Display (DRMD)

#### 11 Statutory, Safety Signs

- 11.1 Fire Safety (FS)
- 11.2 Emergency Exit
- 11.3 Warning
- 11.4 Prohibition
- 11.5 CD Shelter
- 11.6 CCTV Operation
- 11.7 PSD Operation
- 11.8 Room Name
- 11.9 Notice
- 11.10 Floor Loading Diagram
- 11.11 Placement Guide

## 5. Identification



## Principles and Key Functions

For pedestrians and motorists to identify MRT station entrances efficiently and accurately.

### In this Section

- 5.1 MRT Caplet Sign
- 5.2 Station Name Sign
- 5.3 Placement Guides
- 5.4 Route Markers

# MRT Caplet Sign

5.1

The MRT Caplet is a logo that represents the MRT Network.

It identifies all entry points to the Network.

This must be applied on all station entrances, including facades of development that subsumes MRT station entrance(s), to inform commuters of an entrance within.

## 1. Lit Caplet Signbox (Double-Sided)



Flexible Mounting Methods based on site conditions:

- Side Mounted (Cantilevered)
- Bottom Mounted (on Roof)
- Ceiling Mounted
- Surface Mounted

## 2. Non-lit Caplet Sign



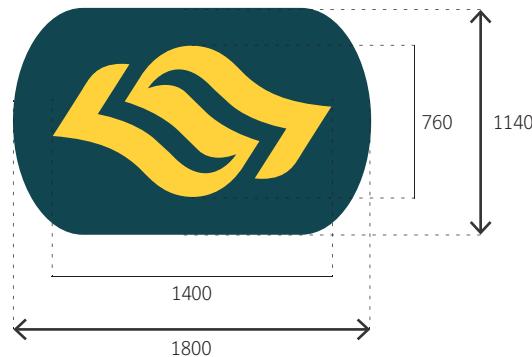
Surface mounted, preferably on clear glass surfaces.

Variable size, based on site conditions and needs, scale proportionately. May be used as a supergraphic, or standard logo for remote lift entrances.

## Caplet Box (Double-Sided)

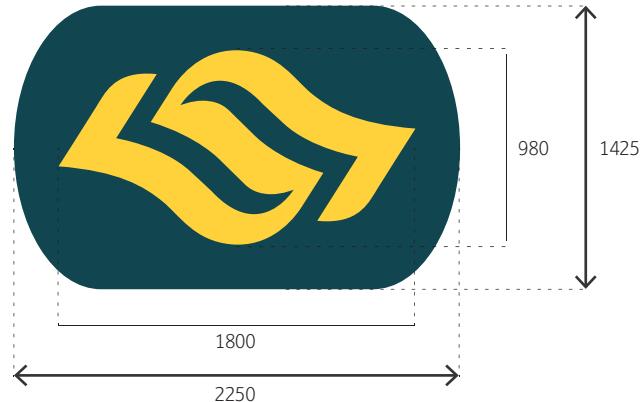
**M1**

Mounted 6m  
and **below**



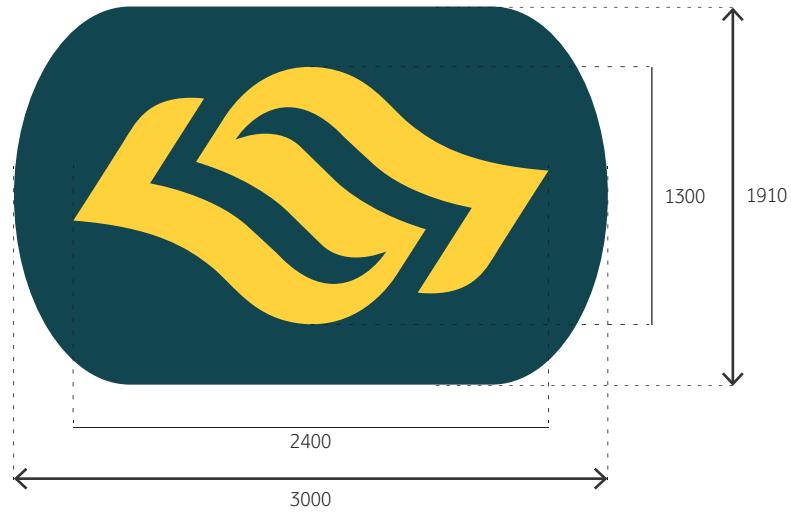
**M2**

Mounted 6m  
and **above**



**M3**

Surface  
Mounted only



# Station Name

5.2

The Station Name forms part of the brand identity of the MRT Station.  
It is a confirmation sign upon arrival, before entering or leaving the network.

## Exterior View SN

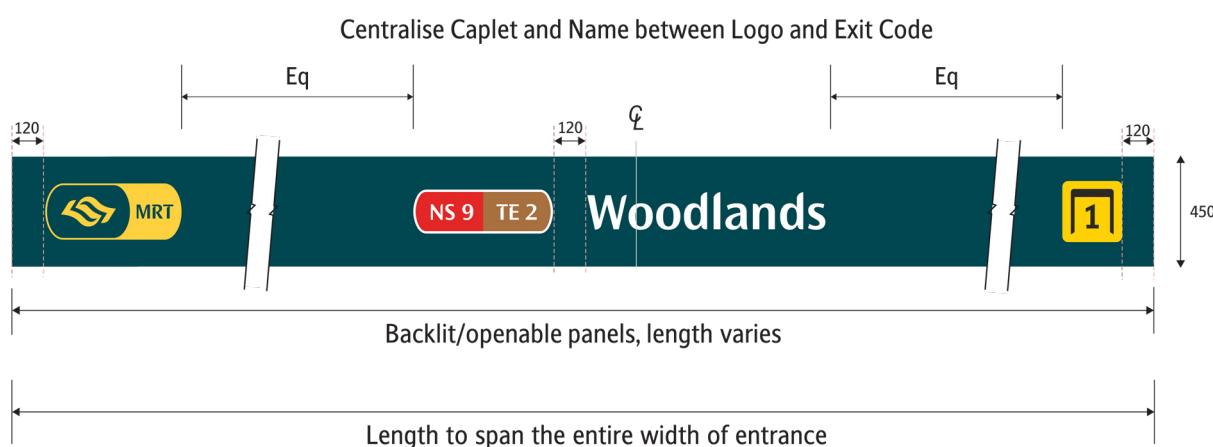


1. MRT Logo  
230mmH

2. Station Caplet  
180mmH

3. Station Name  
600pt  
Some station entrances do not serve both lines of an interchange,  
only show the necessary corresponding station caplet.

4. Exit Code  
250mmH



**Refer to 9.2.1 and 9.2.2 for the reverse of this sign. featuring outbound information.**

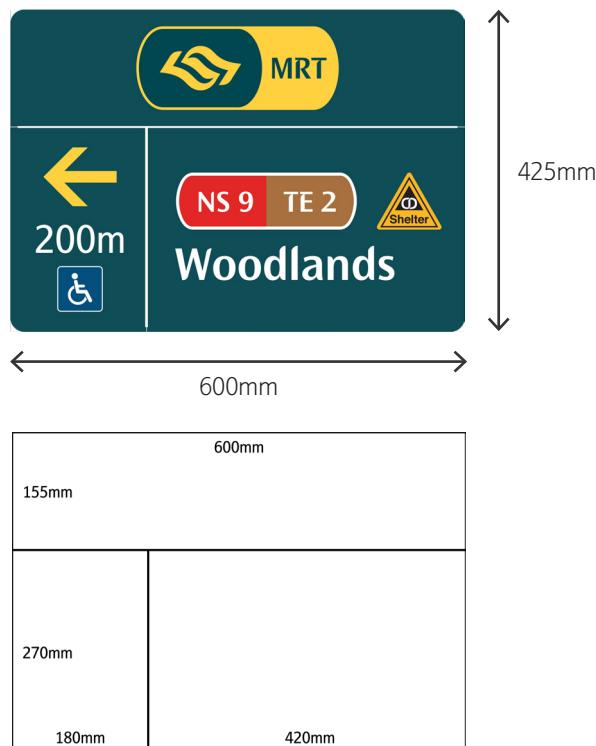
Some stations may feature surface mounted version of station name signs,  
as such, the outbound information will be on a separate sign box of the same size.

# Street Markers (Roadside)

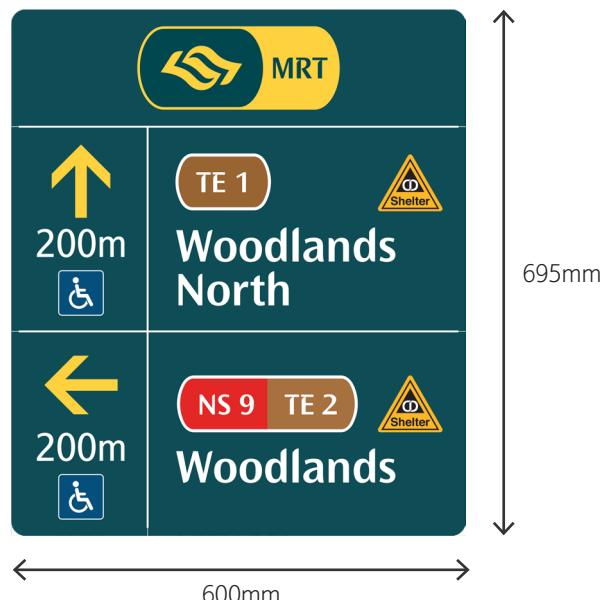
5.3

The Street Markers inform pedestrians and motorists of a station in the vicinity within approximately 400m radius of the station. Also planted along secondary and minor road(s) where necessary.

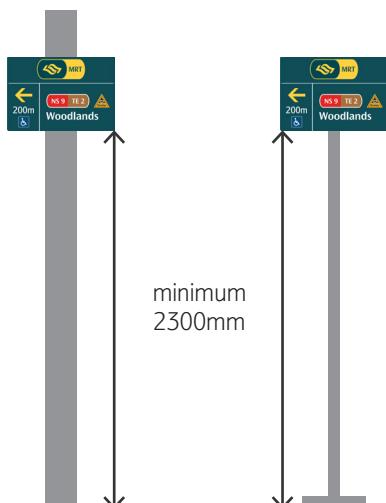
**STM-R1 (Typical)**



**STM-R2 (2 Stations)**



Mounted on lampposts or freestanding poles.



Grid is expandable to meet different needs (e.g. more stations). Refer to working file for graphic specifications.

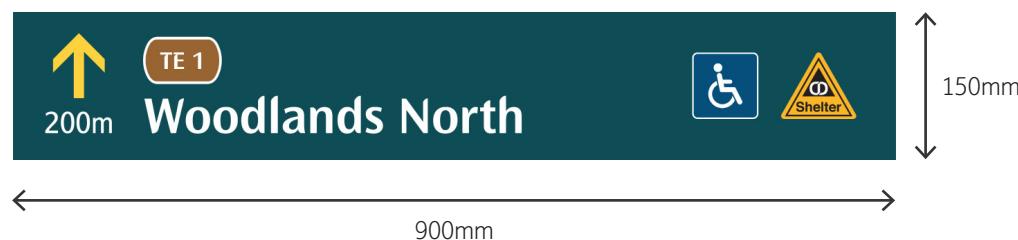
# Street Markers (Sheltered Walkway)

## 5.3.1

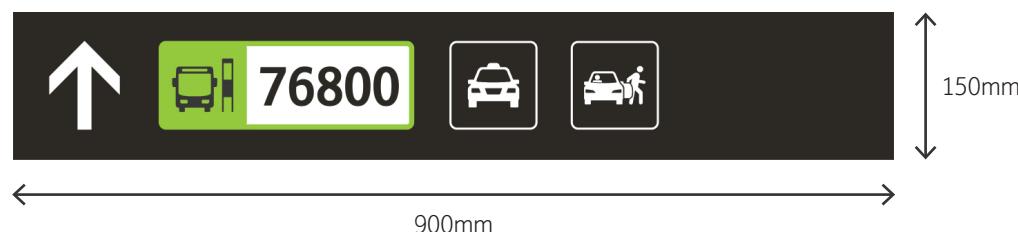
### STM-S

Along sheltered walkways. Surface mounted onto beams.

**STM-S1** To signpost towards MRT Station



**STM-S2** To signpost towards Bus Stop, Taxi Stand, and PUDO adjoined to the MRT station.

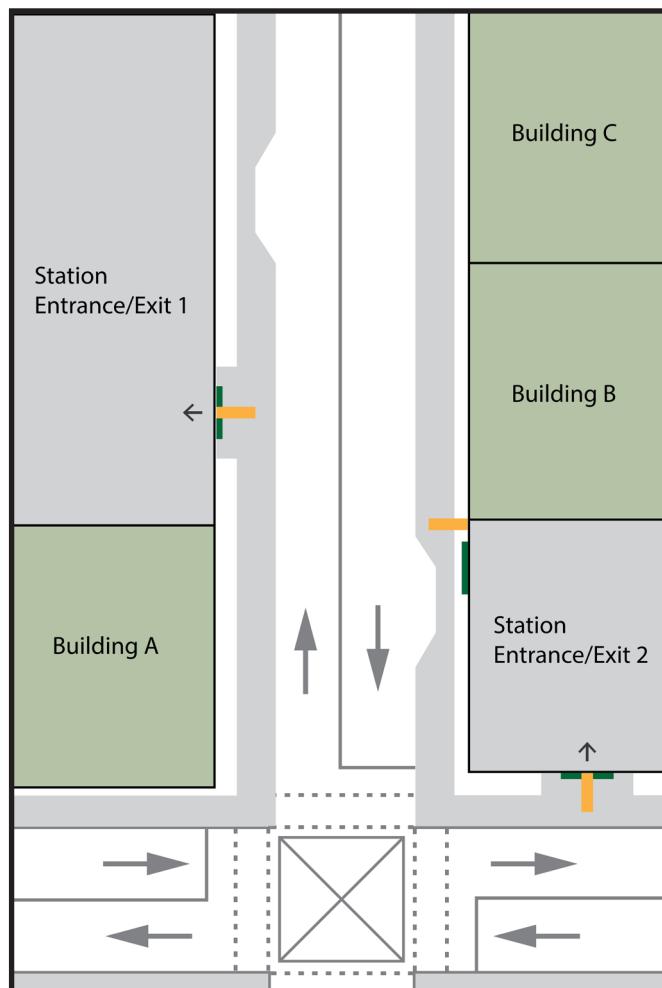


Refer to Reference Manual for sign placement, materials, and mounting guide.

# Identification Signs Placement Guide

5.4

Guiding principles to optimise sign placements for best visibility and result.



## Caplet Box

### Side Mounted Preferred

Maximises visibility for oncoming pedestrian and traffic.

Mounted near Entrances to indicate entry points.

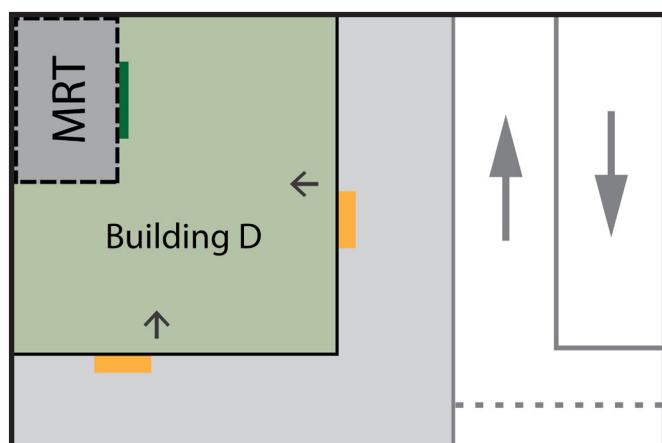
## Station Name

### Repeated for Visibility

For maximum visibility, plan this in conjunction with bus stops and PUDOs.

### Be mindful of Sheltered Walkway

Position the station name at height that is favourable to commuters on buses and motorists on roads.



## Subsumed Entrances

### Caplet Box at Entrances

Private Development must feature the caplet box (surface or side mounted) at each entrance to indicate station entrance within development.

MRT Caplet Sign

Station Name Sign

Entrance

## 6. Information



# Principles and Key Functions

Information provided should enable commuters to relate their desired destination to the MRT network and station. Commuters should expect a comprehensive list of exit and travel information, and will take some time at information points, before they proceed to navigate the station.

Information may be obtained from multiple sources even before commuters enter a station. It will be most beneficial when the information obtained externally correlate to the signage system for a seamless travel experience. Hence, it is important to also establish a common language even for third-party information providers to understand and adopt.

## In this Section

- |                   |  |
|-------------------|--|
| Information Point | <ul style="list-style-type: none"><li>6.1 Information Point (IP)</li><li>6.2 System Map (SM)</li><li>6.3 Locality Maps (LM)</li><li>6.4 Exit Directory (ED)</li><li>6.5 Navigator (NV)</li><li>6.6 Operating Hours (OH)</li><li>6.7 Platform Signs</li><li>6.8 Placement Guide</li></ul> |
|-------------------|--|

# Information Point

6.1

## Consolidated Information at a single point for easy reference

These info points are placed strategically in multiple areas around the station. This section details the various types of placement points and types of sign featured in Information Points.

### Points to consider when deciding placement and provision

- General flow of Commuter, potential conflict zones when paths are crossed
- Commuter will take time to study information, hence space allocation is important

### Location

Information Points must be located throughout the station.

A general guide for type of information that should be present at each point:

#### Entrance/Exits (Street Level)

- System Map
- Locality Map
- Exit Directory

#### Concourse (Paid/Unpaid)

- System Map (May be located near ticket machines)
- Locality Map
- Exit Directory

#### Platform (single discharge point; platform only leads to one level up/down)

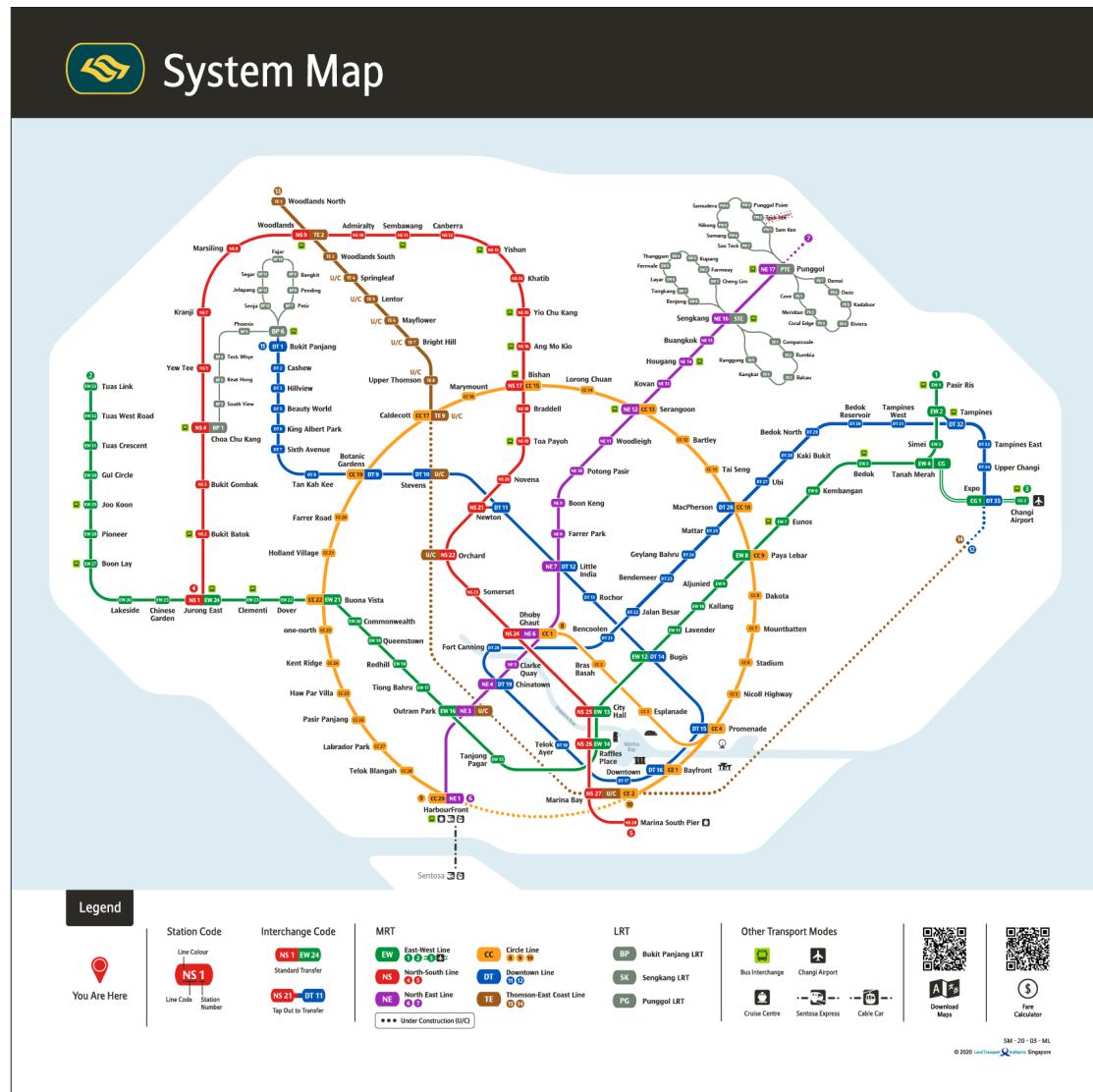
- System Map
- Locality Map

#### Platform (when a choice needs to be made; platform leads to different levels for exits)

- System Map
- Locality Map
- Exit Directory

# System Map (SM)

6.2



**IN2 Box Size:** 1500mm x 1500mm, **Poster Size:** 1430mm x 1430mm, **Viewing Size:** 1384mm x 1384mm

## Purpose

Provides an overview of the Transport Network, for journey planning.

## Obtaining Assets

**JPEG Format** - Download high resolution JPEG from LTA's website.

**PDF Format** - Contact Land Transport Authority – Architecture Division Signage Team

## Regulation

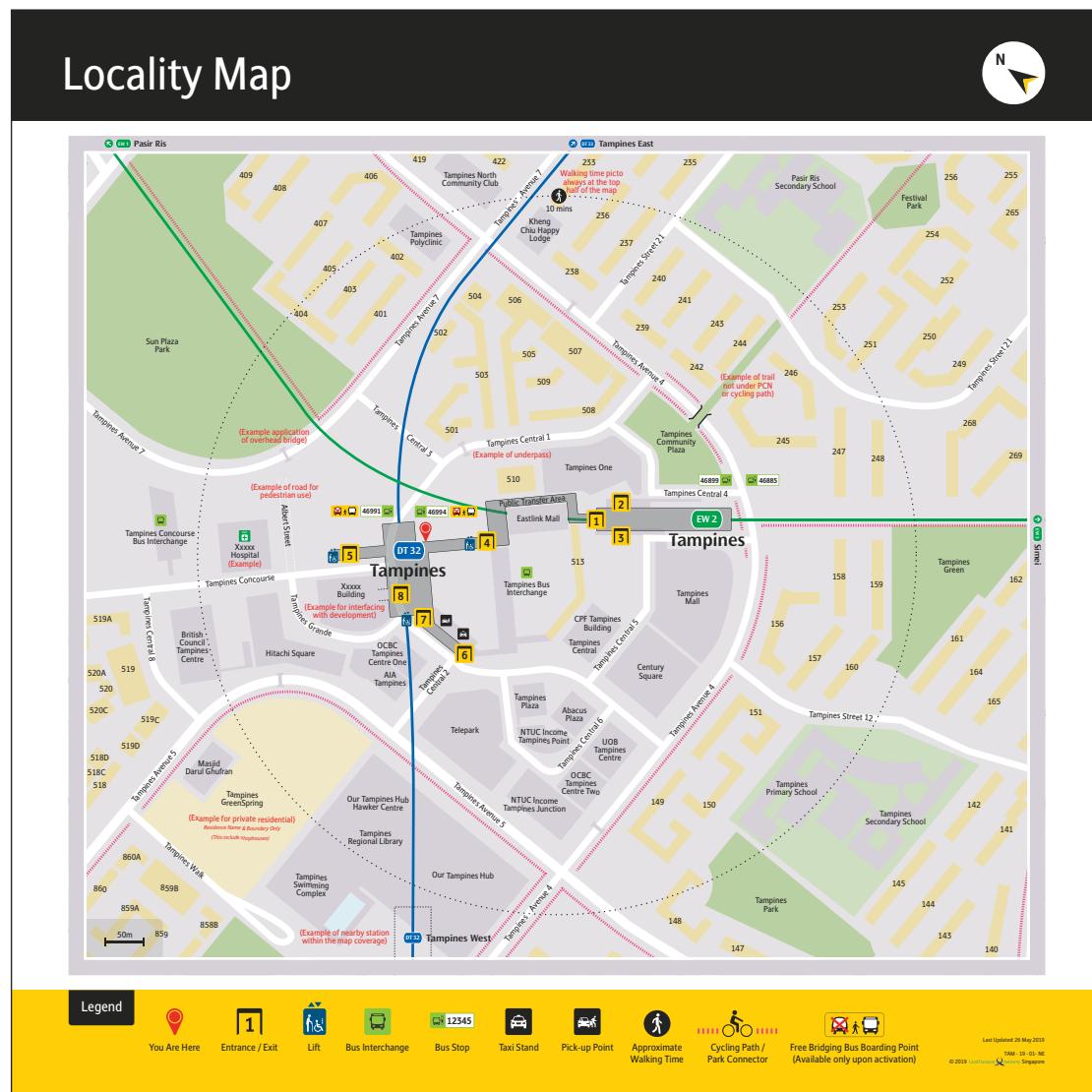
**Do not** extract any elements to be used individually.

**Do not** modify the colours and typeface of any elements on the Map.

**Do not** distort the Map, always scale proportionately.

# Locality Map (LM)

6.3



**IN2 Box Size:** 1500mm x 1500mm, **Poster Size:** 1430mm x 1430mm, **Viewing Size:** 1384mm x 1384mm  
Proportionately scale to fit existing NP3 signbox for stations before TEL.

## Purpose

Provide graphical context of other transport modes and developments surrounding station within 400m - 600m radius. Each map is to be rotated to viewer's angle per location of map in station.

## Obtaining Assets

**JPEG/PDF Format** - Contact Land Transport Authority – Architecture Division Signage Team

**Regulation Follow colour guide and elements detailed in following pages.**

**Do not** extract any elements to be used individually.

**Do not** modify the colours and typeface of any elements on the Map.

**Do not** distort the Map, always scale proportionately.

Contractor is responsible for proofreading and checking of graphical errors. Please be sure to double-check spelling, layout, and design before and after printing. If the final artwork contains errors after installation, the contractor is still responsible to make the change and bear the expenses for all reworks.

