### Walking and Cycling Plan (WCP)

Submission of WCP

EI developments with expected high pedestrian and cyclist traffic are required to provide a WCP as part of the Development Application. As a guide, development types listed in the table below are subject to WCP requirement.

**Development Types that require WCP as part of TIA1**

|  |  |
| --- | --- |
| **Development Type** | **Scale** |
| 1. Residential | 1.1 ≥ 700 units 1.2 ≥ 1,000 units |
| 1. Commercial | 2.1 ≥ 10,000sqm GFA 2.2 ≥ 20,000sqm GFA 2.3 ≥ 700 rooms |
| 1. Industrial | 3.1 ≥ 60,000sqm GFA 3.2 ≥ 50,000sqm GFA 3.3 ≥ 40,000sqm GFA |
| 1. Educational | 4.1 ≥ 1,500 students (single-session) or ≥ 2,000 students (double-session) 4.2 ≥ 2,000 students 4.3 ≥ 2,000 students 4.4 ≥ 2,000 students 4.5 TIA Required |
| 1. Medical | ≥ 40,000sqm GFA or ≥ 320 Beds (whichever is triggered first) |
| 1. Recreational | ≥ 30,000sqm GFA |

Developments not listed in the table above may also be required to submit a WCP if they fall under the following criteria:

* Developments located in car-lite precincts4; or
* Developments located within 400m of major transport nodes, ie within Zone 25; or
* Retail, Office, Mixed Use developments.

Applicants for developments meeting the above criteria are strongly encouraged to check in early with LTA for the requirement of a WCP. See the diagram below for the submission flowchart to LTA and URA.



*Submission Flowchart*

1 Developments that have a master developer, and consist of two or more plots that staged at different time will also be required to submit a WCP at the concept design stage.

2 LTA and URA will work with HDB on the WCP requirements.

3 Only industrial developments located within car-lite precincts or 400m of major transport nodes ie within Zone 2, will be required to submit a WCP.

4 The five car-lite precincts are Bayshore, Jurong Lake District, Kampong Bugis, Marina South and Woodlands North.

5 Zone 2 as defined in the Zonal Car Parking requirement in the Code of Practice on Vehicle Parking Provision in Development proposals. Please refer to [LTA's website](https://www.lta.gov.sg/content/ltaweb/en/industry-matters/development-and-building-and-construction-and-utility-works/vehicle-parking.html) for more details.

Design of WCP

The WCP shall consider the safety, convenience, and accessibility of pedestrians and cyclists, and incorporate the following elements in the design of the development:

* Provision of convenient and direct access from nearby public transport facilities and adjacent developments;
* Provision of measures to minimise conflicts between pedestrians, cyclists and motor vehicles at locations such as the vehicular ingress/egress, car park entrances, and drop-off points;
* Provision of sufficient and conveniently located bicycle parking spaces and supporting amenities such as shower facilities and lockers;
* Provision of way-finding signage to public transport facilities and amenities for cyclists; and
* Provision of barrier-free access and routes for children, elderly and the mobility challenged groups.

The detailed guidelines on WCP and submission requirements are summarised in LTA’s Code of Practice “Street Work Proposals Relating to Development Works” via [LTA's website](https://www.lta.gov.sg/content/ltagov/en.html).

To provide assistance on developing active mobility-related infrastructure in a holistic manner, a Walking & Cycling Design Guide has been produced as a supplement to the respective agencies’ prevailing COPs, engineering and development standards. The Guide can be downloaded via [LTA's website](https://www.lta.gov.sg/content/ltagov/en.html).

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