QUICK GUIDES FOR DEVELOPMENT PROPOSALS

DESIGNING SAFE DROP-OFF POINTS IN DEVELOPMENTS

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OBJECTIVES

Within a development proposal, the design, position and arrangement of the drop-off points are critical. They ensure that sufficient space and sight distance are catered for vehicles to maneuver safely in and out of the development.

This quick guide aims to help Architects, Engineers and Builders to identify the critical design elements for the access points of residential developments, better appreciate the principles behind these requirements, and avoid making common mistakes.

Land Transport Authority
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LOCATION OF ACCESS TO DROP OFF POINTS

Generally, vehicular drop-off points shall be suitably located to ensure smooth flow of traffic in roads. In determining the location of a drop-off point, the following requirements shall be complied with:

- **Access to drop-off points are at least 30m away from bus stops, pedestrian overhead bridges, at-grade crossing facilities, road junctions & road bends.**

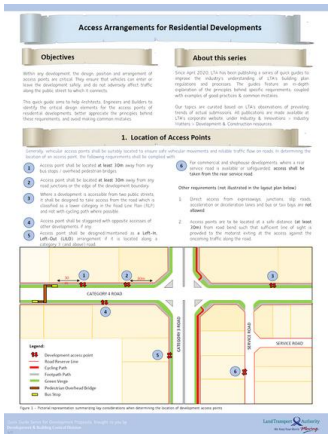
- **Access to drop-off points are maintained as a Left-In, Left-Out (LILO) arrangement if it is located along major arterial road.**

Figure 1: Access of a Residential Drop-Off point located at least 30m from a road junction

- **Direct access from expressways, slip roads, acceleration or deceleration lanes & bus / taxi bays is not allowed.**

- **For developments where a rear service road is available or safeguarded, access shall be taken from the rear service road.**

Do refer to Quick Guide 3 – 'Access Arrangements for Residential Developments' for further reference details.



CRITICAL DIMENSION OF DROP-OFF POINTS

Drop-off points facilitate the passage and (temporary) stoppage of passenger and goods delivery vehicles. The dimensions of drop off points take reference from the prevailing dimensions of vehicle parking lots and driveways.

Typical vehicle lot size for parallel parking shall be adopted for drop-off points

Passenger car : 2.4m by 5.4m
Motorcycle : 1.0m by 2.5m

Turning Radius: Typical dimensions are –

i Passenger Car : 3m to 5m
ii. Van : 3m- 5m
iii. Heavy Vehicles : 6m -8m

Driveway width/ No. of lanes

i. Driveway width - min 6m.
ii. Min 2 lanes to be provided to allow vehicle to pass by

Refer to LTA's 2019 Code of Practice for Vehicle Parking Provide for development proposals for further reference details