# Locality Map Header and Footer

6.3.1



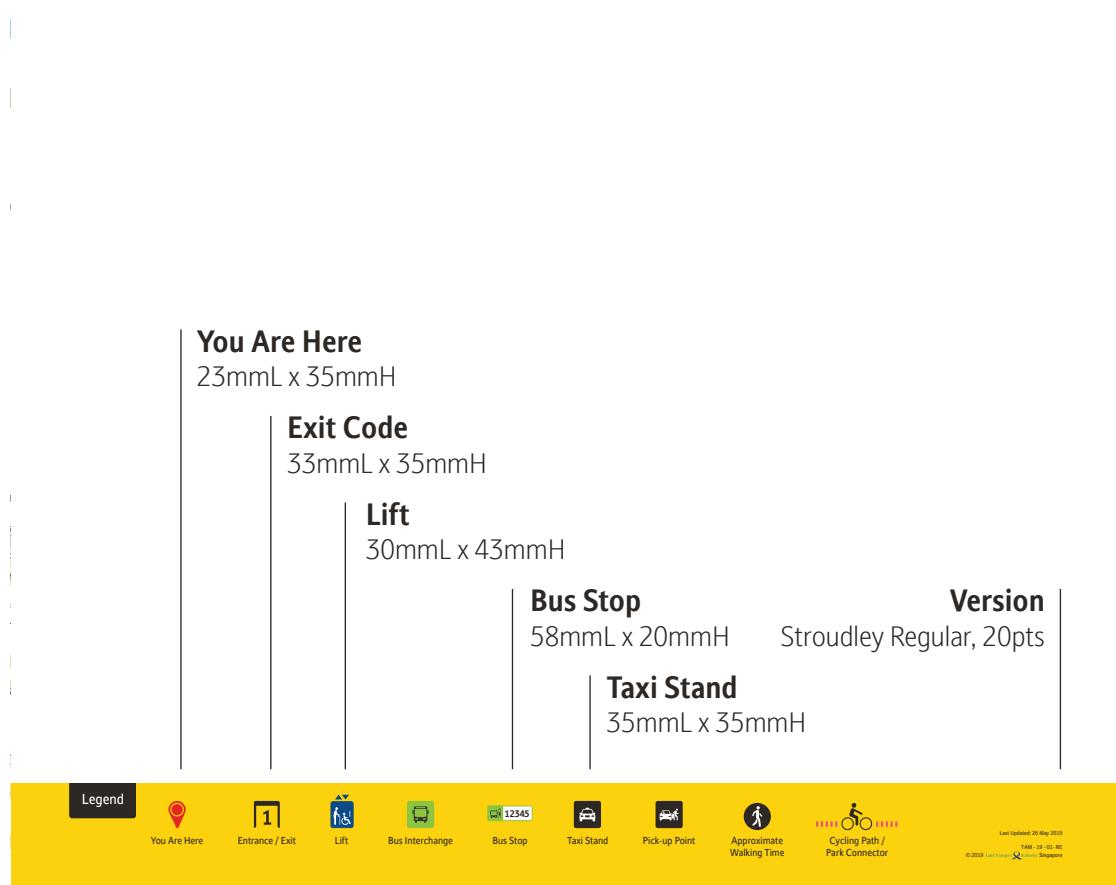
**Map Title**

Stroudley Regular, 161pts



**True North Compass**

82.5mm diameter



**Legend Header**

Stroudley Regular, 50pts

**Legend Texts**

Stroudley Regular, 35pts

**Copyright**

Stroudley Regular, 20pts

**Other Pictogram**

Varies (L) x 35mmH

**Cycling Path / Park Connector**

105mmL x 35mmH

**Walking Time**

35mmL x 35mmH

**Pick-up Point**

35mmL x 35mmH

All dimensions based on  
Poster Size at 1430mm x 1430mm

Next Page >  
Locality Map Elements

# Locality Map Elements

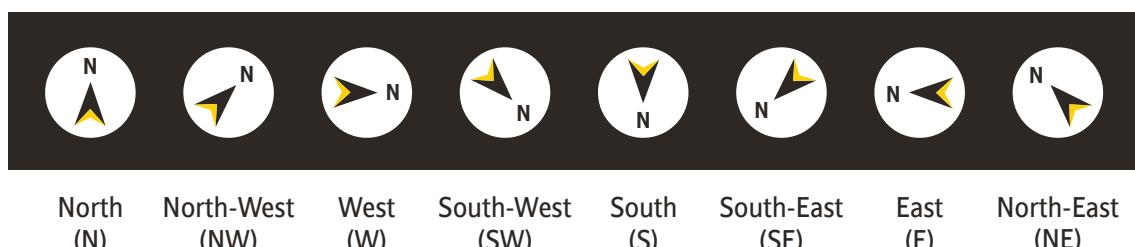
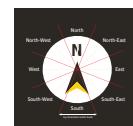
## 6.3.2



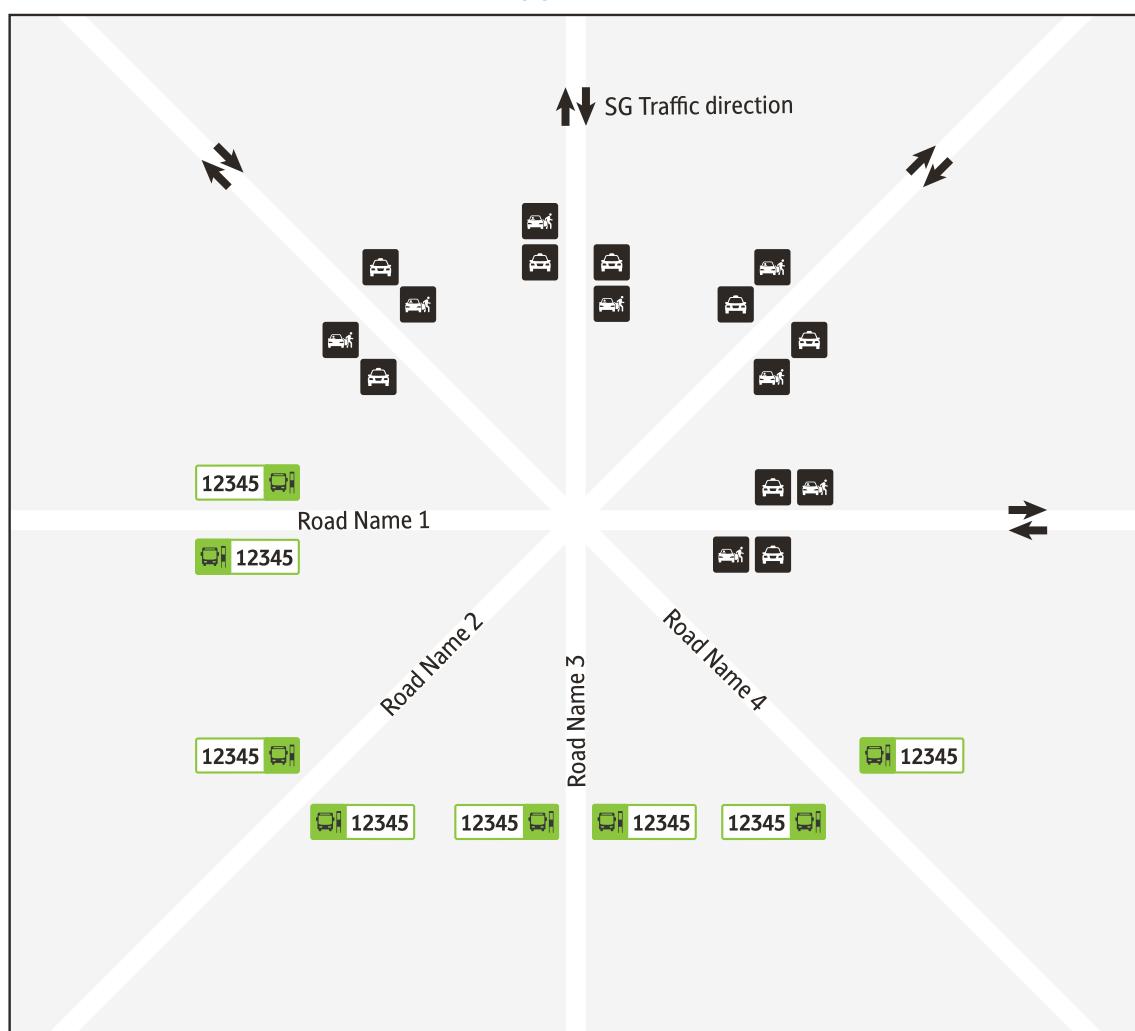
# Locality Map Specific Applications

6.3.3

## Compass applications



## Road Name, Bus, Taxi & PUDO applications



[Next Page >](#)  
[Locality Map Colours](#)

# Locality Map Colours

6.3.4

Standardised colours for all elements on Locality Maps.

 <b>Header / Texts</b> PMS Black C	 <b>Land (Background)</b> PMS 663C (Tint: 60%)
 <b>MRT Station Box</b> PMS Black C (Opacity: 30%)	 <b>Map Border / OHB / UP / Commercial Building Profile Shape</b> e.g Schools, Religious Places, Factories, Offices, Markets & Hawker/Food Centre, Dormitory & etc. (Non-Residential Building) PMS 664C
 <b>Zone / District Names</b> PMS Black C (Tint: 50%)	
 <b>Exit Codes / Footer</b> PMS 109C	 <b>Roads</b> White
 <b>Lifts</b> PMS 301C	 <b>HDB Residential Blocks / MSCP Profile Shape</b> PMS 7499C
 <b>Bus</b> PMS 375C	 <b>Private Residential Estates Boundaries</b> e.g Condo, Apartment, Bangalows & etc. PMS 7499C (Tint: 50%)
 <b>You Are Here</b> PMS 485C	 <b>Water</b> C12 M2 Y3 K0
 <b>Cycling Path / Park Connector</b> PMS 205C	 <b>Park / Garden / Fields (Stadium)</b> PMS 580C
 <b>Map Scale (Box)</b> PMS Black C (Opacity: 10%)	 <b>Schools / Institutions / Health Campus Boundaries</b> PMS 580C (Tint: 50%)

Next Page >  
Content Entry Criteria

# Locality Map Content Entry Criteria

6.3.5

Provide graphical context of developments surrounding station in approximately 400m - 600m radius. The map base content shall be obtained from *OneMap.sg*. This criterion governs how much content can be shown on the map to ensure readability and clarity.

## Criterion for Landmark to be featured on Locality Map

Landmark must meet both Criteria A and B.

### A. Basic Criteria

Landmark is in approximately 400m - 600m radius of station box.



### B. Type of Landmark

<b>Public</b>	<b>Residential &amp; Commercial</b>
1. Transport Facilities 2. Major Healthcare Institutions (Acute Hospital, Specialist Hospital, etc.) 3. Public Service Facilities (Police Centre/Post, CD Shelter, etc.) 4. Schools and Tertiary Institutions 5. Civic & Community Institutions (C&CI) 6. Places of Worship 7. Public Parks and Gardens	1. Block Numbers/Names of HDB Estates 2. Names of Private Residential Developments/Estates 4. Places of Interest/Tourism Precincts (Sanctioned by Singapore Tourism Board and National Heritage Board) 5. Office/Commercial Buildings 6. Business Parks/Precincts 7. Shopping Malls 8. Hotels 9. Shophouses (only indicate row numbers)

Note: No discrimination is intended for buildings not captured under the criteria listed.

**Updating of existing sign:** Public Transport Operators (PTOs) shall update signs affected by changes in the vicinity (e.g. road name / building name change). **For developers** who wish to update signage content, kindly inform LTA and PTOs via respective feedback portals.

# Exit Directory (ED)

6.4



## ED (Type A)



## ED (Type B)

**IN2 Box Size:** 600mmL x 1500mmH, **Poster Size:** 530mml x 1430mmH, **Viewing Size:** 484mmL x 1384mmH

## Purpose

To list surrounding developments in approximately 400m radius, and key amenities of the station.  
List shall run in **Alphabetical order** for quick search and reference of various landmarks/road names

Use Type A for majority of stations. Use Type B for stations where 5 and above landmarks can be grouped into related categories.

## Obtaining Assets

**Ai Format Template - Contact Land Transport Authority – Architecture Division Signage Team**

**Regulation** Follow colour guide and grid system shown on following pages.

**Do not** extract any elements to be used individually.

**Do not** modify the colours and typeface of any elements on the Directory.

**Do not** distort the Directory, always scale proportionately.

# Exit Directory (Type A)

## Content and Layout

6.4.1

Use same editable Adobe Illustrator (.ai) file to insert Landmark name and relevant Exit Codes.

Amenities section shall stay at bottom of directory regardless of list length.

Option 1: Digitally-printed graphics on 0.25mm thick translucent polyester backlit film with matt overlaminant.

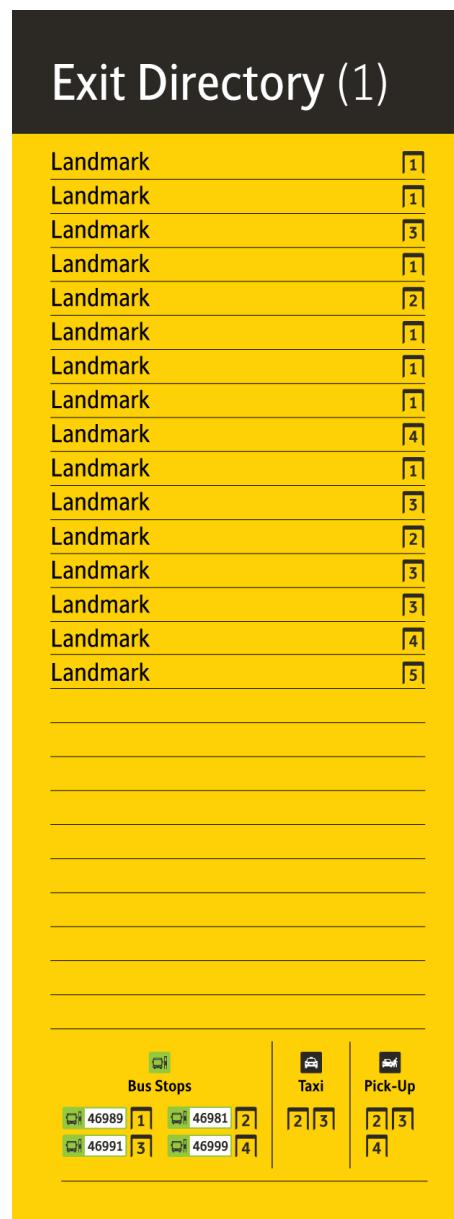
Option 2: Print blank yellow poster with grid, print content on clear stickers for updates in the future.

**Map Title**  
Stroudley Regular, 161pt

**Content**  
Stroudley Regular, 80pt

**Dividers**  
2.5pt

**Amenities Footer**  
Flexible space  
See 6.4.3



**Page**  
Stroudley Light, 161pt  
To indicate when there are more than 1 list.

**Exit Codes**  
25mmH  
\*Resize Proportionately

**Header / Texts / Icons**  
PMS Black C

**Background**  
PMS 109C

**All dimensions based on**  
**Poster Size at** 530mm x 1430mm

Next Page >  
Type B

# Exit Directory (Type B)

## Content and Layout

## 6.4.2

Use same editable Adobe Illustrator (.ai) file to insert Landmark Category, Landmark name and Exit Codes. Amenities section shall stay at bottom of directory regardless of list length.

Option 1: Digitally-printed graphics on 0.25mm thick translucent polyester backlit film with matt overlaminates.

Option 2: Print blank yellow poster with grid, print content on clear stickers for updates in the future.

## Map Title

# Category Header

Stroudley Bold, 80pt

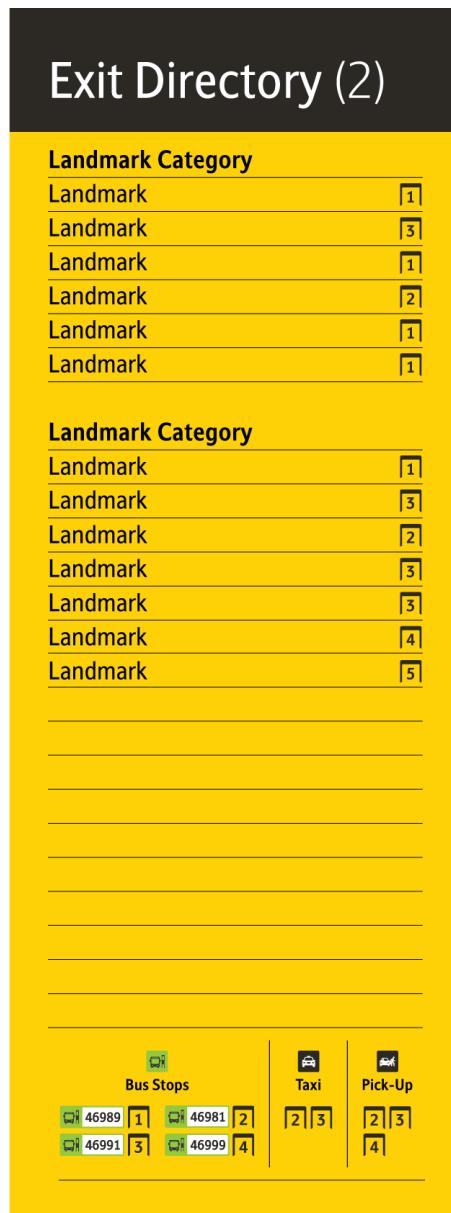
# **Content**

Stroudley Regular, 80pt

# **Dividers**

2.5pt

**Amenities Footer**  
Flexible space  
See 6.4.3



**Page**  
Stroudley Light, 161pt  
To indicate when there  
are more than 1 list.

- **Exit Codes**
  - 25mmH
  - \*Resize Proportionately

## Gap

## Header / Texts / Icons

 **Background**  
PMS 109C

**All dimensions based on  
Poster Size at 530mm x 1430mm**

Next Page >  
Amenities Footer

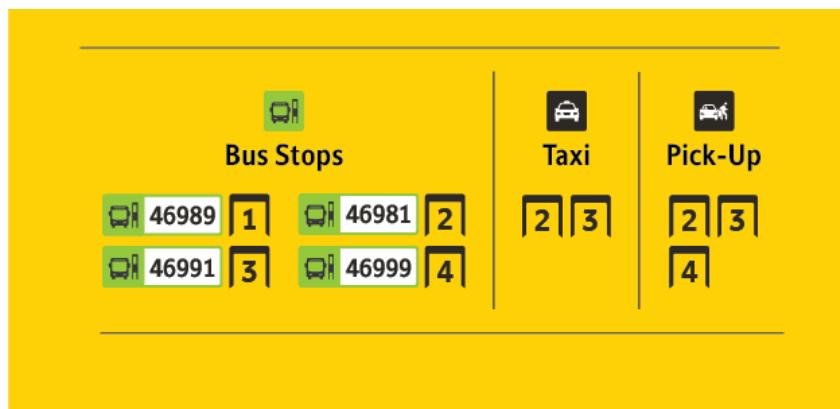
# Exit Directory

## Amenities Footer

6.4.3

Flexible space to incorporate station specific amenities.

Below are a list of possible content to be displayed under this section.



### Headers

Stroudley Bold, 50pts

### Icons

25mmH

Refer to graphic working file.  
Flexible to adjust to meet  
specific needs.

### Standard across all stations:

- Bus Stops attached to station
- Taxi Stand(s) attached to station
- PUDO(s) attached to station
- Exit(s) with no lift access (where applicable)

### Meeting specific station needs:

Subject to approval by LTA Architecture, Signage Team

Examples:

- Shuttle bus service for hospital campus  
*Outram Park Station for SGH*
- Designated private bus pick-up bays  
*Jurong East Station*

All dimensions based on  
Poster Size at 530mm x 1430mm

Next Page >  
Content Entry Criteria

# Exit Directory Content Entry Criteria

6.4.4

List of developments surrounding station in approximately 400-600m radius.

This criteria governs how much content can be shown to ensure readability and clarity.

## Criterion for Landmark to be featured on Exit Directory

Landmark must meet both Criteria A and B.

### A. Basic Criteria

Landmark is in approximately 400-600m radius of station box.



### B. Type of Landmark

#### Public

1. Transport Facilities
2. Major Healthcare Institutions  
(Acute Hospital, Specialist Hospital, etc.)
3. Public Service Facilities/Civic Buildings  
(Police Centre/Post, CD Shelter, etc.)
4. Schools and Tertiary Institutions
5. National Monument
6. Places of Worship
7. National Parks, and Gardens
8. Road Names

#### Commercial

1. Places of Interest/Tourism Precincts  
(Sanctioned by Singapore Tourism Board and National Heritage Board)
2. Office/Commercial Buildings
3. Business Parks/Precincts
4. Shopping Malls
5. Hotels (4-Stars and above)

Note: No discrimination is intended for buildings not captured under the criteria listed.

**Updating of existing sign:** Public Transport Operators (PTOs) shall update signs affected by changes in the vicinity (e.g. road name / building name change). **For developers** who wish to update signage content, kindly inform LTA and PTOs via respective feedback portals.

# Navigator (NV)

6.5

## Purpose

For complex station layouts, this diagram aids users to identify the location of escalators, stairs and lifts along the same level. This is only necessary when the level in a complex station (i.e. Interchange Station) has escalators that leads to different levels.

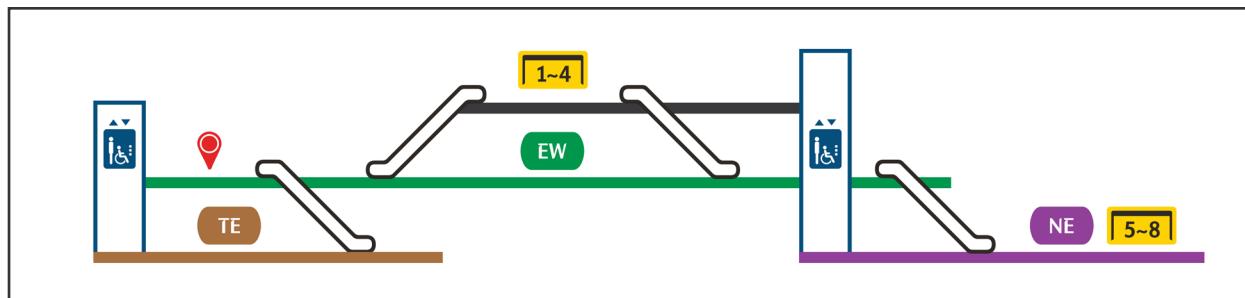
For example, Outram Park Station's East West Line Platform, has 3 sets of escalators. each serves a different path. One leads upwards to exits, one leads to underpass to Thomson-East Coast Line and one leads to underpass to North East Line.

This may co-exist with SM/LM/ED as part of an Information Point.

Placement should be in context with corresponding Directional Signs/Information Points.

Can be presented as a non-illuminated supergraphic on wall surface.

Minimum size: 1500mmW x Variable Height



## Obtaining Assets

**PDF Format Template** - Contact Land Transport Authority – Architecture Division Signage Team

# Operating Hours (OH)

6.6

## Purpose

Placed at every station entrance before shutter for reference even when station is closed.

This table details daily operating hours for each trainbound served by the station.

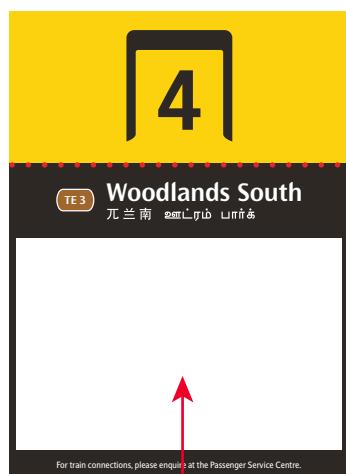
May be exported for online and third-party use.



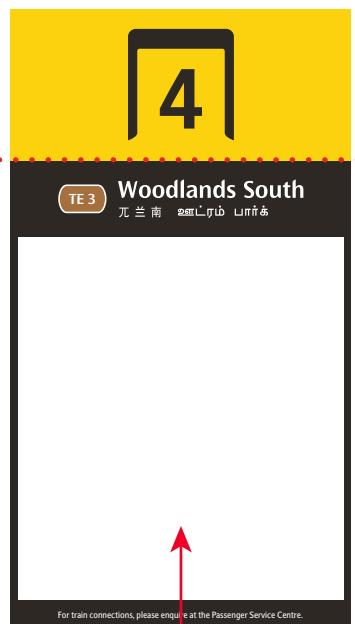
OH(3) - 450mmL x 1020mmH



OH(1) - 450mmL x 620mmH



OH(2) - 450mmL x 820mmH



Layout example 1a

TEL	SIRIM	Train to	First Train	Last Train
		Train to	Daily	Daily
TEL 1	Woodlands North	6.05am	11.48pm	
TEL 9	Caldecott	5.46am	11.37pm	

Layout example

TEL	SIRIM	Train to	First Train	Last Train
		Train to	Daily	Daily
CCL 2	HarbourFront	Monday to Saturday	5.28am	5.52am
CCL 2	Pasir Panjang	Sunday & Public Holiday		11.23pm
CCL 2	one-north			11.55pm
CCL 3	Dhoby Ghaut		5.34am	6.02am
CCL 3	Mountbatten			11.30pm
CCL 3	Bartley			12.07am
				12.30am

TEL	SIRIM	Train to	First Train	Last Train
		Train to	Daily	Daily
TEL 1	Woodlands North	6.02am	11.44pm	
TEL 4	Springleaf		11.53pm	
TEL 9	Caldecott	5.49am	11.40pm	

Example for  
double interchange.  
Table timing shall be  
tweaked to fit holder.

Layout example 1b

TEL	SIRIM	Train to	First Train	Last Train
		Train to	Daily	Daily
TEL 1	Woodlands North	6.02am	11.44pm	
TEL 4	Springleaf		11.53pm	
TEL 9	Caldecott	5.49am	11.40pm	

**Sticker size:**  
430mmL x 280mmH

**Sticker size:**  
430mmL x 280mmH

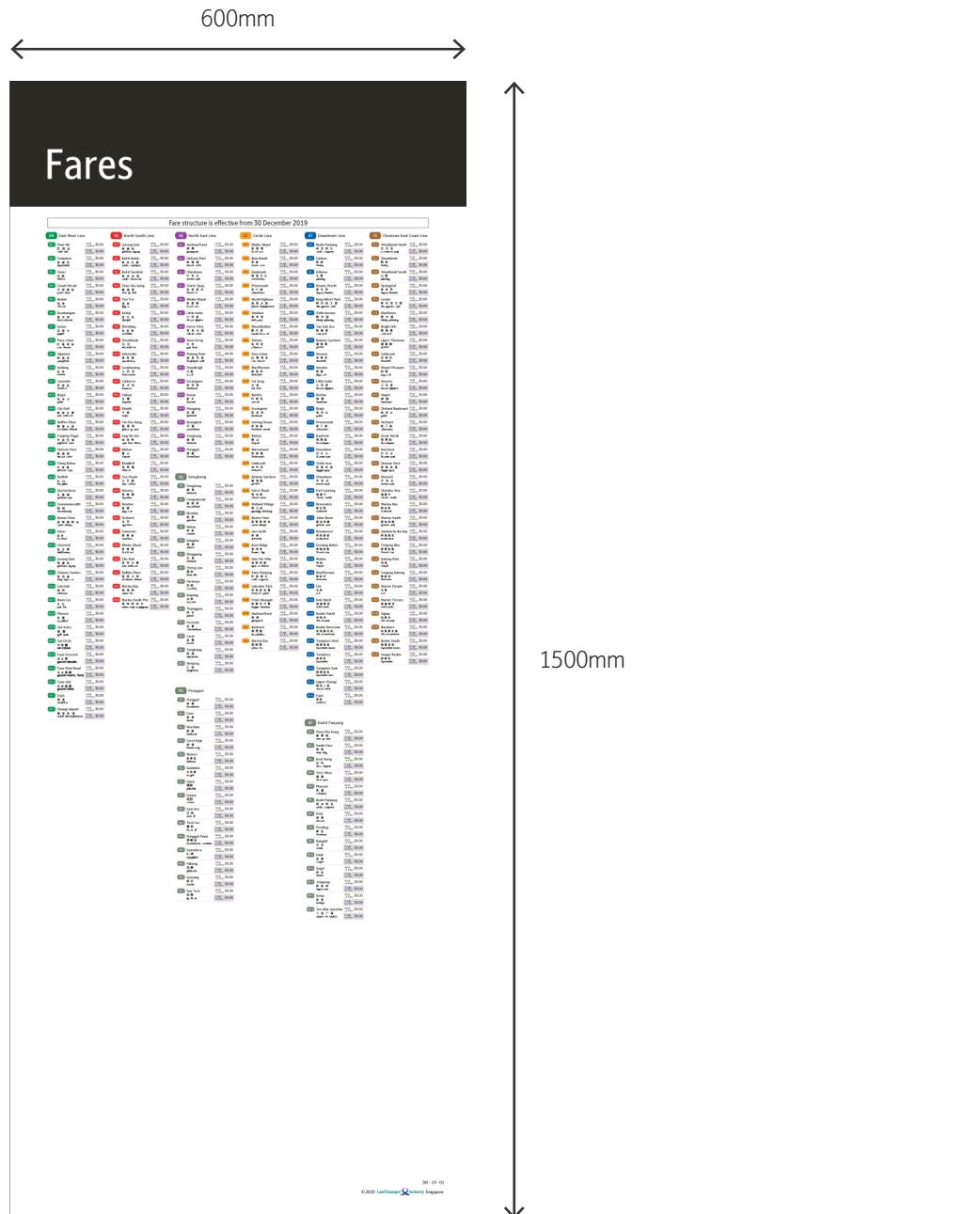
**Sticker size:**  
430mmL x 680mmH

# Fare Chart (FC)

6.7

## Purpose

Provide fare information. Non-lit poster sign, placed near General Ticketing Machine.



# Platform Signs

6.8

## Purpose

Overview of train route information to aid commuters in decision making.

By presenting travel information along the entire platform it will encourage commuters to spread along the platform, instead of crowding near the escalator landings.

### Signs for Underground Stations

**P-SN** Station Name

**P-RD** Route Diagram

**P-TD** Train Destination

**P-ID** Platform ID (Presented with P-TD)

**P-P** Platform Priority Boarding

**P-SRD** Platform Single Route Diagram

### Signs for Elevated Stations

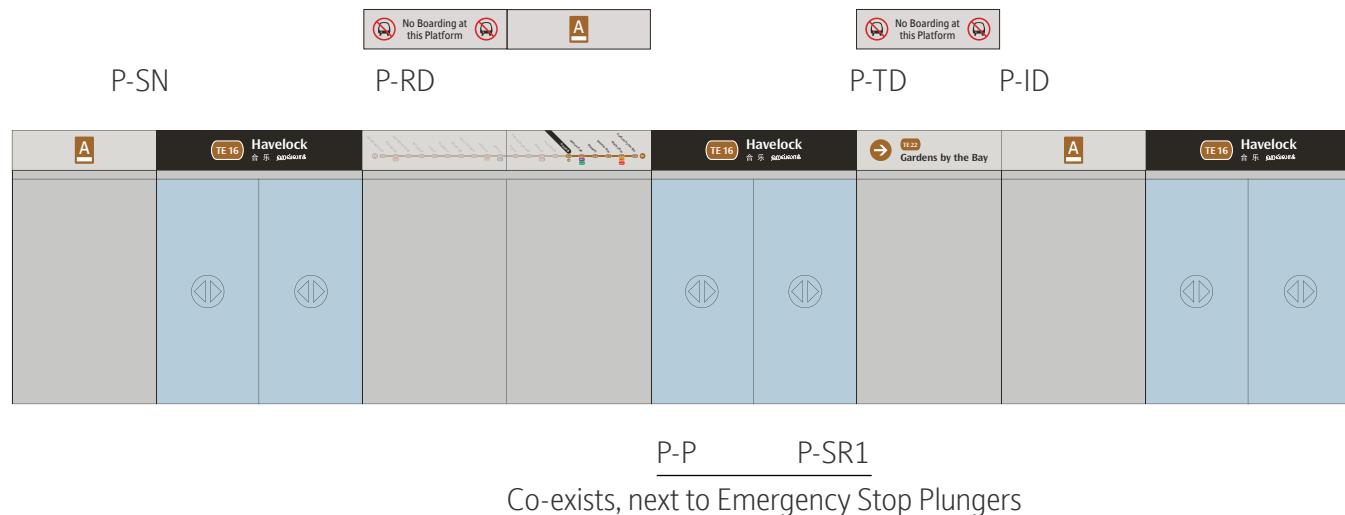
**P-SN(E)** Elevated Station Name

**P-RD** Route Diagram

**P-P** Platform Priority Boarding

**Illustrated with TEL PSD** (PMS Cool Grey 1C background colour)

Makeshift of No Boarding & P-ID on PSD which are not in revenue service.



