

Date: 1 September 2026

Our Ref: P82.031.000

To: Government Agencies, Statutory Boards, Developers, Consultants and Contractors

CIRCULAR – REVISED REQUIREMENTS FOR NEW BUS STOP POLES

Please be informed that the Land Transport Authority (LTA) has updated the requirements for new Bus Stop Poles, effectively immediately. These revised requirements supersede the previous requirements found in (i) LTA's Infrastructure Design Criteria (IDC) Vol. C Chapter 1 - Commuter Infrastructure: Revision A1, 2022, and (ii) Standard Details of Road Elements (SDRE) Chapter 11 – Bus Stops: Revision G, 2025.

2. Please note that LTA discontinued the appointment of a term contractor for the supply and installation of new Bus Stop Poles since 1 January 2024. Consequently, Agencies (Project Teams), Developers, Consultants and Contractors have the flexibility to appoint their own sub-contractors that can comply with the latest Bus Stop Pole requirements set out in this Circular.

3. To facilitate your work, including the contract scope preparation and development plan submission, please refer to the attached "Requirements on New Bus Stop Poles".

4. We seek your continued cooperation in providing updated bus service information at bus stops to serve commuters' needs. For enquiries regarding these requirements, please contact LTA Public Transport Promotion division at **LTA-PTP-PTPS@lta.gov.sg**.

Thank you.

Yours faithfully

Lydia Fu (Ms)
Deputy Director
Public Transport Promotion, Public Transport Group
Land Transport Authority

NB: This is a computer-generated letter and no signature is required.

Requirements on New Bus Stop Poles

REVISION HISTORY RECORD

Established Date (Revision 0): 1 September 2026

Rev No.	Effective Date	Brief Description of Changes

Requirements on New Bus Stop Poles

1. Design and Fabrication of New Bus Stop Pole

- 1.1 The Developer/Project Team is responsible for funding and providing the new Bus Stop Pole(s) including the following associated components. The Developer/Project Team shall appoint a Contractor/Sub-Contractor to execute the design, fabrication and installation works in full compliance with this document.

Bus Stop Pole Components	Description
Pole	Due to different site conditions, the pole must be installed with an appropriate footing system.
Sign Panel	The sign panel comprises standard sign graphics including the transport symbol, bus transport mode logo, bus stop description (comprising 5-digit bus stop code and location description) and bus service numbers. For bus stops near MRT stations, non-standard sign graphics such as transit station and bus stop transfer code information shall be incorporated where applicable. All Bus Stop Description Sign Panels shall be double-sided.
Bus Service Number Sign Panel	Bus service numbers shall be arranged in ascending order from left to right. The panel shall be double-sided with identical information on both sides.
Notice Boards	The Bus Stop Pole shall include double-sided notice boards equipped with a pull-out expansion kit holder for installing ad-hoc A4 size bus service posters such as bus fare adjustment, bus service changes etc.
Base Bumper Cover	A base bumper cover is required to cover the base plate fasteners and eliminate tripping hazards for the public.

- 1.2 The Bus Stop Poles shall meet the following general requirements:

