### Walking and Cycling Plan (WCP)

Submission of WCP

Hotel 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 of 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 for Walking and Cycling Plan

*Submission Workflow*

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”](https://www.lta.gov.sg/content/ltaweb/en/industry-matters/development-and-building-and-construction-and-utility-works/street-proposals.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 [here](https://www.lta.gov.sg/content/ltaweb/en/walk-cycle-ride/WCP.html).

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