**Illustrated with JRL PSD**



# Station Name (P-SN)

6.8.1

## Purpose

Repeated along entire platform, above Platform Screen Doors and on walls/columns.

To facilitate alighting passengers as a confirmation of arrival.



## Types of Station Name Signs

### PSD Station Name P-SN1

Placed above PSDs to inform commuters of current station. Also serves as a confirmation marker for alighting passengers on the opposite platform, hence aligned to each door.

### Platform Station Name P-SN2

For side-platforms, placed on walls facing PSDs. For elevated stations, placed on parapet.

### Elevated Station Name P-SN(E)

For elevated stations, placed facing the trackside for commuters in-train.

# Platform ID (P-ID/P-EW)

6.8.2

(PMS Cool Grey 1C background colour)

## Purpose

Identifies each platform in the station using alphabets and Line colours.

Platform ID should run consecutively when an existing station is upgraded to an interchange station. No two platforms in a station should carry the same ID.



Repeat P-ID next to P-TD, and use P-EW on last header panels at both ends of platform.

# PSD Route Diagram (P-RD)

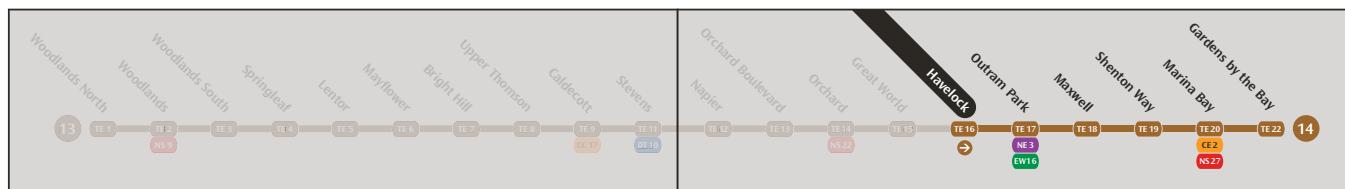
(PMS Cool Grey 1C background colour)

6.8.3

## Purpose

Provides train direction information in a linear diagram.

Repeated along entire platform, on header panels. Alternating with P-TD.



# PSD Train Direction (P-TD)

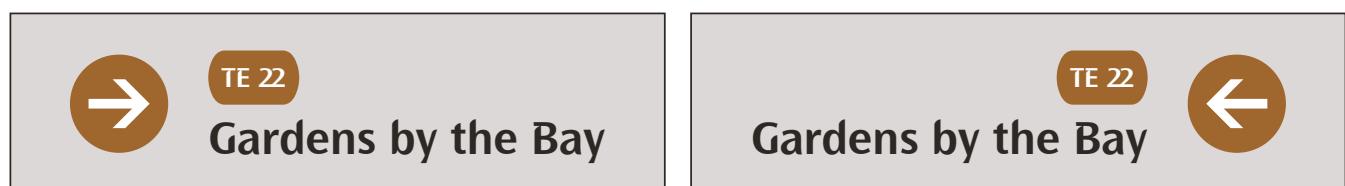
6.8.4

(PMS Cool Grey 1C background colour)

## Purpose

Indicates end destination for train direction. Placed next to P-ID.

Repeated along entire platform on header panels. P-TD & P-ID combo alternates with P-RD.



# PSD Line Diagram (P-LD)

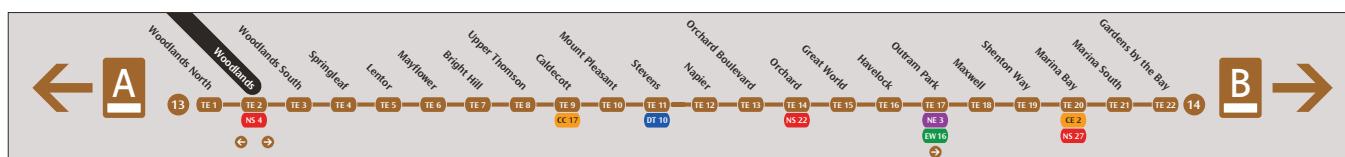
6.8.5

(PMS Cool Grey 1C background colour)

## Purpose

Provides train direction information in a linear diagram facing escalator landing.

To aid commuter in decision making on elevated platforms (i.e NS,EW,JR,etc.).

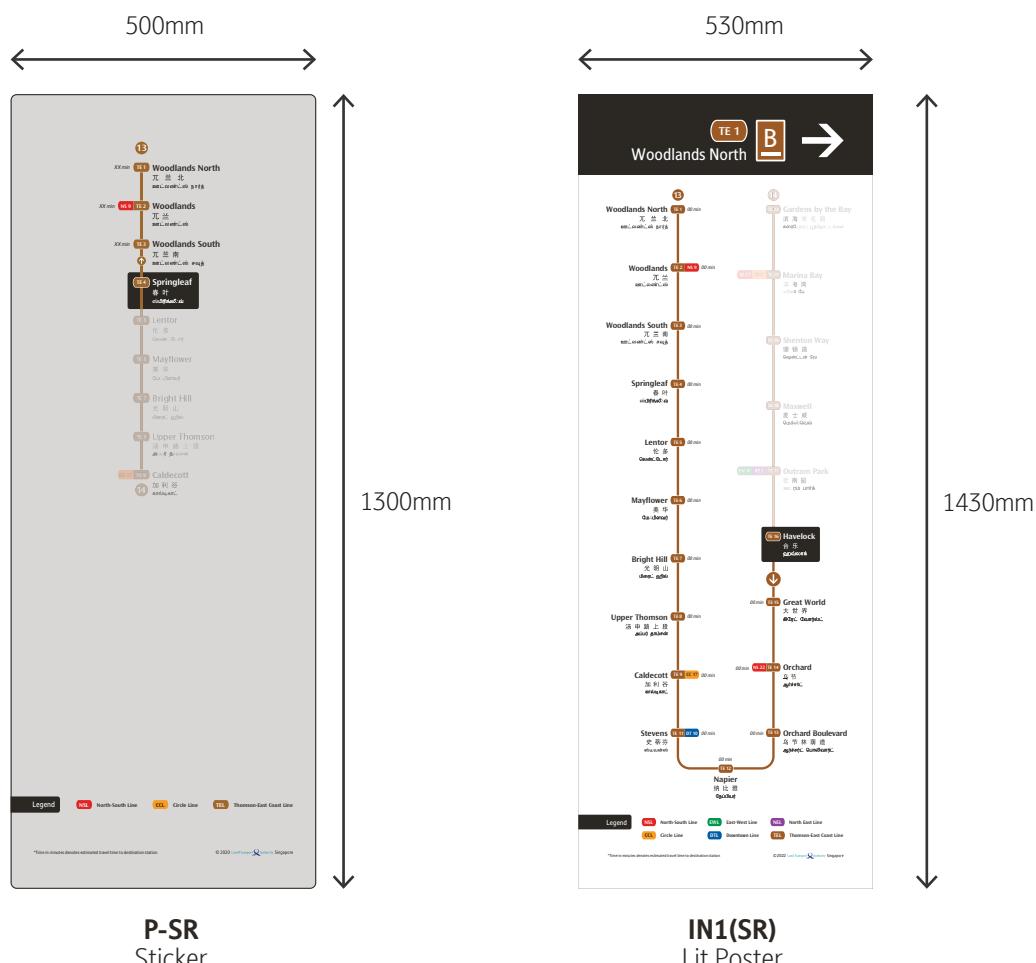


# Vertical Route Diagrams (P-SR)

6.8.6

## Purpose

To provide train direction in a diagrammatic format, to be placed on Fixed Panels next to Emergency Stop Plunger in the middle of the platform, in conjunction with Platform Priority Boarding Signs.



**P-SR**  
Sticker  
(PMS Cool Grey 1C background colour)  
(Not required for non-revenue PSD)

**IN1(SR)**  
Lit Poster

P-SR applicable near to Priority door only

Center of glass panel      Center of glass panel



# PSD Priority Boarding (P-P)

6.8.7

*Part of Priority Family (See 2.4.1)*

## Purpose

Indicates Platform Screen Door for Accessible Cabins.

## Size and Placement

Placed on doors that serves accessible cabins. Flushed to the top of each door.

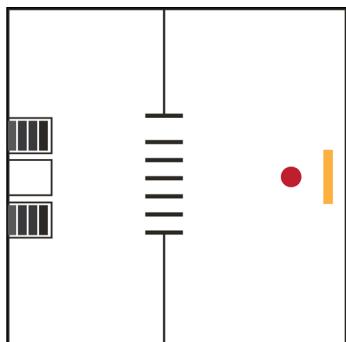
Length of sign to fit glass panel on respective PSDs.



# Information Point Placement Guide

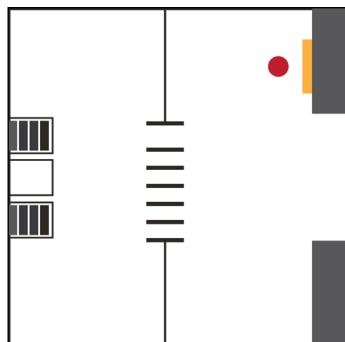
6.9

The following diagrams illustrate the optimal Information Point placements in relation to space in different scenarios at concourse level.



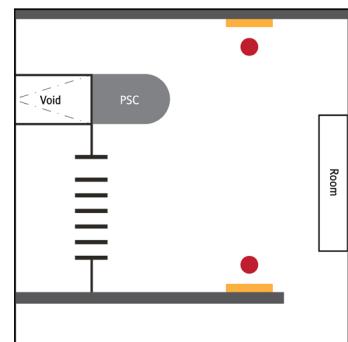
## Optimal Placement

Directly infront of faregates to serve outbound commuters



## Entry-Way

Place at the start of pathway as reference prior to entering the path

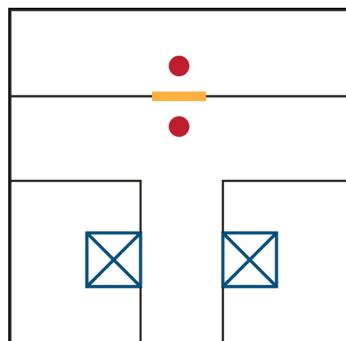


## Multiple Points

Repeat points near each unique decision points if space in front of faregates is limited, and if there is a void between paid and unpaid area

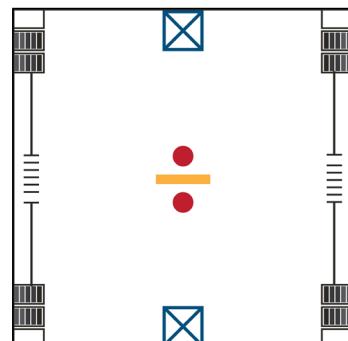
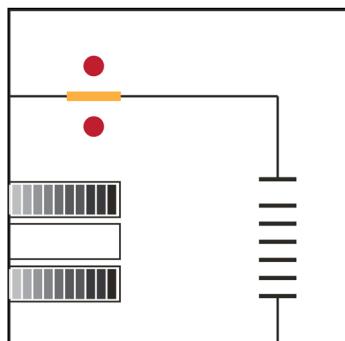
## Secondary Placement

Keep within line-of-sight, infront of faregates to serve outbound commuter



## Shared between Paid & Unpaid Concourse

Placed between railing, to serve commuters on both paid/unpaid areas. (Near lift bridge, center point of concourse)



## Inside Paid Area

Double-end discharge points. Info point placed in middle to facilitate decision making within Paid Area.



# Surface Mounted Info Point Placement Guide

6.9.1

Datum line for Surface Mounted Signs & CCTV



See also: 7.6.2 Datum line for Ceiling Mounted Directional Sign

## 7. Direction



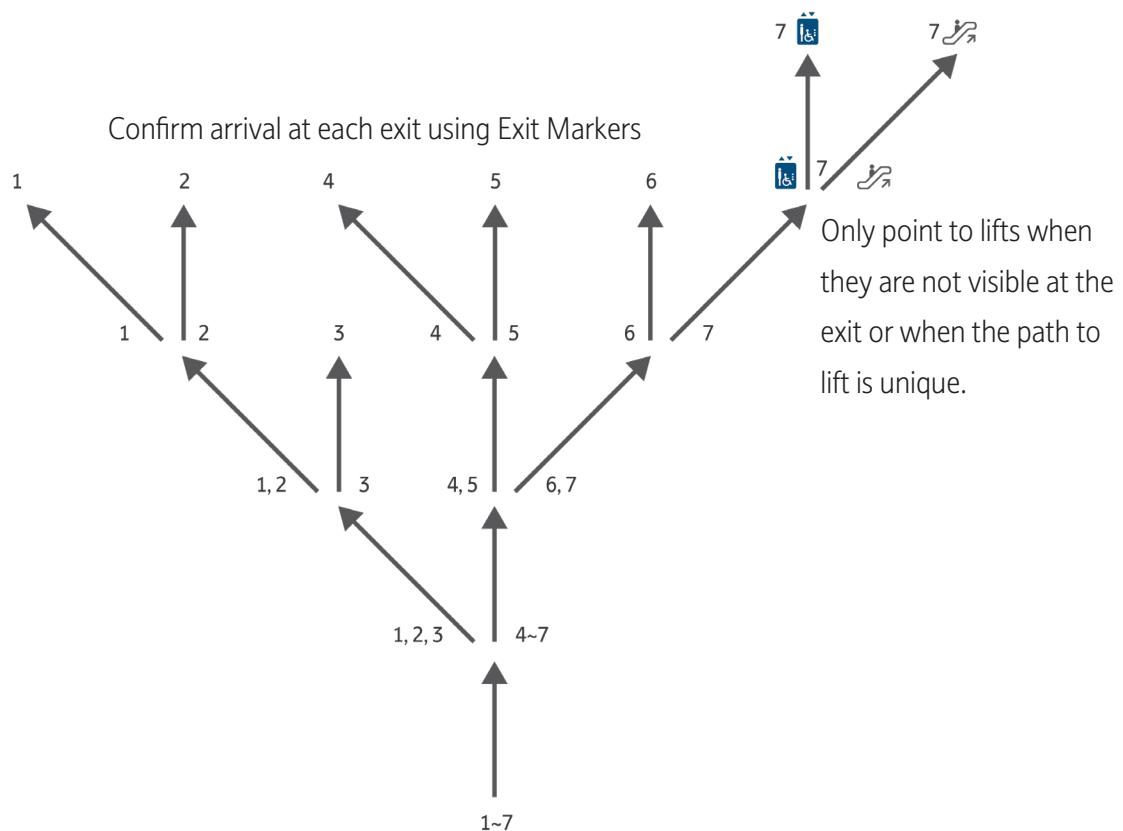
# Decision Making Diagrams

## 7.1

### Outbound Direction

Always feature the lowest common denominator at decision points.

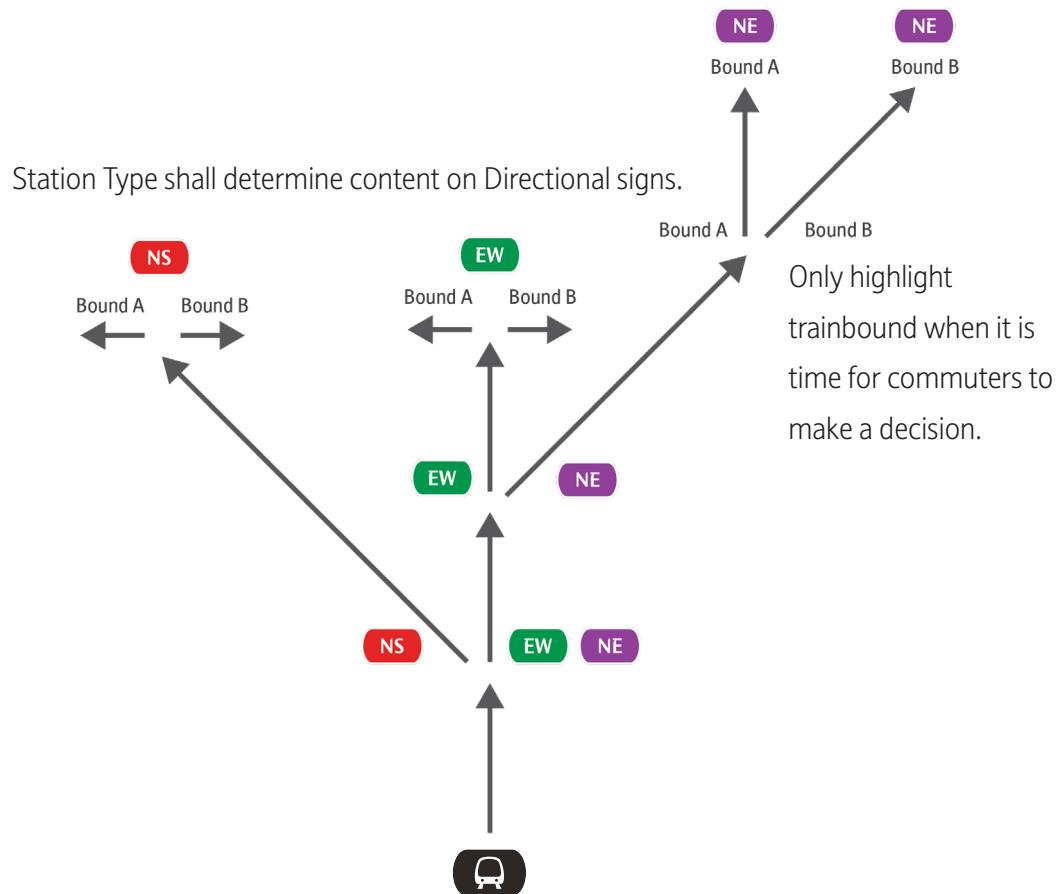
E.g. Range Exit Code, Line Caplet.



## Inbound Direction

Always feature the lowest common denominator at decision points.

E.g. MRT Logo, Line Caplet.



# Context on Directional Signs

7.2

## Reducing Text

Using **texts** as primary content on directional signs conditions commuters to study directional signs for information. When specific information they are looking for cannot be found, the sign will be deemed inadequate. Such heavy reliance on texts means the signs are language dependent, which **do not speak to all commuters**, and commuters will naturally approach ground staff for help.

## Directing All Users

The enhanced signage system relies instead on **universally** understood **numbers** as Exit Codes to guide commuters to exits of the station. Commuters looking for information need not stop to study directional signs, but will rely on Information Points placed strategically in the station at key decision points. For example, placing them facing the faregates to serve outbound commuters once they exit the paid area.

## Providing Context

In scenarios where a station was purpose-built for a landmark, landmark icons may be used to direct commuters towards the landmark. However, if all exits of the station lead to the same landmark, the repeating of icons will be redundant and confusing. In such situation, only exit codes shall be used on directional signs, enabling commuters to distinguish each exit instead of a single landmark.

## Reliably Intuitive

External development can change and evolve. For the sign system to be **reliable** and **consistent**, regardless of station type, content on the directional signs has to be closely guarded. If the content changes too frequently, signs become unpredictable and commuters will not be able to **observe and learn a pattern**. That pattern is what **makes a system intuitive and reliable**. It is important that our commuters are able to move safely and efficiently as stations become more crowded and complex.

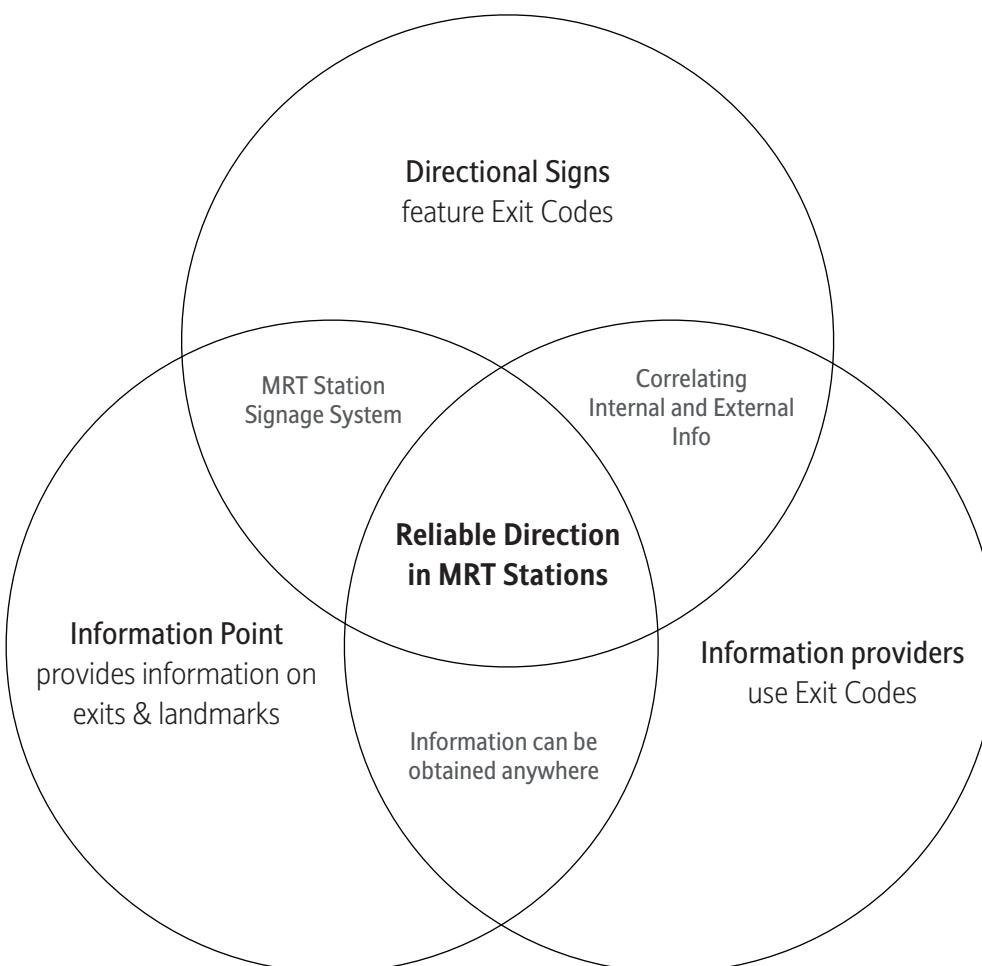
A reliable directional sign system will be able to facilitate this.

# Compatibility

7.3

It is important that we acknowledge and recognise that information can be obtained from sources outside of the station's signage system. Wayfinding is often seen as purely pointing and directing, when there are in fact three steps to effective wayfinding.

As it is impossible to control and predict where each commuter receives information, our system must remain a constant for external sources to match. This will enable commuters to correlate the information received outside the system to directions provided inside the stations.



# Directional Sign Dimensions

## 7.4

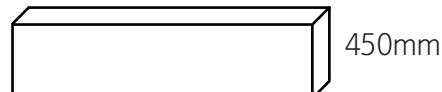
All directional signs are at 450mm Height. Widths grow in 600mm intervals.

Messages are displayed in a single row, with elements at a fixed height.

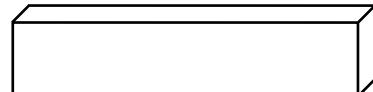
### Lit Directional Sign

Ceiling/Surface/Cantilevered/Floor-Mounted

D1 1800mm



D2 2400mm



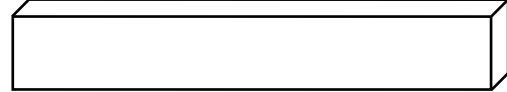
D3 3000mm



D4 3600mm



D5 4200mm



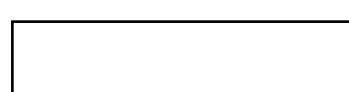
### Non-Lit Directional Sign

Surface Mounted

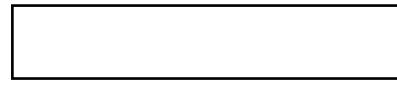
D1S 1800mm



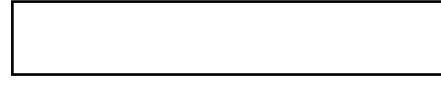
D2S 2400mm



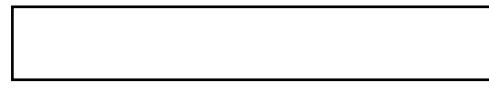
D3S 3000mm



D4S 3600mm



D5S 4200mm



# Directional Sign (D-series) Modular System

7.5

The modular system has pre-fixed margins for all elements, and will fit into a grid system for consistency and ease of application.



In the event of shared arrow, order of placement from arrow shall be:

1. Line Caplet > 2. Exit Code > 3. Landmark Icon > 4. Amenities

Note: "Exit" in sticker to be included above exit code.

D1/S



Line Transfer D-sign (7.5.11)



D2/S



D3/S



Exit codes to run in ascending order from left to right of D-sign, regardless of arrows.

D4/S



Exit codes to run in ascending order from left to right of D-sign, regardless of arrows.

D5/S



Exit codes to run in ascending order from left to right of D-sign, regardless of arrows.

# Directional Sign (DP-series) Modular System

## 7.5.1

Only for existing DP-signs in existing stations. New stations shall use D-signs (see 7.4).

**Resize modules proportionately** (see exceptions on 7.5.6/9/10).

The resized modules will fit into the below grid system for consistency and ease of application.

In the event of shared arrow, order of placement from arrow shall be:

1. Line Caplet > 2. Exit Code > 3. Landmark Icon > 4. Amenities



DP1



280mm

### Module Height

Max 2 directions

280mmH, centralised

Note: "Exit" in sticker  
to be included above  
exit code.

DP2



400mm

Max 2 directions

280mmH, centralised

DP3



520mm

Double Row - Max 4 directions

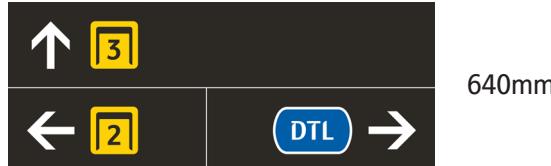
260mmH, equally distributed



Single Row - Max 2 directions

320mmH, bottom aligned

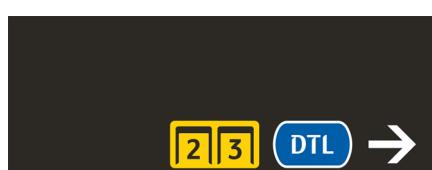
DP4



640mm

Double Row - Max 4 directions

320mmH, equally distributed



Single Row - Max 2 directions

320mmH, bottom aligned

1600mm

# Directional Sign Dividers

7.5.2

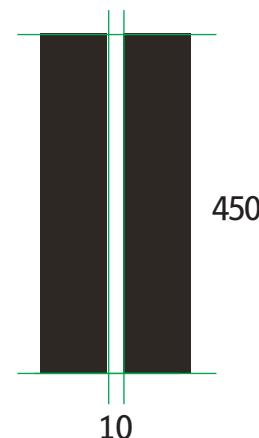
To ensure clarity when a Directional sign (D-sign) contains more than 1 direction, a spacer or divider ensures adequate segmentation of the content on a single D-sign box.



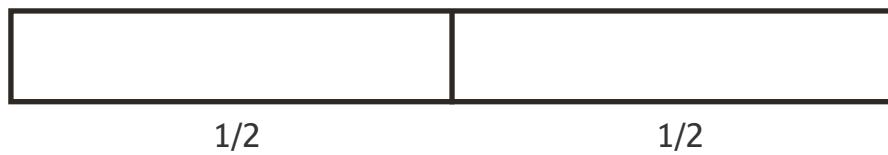
## Use a divider to divide the signbox

Signbox can be divided equally depending on content width.

If one direction requires more than half of the box, the box shall be divided proportionately to fit content needs.



