

2 March 2026

CIRCULAR TO PROFESSIONAL INSTITUTIONS AND STATUTORY BOARDS

Who should know

Building owners, developers, contractors, architects, engineers and transport / traffic consultants

Effective Date

1 June 2026

REVISION TO STANDARD DETAILS OF ROAD ELEMENTS (SDRE)

1. This circular is to inform the industry of the latest updates to the Standard Details of Road Elements (SDRE). The revised **SDRE (Revision I)** is issued based on the list of amendments outlined in **Annex A**.
2. The updated SDRE can be downloaded from the LTA website at the following link:
[LTA | Transport Infrastructure Specifications & Design Criteria](#)
3. The updated SDRE will be soft launched on 2 March 2026 and will run in parallel with the current version until 31 May 2026. The current version will be removed from the website on 1 June 2026, upon which the new version of the SDRE will take full effect.
4. For contracts that have been awarded and/or submissions that have obtained Development Control (DC) clearance prior to 1 June 2026, the adoption of the revised SDRE at the Building Plan (BP) submission stage is strongly encouraged. The revisions to the SDRE will not apply to developments that have obtained LTA's BP clearance before the effective date.

5. For any queries regarding this revision, please contact LTA_CRI_Registry@lta.gov.sg.

We would appreciate if you could disseminate the contents of this circular to members of your respective organisations.

Thank you.



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S/N	Brief Description of Changes	Chapter and Name	Drawing Numbers
1.	<p><u>LTA/SDRE14/5/RAL1</u></p> <ul style="list-style-type: none"> a. Revised Type B railings to include modifications to members' sizes, loadings and height increase to 1.2m b. Revised drawing titles to 'RAILINGS' c. Removed aluminium alloy references from annotations <p><u>LTA/SDRE14/5/RAL2</u></p> <ul style="list-style-type: none"> a. Revised drawing titles to 'RAILINGS' b. Removed aluminium alloy references from annotations 	Chapter 5 – Railings	LTA/SDRE14/5/RAL1 LTA/SDRE14/5/RAL2
2.	<p><u>LTA/SDRE14/8/RMS9</u></p> <ul style="list-style-type: none"> a. Added restricted U-turning sign b. Added minimum U-turn width of 10.4m c. <u>Added Note No. 9:</u> 'If a restricted U-turn is required at a junction, minimum turning width shall be provided without reducing the size of the traffic island. For turning width requirements, refer to Drawing No. LTA/SDRE14/9/TMM2.' <p><u>LTA/SDRE14/9/TMM2</u></p> <ul style="list-style-type: none"> a. Revised minimum width to 10.4m b. Revised chamfering of nosing 	Chapter 8 – Road Markings & Signs	LTA/SDRE14/8/RMS9
		Chapter 9 – Traffic Management Measures	LTA/SDRE14/9/TMM2
3.	<p><u>LTA/SDRE14/11/BUS4</u></p> <ul style="list-style-type: none"> a. Revised bus shelter annotation to 'Length of Bus Stop Shelter' b. Revised table based on 'Length of Bus Stop Shelter' c. Added 'Minimum Number of Seats with Arm Rest and Back Rest' to the table d. <u>Added Note No.12:</u> 'Minimum length of bus stop shelter shall be 12m.' 	Chapter 11 – Bus Stops	LTA/SDRE14/11/BUS4

S/N	Brief Description of Changes	Chapter and Name	Drawing Numbers
4.	<p><u>LTA/SDRE14/11/BUS5</u></p> <p>a. Revised details to include new seating type and bus information panel</p> <p>b. <u>Revised Note No. 1:</u> ‘Type A bus shelter shall be used for temporary use (with 3 units unless otherwise specified).’</p>	Chapter 11 - Bus Stops	LTA/SDRE14/11/BUS5
5.	New standardised drawings for Bus Shelters and Covered Linkways featuring modular designs.	Chapter 11 - Bus Stops	LTA/SDRE14/11/BUS6 LTA/SDRE14/11/BUS7 LTA/SDRE14/11/BUS8 LTA/SDRE14/11/BUS9
		Chapter 22 – Covered Linkway	LTA/SDRE14/22/CLW3 LTA/SDRE14/22/CLW4 LTA/SDRE14/22/CLW5
6.	New drawings for Controlled Planting Zones Near Crossings.	Chapter 12 – Planting Requirements	LTA/SDRE14/12/PNR3
7.	Left-Turn-On-Red (LTOR) traffic signs removed.	Chapter 18 – Traffic Informatory Signs	LTA/SDRE14/18/TFI11 LTA/SDRE14/18/TFI12
8.	<p><u>LTA/SDRE17/21/CYC1</u></p> <p>a. Revised shared track dimension to ‘Min 2.5m Wide’</p> <p>b. <u>Added Note No. 13:</u> ‘Where there are cycling tracks on both ends of a signalised traffic junction, the pedestrian crossing should be widened to 5m. This also applies to connecting zebra crossings across slip roads of junctions. Similar treatments are also applicable to connecting NParks' Park Connector (PCN)’</p> <p>c. <u>Added Note No. 14:</u> ‘Pedestrian Priority Zone (PPZ) is a cycling track feature that is used at locations with high potential of conflicts between pedestrians and cyclists. It is a commonly implemented along cycling track behind bus stop, at the waiting area of pedestrian crossings, MRT entrances and pick-up drop-off points. For details of PPZ, refer to LTA Design Criteria.’</p>	Chapter 22 – Cycling Path	LTA/SDRE17/21/CYC1 LTA/SDRE17/21/CYC4 LTA/SDRE17/21/CYC5 LTA/SDRE17/21/CYC6 LTA/SDRE17/21/CYC7 LTA/SDRE17/21/CYC8 LTA/SDRE17/21/CYC9

S/N	Brief Description of Changes	Chapter and Name	Drawing Numbers
	<p><u>LTA/SDRE17/21/CYC4</u></p> <ul style="list-style-type: none"> a. Added End-of-Pedestrian-Only Path marking b. Revised drawing titles c. <u>Added Note No. 2:</u> ‘Where the dedicated cycling track is terminated (i.e demarcated with end of path marking), the pedestrian-only path shall be provided with end of pedestrian-only path marking.’ d. <u>Added Note No.3:</u> ‘End of pedestrian-only path marking shall use coloured high strength coating system (RAL 1003) or (RAL 3011) unless otherwise stated’ <p><u>LTA/SDRE17/21/CYC5</u></p> <ul style="list-style-type: none"> a. Revised design of centre median kerb b. Removed blue bicycle crossing sign c. <u>Added Note No. 6:</u> ‘All mid-block crossings should be designed to have a bicycle crossing alongside the pedestrian crossing.’ <p><u>LTA/SDRE17/21/CYC6</u></p> <ul style="list-style-type: none"> a. Revised drawing title <p><u>LTA/SDRE17/21/CYC7 and LTA/SDRE17/21/CYC8</u></p> <ul style="list-style-type: none"> a. Added typical treatment at bus stop with shared cycling path b. <u>Added Note No.2:</u> ‘The same typical treatment is to be provided at taxi stand, pick-up drop-off point, and outside MRT entrance.’ <p><u>LTA/SDRE17/21/CYC9</u></p> <ul style="list-style-type: none"> a. Removed details of directional tactile tiles b. Removed details of white dash line c. Added details of End-of-Pedestrian-Only Path marking 		