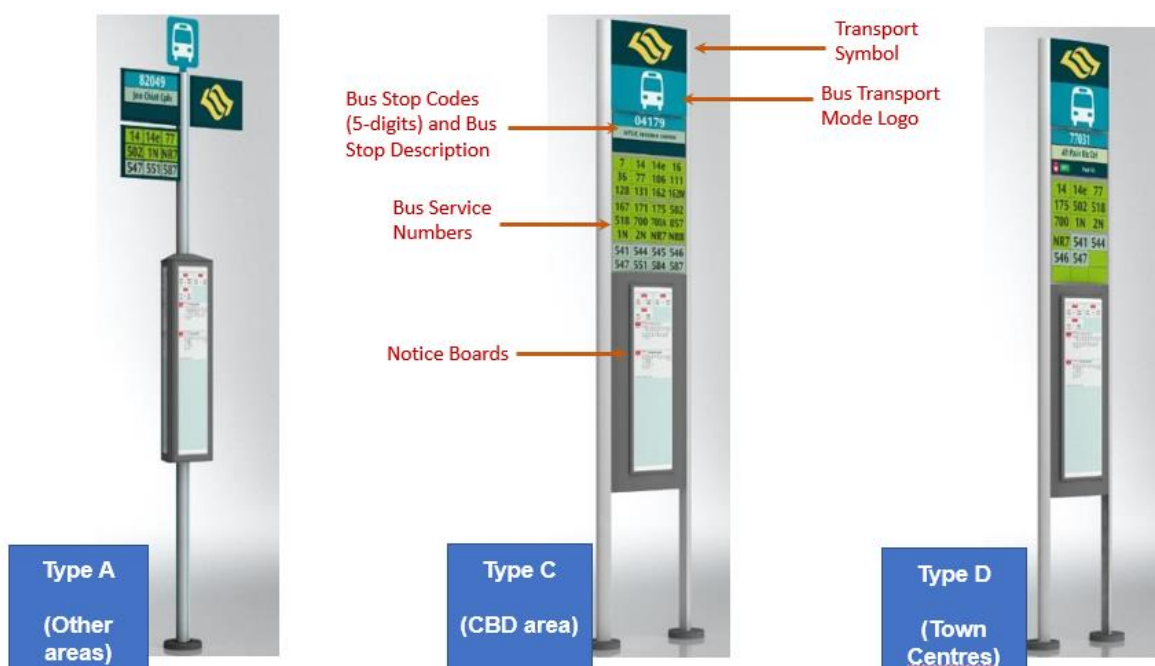
- (a) Comply with the updated design requirements and approved colour scheme set out in this document, unless otherwise approved in writing by LTA Public Transport Promotion division (LTA-PTP);
- (b) Ensure compatibility with the maintenance mechanisms of existing Type A, C and D Bus Stop Poles to allow LTA's authorised personnel to update bus service information such as addition/removal of bus service numbers/panels, notice boards and sign panels; and

Requirements on New Bus Stop Poles

- (c) All materials shall be corrosion-resistant to withstand Singapore's tropical climate, and all fasteners shall be stainless steel. The entire assembly shall have a minimum design life of 20 years with minimal maintenance.
- 1.3 The Developer/Project Team shall prepare and submit detailed shop drawings, in compliance with the updated Bus Stop Pole requirement, to LTA-PTP for approval **at least three (3) months** before the planned implementation date.
- 1.4 The Developer/Project Team shall provide a full-scale prototype/mock-up for LTA-PTP's review and approval **at least two (2) months** before the planned implementation date.
- 1.5 The as-built drawings, including details for the Lightning Protection System and Equipotential Bonding, shall be endorsed by a Registered Professional Engineer (PE) and/or Licenced Electrical Worker (LEW). The endorsed as-built drawings and the relevant forms in **Annex A-1 and A-2** shall be submitted to LTA – Commuter Facilities Management (CFM) Division, within **one (1) month** after installation works. Any rectification works required to address non-compliance shall be undertaken by the Developer/Project Team at its own cost.
- 1.6 All works shall be executed in accordance with good engineering practice, all relevant Laws, codes of practice, standards (and any subsequent revisions), and manufacturer's recommendations, to the full satisfaction of the LTA.

2. Types of Bus Stop Pole Designs

- 2.1 The three (3) types of Bus Stop Poles in this document are classified as Type A, Type C and Type D, consistent with existing designs. This section shall be read in conjunction with the Drawings listed in **Annex B – Bus Stop Pole Design Drawing List**.



Requirements on New Bus Stop Poles

(a) Type A Bus Stop Pole

The Type A Bus Stop Pole is the most common type islandwide, used in areas other than the Central Business District and town centres. It comprises a pole with various sign panels, up to four-faced notice boards (three-faced by default) with a pull-out expansion kit and a base bumper cover. The configurations are as follows:

Type	Description
A1	Accommodates a maximum of 12 bus service numbers per side.
A2	Accommodates a maximum of 18 bus service numbers per side.
A3	Accommodates a maximum of 36 bus service numbers per side, using at least 2 sign panels.

(b) Type C Bus Stop Pole

The Type C Bus Stop Pole is a highly identifiable street fixture for the **Central Business District**. It shall have double-sided notice boards with a side pull-out expansion kit and a base bumper cover. The configurations are as follows:

Type	Description
C1	Accommodates a maximum of 16 bus service numbers per side.
C1A	Accommodates a maximum of 32 bus service numbers per side.
C2	Accommodates a maximum of 65 bus service numbers per side.
C2A	Accommodates a maximum of 65 bus service numbers per side, with a modified notice board as compared to Type C2.