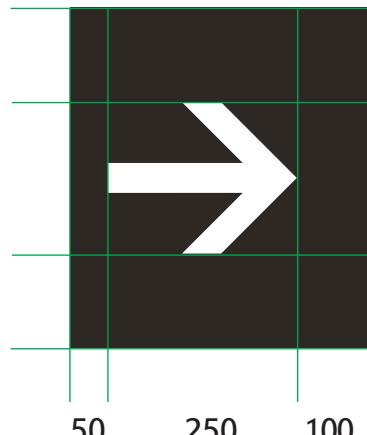
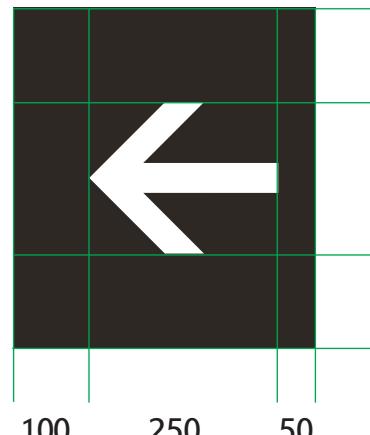
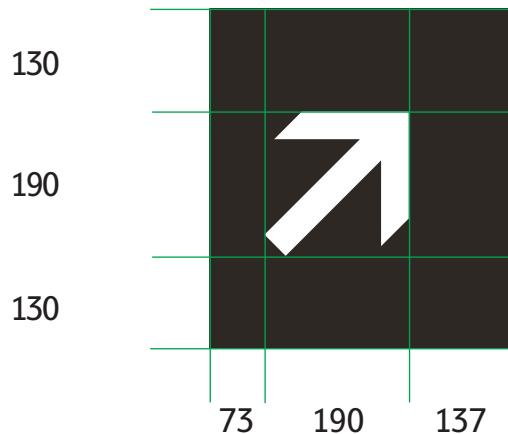
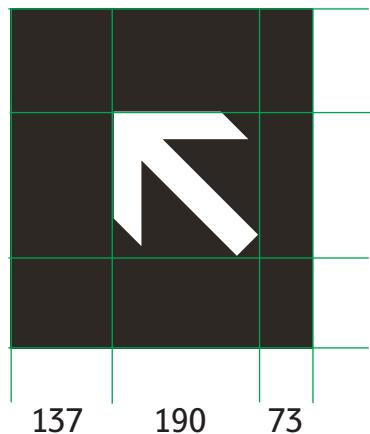
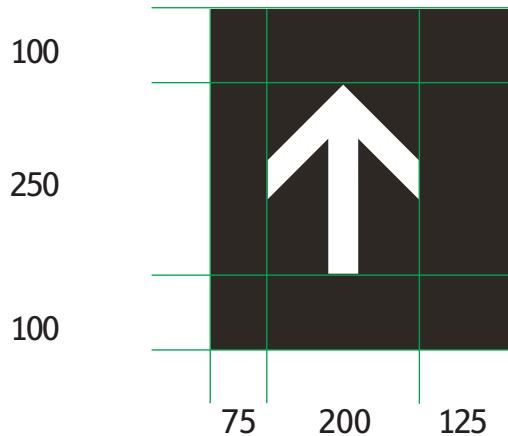
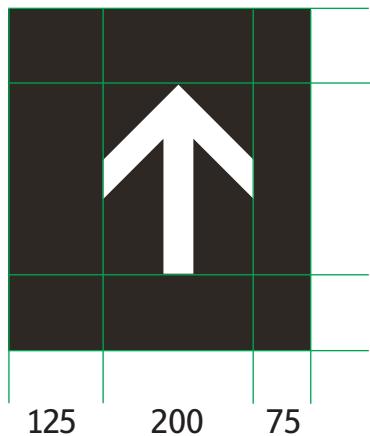
Divide box in equal ratio for a more balanced look whenever possible



# Directional Sign Standard Arrows

7.5.3

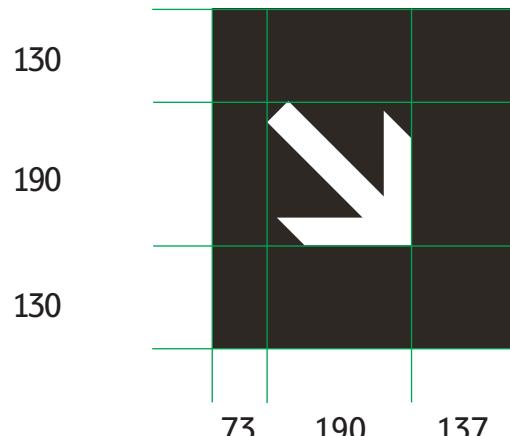
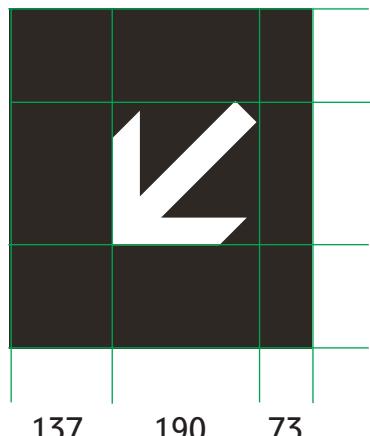
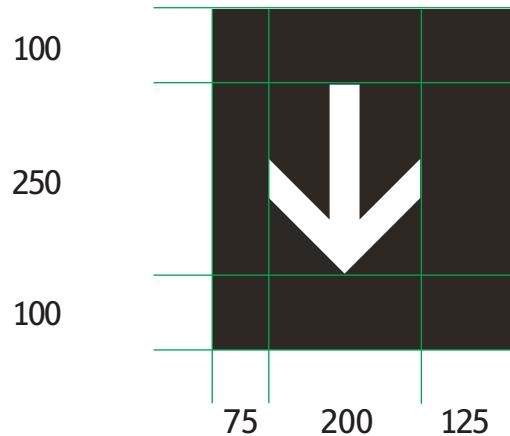
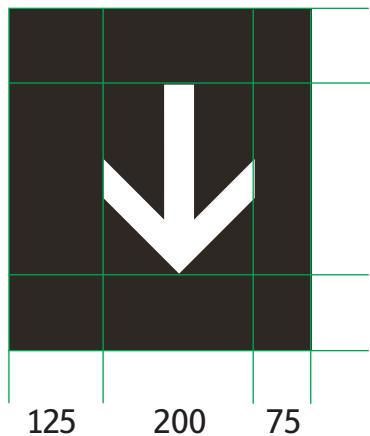
Escalator arrows (7.5.5) have precedence over all other arrows when indicating a change in level.  
See 3.1 on detailed arrow usage and placement guide.



# Directional Sign Limited Use Arrows

7.5.4

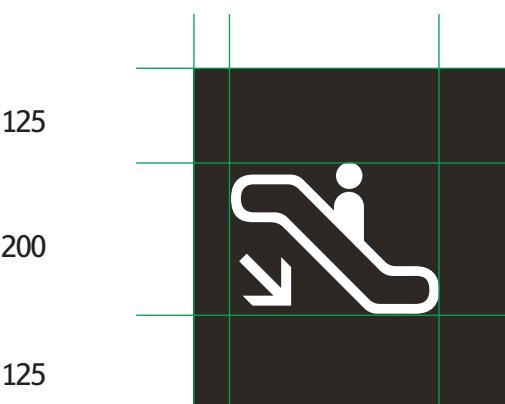
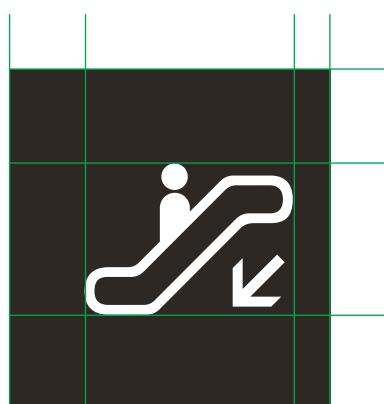
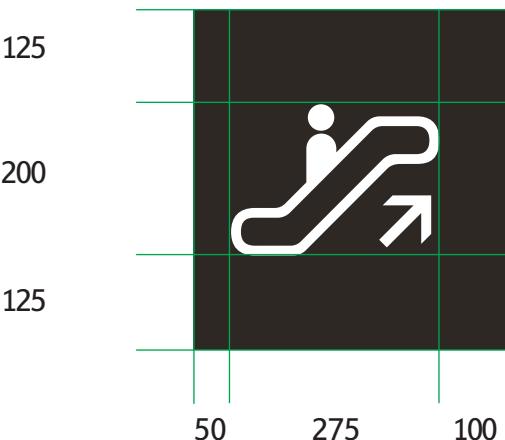
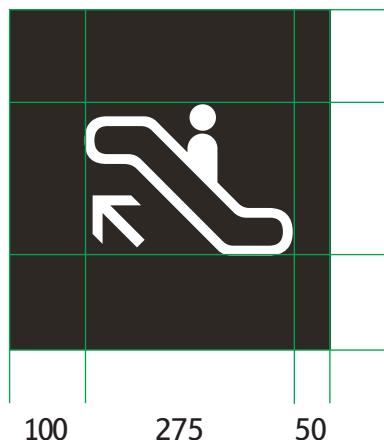
Escalator arrows (7.5.5) have precedence over all other arrows when indicating a change in level.  
*See 3.1 on detailed arrow usage and placement guide.*



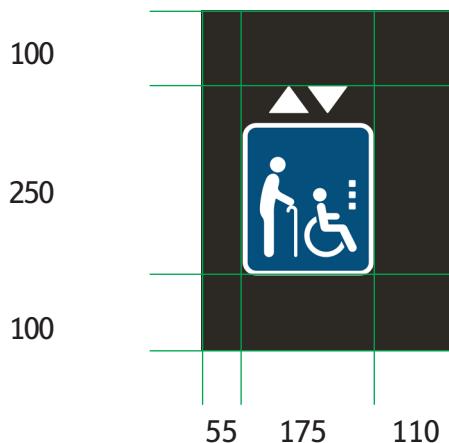
# Directional Sign Escalator & Lift Arrows

7.5.5

Escalator arrows have precedence over all other arrows when indicating a change in level.  
*See 3.1 on detailed arrow usage and placement guide.*



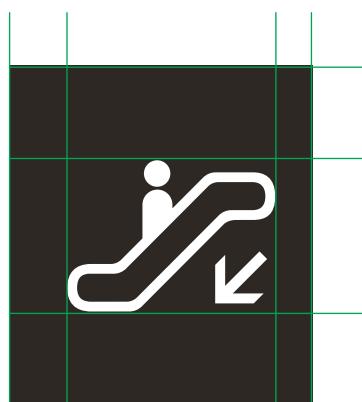
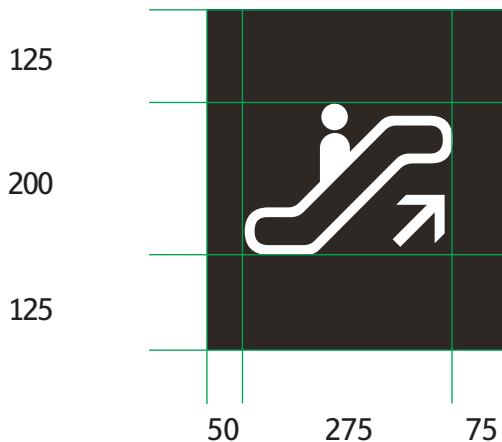
LT-PD has precedence over D-sign for lifts. Lift-Arrow is only applicable for dedicated path leading to lift at platform for specific destination (e.g. line transfer).



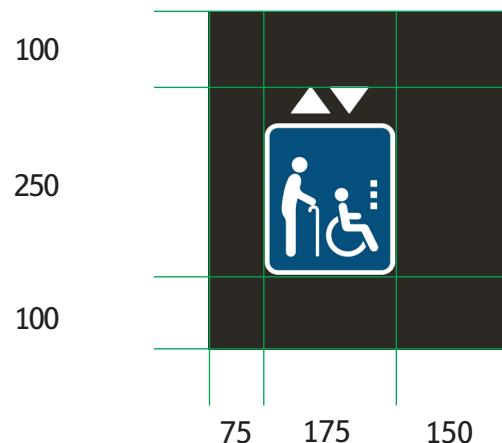
# DP-Series Modules at 260mmH Escalator & Lift Arrows

## 7.5.6

Escalator arrows (7.5.5) have precedence over all other arrows when indicating a change in level. See 3.1 on detailed arrow usage and placement guide.



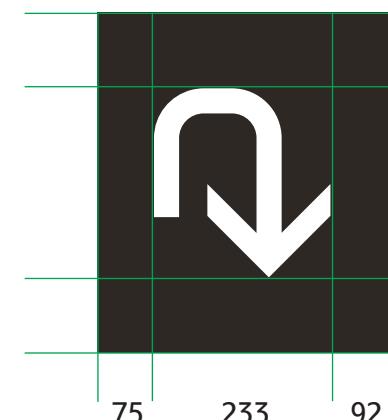
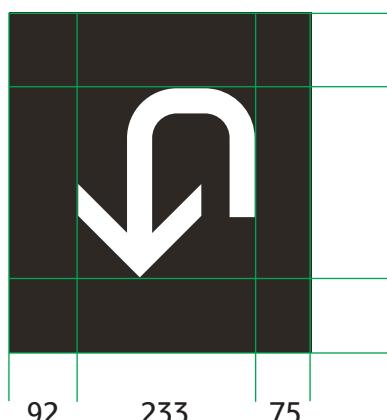
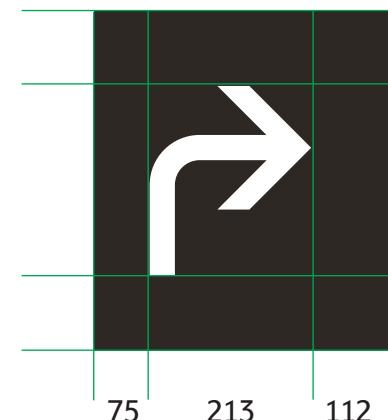
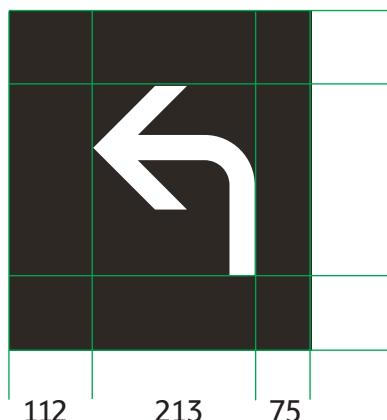
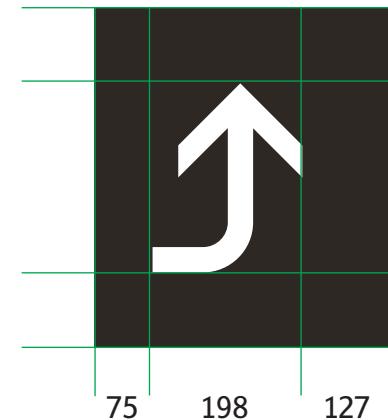
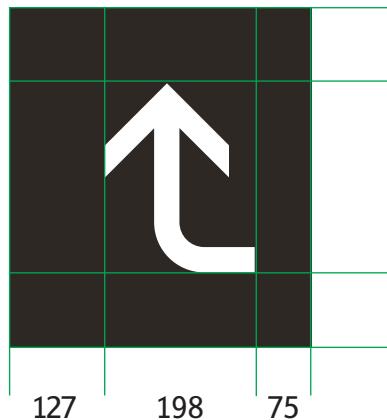
LT-PD has precedence over D-sign for lifts. Lift-Arrow is only applicable for dedicated path leading to lift at platform for specific destination (e.g. line transfer).



# Directional Sign Special Arrows

7.5.7

See 3.1 on detailed arrow usage and placement guide.



# Directional Sign Line Caplet

7.5.8

Also see 7.5.11 on Line Transfer Modules.



# Directional Sign Station Caplet

7.5.9

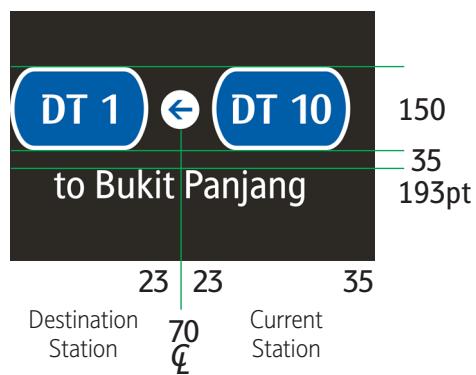
For stations with **split-platforms** and/or **stacked-platforms**.

Commuters will need to make informed decisions for the right platform.

So instead of Line Caplet, Station Caplets are used to alert and help commuters relate to train direction using destinations or interchange stations.

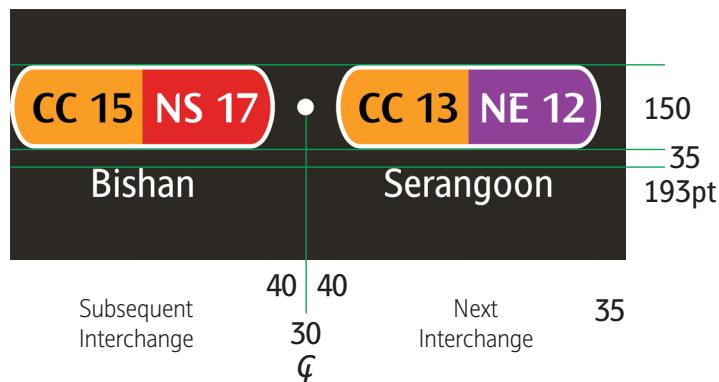
Station Caplet is an extension of the Line Caplet, signalling a difference, it can be used to indicate train direction for split platforms. Station Caplets must be used together with Single Route Diagrams (P-SR) and System Maps (SM), which should both be placed near the decision point.

All Lines except Circle Line



- Station Caplet for current station and destination
- Train-Direction-Arrow to indicate single-bound
- Supplemented with "to Destination Station"

Circle Line



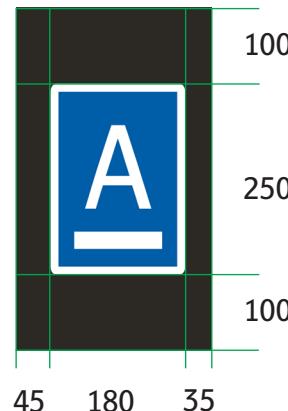
- Shows next two interchange stations
- Dot indicates intervals, via
- Supplemented with interchange station names
- CC to follow Platform ID, see 7.5.10

# Directional Sign Platform ID

7.5.10

Platform ID displayed on D-sign indicates a decision on Platform has to be made. Use this module with Station Caplet to form a complete information for split platforms.

Colour of the Platform ID corresponds to the Line the platform serves.



## Train Direction on D-Sign

7.5.9 Station Caplet + 7.5.10 Platform ID

### All Lines except Circle Line - Point to Destination



Platform A, train bound for DT 10



Platform B, train bound for DT 35

### Circle Line - Show next two Interchange Stations



Platform A, loop via Serangoon and Bishan



Platform B, loop via MacPherson and Paya Lebar

### Using the same directional sign

Two bound may share the board if they share the same direction.  
Use a spacer or divider between each bound.

### For DP-Sign Series

Resize Station Caplet, Platform ID and corresponding arrow modules to 320mmH proportionately.  
Double-line layout will only fit on DP4 signs.

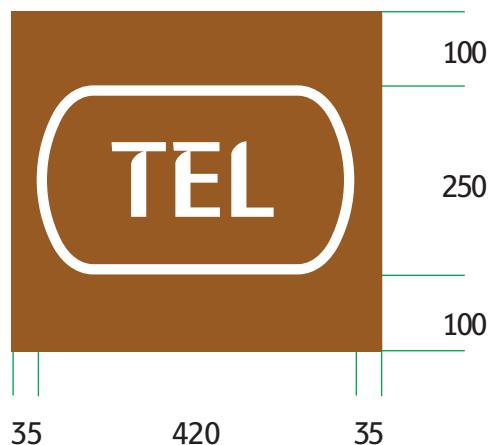
# Directional Sign Line Transfers

## 7.5.11

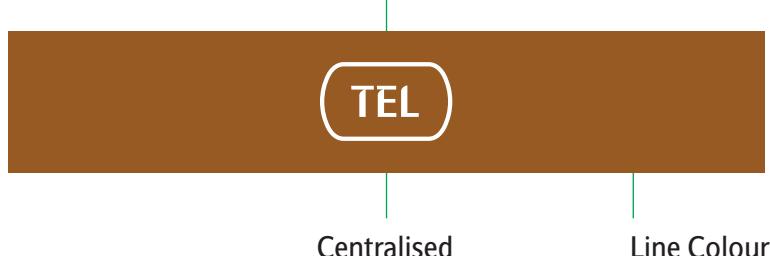
### Line Caplet Coloured Modules

Use on D-sign to demarcate line transfer areas. See 7.6.1 for D-sign Placement Guide.

Place D-sign on bulkheads, as a portal, whenever possible.



Sample



# Directional Sign Exit Code

7.5.12

## Type A: Single

A-1



A-2 (For 2 exits in sequence.)



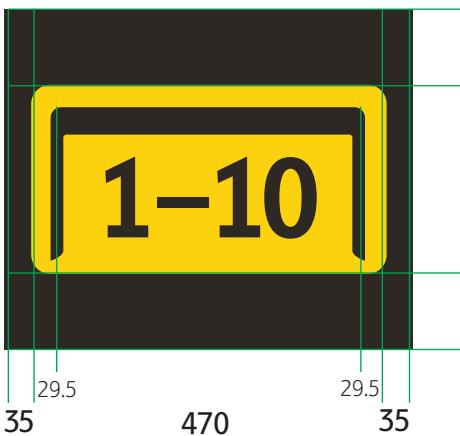
35      250      35

35      470      35

## Type B: Range

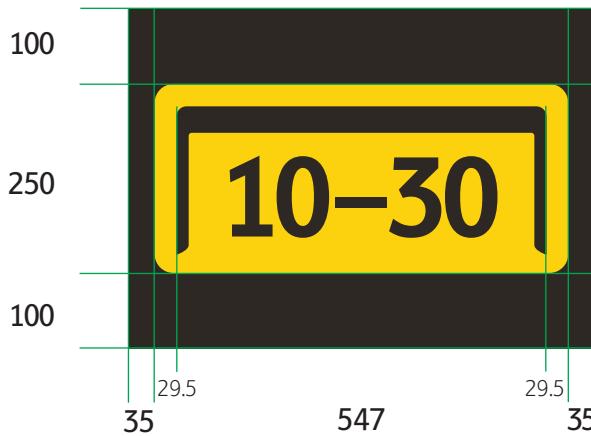
Three exit codes and above shall be shown as a range.

B-1



35      470      35

B-2



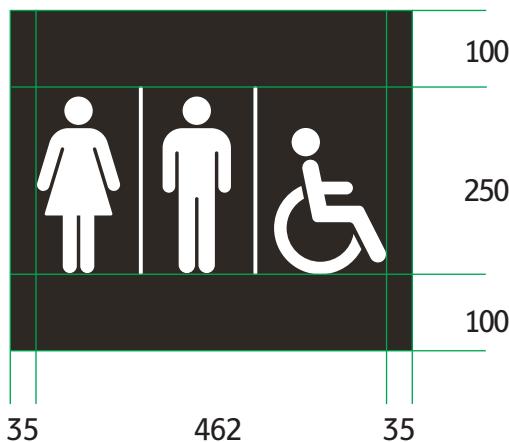
35      547      35

# Directional Sign Amenity Icons

7.5.13

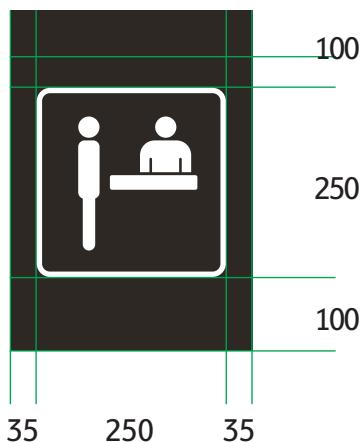
## All Toilets and Amenities

Use this on D-sign for toilets generally, applicable only in Unpaid Concourse.



## Passenger Service Counter

Applicable in Paid Concourse, only when there are remote faregates.

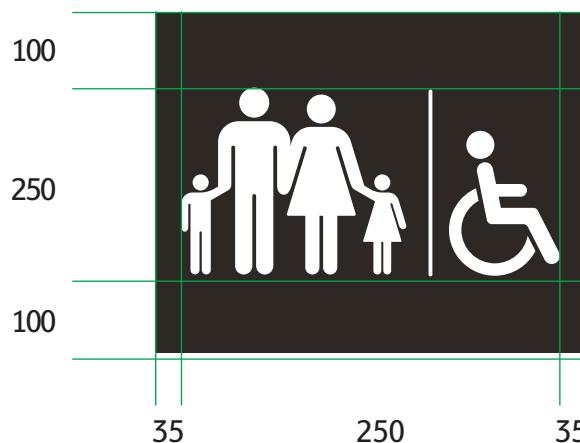


The following amenities may be featured on D-signs within the Paid Area, only if amenity is located within the Paid Area.

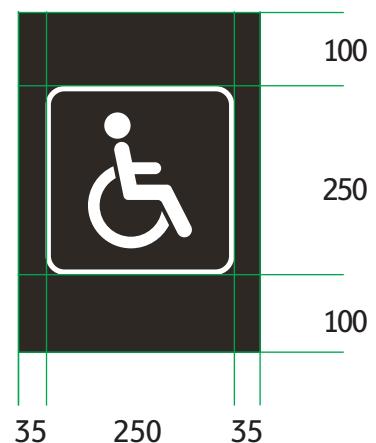
### Baby Care Room



### Family Washroom



### Accessible Toilet



# Directional Sign Development Icons Criteria

7.5.14

Icons adapted from Official Logos / Pictogram of Development

To provide context to exit on the last directional sign before escalator/path leading to exit. As too many icons on the sign will lead to confusion instead, the team needs to prevent over-crowding of content. A set of three criteria is introduced to help manage this.

## Criterion for Development to be featured on Last Directional Signs

Development must meet all three Criteria A, B and C.

### A. Adjoining Development

Entrance of development must interface with MRT Station Exit

+

### B. Type of Development

#### 1. Purpose-Built Station

*Examples:*

- Changi Airport
- Expo
- Gardens by the Bay

\*Point to particular function/building, not entire development/landmark

#### 2. Station with *Primary Destination*

- Acute Hospital/Health Campus

- Mixed-Used Development

\*Point to particular function/building, not entire development/landmark

- National Monument/Landmark

- Post-Secondary Education Institutions

\*PSE Institutions are listed on [www.moe.gov.sg](http://www.moe.gov.sg)

- Public Transport Facilities

- Shopping Mall

\*Less than 5 malls adjoined to station

- UNESCO World Heritage Site

OR

Note: No discrimination is intended for buildings not captured under the criteria listed.

+

### C. Number of Exits

Less than half of all exits in the same station connects to the same landmark.

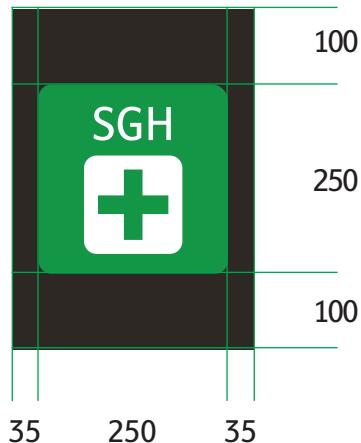
**Updating of existing sign:** Public Transport Operators (PTOs) shall update signs affected by changes in the vicinity (e.g. road name / building name change). **For developers** who wish to update signage content, kindly inform LTA and PTOs via respective feedback portals.

# Directional Sign Development Icons

7.5.15

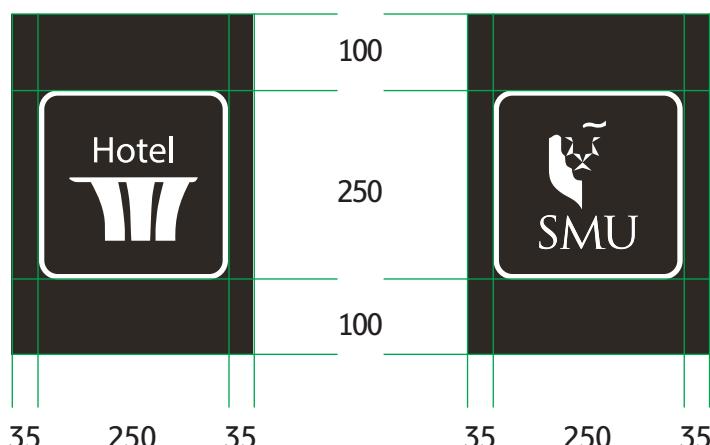
Applicable with criteria met (See 7.5.10)

## Acute Hospital/Health Campus Icons



Singapore General Hospital (SGH) shown here as example. Initialisms of acute hospitals and health campuses shall be used.

## Development Icons



Content may be provided by developers, submission of vector file in .svg format. Maximum content size: 170mm

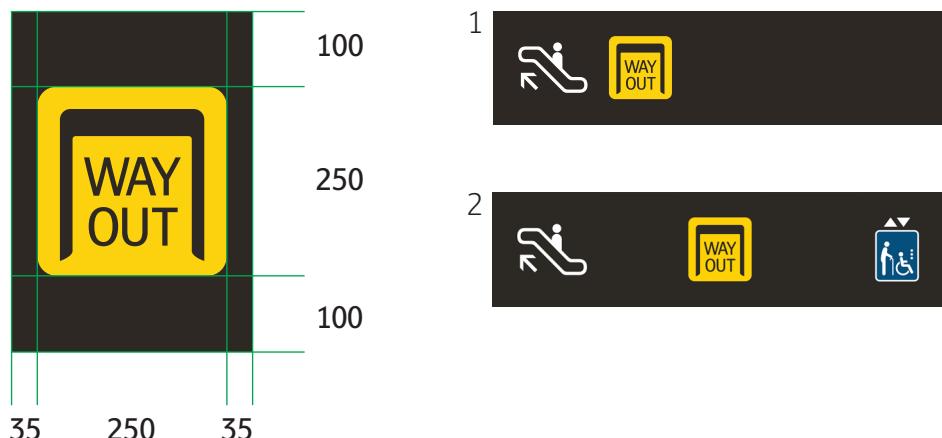
Marina Bay Sands Integrated Resort's Hotel and Singapore Management University (SMU) shown here as examples. Development icons will be featured non-coloured, PMS Black C vinyl cut-out with white backlight.