ARRANGEMENT FOR DEVELOPMENT DROP-OFF POINTS

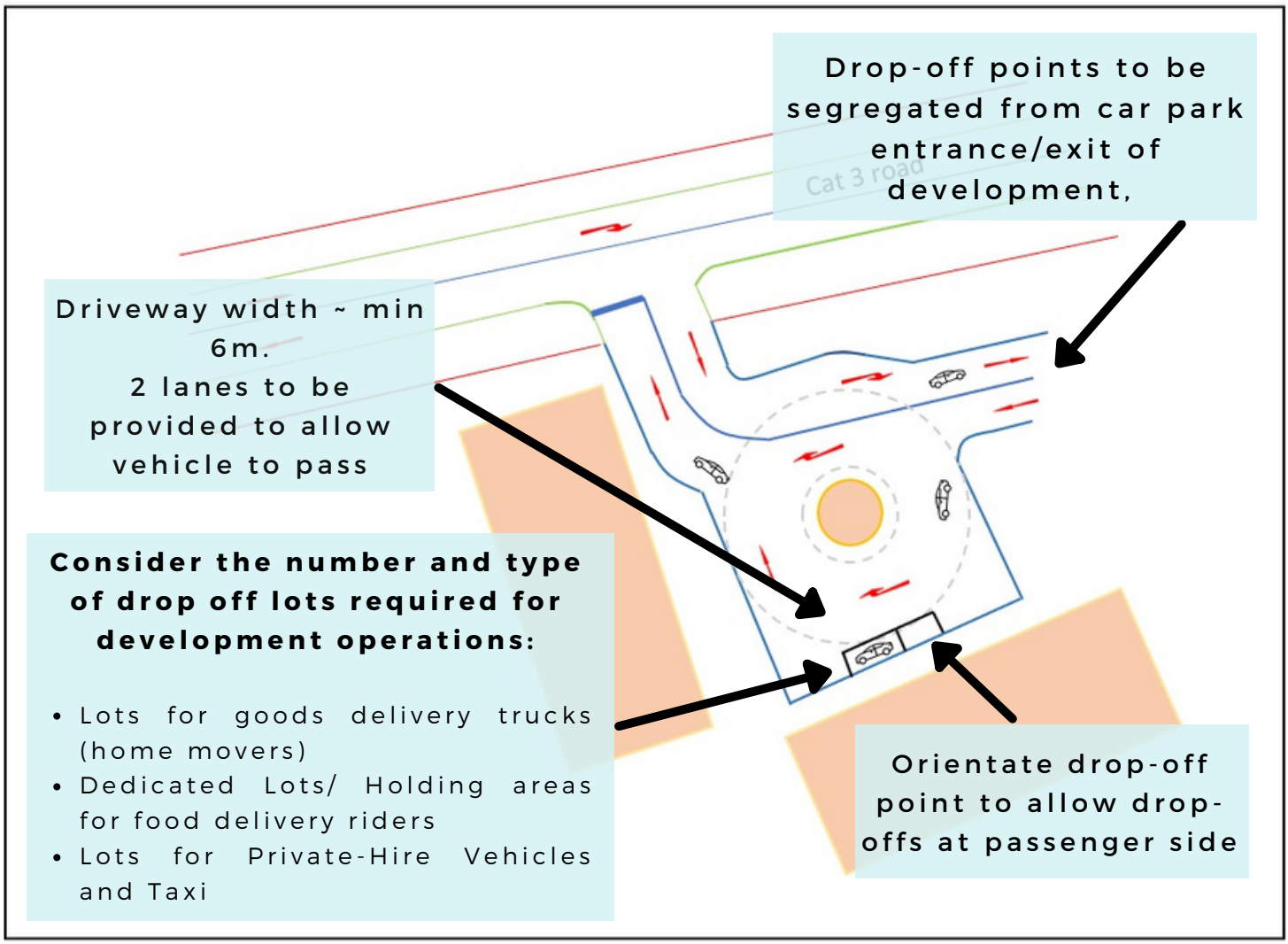
WHERE THE ACCESS POINTS ARE SHARED, THE FOLLOWING ILLUSTRATES SOME BEST PRACTICES FOR THE IMPLEMENTATION OF DROP-OFF POINTS.

DISCUSS WITH DEVELOPER ON THE NEED TO ACCOMMODATE ADDITIONAL QUEUE LENGTH (AND TO MARSHAL TRAFFIC) DURING EVENTS, I.E. :