(c) Type D Bus Stop Pole

The Type D Bus Stop Pole is an identifiable street fixture for **town centres**. It shall have double-sided notice boards with a side pull-out expansion kit and a base bumper cover. The bus service number sign panels and bus service number tiles for each type of Type D design are as follows:

Requirements on New Bus Stop Poles

Types	Description
D1	Accommodates a maximum of 9 bus service numbers per side.
D2	Accommodates a maximum of 18 bus service numbers per side.
D2A	Accommodates a maximum of 21 bus service numbers per side.

- 2.2 The Developer/Project Team shall determine the type of Bus Stop Pole required based on the geographical area and the total number of bus services, as stated in **Section 2.1**. The Developer/Project Team shall confirm the selected type with LTA-PTP before commencing design and fabrication.

Bus Service Information and Publicity Posters on Bus Stop Poles

- 2.3 The Developer/Project Team shall liaise with LTA-PTP to obtain the necessary bus service information such as 5-digit bus stop code, bus stop description and bus service numbers etc. (if available) for the fabrication of the prototypes/mock-ups for LTA-PTP's approval.
- 2.4 Publicity posters and stickers will be provided by the Public Bus Operators, SimplyGo Pte. Ltd. or other LTA-appointed vendors and delivered to the Developer/Project Team for affixing on the new Bus Stop Poles' notice boards. The Developer/Project Team shall provide a contact person to LTA-PTP for receiving these materials. All costs related to the installation of these posters and stickers onto the Bus Stop Poles shall be borne by the Developer/Project Team.

3. Location and Setting Out of Bus Stop Poles

- 3.1 The Bus Stop Pole shall be located at the **egress of the bus stop shelter**. Location at the ingress is only permitted under site constraints and is subject to LTA-PTP's written approval.
- 3.2 Where the bus stop pole is located at the **egress of the bus stop shelter**, it shall maintain a minimum lateral clearance of 600mm from the outermost edge of any component of the bus stop pole to the road kerb and be located 1500mm laterally from the bus stop shelter roof eaves.