# Directional Sign Custom Signs

7.5.16

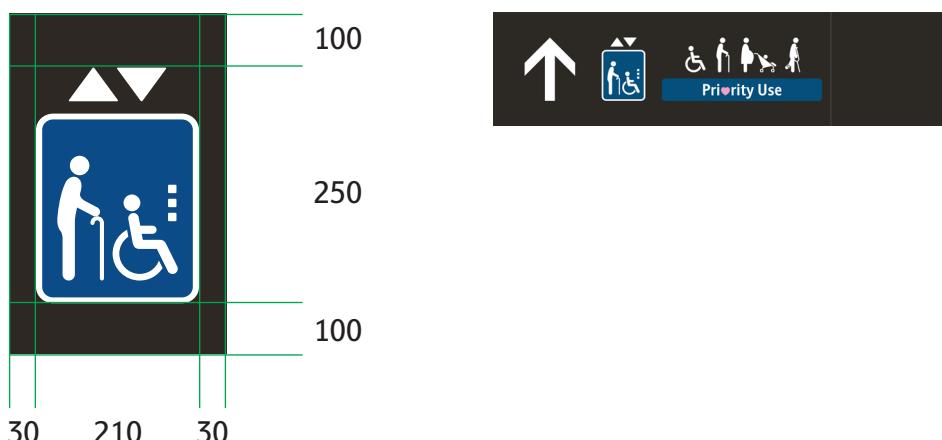
## Way Out at Platform

To indicate general path to way out, aids commuters in identifying escalators and/or lifts.  
D-sign shall be placed perpendicular to platform screen doors for best viewing angles<sup>1</sup>.  
D-sign shall also be placed near escalators, it can feature both lift and escalator if the two are in proximity and facing each other.<sup>2</sup>.



## Lift at Paid Concourse

At paid concourse, next to escalators. Only when LT-PD is not applicable due to site constrains.  
Reverse of this D-sign shall point to exits for outbound commuters. (For LT-PD, see 8.3.2)

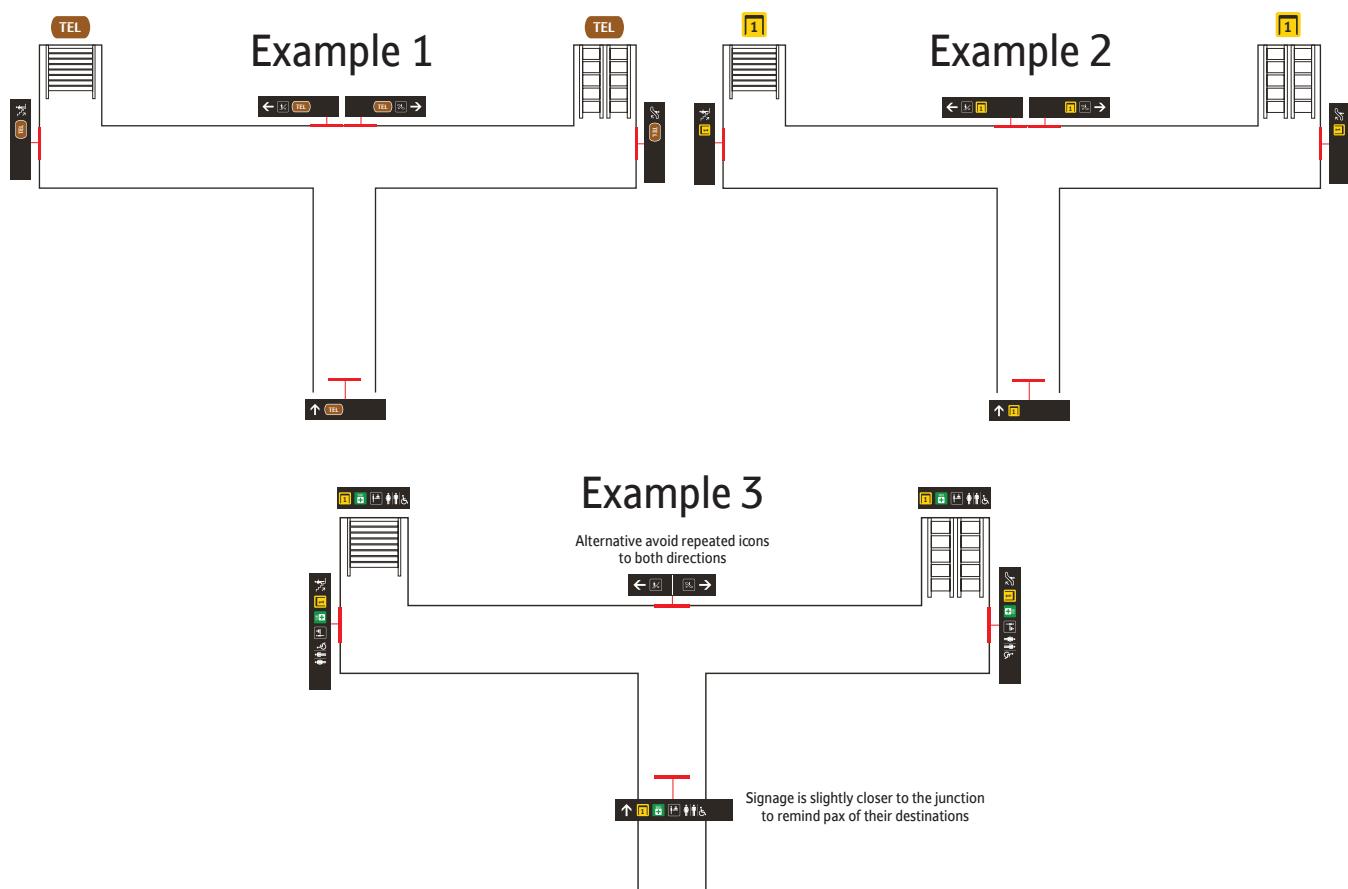


# Directional Sign Escalator, Staircase and Lift

7.5.16a

Applying different type of direction depending on situations.

Escalator and staircase up to TEL		Escalator and staircase down to TEL
Escalator (only) up to TEL		Escalator (only) down to TEL
Escalator (only) up ahead to TEL		Escalator (only) down ahead to TEL
Staircase (only) up to TEL		Staircase (only) down to TEL
Staircase (only) ahead up to TEL		Staircase (only) ahead down to TEL
Lift (only) ahead <small>To differentiate line at interchange station</small>		Lift (only) ahead <small>To differentiate line at interchange station</small>

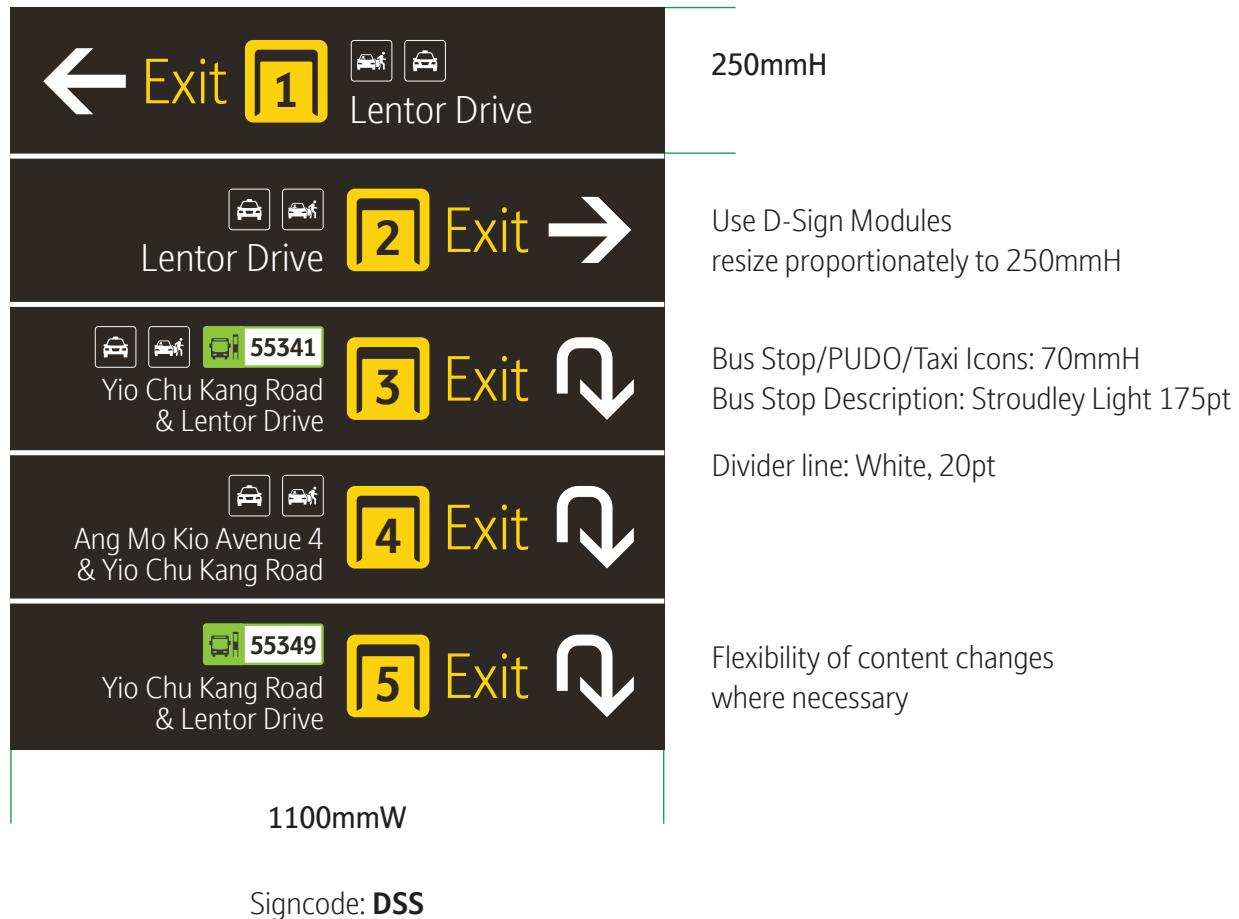


# Directional Sign Supplementary

7.5.17

## Non-Lit Supplementary Directional Signs

To provide overview of bus-stop, taxi stand and PUDO in relation to exit of the station, located next to key information points (for example, opposite faregates and middle of unpaid corridor).



**Do not overpopulate Supplementary Directional Sign.**  
Exit information should still be primarily placed at Information Points (ED, LM).

# Directional Sign Supplementary (Totem Pole)

7.5.18

## Non-Lit Supplementary Directional Signs on Platform Totem Pole.

To provide supplementary sticker sign of line type, way out and/or facilities in relation to the nearest escalator at platform. This will be apply to both sides of the totem pole each.

Signcode per set: **DSS-T**

For interchange only ➔ 

Typical sign for all poles ➔ 

To nearest facility (PSC, Toilet, etc) ➔ 

Varies to fit width of pole.



Typical totem pole



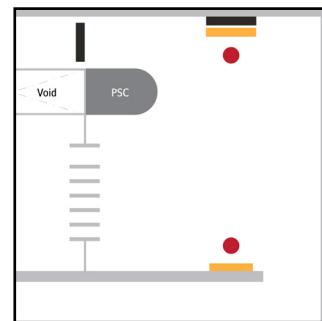
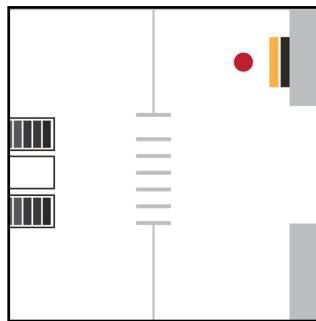
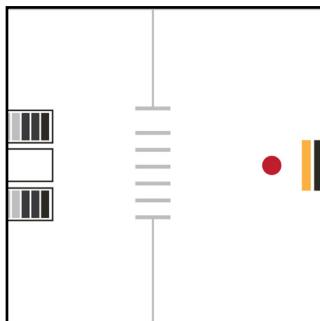
Totem pole with CCTV

# Directional Sign Placement Guide

7.6

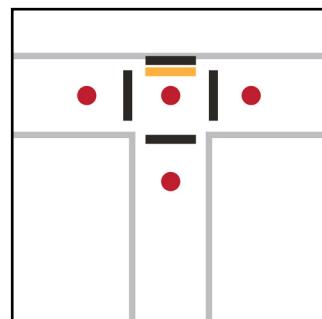
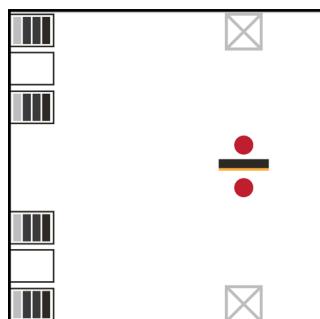
● Users    ■ Info Point    ━━ Directional Sign

## In Conjunction with Information Points



### Surface Mounted Above

Information + Direction. Surface mounted directly above information points, as a follow up to exit information obtained. Commuters will proceed to follow directional signs from here on.



### Ceiling Mounted Above

Information + Direction. Ceiling mounted directly above free-standing information points, as a follow up to exit information obtained.

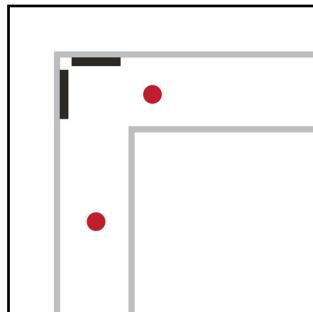
### T-Junction

Information + Direction  
Surface mounted above info point,  
and ceiling mounted double-sided.

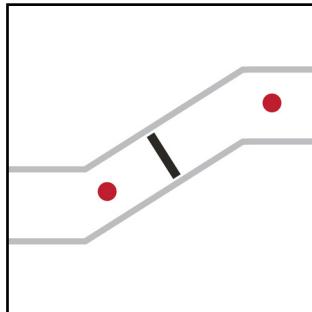
# Directional Sign Placement Guide

7.6.1

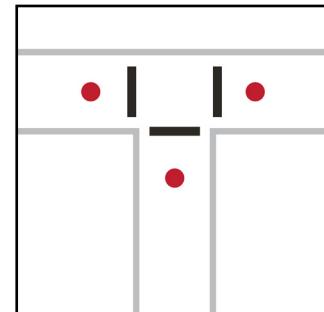
● Users      ━━ Directional Sign



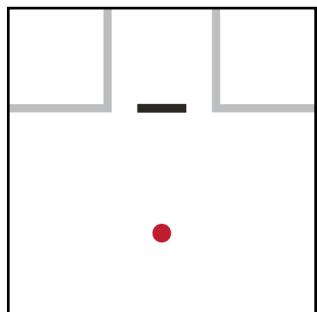
**Corners bi-directional**  
Surface mounted at corners for each direction.



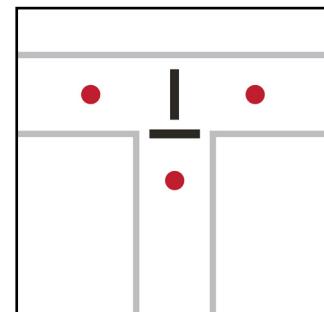
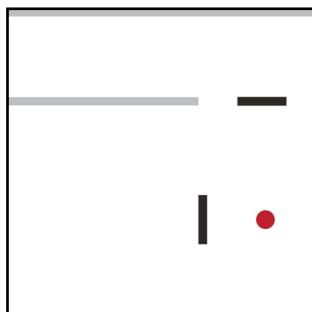
**Midway of Diagonal Path**  
Ceiling mounted in midway, clarity for both directions.



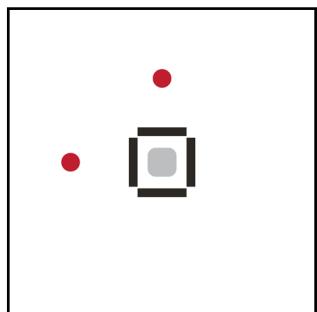
**T-Junction (Option A)**  
Ceiling mounted double-sided for 6x directional messages



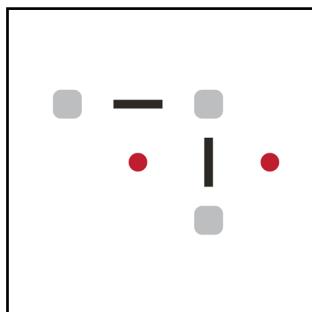
**Demarcate Entry Point (See 7.5.11 Line Transfer D-Sign)**  
Ceiling mounted at each entry point to demarcate transfer areas.  
Segmenting areas will aid commuters in wayfinding.



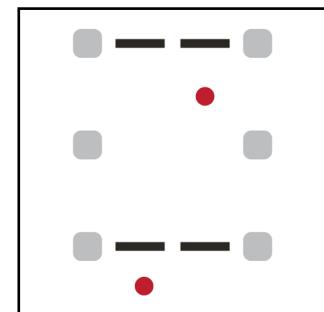
**T-Junction (Option B)**  
Ceiling mounted double-sided for 4x directional messages.



**Using Columns**  
Cluster directional signs with column to present multi-directions neatly.



**Segmenting Space**  
Use columns + directional signs to segment large areas in station.

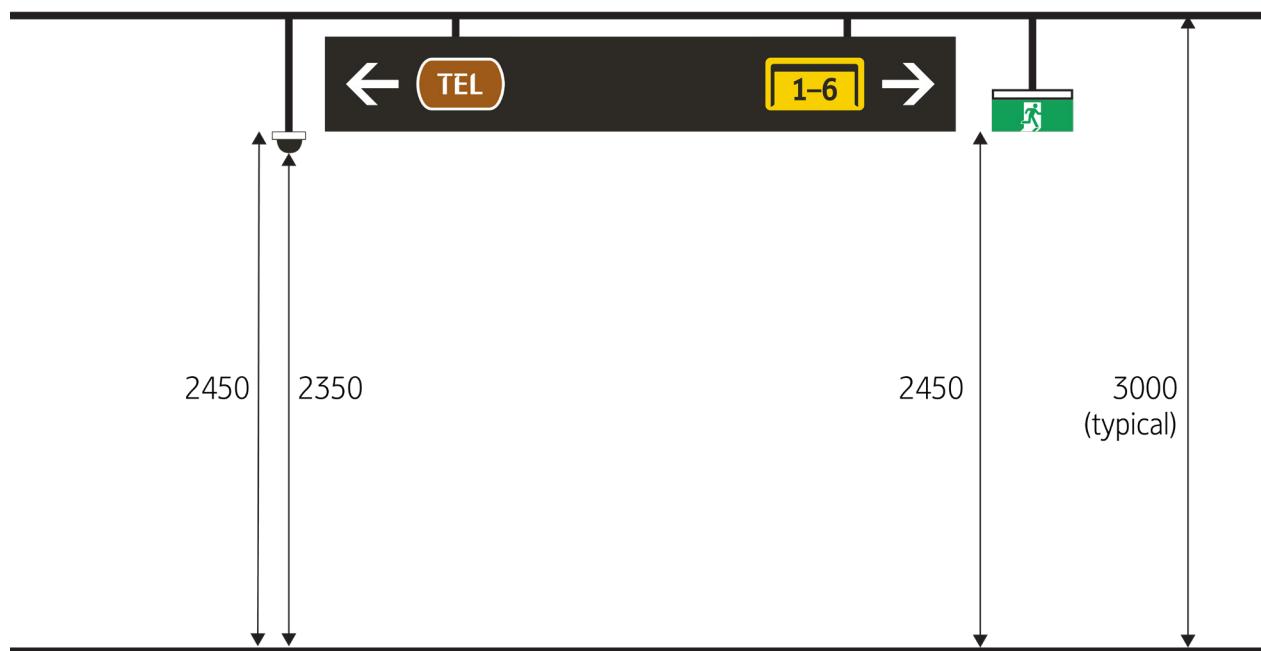


**Aligning Columns**  
Giving direction in segments, makes following directions less intimidating.

# Ceiling Mounted Sign Placement Guide

7.6.2

Datum line for Ceiling Mounted Signs & Services



See also: 6.9.1 Datum line for Surface Mounted Directional Sign

## 8. Amenities



# Principles and Key Functions

Signs to indicate amenities, and accessible features around the station.

## In this Section

- 8.1 Priority Family
- 8.2 Accessibility
- 8.3 Lifts
- 8.4 Station Amenities
- 8.5 Commuter Facilities

# Priority Family

# 8.1

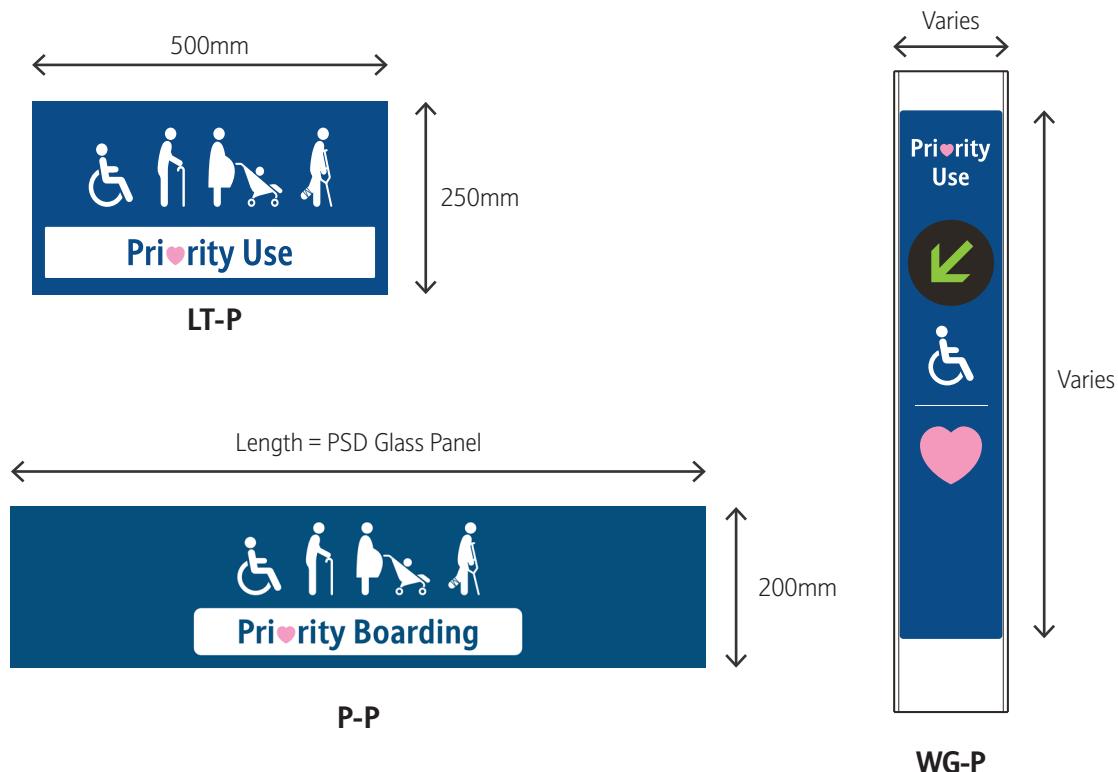
To remind commuters to give priority and choose other alternatives, and at the same time to bring attention to commuters who should consider using the facility, to use it for their own safety as an aid to their accessibility needs.

**WG-P** Wide-Faregate ‘Priority Use’

**LT-P** Lifts ‘Priority Use’

**P-P** Platform Screen Door ‘Priority Boarding’

\*Priority Use Graphic is also featured in Lift Primary Directional Sign (LT-PD) (See 8.3.1)

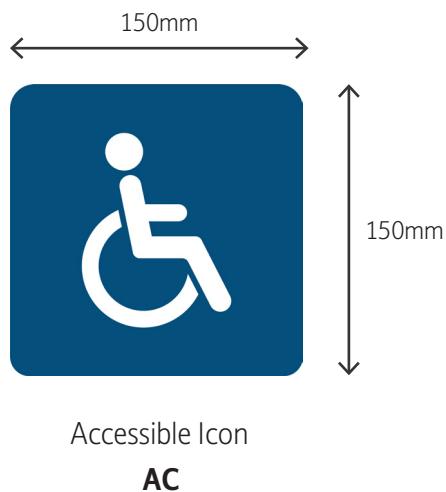


TEL Faregates:  
140mmW x 740mmH

# Accessibility

8.2

Non-Lit signs to label barrier-free facilities.



Non-Lit Directional Sign to point to facilities, when facility is situated in an obscure location.



**Limited Use**  
Use LT-D for obscure lifts,  
ONLY when LT-PD is not possible.

# Lifts

8.3

To aid user in identifying lifts.

**Crucial decision points to sign lift, when:**

- Only escalators are visible, lift is hidden from view;
- Only the lift is in the opposite direction of flow;
- The lift has a standalone pathway.



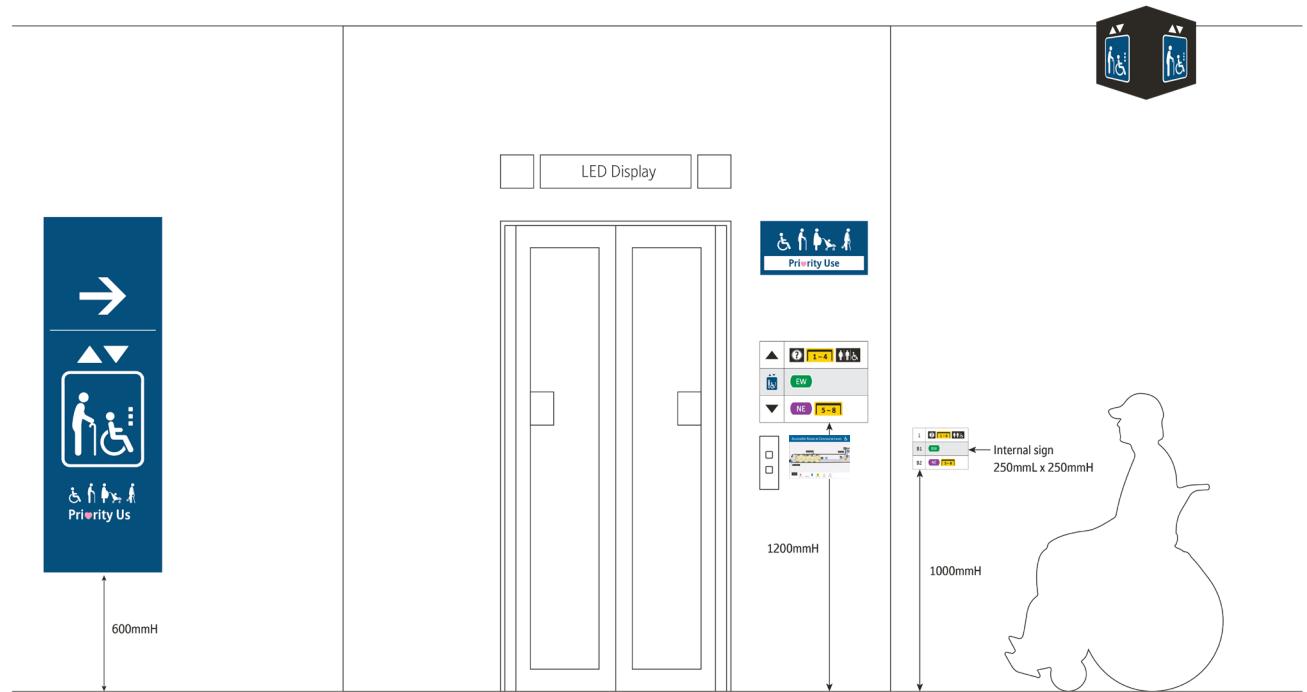
Type 1

Light Wall/  
Background Colour

Type 2

Dark Wall/  
Background Colour

Sign Family	Also applicable on
Lift Primary Directional Sign	Exit Directory
Lift Header	Locality Map
Lift Directory	
Lift-Priority Use	

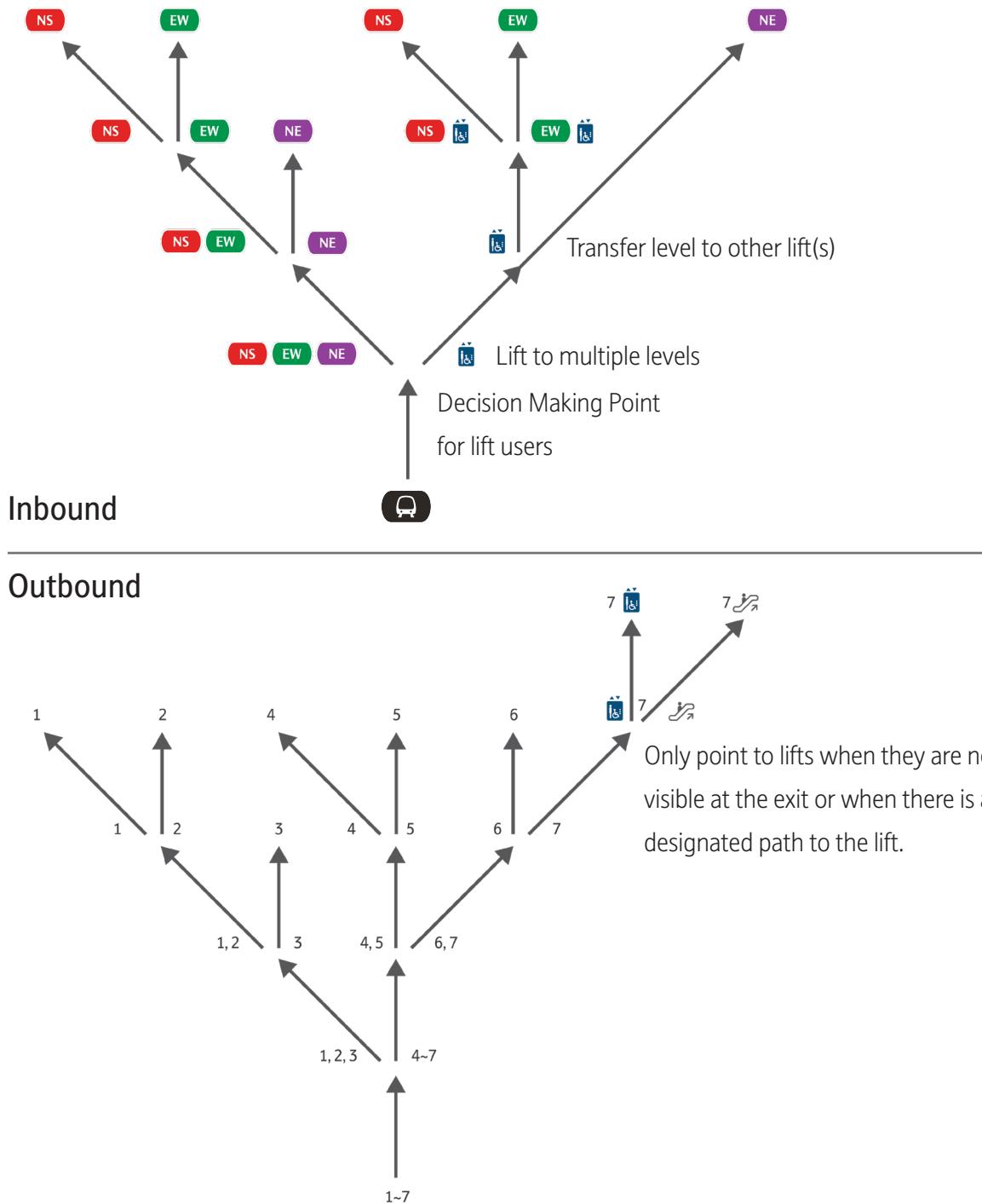


# Lift Decision Points

8.3.1

## Principles and Key Functions

Lift users, like every commuter, have specific destination and lines to transfer to. Oversigning of lift presents too many choices and variables which will cause confusion. Instead, they should be assured to follow directional signs for their destination, and only when there is a choice to be made between lift and escalator should the option be presented.



