

Transit Signage Manual



Graphic Standards

Volume

1

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Reference Volumes

Vol. 1
Graphic Standards

Vol. 2
Hardware Specifications
(Controlled Copy)

Vol. 3
Submittals
(Controlled Copy)

Software Requirements

Vector Graphics Editors

Adobe Illustrator Creative Suite 6
Adobe Illustrator Creative Cloud
Affinity Designer

Document Colour Modes

Printed Signs - CMYK
Digital Signs - RGB

File Formats

Adobe Illustrator Document (Ai)
Portable Document Format (PDF)
Scalable Vector Graphics (SVG)

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Part A

Elements

Graphical elements applicable to the entire signage system

Part A Elements

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- 1.1 Introduction
- 1.2 MRT Logo
- 1.3 System Colours
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2 Language & Typography

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- 4.6 Transport Modes

1. Brand Guide



Introduction

1.1

The Singapore Public Transport Brand

The Public Transport (PT) System of Singapore is multi-modal with a unified payment system.

The PT symbol is under the custodian of the Land Transport Authority (LTA), it is used by public transport stakeholders as a universal brand to represent and promote Singapore's integrated transportation network.

Over the years, Integrated Transport Hubs (ITH) have grown in prominence as they are space efficient and provide ease of connection to commuters. With the transformation of our PT operation model, our PT brand should evolve alongside the growth.

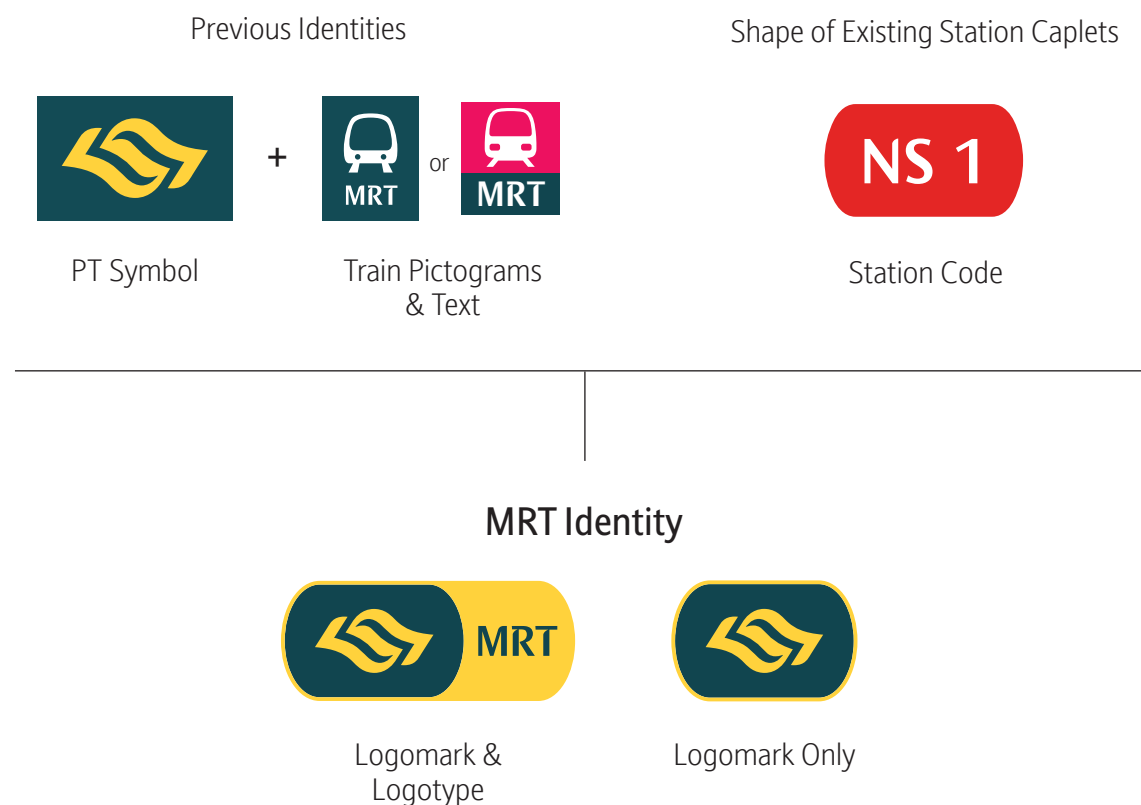
This brand guide introduces the MRT brand for the Thomson-East Coast Line (TEL), and possibly future lines.

MRT Brand

To provide clarity in identification of the increasingly complex PT system, the MRT Logo is simplified by refreshing the unified PT symbol with unique colour and shape used to brand the MRT system. The commonly known text 'MRT' is added for specific use. This enhanced logo is called The Caplet, given by its shape.