Requirements on New Bus Stop Poles

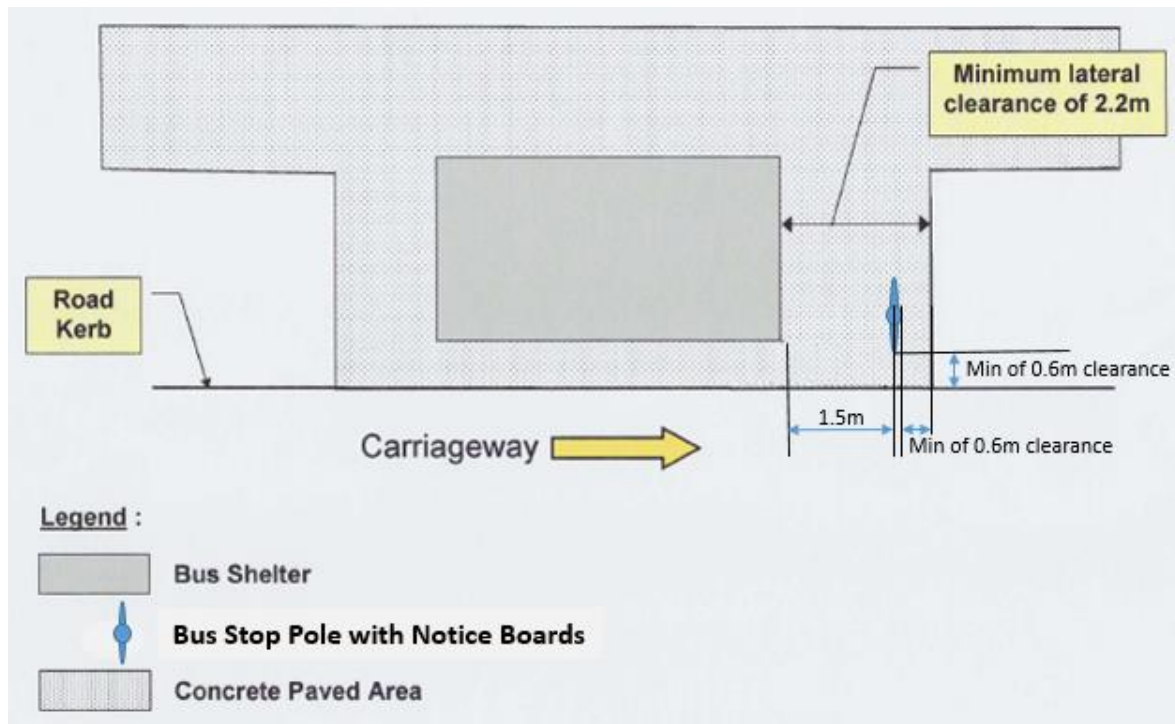


Figure 1: Plan view of bus stop

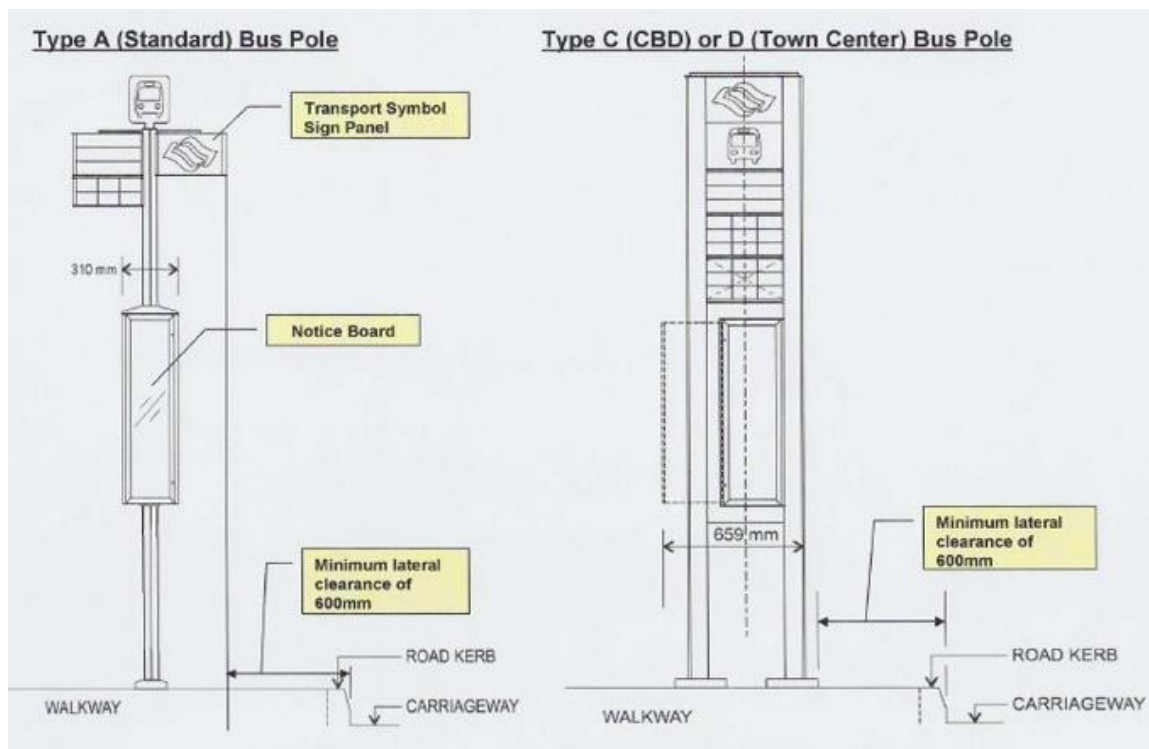


Figure 2: Cross-sectional view of bus stop poles

Requirements on New Bus Stop Poles

- 3.3 Where the bus stop pole is located at the **ingress of the bus stop shelter**, it shall maintain a minimum lateral clearance of 3000mm from the outmost edge of any component of the bus stop pole to the road kerb and be located 1500mm laterally from the bus stop shelter roof eaves. The location shall not obstruct commuters' line of sight of approaching buses.