# Lift Primary Directional Sign

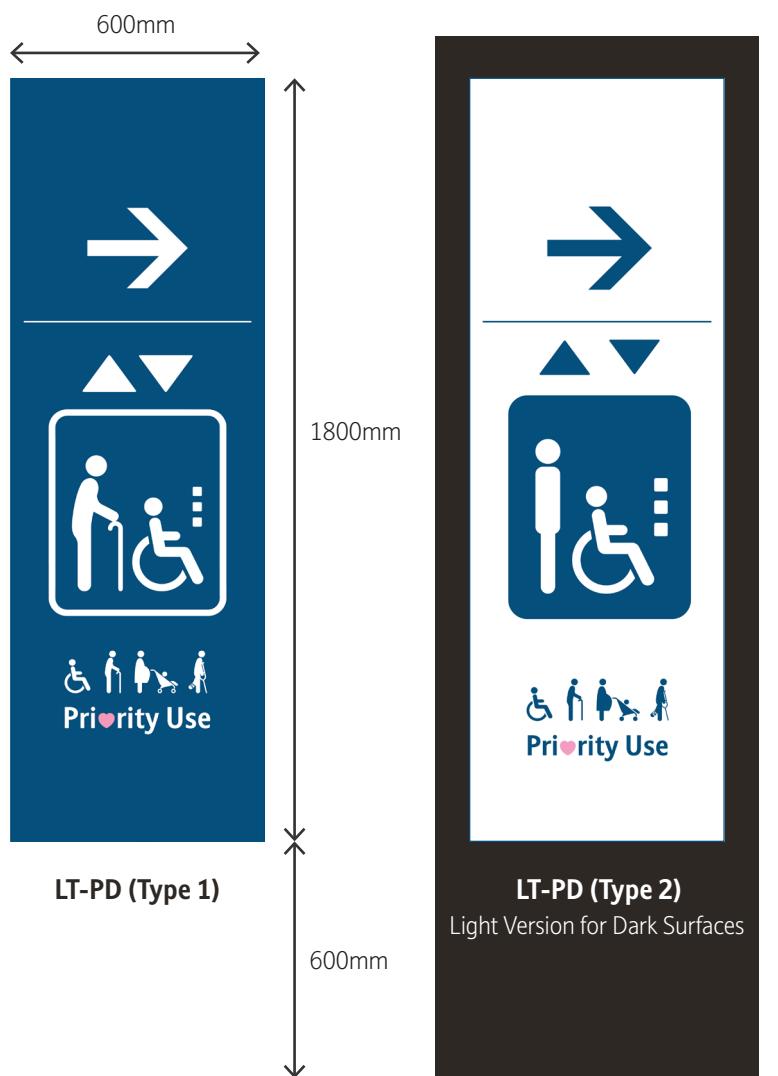
8.3.2

## Principles and Key Functions

To remind and encourage commuters to consider using lift for their accessibility needs.

Direction to lifts is important. However we need to be mindful that commuters who rely on lifts have destinations to look out for first. Oversigning of lift icons on directional signs can cause confusion. By dedicating unique signs for lifts, we are able to better control the occurrence of direction to lifts. The large supergraphic sign also presents larger icons and more prominent directions, allowing us to better serve commuters with accessibility needs.

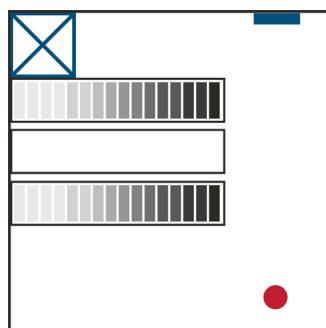
This guide outlines placement and sizing options to optimise the potential of this sign.



# Lift Primary Directional Sign Placement Guide

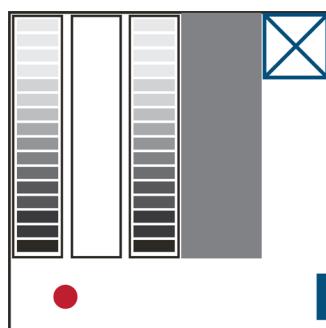
8.3.3

Scenarios that LT-PD will be necessary.



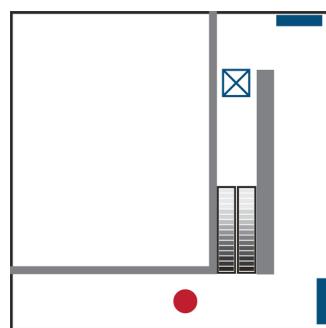
## When lift is obscured by escalator/a bank of staircase

Escalators will block lift from line-of-sight despite a seemingly clear path on plan.



## When lift has a dedicated path

Due to site constraints, lift may be situated in hidden pathways. LT-PD can be used to label entry-way of the dedicated path.



If pathway is long and lift is out of sight, more LT-PD can be added to direct and assure commuters.



# Lift Priority Use Sign

8.3.4

*Part of Priority Family (See 8.1)*

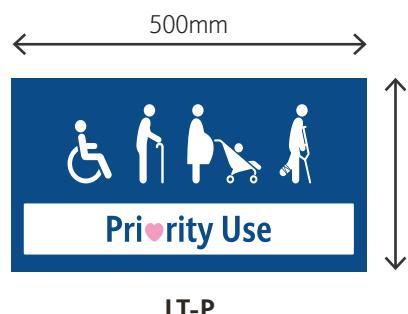
## Purpose

To remind commuters to give priority and choose other alternatives, and at the same time to bring attention to commuters who should consider using the facility to use it for their own safety as an aid to their accessibility needs.

## Size and Placement

Placed on lift button side, flushed to the top of lift doors.

Above Lift Directory (LT-E)



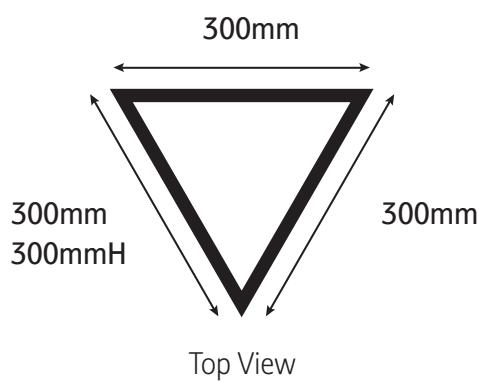
# Lift Header

8.3.5

## Purpose

This header sign highlights entry point of corridors that are dedicated to lifts.

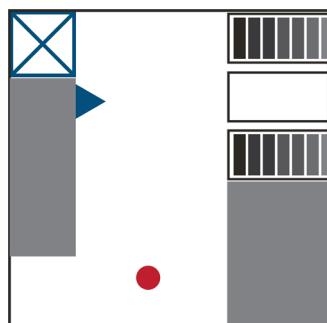
It should be secondary to the LT-PD.



# Lift Header Placement Guide

8.3.6

Scenarios that LT-H will be necessary.

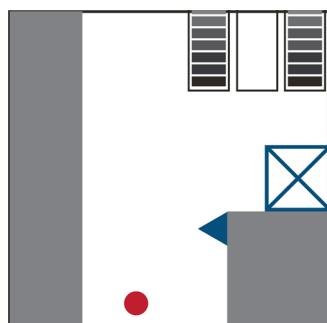


**When lift is opposite escalator**

LT-H will point out the lift that may be overlooked in such scenario where lift and escalators are located on opposite sides.

User  
Lift

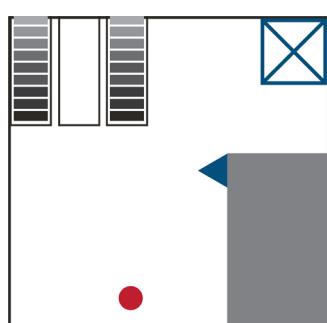
LT-PD



**When lift is hidden behind wall**

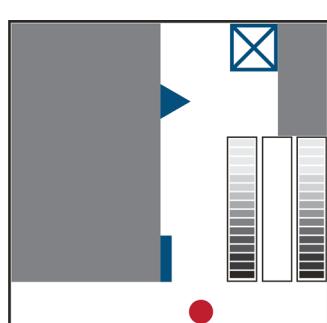
Especially when only escalator is immediately visible when commuter is approaching the area.

LT-H



**When lift is tucked in a corner**

Especially when only escalator is immediately visible when commuter is approaching the area.



**When lift is tucked behind escalator**

Especially when only escalator is immediately visible when commuter is approaching the area.

**Supplemented with LT-PD**

Purpose of LT-PD is to direct users when lifts are not visible from approaching paths.

See also: 8.3.2

# Lift Directory

8.3.7

## Purpose

Commuters do not relate to different levels of an MRT station unlike in a commercial building, hence a clear and easy to understand directory for lift users is crucial for effective wayfinding. Only display key information relative to each level, refer to 8.3.8 for content guideline.

## Size and Placement

### LT-E Exterior/on Lift Shaft

Above lift call buttons, below LT-P

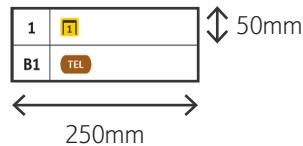
### LT-I Inside Lift

Next to lift buttons

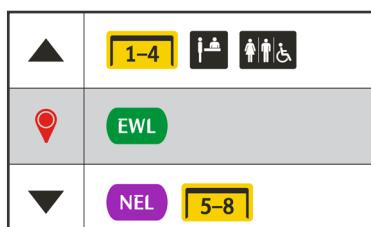
#### 1 Two Storeys



#### Two Storeys



#### 2 Three Storeys



#### Three Storeys



#### 3 Four Storeys



Current Level

Grey bar:  
PMS Cool Gray 1 C

'You Are Here' Icon:  
see 4.5.2

#### Four Storeys



# Lift Directory Content Guideline

8.3.8

Below listed content shall represent each level (e.g. Street, Concourse, Transfer), based on location of lift in station, as content is context driven.

## Lifts at Entrances and Unpaid Concourse (for both LT-E and LT-I)

**Street level/Bridge level:** Exit Code

**Unpaid Concourse level:** Line Caplet / Station Caplet (for stacked concourse i.e. DT 10, see 7.5.6) + PSC Icon + Toilet Icon

**Subway/Mezzanine level:** Line Caplet + Exit Code

## Lifts at Paid Concourse (for LT-E only)

**Paid Concourse level:** Faregate Pictogram

**Platform(s) level:** Line Caplet / Station Caplet (for stacked platform i.e. DT 15, see 7.5.6)

**Transfer level:** Line Caplet + Exit Code (for exits that are **only** accessible via paid transfer level)  
+ Symbols of amenities located within the paid transfer level

## Lifts at Platform (for both LT-E and LT-I)

**Paid Concourse level:** Way Out Icon (when concourse leads to all exits of station) / Exit Code (when concourse does not lead to all exits of station, *i.e. EW 16*) + PSC Icon + Toilet Icon

**Platform(s) level:** Line Caplet / Station Caplet (for stacked platform i.e. DT 15, see 7.5.6)

**Transfer level:** Line Caplet + Exit Code (for exits that are **only** accessible via paid transfer level)  
+ Symbols of amenities located within the paid transfer level

# Barrier-Free Accessible

8.3.9

## Purpose

This sign is in compliance with the Code for Barrier-free Accessibility, indicates the access route and facilities in the station for persons with disabilities. The QP shall consult the relevant authority on the compliance with the current barrier-free accessibility code.

**HP4**



## Size and Placement

This non-lit sign is placed in the accessible toilet. It shall comply with all current statutory regulations on Barrier-Free Accessibility in Buildings.

70mmL x 35mmH

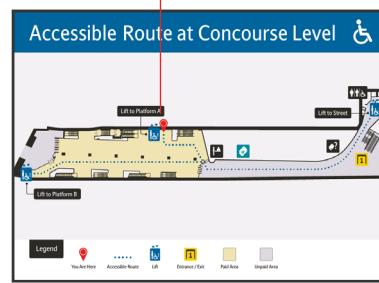
**HP6**

## Sample Graphics

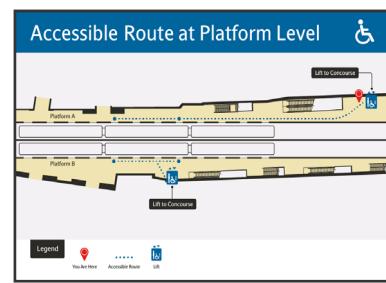
'You Are Here' icon can be rotated to avoid clash/overlapped with other graphic elements



165mm  
230mm



**HP6**



**HP6**

Indicating facilities where applicable:

- Pick-Up Points, Taxi Stands/Stops & Bus Stops
- Lifts, Toilets & Passenger Service

## Size and Placement

This non-lit sign is placed at every lift accessible to the public (on the lift shaft).

Displayed next to and aligned to the top of lift button panel.

## Material

Non-lit sign face, digitally-printed graphics on vinyl sticker with matt overlaminant, with backing of 1mm thick polycarbonate.

# Station Amenities & Facilities

8.4

Codes under each image denotes pictograms application on:

**Standalone Signs x**

H = Lit Header

S = Room Sign

D = Amenities Direction Sign

NLH = Non-Lit Header

**Part of:**

Exit Directory ED

Locality Map LM

Directional Sign D-sign

All Toilets  
T-x(FMA)



H, D, ED, LM, D-sign

Family Washroom  
(FWA-x)



H, S, D, ED, LM

Accessible Toilet  
T-x(A)



H, S, D, ED, LM, D-sign

Baby Care Room  
(BCR-x)



H, S, D, ED, LM, D-sign

Passenger Service  
Center (PSC-x)



S, D-sign

Information Point  
(INP-x)



H, D, D-sign

Ticket Office (TSO-x)  
& Ticketing Service Centre (TSC-x)



S, NLH

General Ticket  
Machine (GTM-x)



S, D, NLH

Top-Up Machine  
(TUM-x)



S, D, NLH

Service Kiosks  
(SK-x)



D, NLH

Automated Teller  
Machine (ATM-x)

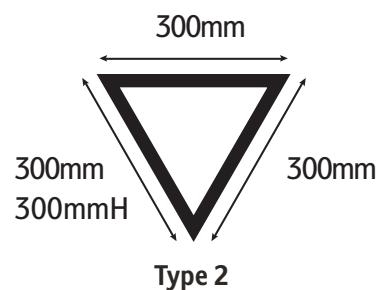
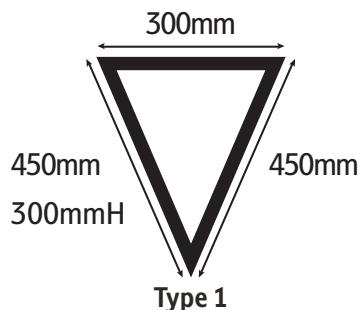


S, D, NLH

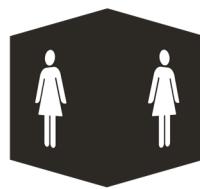
# Amenities Headers [-H] (Illuminated)

8.4.1

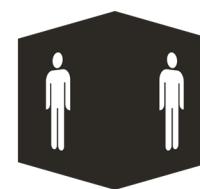
To mark path to toilets/facilities, and mark entrance of respective toilets/rooms.



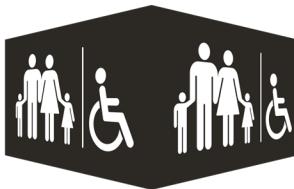
T-H(FMA)



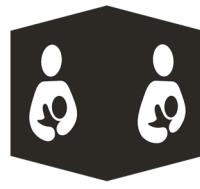
T-H(F)



T-H(M)



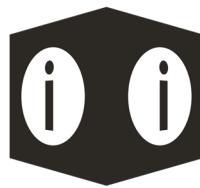
FWA-H



BCR-H



T-H(A)



IN-H

Use IN-H to highlight a flushed/  
obscured Information Point  
positioned due to site constrains.

# Toilet & Amenity Room Signs [-S] 8.4.2

Surface mounted non-illuminated signs at the entrance of toilets and amenity rooms.



Note: Contractor/Vendor to obtain braille approval from SAVH directly.

MALE	♂
FEMALE	♀
ACCESSIBLE TOILET	♿

## Amenity Rooms

(Without Braille & Raised)  
**200mm x 300mm**



BCR-S



Family  
Washroom



**Passenger  
Service Centre**  
Authorized Personnel Only



Ticketing  
Service Centre

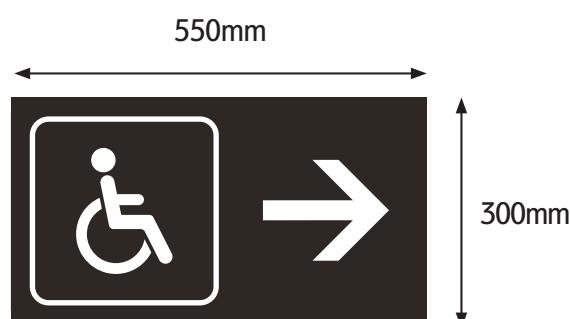


## First Aid Room

# Amenities Directional Signs [-D] (Non-Illuminated)

8.4.3

If path towards toilets/facilities is narrow and indirect hence requires direction along the way.



# Facility Headers [-NLH] (Non-Illuminated)

8.4.4

Surface mounted non-illuminated signs to label facilities where necessary.

Sign graphic to be advised.



Service Kiosks  
**SK**



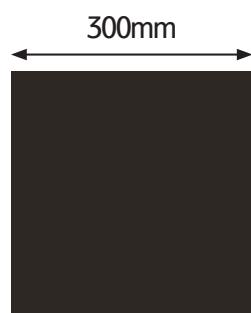
Top-Up Machine  
**TUM**



General Ticket Machine  
**GTM**



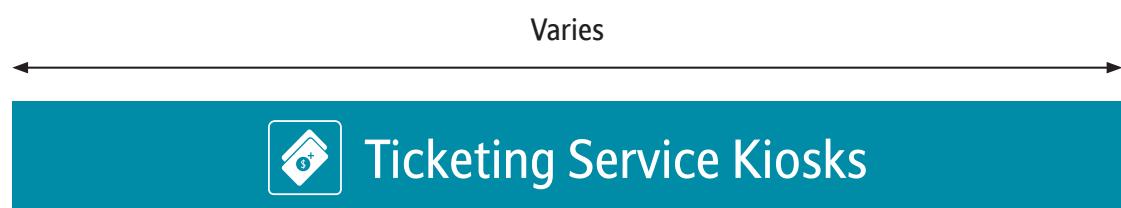
Automated Teller Machine  
**ATM**



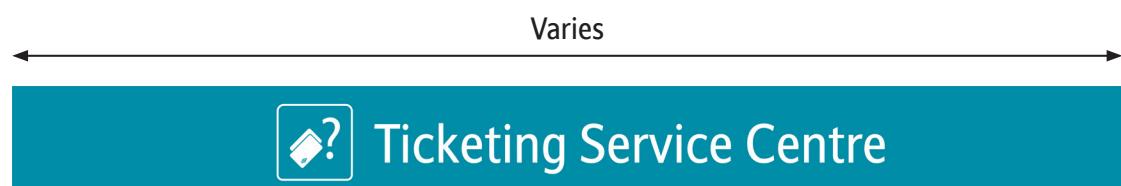
Projected Mounted  
**x-NLH(P)**



Surface Mounted  
**x-NLH(SM)**



Ticketing Service Kiosks Header  
**SK-NLH**



Ticketing Service Centre Header (Non-Lit)  
**SC**

**Colour:** PMS 321C

# Passenger Service Center

## PSC Banner

8.4.5

Now integrated with Passenger Service Center Design.

Refer to ADC for Specification. Contact the authority for actual signage graphic.



\*Background to follow respective Line Colours (See 1.3)

## PSC Station Name

8.4.6

Same design guideline as Station Name on Operating Hour Sign (OH), see 6.6

**PSC-SN / C-SN / IP12(WS)**



# Commuter Facilities

8.5

Below guidelines may or may not form part of TSM Volume 1, and are under the custodian of other LTA divisions.

## Commuter & Road Infrastructure (2CRI)

Bus Shelters/Stops

Bus Interchanges

Pedestrian Overhead Bridge (POB)

Pick-Up/Drop-Off Points (PUDO)

Sheltered Walkway (Walk2Ride)

Taxi Stops/Stands

Elevated Pedestrian Network (EPN)

Underground Pedestrian Network (UPN)

## Active Mobility (AM)

Bicycle Park (See 8.5.1 for Graphic Standards)

Bicycle Parking Map (See 8.5.2 to 8.5.6 for Graphic Standards)

Cycling and Walking Path Alignment (To be advised by AM)

# Bicycle Park

8.5.1

Signs to direct and indicate Bicycle Parking lots within or around MRT station vicinity.

Application and placement of signs to be consulted and reviewed by AM.

## BP-N

Floor/Surface-Mounted



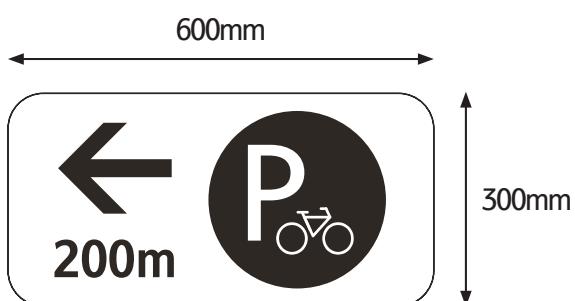
## Bicycle Park

Bicycles are parked in this park at owners' risk and the Land Transport Authority (LTA) or its licensee, servants or agents undertake no responsibility and shall not be liable in any manner whatsoever for any loss or damage of any bicycle, its accessories or contents howsoever such loss or damage be caused whether by negligence or otherwise of LTA, its licensee, servants or agents.

Land Transport Authority

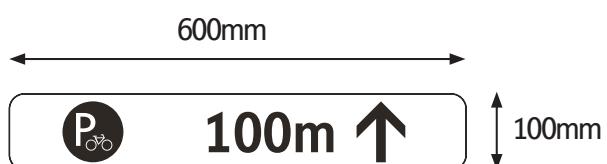
## BP-D1

Mounted on lamppost/walls



## BP-D2

Mounted under sheltered walkways



# Bicycle Parking Map (BP-M)

8.5.2



**Material Size:** 600mm x 600mm (Tentative)

## Purpose

Provide cyclists an overview of the bicycle parking lots found at MRT station.

Address the problem of underutilized bicycle lots at different exits.

Each map is to be rotated to viewer's angle per location of map in station.

Application and placement of signs to be consulted and reviewed by AM.

## Obtaining Assets

**JPEG/PDF Format** - Contact Land Transport Authority – Active Mobility

**Regulation Follow colour guide and elements detailed in following pages.**

**Do not** extract any elements to be used individually.

**Do not** modify the colours and typeface of any elements on the Map.

**Do not** distort the Map, always scale proportionately.

# Bicycle Parking Map Header and Footer

8.5.3



**Legend Header**  
Stroudley Regular, 50pts

**Legend Texts**  
Stroudley Regular, 35pts

**Other Pictogram**  
Varies (L) x 15mmH

**Cycling Path / Park Connector**  
44mmL x 15mmH

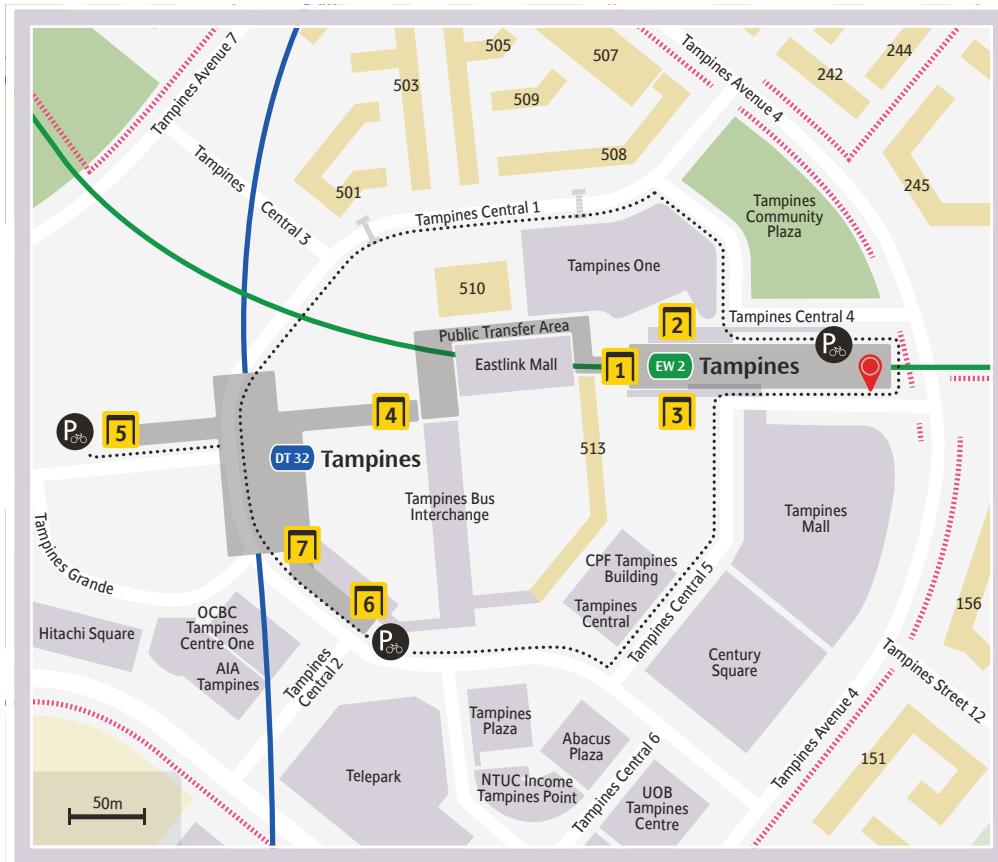
**Copyright**  
Stroudley Regular, 9pts

All dimensions based on  
Material Size at 600mm x 600mm (Tentative)

Next Page >  
Locality Map Elements

# Bicycle Parking Map Elements

## 8.5.4



All dimensions based on Poster Size at 600mm x 600mm (Tentative)

### Map Border

Grey Width/Thickness: 8.3mm  
White Width/Thickness: 3.5mm

#### Pictograms

**EW 2 Station Caplet**  
25mmL x 15mmH

**Exit Code**  
20mmL x 20mmH

**You Are Here**  
13mmL x 20mmH

#### Texts

**Station Name**  
LTA Identity, 38pts

**Content**  
Stroudley Regular, 24pts

#### Lines/Strokes

**Road**  
Stroke Weight: 20pts

**MRT / LRT Tracks**  
Stroke Weight: 8pts

**Cycling Path**  
Stroke Weight: 8pts  
Dash: 3pts / Gap: 4pts

**Route to Bicycle Park**  
Stroke Weight: 5pts  
Dash: 0pts / Gap: 1pts  
Round cap

**Overhead Bridge**

**Underpass**

Next Page >

Locality Map Colours

# Bicycle Parking Map Colours

8.5.5

Standardised colours for all elements on Bicycle Parking Maps.