This enhancement can be extended to other transport modes in Singapore, which will strengthen the PT brand identity, while keeping each mode distinct and easily identifiable.

The reduction of layers, to eliminate brand fragmentation.



MRT Logo

1.2

The MRT Logo represents the MRT System.

This logo shall be used to aid commuters, pedestrians and motorists to identify an MRT station.

Obtain authorised artwork from LTA Architecture Division (Signage Team).



Logotype



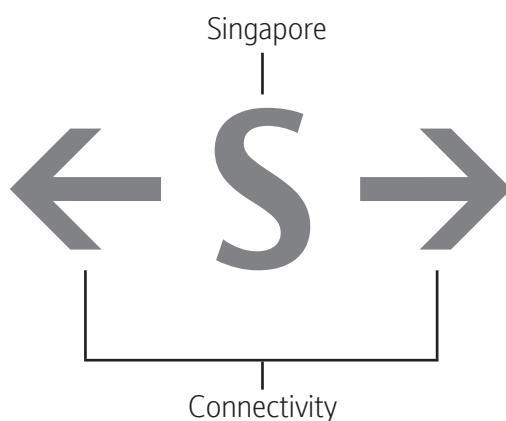
Logomark

Use Logotype if signage must feature “MRT” text.
Never add “MRT” text outside of logo using other fonts.

PT Symbol

To represent Singapore’s Integrated Public Transport Network.

Designed in 1999 by Lloyd Northover Citigate. Updated in 2012 by Transport Design Consultancy.



PT Symbol

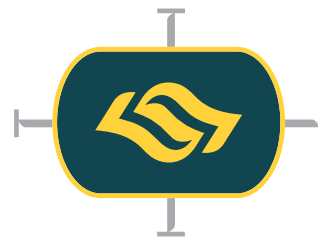
Symbol can be described as illustrated above.

Logo Guide

1.2.1

Clearspace

Always maintain clear space around the MRT Logo to protect the logo from distracting graphics or typography. Maintain clearspace using Height and Width of “T” in reference to Logotype’s “T” in LTA Identity typeface.



Use Logo As Is, Do Not Misuse



Always resize in proportion.
Do not squash logos.



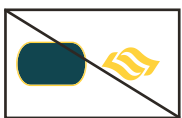
Use Logotype.
Do not place any text
next to Logomark.



Do not flip/rotate the
logo in any orientation.



Do not change colour of
the logo and its elements.



Do not extract elements
to be used alone.



Do not redraw or alter
the logo and its elements.

Greyscale Logo

Use of greyscale logo is permitted, except on station signage. use Type 1 for light background and Type 2 for dark background. Seek LTA Architecture Signage Team's approval prior to fabrication.



Type 1



Type 2

MRT Logo

Third-Party Application

1.2.2

All adjoining development shall point to MRT Station(s), by featuring the MRT Logo on their directional signs. Logos may be presented to better match development signage design.

Minimum Coverage Area

Starting from ground level for incoming pedestrian to the respective level of connection, and adjacent levels to the link level.

Examples:

1. Link to MRT Station is at Level 2 of building

Logo shall at least be visible on directional signs at:

Level 1 (entrance at ground level),

Level 2 (link to MRT), and

Level 3 (adjacent level).

2. Link to MRT Station is at Basement 1 (B1) of building

Logo shall at least be visible on directional signs at:

Level 1 (entrance at ground level),

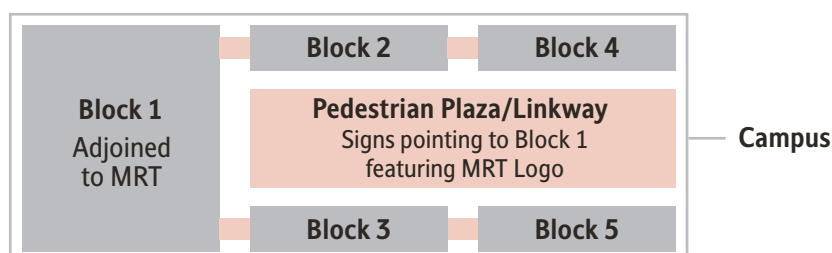
B1 (link to MRT), and

B2 (adjacent level).

Campus

Outside of building(s) adjoining to MRT Station(s).