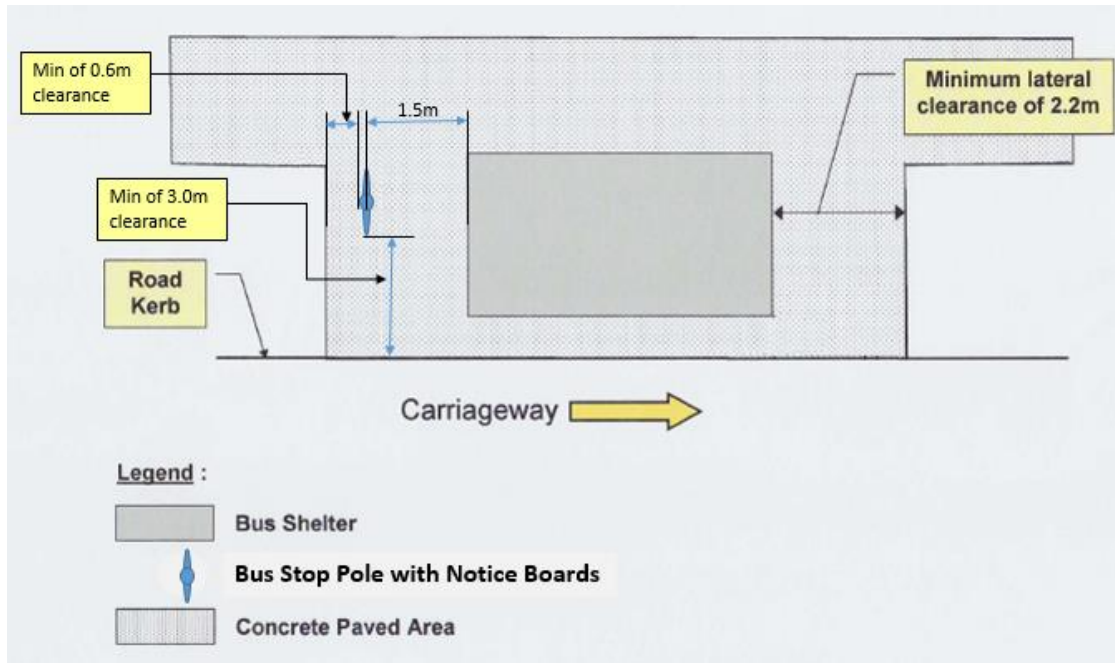


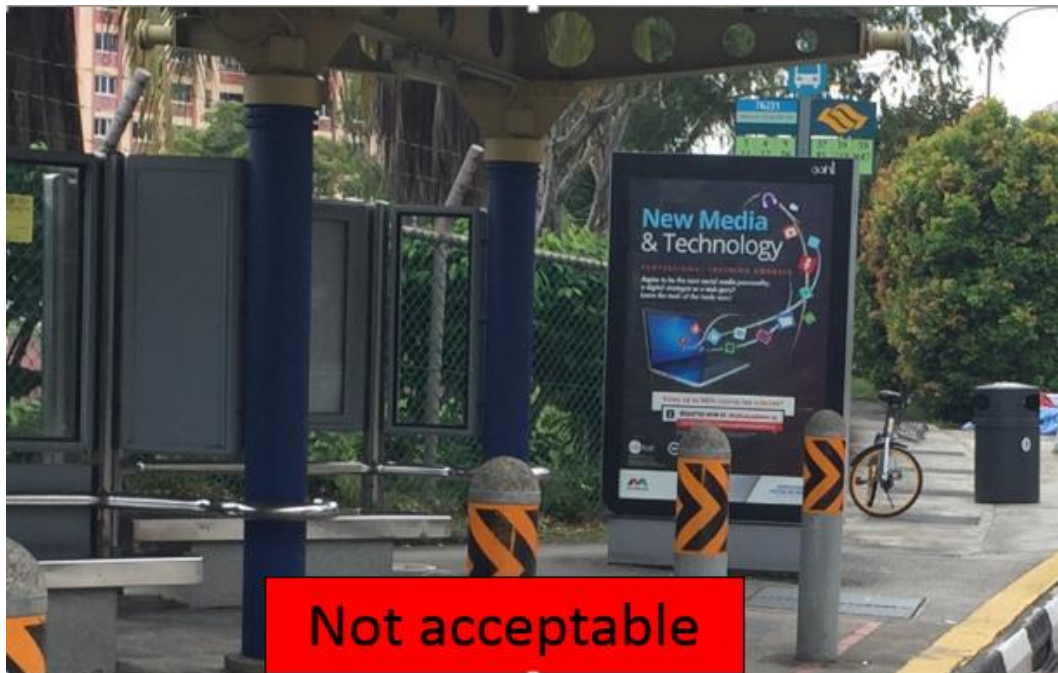
Figure 3: Plan view of bus stop

- 3.4 The location of the bus stop pole shall be deconflicted with surrounding covered linkways/walkways, taking into account the full height of the bus stop pole, approximately 3500mm above ground level.