<input checked="" type="checkbox"/>	<b>Header / Texts / Bicycle Parking Picto &amp; Route</b> PMS Black C	<input type="checkbox"/>	<b>Roads</b> White
<input checked="" type="checkbox"/>	<b>MRT Station Box</b> PMS Black C (Opacity: 30%)	<input checked="" type="checkbox"/>	<b>HDB Residential Blocks / MSCP Profile Shape</b> PMS 7499C
<input checked="" type="checkbox"/>	<b>Zone / District Names</b> PMS Black C (Tint: 50%)	<input checked="" type="checkbox"/>	<b>Private Residential Estates Boundaries</b> e.g Condo, Apartment, Bangalows & etc. PMS 7499C (Tint: 50%)
<input checked="" type="checkbox"/>	<b>Exit Codes / Footer</b> PMS 109C	<input checked="" type="checkbox"/>	<b>Water</b> C12 M2 Y3 K0
<input checked="" type="checkbox"/>	<b>You Are Here</b> PMS 485C	<input checked="" type="checkbox"/>	<b>Park / Garden / Fields (Stadium)</b> PMS 580C
<input checked="" type="checkbox"/>	<b>Cycling Path / Park Connector</b> PMS 205C	<input checked="" type="checkbox"/>	<b>Schools / Institutions / Health Campus Boundaries</b> PMS 580C (Tint: 50%)
<input checked="" type="checkbox"/>	<b>Map Scale (Box)</b> PMS Black C (Opacity: 10%)		
<input type="checkbox"/>	<b>Land (Background)</b> PMS 663C (Tint: 60%)		
<input checked="" type="checkbox"/>	<b>Map Border / OHB / UP / Commercial Building Profile Shape</b> e.g Schools, Religious Places, Factories, Offices, Markets & Hawker/Food Centre, Dormitory & etc. (Non-Residential Building) PMS 664C		

Next Page >  
Content Entry Criteria

# Bicycle Parking Map Content Entry Criteria

8.5.6

Provide graphical context of developments and bicycle parking lots surrounding station. The map base content shall be obtained from *OneMap.sg*. This criterion governs how much content can be shown on the map to ensure readability and clarity.

## Criterion for Landmark to be featured on Bicycle Parking Map

Landmark must meet both criteria.

Basic Criteria
Landmark surrounding the bicycle parking bays (Using 50m distance marker based on <i>OneMap.sg</i> )



Refer to Locality Map Content Entry Criteria 6.3.4

Note: No discrimination is intended for buildings not captured under the criteria listed.

**Updating of existing sign:** LTA Active Mobility or Public Transport Operator shall update signs affected by changes in the vicinity (e.g. road name / building name change). **For developers** who wish to update signage content, kindly inform LTA and PTOs via respective feedback portals.

## 9. Confirmation

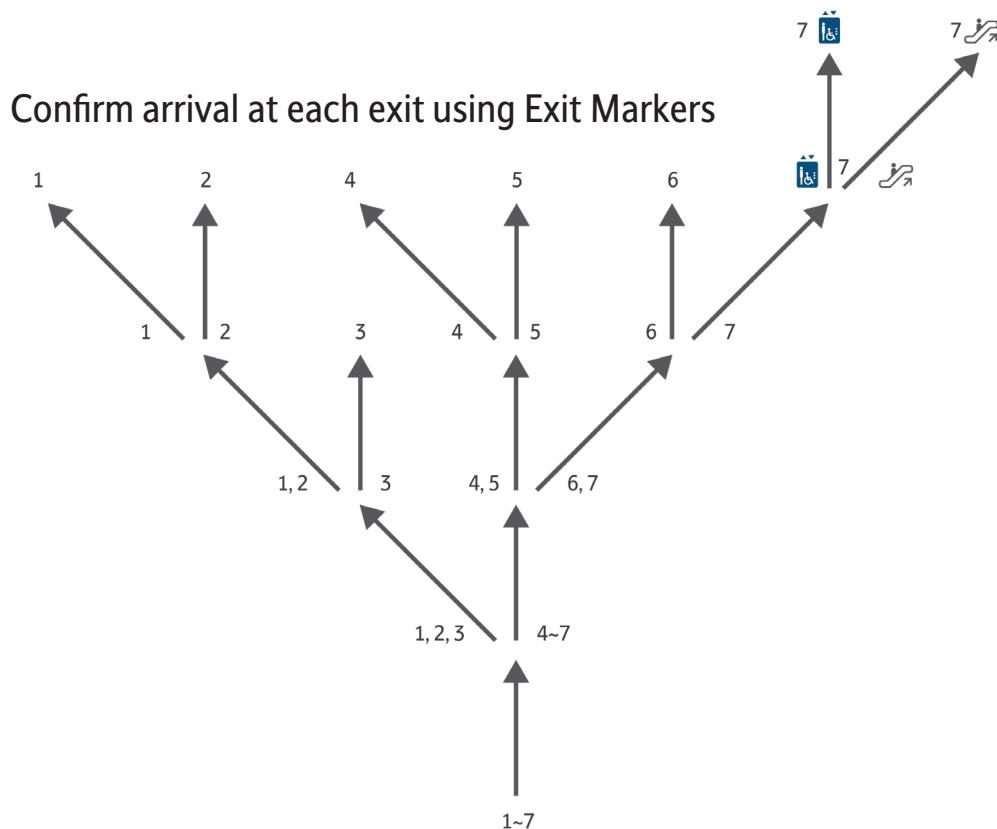


# Principles and Key Functions

To provide assurance and sense of arrival when commuters approach an exit/adjoined development.

## In this Section

- 9.1 Exit Markers
- 9.2 Adjoining Development
- 9.3 Placement Guide



# Exit Markers

9.1

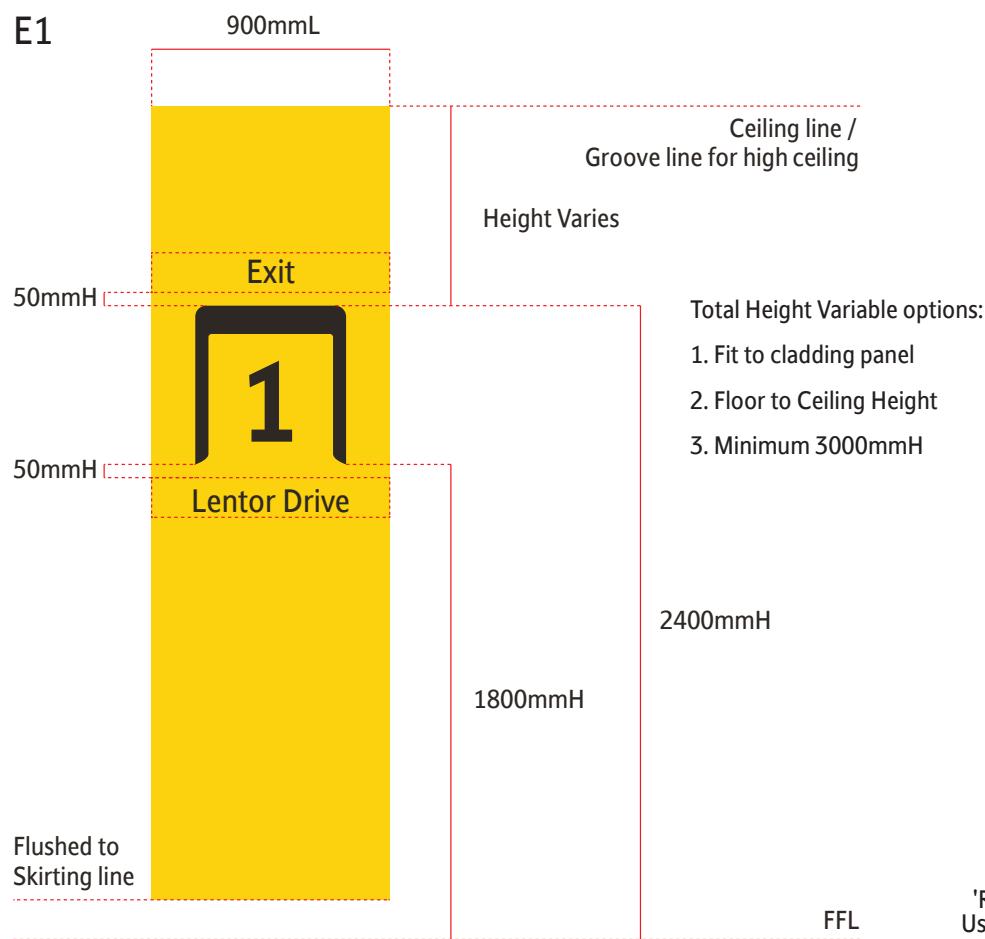
## Purpose

Confirmation Panels are a form of identity sign. As it is large and meant to be seen from a distance, it can be integrated into station architecture for a more coordinated look. The formats shown in this guide are minimum sizes with placement guidelines.

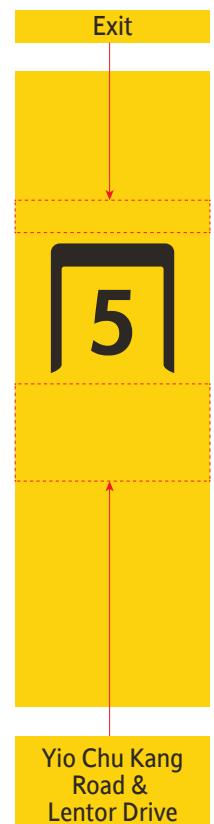
## Size and Placement

1. Non-lit vinyl sticker sign with 1mm thick non-combustable backing.
2. Yellow cladding panel with Exit Code silkscreened on panel directly. (Final review on numbering sequence of exits to be confirmed with LTA Signage Team, prior to fabrication.)

E1

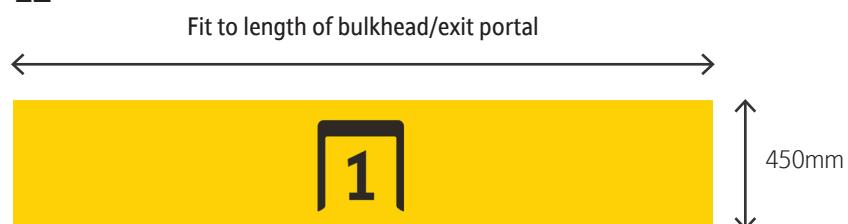


'Exit' Sticker paste on sign



'Road Name' Sticker paste on sign.  
Use single road name for typical exit.

E2



# Exit Directional Sign behind SN-Sign (5.2)

9.2.1

## Interior View Normal Exit SN-D1

If SN is surface mounted, a separated box for SN-D1 should be surface mounted on other side.

If SN is ceiling mounted, rear side of signbox will feature SN-D1.

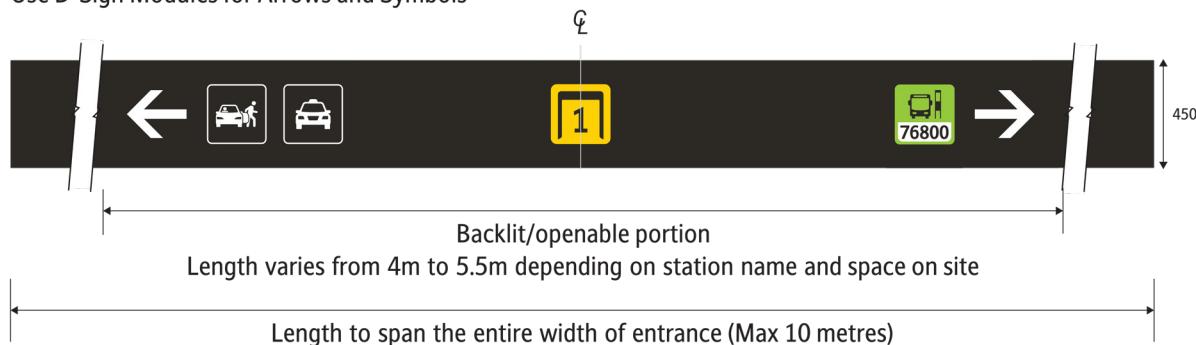


SN-D1 will only point to adjoined transport modes.

Exit Code

SN-D1 will only point to adjoined transport modes.

### Use D-Sign Modules for Arrows and Symbols



Order of icons, following arrows: Bus Stop > PUDO > Taxi

Refer to 5.2 For station name sign (exterior view).

# Interfacing Name Sign behind SN-Sign (5.2)

9.2.2

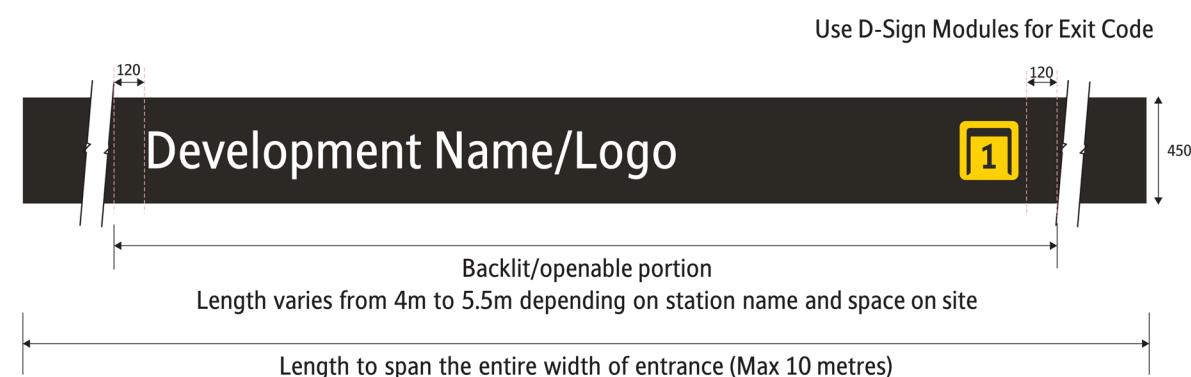
## Interior View Adjoined Development SN-D2

If SN is surface mounted, a separated box for SN-D2 should be surface mounted on other side.

If SN is ceiling mounted, rear side of signbox will feature SN-D2.



Exit Code

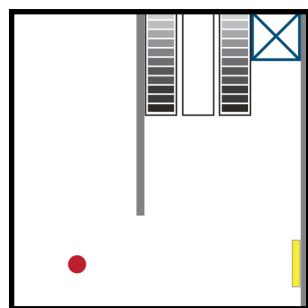


Refer to 5.2 For station name sign (exterior view).

# Exit Marker Placement Guide

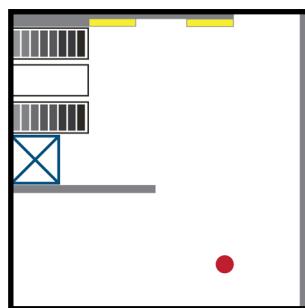
9.3

Scenarios where Exit Marker is necessary.



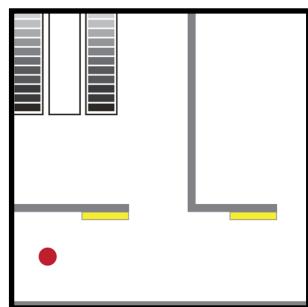
## Demarcate Space

Consider maximum visibility and clarity when marking exits.



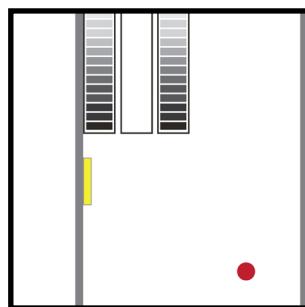
## Last Sign

Use Marker when there are no choices to be made.



## Mark Exits

Along a corridor, use Markers to identify each exit point.



## Labeling Facilities

Label the escalator if only that escalator serves the exit.

User   Exit Marker

## 10. Digital Signs

# Principles and Key Functions

## Provide dynamic information in station where necessary.

These information relate to the signage system, hence the look and content of these signs must be treated as an extension of the signage system.

## Train Service Information

Detailed information of train service patterns, status and destination, Providing service and arrival information to assure commuters in-station and onboard.

## Collaboration with other divisions

Passenger Information Display (PID) - Signalling, Communications & PSD Division

Station Travel Information System (STIS) - Signalling, Communications & PSD Division

Dynamic Route Map Diagram (DRMD) - Rolling Stock Division

## In this Section

- 10.1 Passenger Information Display (PID)
- 10.2 Station Travel Information Display (STIS)
- 10.3 Dynamic Route Map Diagram (DRMD)

# Passenger Information Display (PID)

10.1

## Primary Function

Indicate train arrival time at station entrances.

## Secondary Function

Display train service status/public service announcements.

## Size

Size of screen will be subject to market availability.

## Quantity

1 display per entrance/subway

### Use cool colours for daily train service information

TE 1	Woodlands North	1 min	5 mins
TE 31	Sungei Bedok	2 mins	6 mins

Standard on TEL and Single-Line Entrance

TE 1	Woodlands North	1 min	5 mins
TE 31	Sungei Bedok	2 mins	6 mins

Cyan for other line at 2-Line Interchange

TE 1	Woodlands North	Empty Train 1 min	5 mins
TE 31	Sungei Bedok	2 mins	6 mins

Mint for additional line at 3-Line Interchange

10:32 AM	20 April 2018
Normal Service on All Lines	

White for Normal Service toggle

### Use warm colours for planned/unplanned service updates

10:32 AM	20 April 2018
Service Disrupted on North East Line in both directions	

Red for train Service Disruption

TE 1	Woodlands North	Empty Train 1 min	5 mins
TE 31	Sungei Bedok	2 mins	Last Train 6 mins

Mint for Empty Train  
Red for Last Train

Station Closed
----------------

Amber to show Station Closed

# Station Travel Information Display (STIS)

10.2

## Primary Function

Indicate train arrival time at Concourse and Platform.

## Secondary Function

Display train service status/public service announcements/advertisements.

## Size & Resolution

Size of screen will be subject on market availability.

## Quantity

### At Concourse

**1-Line Station Concourse:** 1 screen near each set of Faregates

**2-Line Interchange Concourse:** 1 screen near each set of Faregates

**3-Line Interchange Concourse:** 1 set of 2 screens near each set of Faregates

### At Platform

**3-Car Platform:** 1 set of 2 screens, total 2 screens per platform

**4-Car Platform:** 2 sets of 2 screens, total 4 screens per platform

**6-Car Platform:** 3 sets of 2 screens, total 6 screens per platform

**8-Car Platform:** 4 sets of 2 screens, total 8 screens per platform

# Station Travel Information Display (STIS) At Concourse

10.2.1

Font: LTA Identity      Background: Black      Resolution: 1920x1080px

Use Station Caplet to represent Line and Destination.

All screens will feature Last train and Empty train icons next to arrival time.

Tickertape at top of screen next to clock. Train arrival detail cut-off at pre-arrival.

## 1-Line Station Concourse

1 screen near each set of Faregates

Alternate destination for subsequent train  
will be on the next line.

00:30AM			
A	Woodlands North	1 min	
	Springleaf		4 mins
B	Sungei Bedok	2 mins	5 mins

## 2-Line Interchange Concourse

1 screen near each set of Faregates

Alternate destination for subsequent train  
will appear when first train is arriving.

5:30AM			
A	HarbourFront	1 min	4 mins
B	Punggol	2 mins	6 mins
C	Woodlands North	2 mins	5 mins
D	Sungei Bedok	3 mins	6 mins

## 3-Line Interchange Concourse

Features both screens.

1 set of 2 screens near each set of Faregates  
In the event when 1 screen is out of service,  
information will be combined to 1 screen:

1:30PM			
A	Pasir Ris	1 min	4 mins
B	Tuas Link	2 min	5 mins
C	HarbourFront	1 min	5 mins
D	Punggol	2 mins	6 mins
E	Woodlands North	2 mins	5 mins
F	Sungei Bedok	3 mins	6 mins

# Station Travel Information Display (STIS) At Platform

10.2.2

Font: LTA Identity      Background: Black      Resolution: 1920x1080px

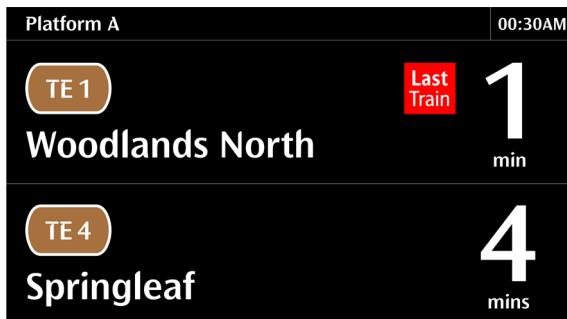
Use Station Caplet to represent Line and Destination.

All screens will feature Last train and Empty train icons next to arrival time.

Tickertape at top of screen between Platform ID and clock.

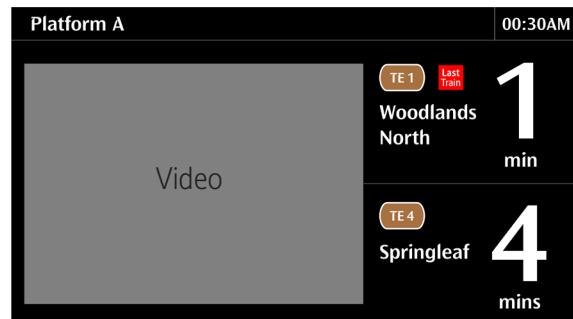
## Standard Timing Information

2 Train information



## Video/Advertisement Toggle

Train arrival minutes to remain at same size



## Arrival

Next Train information shown below



# Dynamic Route Map Display (DRMD)

10.3

## Key Function

Provide dynamic train service information onboard trains.

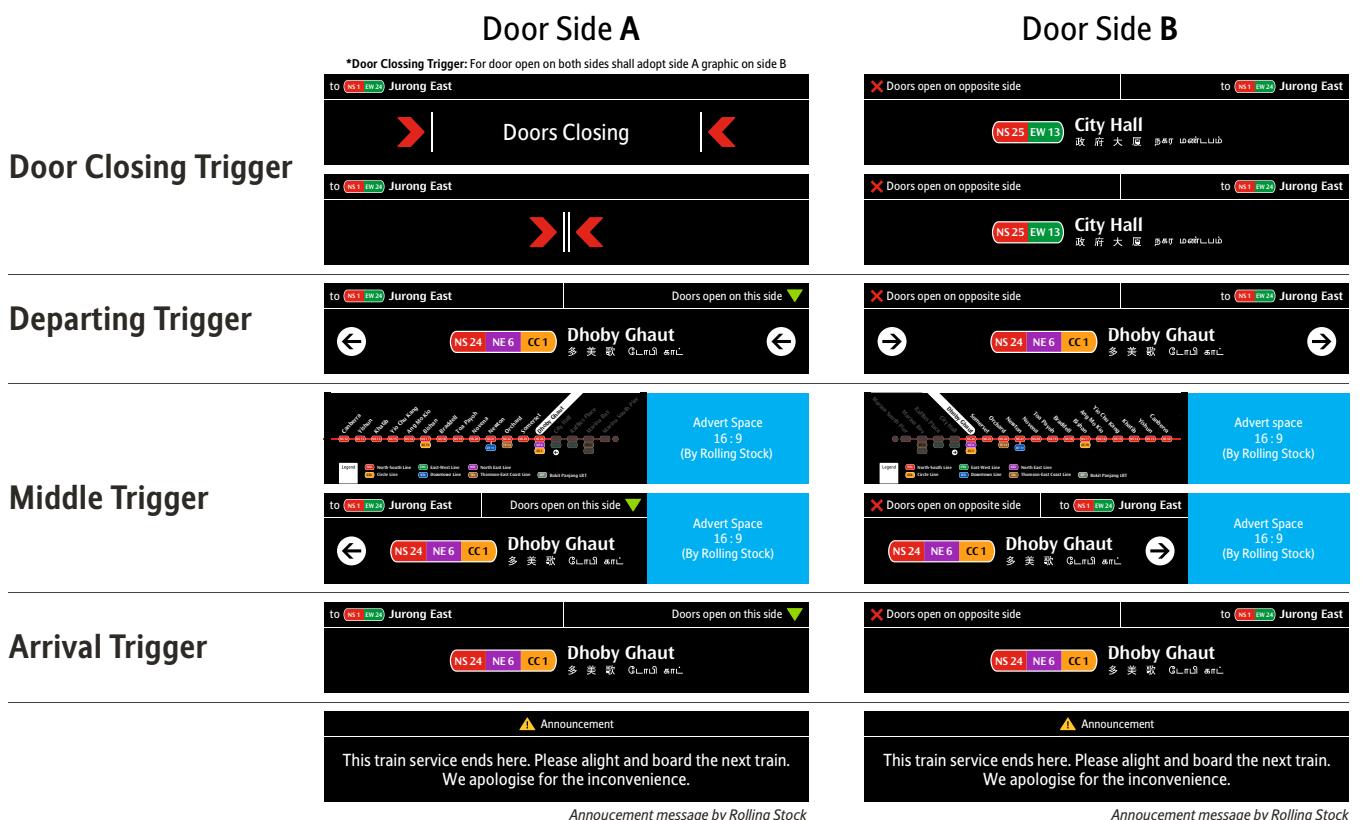
## Size

Size of screen will be subject to market availability.

## Quantity

1 display per train door

## Sample In-Train DRMD:



Note: The graphic is designed to adopt consistency with station signage. LTA Rolling Stock is the custodian for DRMD.

## 11. Statutory and Safety Signs



# Principles and Key Functions

Signs for back-of-house, safety and regulatory matters.

Based on Singapore Standard: SS508:2013

## In this Section

- 11.1 Fire Safety (FS)
- 11.2 Emergency Exit
- 11.3 Warning Signs
- 11.4 Prohibition Signs
- 11.5 CD Shelter
- 11.6 CCTV Signs
- 11.7 PSD Operation Signs
- 11.8 Room Name
- 11.9 Notice Sign
- 11.10 Floor Loading Diagram
- 11.11 Placement Guides

# Fire Safety Signs

## Firemen's Signs

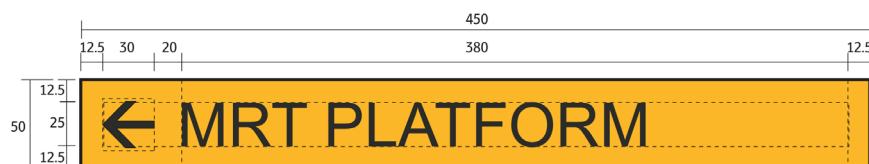
### 11.1.1

#### Purpose

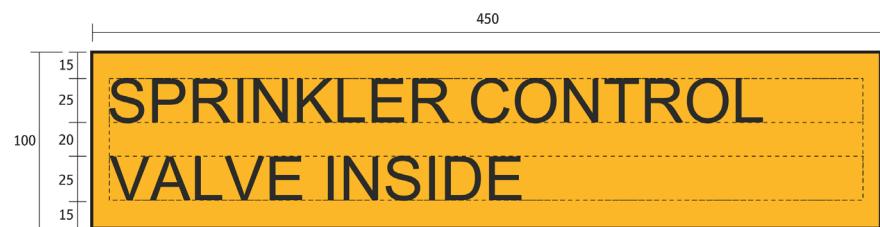
To direct and identify areas of station for firemen. Arrows may be featured when necessary. The Qualified Person (QP) shall advise on the exact arrow, text message and the sign's size.

**Editable Text:** Arial Regular

**FS1** One-line 450mm x 50mm



**FS2** Two-lines 450mm x 100mm



**FS3** Three-lines 450mm x 150mm



# Fire Safety Signs

## Mandatory Action Signs

11.1.2

### Purpose

Indicating mandatory action around station.

The Qualified Person (QP) shall advise of other 'mandatory action' messages required.

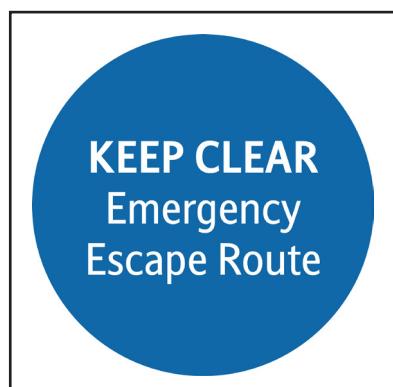
**Sign:** 170mm x 170mm   **Graphic:** 150mm x 150mm

**FS4a** Latch Door Sign



Place FS4a on internal side of inactive door-leaf, in an M&E room/space.

**FS4b** Keep Clear Sign



**FS4c** No Loitering Sign



# Fire Safety Signs

## Staircase Identification Sign

11.1.3

### Purpose

Provides information on the Emergency Escape Staircase (classified as Safe Condition).