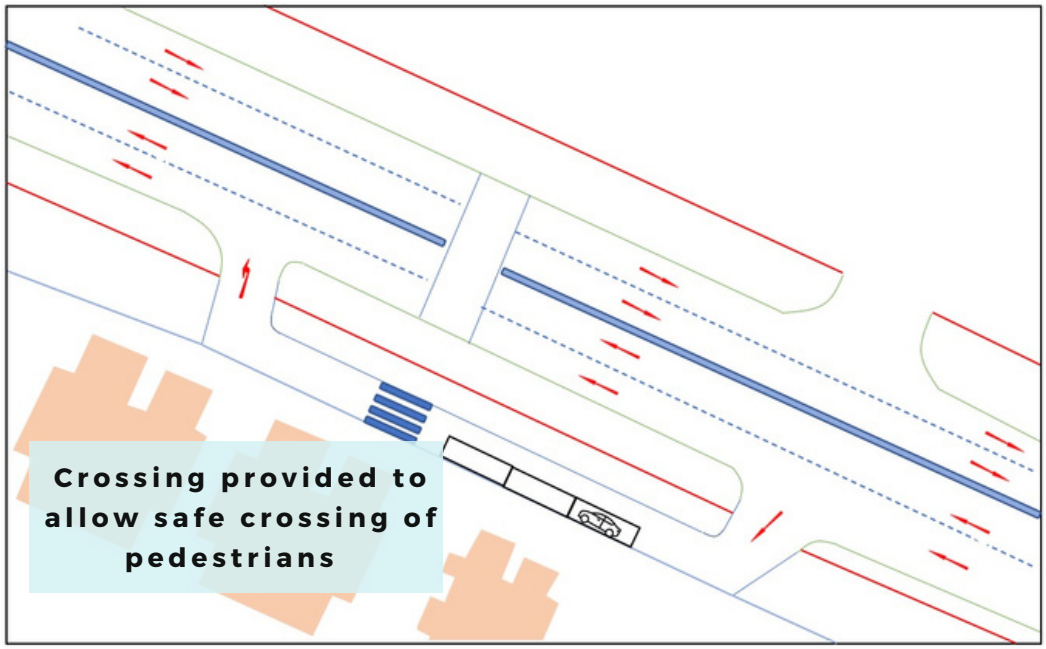
a. Openings of the retail mall – goods delivery, etc