Requirements on New Bus Stop Poles

- 3.5 The bus stop pole shall not visually obstruct any bus stop advertisement panel(s). Where the located next to an advertisement panel, there shall be minimum lateral clearance of 100mm from the edge of the advertisement panel.



- 3.6 The notice board on the Bus Stop Pole shall face the bus stop shelter for ease of commuters' viewing. If there is more than one (1) notice board, ensure that the space around the bus stop pole is not obstructed to allow for commuters' safe viewing.
- 3.7 The transport symbol sign panel of **Type A** Bus Stop Pole shall be installed on the side of the Bus Stop Pole nearest to the road kerb.
- 3.8 Bus service number tiles shall be arranged in ascending order from left to right. The opposite side of the panel shall have identical information.
- 3.9 A minimum lateral clearance of 1200mm is required from the outmost edge of any component of the Bus Stop Pole to facilitate barrier free access along any walkway.
- 3.10 A minimum 600mm concrete paved area shall be provided around the Bus Stop Pole for commuters to view the notice boards on the Bus Stop Pole.

4. Installation of Bus Stop Poles

- 4.1 The Developer/Project Team shall arrange and attend site meetings with LTA-PTP to mark out and confirm the Bus Stop Pole(s) location(s) **at least two (2) weeks in advance** of the bus stop implementation date, or as otherwise instructed by LTA-PTP.

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- 4.2 The Developer/Project Team shall install the new Bus Stop Pole(s) **one (1) night** before the bus stop implementation date, or as instructed by LTA-PTP. Installation must occur between the operational times of the last bus service (generally past 12 midnight) and the first bus service (generally 5am). The Developer/Project Team shall carry out all associated works including the connection of earthing cables to Bus Stop Pole base plate and earth pit/station during the Bus Stop Pole installation.
- 4.3 The Developer/Project Team shall make good all affected or damaged items during the course of site work execution of the new Bus Stop Pole(s) including drains, concrete slabs, gratings, kerbs, pavements, turfing, railing, bus stop shelters, walls, etc. and complete the rectification works to LTA's satisfaction and within the stipulated timeline.
- 4.4 During the night of installation, the Developer/Project Team shall carry out live site reporting through the submission of real-time photographs (close-up and overall view) to LTA-PTP.
- 4.5 Post-installation, the Developer/Project Team shall submit a report to LTA-PTP, containing "Pre-implementation" and "Post-implementation" photographs with date and time stamps. The photographs must clearly show measurements of the pole's location relative to the kerb edge, bus stop shelter roof eaves, advertisement panel etc.
- 4.6 The Bus Stop Pole mounting details on Type 2 system (pre-cast footing system) and Type 3 system (direct bolting with Multifix MEA-SF chemical w/ M10 S/S treaded rod) shall comply with the following requirements:
- (a) Type 2 System (Pre-cast footing)
- This system involves mounting the Bus Stop Pole on a pre-cast footing on soil terrain. The installation shall be in accordance with the approved PE's design.
 - The top surface of the footing shall be flush with the topmost level of the soil level. The mounting details (base plate and cover) shall be exposed from the soil level, to minimise future work involve for relocation.
 - All Bus Stop Pole shall be provided with equipotential bonding to metallic structure using a 6mm² PVC insulated earth cable.
 - LEW's testing is required to show continuity bonding of the Bus Stop Pole with metallic elements within the bus stop shelter. Upon completion of the testing, LEW shall endorse the compliance of the work done, using the standard "Certificate of Equip-potential Testing" form and submit to LTA-CFM for record.
 - A Resident Technical Officer (RTO) is required to supervise the workmanship and quality control at site on the installation of the Bus Stop Pole to ensure that it is compliance with the approved PE's design. Upon completion of the installation of Bus Stop Pole, RTO shall endorse the compliance of the work done, using a standard "Certificate of Supervision" form and submit it to LTA-CFM for record.