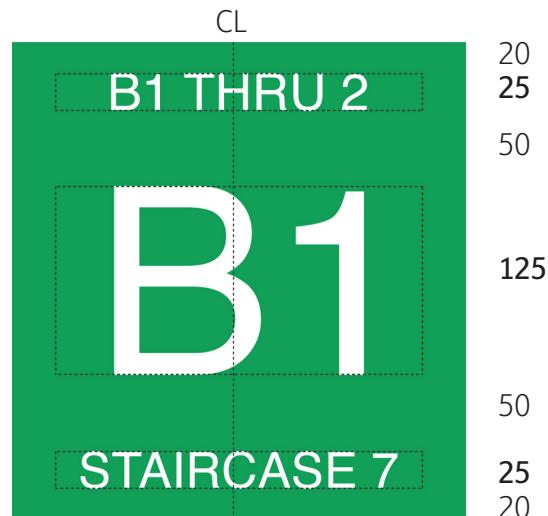
The exact text message for each sign shall be advised by the QP.

### Editable Text:

Header and Footer: Helvetica, 25mmH

Body: Helvetica, 125mmH

**FS5** 300mm x 320mm



# Fire Safety Signs

## Fire Engine Access Sign

11.1.4

### Key Function

Applicable only for stations with designated Fire Engine Access. Marks Fire Engine Access to keep clear of obstruction.

**FS6** 750mm x 150mm



# Fire Safety Signs

## Fire Fighting Access Panel Signs

11.1.5

### Purpose

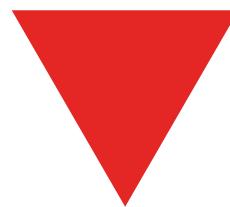
To mark fire fighting access panels, both internal and external views.

**FS7** 650mm x 150mm



Internal

**FS18** 150mm x 150mm



External

# Fire Safety Signs

## Firemen's Lift Sign

11.1.6

### Key Function

To identify designated Firemen's Lift, placed above lift level indicator.



**FIREMEN'S LIFT**

**FS8** 450mm x 50mm

Refer to Lift SWC for latest specifications and graphics.

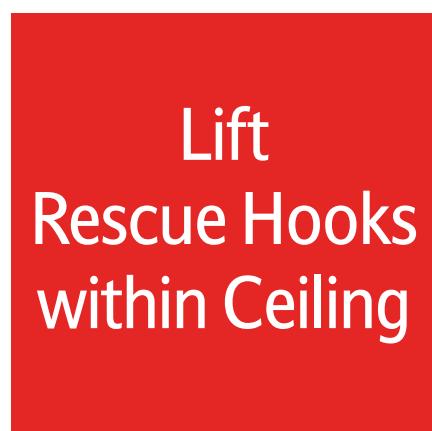
# Fire Safety Signs

## Lift Rescue Hook Sign

11.1.7

### Key Function

To indicate the location of rescue hooks installed at the underside of the upper lift landing door head or in the ceiling space directly above the lift landing door.



**FS25** 150mm x 150mm

# Fire Safety Signs

## Fire Safety Equipment (I)

11.1.8

### Key Function

Highlight fire safety equipments, perceivable even under poor visibility conditions.

#### Above Eye-Level

200mm x 200mm Triangular Header Sign



**FS10-H** Fire Hosereel



**FS12-H** Fire Extinguisher

#### Above Eye-Level (Only for mounting on Escalators at Platform)

200mm x 200mm Double-Sided Projected Sign, visible from a distance.



**FS10-P** Fire Hosereel



**FS12-P** Fire Extinguisher

#### On Equipment (Mandatory)

**Front of House:** 300mm x 300mm On equipment door/covers

**Back of House:** 150mm x 150mm On equipment door/covers



**FS10** Fire Hosereel



**FS12** Fire Extinguisher

# Fire Safety Signs

## Fire Safety Equipment (II)

11.1.9

### Key Function

Highlight fire safety equipments, perceivable even under poor visibility conditions.

#### On Equipment (Mandatory)

Reflective Label for equipment door/covers.

**FS13** Fire Hose  
250mm x 150mm



**FS14** Station Dry Rising Main Sign  
150mm x 150mm



**FS21** Emergency/Fire Phone Sign  
150mm x 150mm



**SW1 (PAT)** Fire Phone Instruction Sign  
150mm x 150mm



# Emergency Exit Directional Signs

11.2.1

## Key Function

Highlight emergency exits, pointing to safety. In reference to SS508 - Safety Signs Graphic Standards.

## Size

387mm x 150mm

## Types

Lit: Ceiling/Surface Mounted, above eye-level.

Non-Lit: Self-Illuminated/Reflective, Surface Mounted at low levels,

Refer to Volume 3 for box type and sign lighting

## Entry Point

Mounted above doorway/path to signify emergency exit.

**FS-16**



## Direction

Guiding towards nearest emergency exit(s).

**FS-16a**



**FS-16b**



**FS-16c**



**FS-16d**



# Emergency Exit Door Sign

11.2.2

## Key Function

Highlight emergency exits, indicate safety conditions

### Emergency Exit

Mounted on door, next to Room Name Sign to signify emergency exit.



**SP2a** 320mm x 300mm

### Push-Bar Escape Door Sign

Mounted above/on push-bar, between mechanism.

**Push Bar to Open**

**FS17** 700mm x 100mm

# Warning Signs

## No-Entry & Danger Sign

### 11.3.1

#### Key Function

To mark fire fighting access panels, both internal and external views.



**SP1a** 300mm x 300mm

# Warning Signs

## Danger/Beware Signs

11.3.2

### Key Function

To mark fire fighting access panels, both internal and external views.

### Size

300mm x 100mm

**SW7** Lift Well Sign



**SW8** VE Shaft Well Sign



**SW9** Door Swing Sign



# Prohibition Signs

**11.4**

## Key Function

Informing behaviour prohibited by law, or for safety.

## Combinations

Replace relevant pictograms and messages for site-specific needs.

### Single Prohibition sign

**PR1a** 150mm x 200mm



### Larger No Smoking sign

**PR1b** 300mm x 400mm

**PR2v** 150mm x 400mm  
**PR4v** 300mm x 400mm

**PR2h** 300mm x 200mm

**PR3** 450mm x 200mm

**PR4h** 600mm x 200mm

### No Smoking within 5m from Shelter sign

**PR1c** 150mm x 200mm



For Bus, Taxi / PUDO shelter to adopt from Reference Manual

### Example of Typical PR4v

#### General



#### PMD



For long underpass/bridge & location where needed

# Prohibition Pictograms

## (1 of 2)

11.4.1



No Smoking



No Littering

No Eating  
or Drinking

No Prams



No Wheelchair

No Flammable  
Goods

No Durians



No Pets



No Entry

No Heavy Goods  
No Luggages

No Trolleys



No Parking

# Prohibition Pictograms (2 of 2)

11.4.2



No Cycling

No Bicycles  
No Motorcycles

No Bicycles



No Motorcycles



No Skateboarding



Keep Hands Clear

No Sitting  
on Steps

Do Not Lean



No Push Carts

No Push Carts  
on StairsNo Sleeping  
on Floor

Do Not Climb



No Rollerblading



No Scooter Riding

# CD Shelter

**11.5**

The application of CD signs shall be the responsibility of the Qualified Person(QP). It shall comply with all current and relevant statutory regulations on CD Shelter and standards for CD Signs. The QP shall consult the relevant authorities on the compliance with the current CD Shelter regulations.

Application of CD Label may be expanded to more signs when necessary.

## Types and Sizes

### IS2(CD)

CD Station Identity  
390mm x 340mm



CD-Entrance

### IS13(CD)

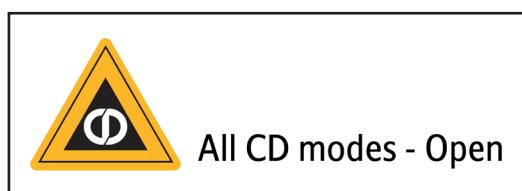
CD Label for Access Panel  
65mm x 75mm



CD-Label

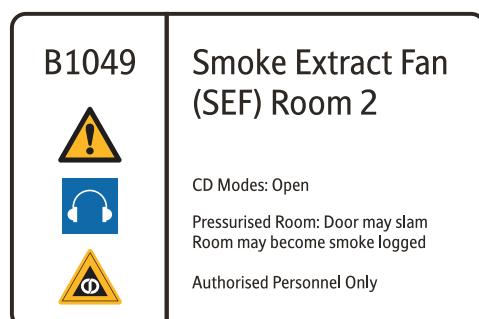
### SP8(CD)

CD Marker on End-Platform Return Door  
200mm x 70mm



### IS9(Room Name)

Room Name Signs  
Featuring CD Label as part of Safety Symbols



# CCTV Operation Signs

11.6

## Key Function

This sign is to inform the public that the premises is being monitored by security closed-circuit television camera. Placement must be in the vicinity of CCTVs, within line-of-sight of commuters. For location of sign to refer to PTS requirement.

## Sizes

**CCTV1** External

450mm x 700mm

**CCTV2** Internal

225mm x 300mm

**CCTV3** In-Train

150mm x 200mm



# Platform Screen Door (PSD) Operation Signs

**11.7**

**PSD Hand Caution Sign**

148mm x 48mm



SP5(L)



SP5(R)

**PSD Identification Number Sign**

60mm x 60mm



SP6

**Stroudley Regular**  
120pt

**Platform End Return Door Identification Sign**

200mm x 150mm

See 11.5, placed inconjunction with CD Marker



SP7(HW)



SP7(TW)

**Stroudley Bold**  
300pt

# Room Name Sign

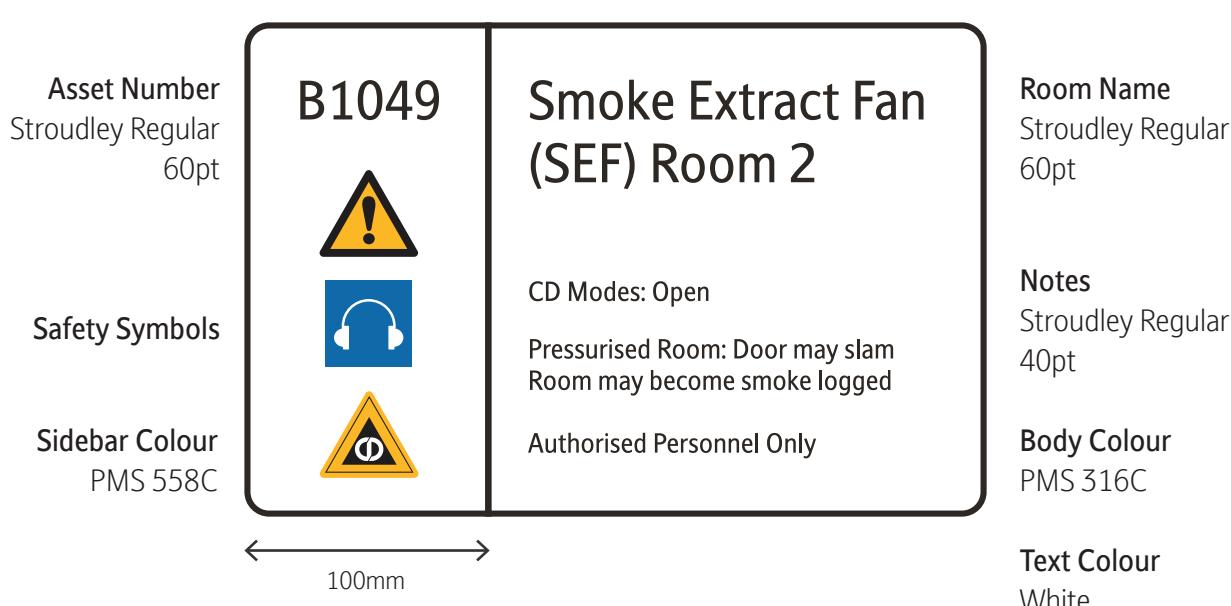
11.8

## Key Function

Room Name signs for all non public access rooms and uninhabitable compartments.

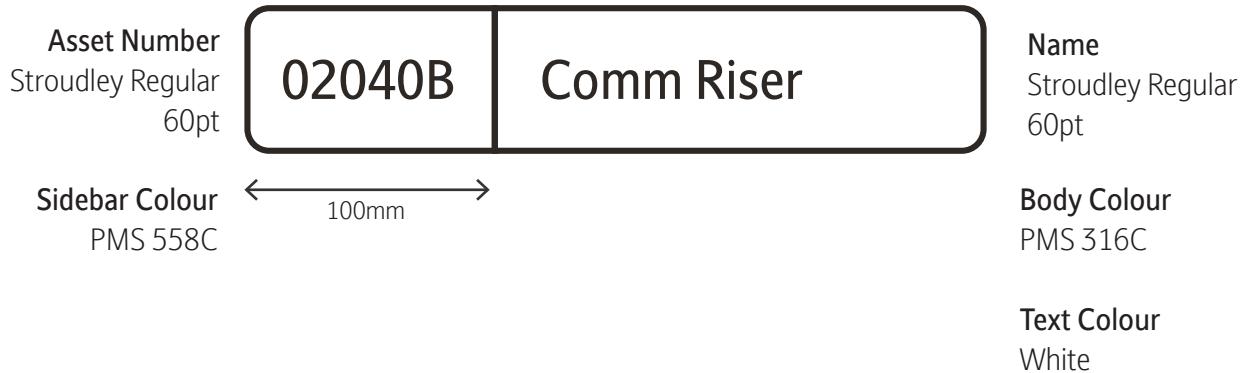
### IS9 Room Name

300mm x 200mm



### IS9a Uninhabitable (M&E) Compartments & Access Panels

300mm x 60mm



Note: IS9a Room name for Access Panels to be advised by respective Project Arch.

Room name content are to be reviewed and approved according to ADC / LTA technical team, and Operators for A&A or interchange stations.

# Notice Sign

11.9

## Key Function

Provide critical permanent information pertaining to facility functionality.

**NS(Stairs)** Staircase Step Count

300mm x 300mm

Header  
Stroudley Bold  
140pt

Notes  
Stroudley Regular  
100pt

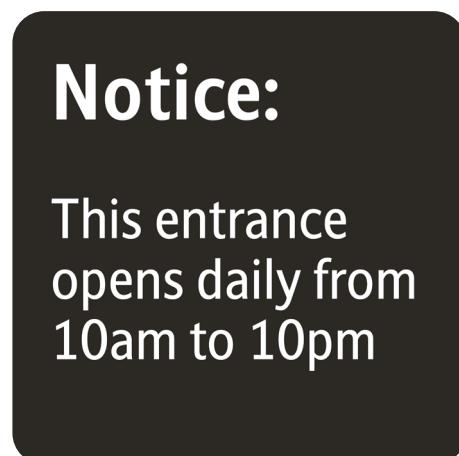


**NS(Opening)** Entrance Opening Hours

300mm x 300mm

Header  
Stroudley Regular  
140pt

Notes  
Stroudley Regular  
100pt



# Floor Loading Diagram

**11.10**

The provision of floor loading diagrams is mandatory according to statutory regulations.

The application of this sign is the responsibility of the Qualified Person (QP), and relevant authority shall be consulted on the application of this sign.

Information on the structural imposed loading shall be obtained from the Professional Engineer (civil)/QP. For security reasons, especially diagrams which show the entire station plan, it is advised to locate them away from public areas. These signs are intended for station staff and maintenance personnel.

## Suggested Locations:

### Concourse

- Station Master's office at the PSC
- Passageways in the back-of-house areas immediately beyond the access door
- Maintenance office

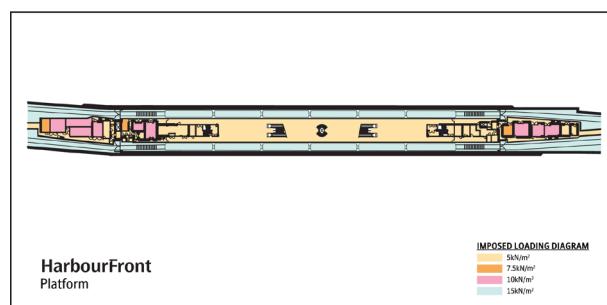
### Subway

- Passageways in the back-of-house areas immediately beyond the access door
- If there are no back-of-house areas at this level, the diagram may be located in public areas e.g. near public lift lobby

### Platform

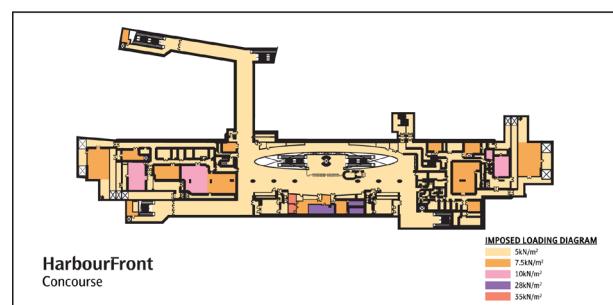
- Minimum of 2 nos. at the platform level, located just beyond the end-platform door

**FLD** 600mm x 300mm



## Colour Scheme for Imposed Load

(PMS 656C)	2	$\text{kN}/\text{m}^2$
(PMS 148C)	5	$\text{kN}/\text{m}^2$
(PMS 263C)	6	$\text{kN}/\text{m}^2$
(PMS 1505C)	7.5	$\text{kN}/\text{m}^2$
(PMS 210C)	10	$\text{kN}/\text{m}^2$
(PMS 457C)	11	$\text{kN}/\text{m}^2$
(PMS 317C)	15	$\text{kN}/\text{m}^2$
(PMS 2716C)	16	$\text{kN}/\text{m}^2$
(PMS 393C)	20	$\text{kN}/\text{m}^2$
(PMS 345C)	25	$\text{kN}/\text{m}^2$
(PMS 2582C)	28	$\text{kN}/\text{m}^2$
(PMS 381C)	30	$\text{kN}/\text{m}^2$
(PMS 178C)	35	$\text{kN}/\text{m}^2$

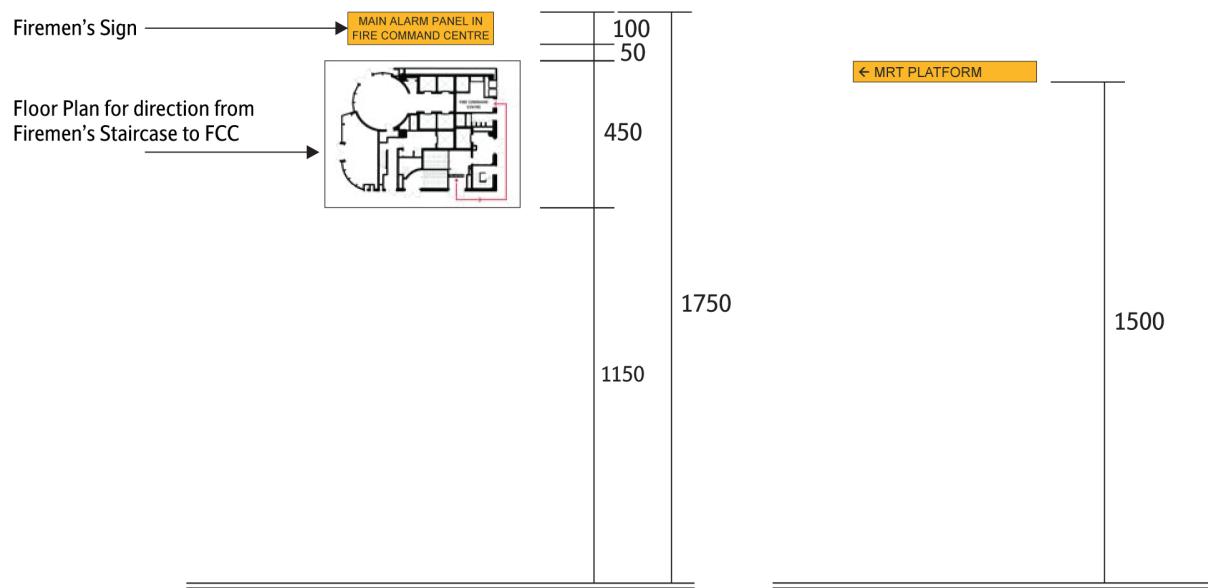


# Firemen's Signs Placement Guide

## 11.11.1

Fire Command Centre (FCC)  
Surface Mounted

Staircase/Corridor/Landing  
Surface Mounted

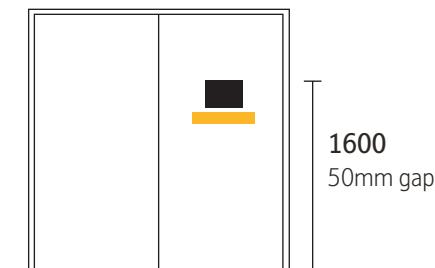


# Statutory & Safety Signs

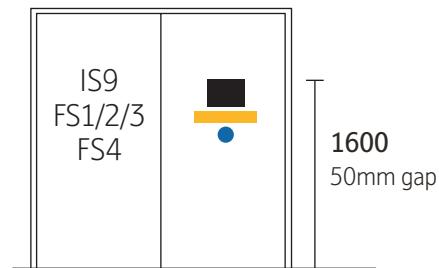
## Door Sign Placement Guide

11.11.2

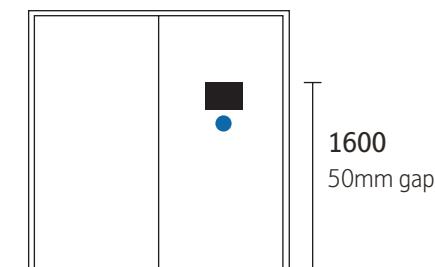
**Firemen's Staircase**  
External Side of Door (Inside Station)



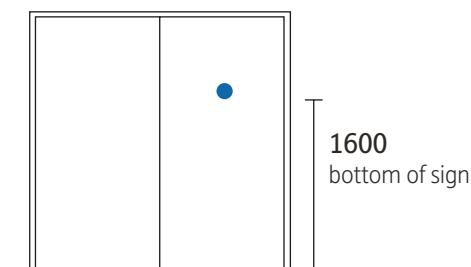
**Firemen's Staircase**  
External Side of Door (Outside Station)



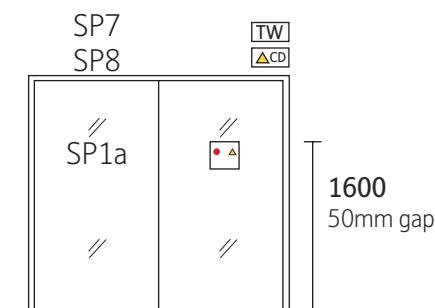
**M&E Room/Space**  
External Side of Door



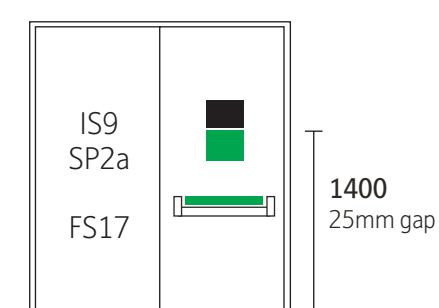
**M&E Room/Space**  
Internal Side of Inactive Door



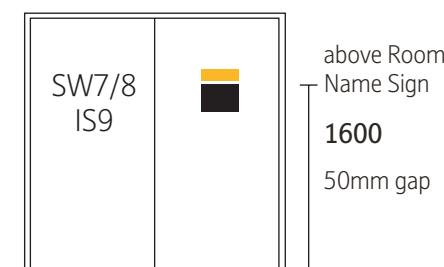
**End-Platform Doors**



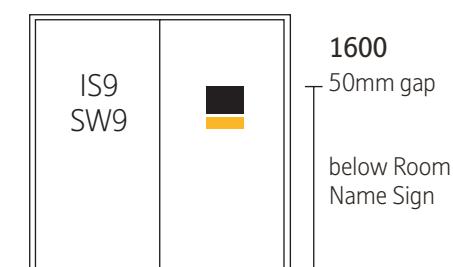
**Emergency Exits**



**Lift Well/VE Shaft Well Sign**



**Door Swing Sign**

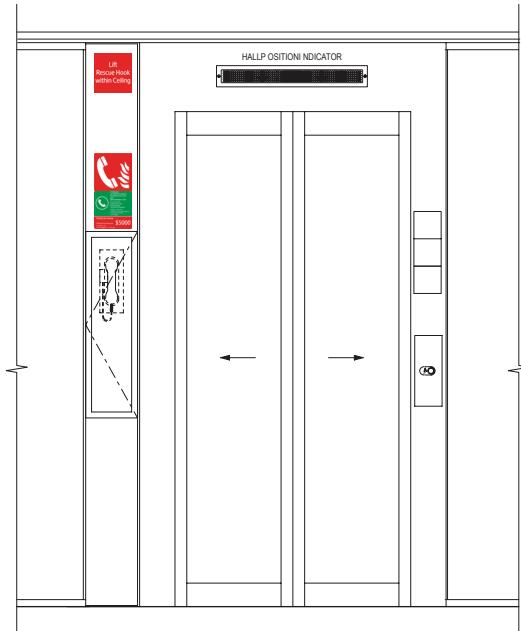


# Statutory & Safety Signs

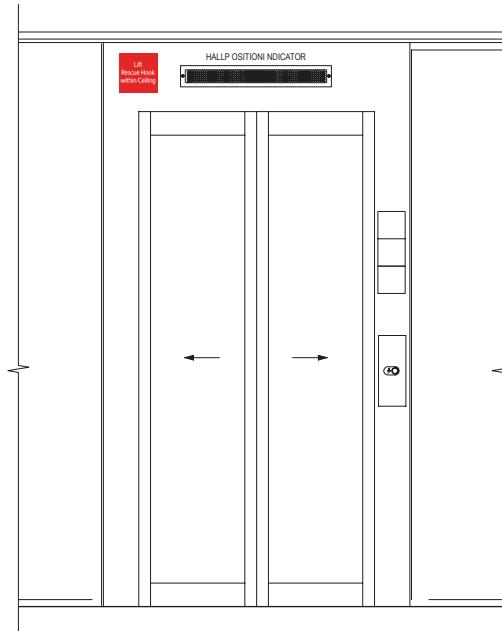
## Lift Sign Placement Guide

11.11.3

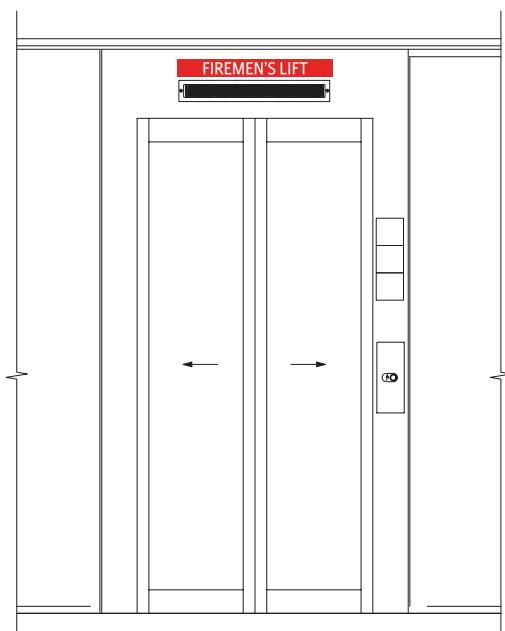
With Fire Phone integrated  
FS25, FS21, SW1(PAT)



Without Fire Phone integrated  
FS25



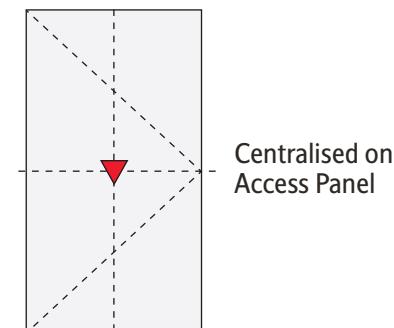
**Firemen's Lift**  
Place FS8 above Lift Level Indicator



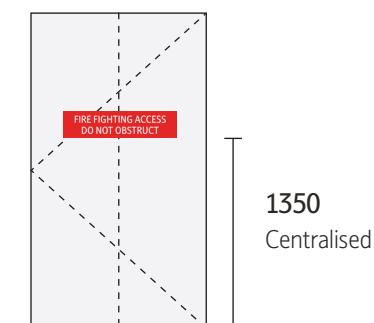
# Firemen's Access Signs Placement Guide

11.11.4

**Fire Fighting Access Panels**  
External



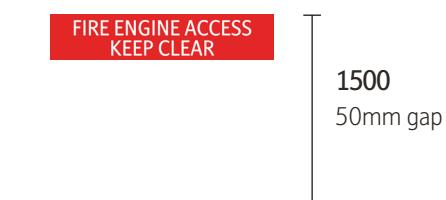
**Fire Fighting Access Panels**  
Internal



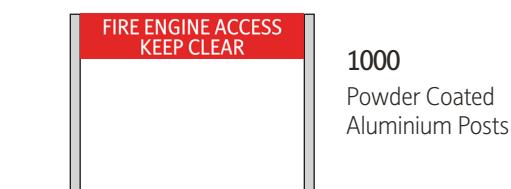
**Fire Engine Access**  
Bollard Mounting



**Fire Engine Access**  
Surface Mounted



**Fire Engine Access**  
Floor Mounted



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# Reference Volumes

Vol. 1  
**Graphic Standards**

Vol. 2  
**Hardware Specifications**  
(Controlled Copy)

Vol. 3  
**Submittals**  
(Controlled Copy)

Annex A  
**Revision Log**  
for revision histories and  
implementation strategy