b. Weekend long queue into the mall

c. First weeks of residents moving into condominium

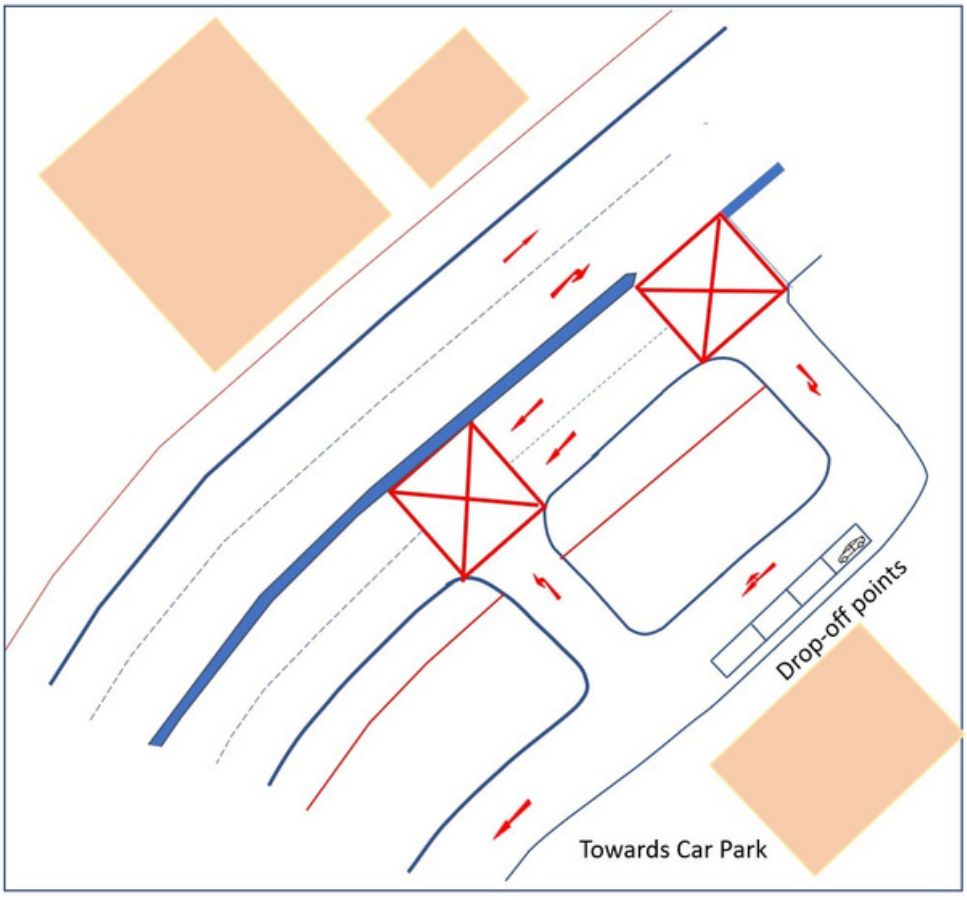


EXAMPLES OF DROP-OFF ARRANGEMENT FOR DEVELOPMENTS



DEDICATED DROP-OFF

The drop-off point is located at the frontage of the development, typically within commercial buildings where the car park access is located at another frontage.



Bypass lane provided to allow vehicle bypass

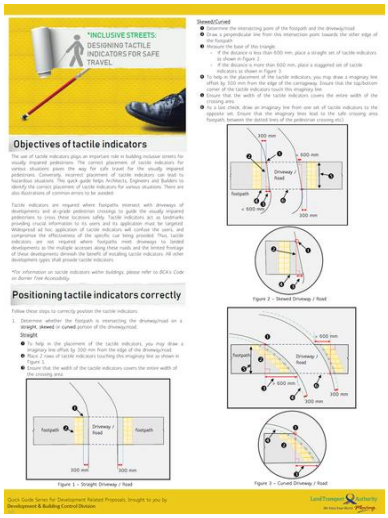
SHARED DROP-OFF / CAR PARK ACCESS

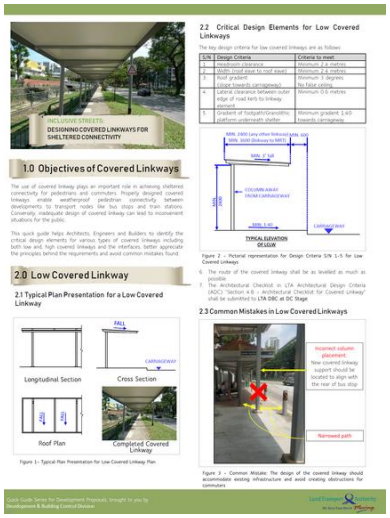
The drop-off point shares the access with the car park entrance.

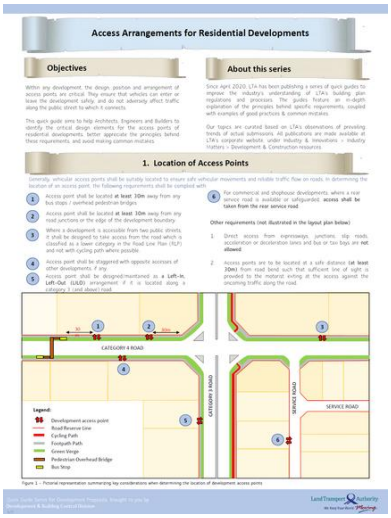
ABOUT THIS SERIES

With effect from April 2020, LTA has published a series of quick guides to broaden and consolidate understanding of LTA's building plan regulations and processes. The guides feature in-depth explanation of the principles behind specific requirements, coupled with examples of good practices & common mistakes.

Topics for each guide are carefully curated based on LTA's observations of prevailing trends. All publications are made available at LTA's corporate website, under Who We Are > Statistics & Publications > Journals & Newsletters > Quick Guides for Development Proposals.







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https://go.gov.sg/lta-quick-guides