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- (b) Type 3 System (Direct bolting with Multifix MEA-SF chemical w/ M10 S/S treaded rod)
- This system involves mounting the new Bus Stop Pole onto existing reinforced concrete slab with minimum thickness of 100mm. The installation of the mounting details of the Bus Stop Pole shall be in accordance with the approved PE's design.
 - The approved chemical to be used is Multifix MEA-SF. Any alternative must comply with the required strength and be an epoxy-based type approved by LTA-CFM.
 - This mounting system shall be surface mounted whereby the pole's base plate and cover shall be exposed to minimise the future work involve for relocation of the Bus Stop Pole, if required.
 - All Bus Stop Poles shall be provided with equipotential bonding to metallic structure using a 6mm² PVC insulated earth cable.

Earth Cable Connection & M10 S/S Chemical Bolt & Nuts



- LEW's testing is required to show continuity bonding of the Bus Stop Pole with metallic elements within the bus stop shelter. Upon completion of the testing, LEW shall endorse the compliance of the work done, using the standard "Certificate of Equip-potential Testing" form and submit to LTA-CFM for record.
- An RTO is required to supervise the workmanship and quality control at site on the installation of the Bus Stop Pole to ensure that it is compliance with the approved PE's design. Upon completion of the installation of Bus Stop Pole, the RTO shall endorse the compliance of the work done, using a standard "Certificate of Supervision" form and submit it to LTA-CFM for record.

4.7 The Developer/Project Team shall submit pull-out test results for the installed bolts to LTA-CFM.

CERTIFICATE OF SUPERVISION (RTO – STRUCTURAL)

TO: LTA

COMMUTER FACILITIES MANAGEMENT
LAND TRANSPORT AUTHORITY
71 CHAI CHEE STREET
#03, BLOCK 3
SINGAPORE 468981

CONTRACT NO : _____
DESCRIPTION OF WORKS : _____

PERIOD : _____

I, _____ of NRIC No: _____, hereby certify that the supervision and the construction of the above-mentioned works at the below mentioned location(s) have been performed and constructed in accordance to PE Design and Specification.

Location: _____

RESIDENT TECHNICAL OFFICER
NAME & SIGNATURE

CERTIFICATE OF EQUIP-POTENTIAL TESTING

TO: LTA

COMMUTER FACILITIES MANAGEMENT
LAND TRANSPORT AUTHORITY
71 CHAI CHEE STREET
#03, BLOCK 3
SINGAPORE 468981

CONTRACT NO : _____
DESCRIPTION OF WORKS : _____

PERIOD : _____

I, _____, hereby certify that continuity test of the above-mentioned works at the below mentioned location has been conducted and the reading recorded.

S/NO	Location	Date of testing	Reading

LICENCED ELECTRICAL WORKER
STAMP & SIGNATURE

BUS STOP POLE DESIGN DRAWING LIST

S/No	Drawing Title / Hyperlinks
1	Bus Stop Pole Type: A1/A2 & A3 https://info.corenet.gov.sg/docs/default-source/broadcast/bus-pole-drawings/bus-stop-pole-type-a1_a2_a3.pdf <i>Note: Drawings are for Type A Bus Stop Pole of up to 3 notice board panels. For 4 notice board panels, please obtain the drawings from LTA-PTP.</i>
2	Bus Stop Pole Type: C1/C1(A) & C2 https://info.corenet.gov.sg/docs/default-source/broadcast/bus-pole-drawings/bus-stop-pole-type-c1_c1a_c2.pdf
3	Bus Stop Pole Type: C2A https://info.corenet.gov.sg/docs/default-source/broadcast/bus-pole-drawings/bus-stop-pole-type-c2a.pdf
4	Bus Stop Pole Type: D1/D2 & D2A https://info.corenet.gov.sg/docs/default-source/broadcast/bus-pole-drawings/bus-stop-pole-type-d1_d2_d2a.pdf
5	Bus Service Tiles Colour Scheme https://info.corenet.gov.sg/docs/default-source/broadcast/bus-pole-drawings/bus-service-tiles-colour-scheme.pdf
6	Bus Stop Poles Colour Scheme https://info.corenet.gov.sg/docs/default-source/broadcast/bus-pole-drawings/bus-stop-poles-colour-scheme.pdf