At any common level(s) linking buildings across a single Campus, its directional signs shall feature the MRT Logo to direct pedestrians to the building on Campus that is adjoining to the MRT Station. **Example:** Centralised Pedestrian Plaza and/or Underground Pedestrian Linkway



System Colours

1.3

MRT Identity



Sun Yellow

LRT Identity



Rainforest Green



LRT Grey

Bus Identity



Lush Green

Exits



Exit Yellow

Illuminated & Non-Illuminated Signs

PMS 122C

C0 M14 Y80 K0

PMS 316C

C100 M15 Y26 K70

PMS 5625C

C41 M13 Y34 K39

PMS 375C

C47 M0 Y100 K0

PMS 109C

C0 M16 Y100 K0

Digital Signs

R255 G208 B64

H45°

S100% L62.5%

R252 G214 B71

H47°

S96.8% L63.3%

R112 G130 B112

H120°

S7.4% L47.5%

R147 G213 B0

H79°

S100% L41.8%

R255 G209 B0

H49°

S100% L50%

Hardware

RAL 1023

RAL 6004 (Matt)

RAL 7033

Match PMS

RAL 1023

Signage & Statutory Colours



Precision Black



Warning Yellow



Prohibition Red

Safe-Condition
Green

Accessible Blue



Priority Pink

Illuminated & Non-Illuminated Signs

PMS Black C

C66 M64 Y67 K67

PMS 123C

C0 M21 Y88 K0

PMS 485C

C6 M98 Y100 K1

PMS 355C

C99 M12 Y100 K0

PMS 301C

C100 M46 Y5 K18

PMS 1905C

C0 M50 Y4 K0

Digital Signs

R46 G42 B37

H33°

S10.8% L16.3%

R252 G201 B23

H47°

S97% L54%

R212 G46 B18

H9°

S84.3% L45.1%

R0 G150 B69

H146°

S100% L29.4%

R0 G89 B156

H206°

S100% L30.6%

R248 G154 B186

H340°

S87% L78.8%

Hardware

RAL 9005 (Matt)

RAL 1003

RAL 3020

RAL 6024

RAL 5017

RAL 3015

Line Colours

1.4

					
NS Red	EW Green	NE Purple	CC Orange	DT Blue	TE Brown

Illuminated Signs

PMS 485C	PMS 355C	PMS 2592C	PMS 1375C	PMS 2935C	PMS 154C
C6 M97 Y99 K0	C99 M12 Y100 K0	C51 M89 Y0 K0	C0 M45 Y95 K0	C100 M68 Y4 K0	C30 M66 Y100 K20

Non-Illuminated Signs

PMS 485C	PMS 355C	PMS 2592C	PMS 1375C	PMS 3005	PMS 730C
C0 M93 Y95 K0	C95 M0 Y98 K0	C61 M88 Y0 K0	C0 M45 Y95 K0	C100 M52 Y0 K0	C28 M57 Y87 K24

Digital Signs

R223 G40 B39	R0 G150 B69	R153 G0 B171	R250 G158 B13	R0 G85 B184	R157 G89 B24
H9°	H146°	H294°	H37°	H212°	H29°
S84.3% L45.1%	S100% L29.4%	S100% L33.5%	S96% L51.6%	S100% L36.1%	S73.5% L35.5%

Hardware

RAL 3020	RAL 6024	RAL 4008	RAL 2000	RAL 5005	RAL 8003
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Line Colours

1.4.1

Future Lines



JR Teal



CRL Lime

Illuminated Signs

PMS 7466C

C96 M0 Y31 K0

PMS 375C

C47 M0 Y100 K0

Non-Illuminated Signs

PMS 7466C

C96 M0 Y31 K0

PMS 375C

C47 M0 Y100 K0

Digital Signs

R0 G173 B187

H184°

S100% L36.7%

R147 G213 B0

H79°

S100% L42%

Hardware

RAL 5018

To follow PMS code

2. Language & Typography



Principles

2.1

Universal System, Reducing Reliance on Text

In our drive towards a universal signage system to serve commuters of various demographics, the system will rely less on text.

To direct commuters around the station and towards exits effectively, Exit Codes are in numbers instead of English alphabets, as numbers can be read in any language and can be understood by all commuters. To bring emphasis to Line Colours instead of Line Names, names are condensed to Line Codes, placed in the unique Caplet shape. Symbols such as pictograms and icons will be used to represent facilities to facilitate identification by commuters. Read more about these enhanced elements in the following chapters.

Vernacular Languages for Station Names

As part of the identity of Singapore, the Vernacular Languages of Singapore will be featured on Station Names Signs in station. The sign will be presented in multilingual format featuring 1 or more Vernacular Languages of Singapore.

English as Official Language

The working language for Singapore is English, and hence all signs that features words shall be primarily in English. Alternative language, may be presented as secondary information.

English Typefaces

2.2

Why Two Typefaces for a Single System

A signage system of the transport network exist to carry the brand and provide information. Typography helps make information more reader-friendly, and a consistently applied font builds familiarity and can convey trust when commuters interact with it throughout the system.

The typefaces used in our signage system are chosen for two purposes. One is part of our brand, the other is designed with signage in mind, allowing commuters to read information with ease.

LTA Identity was designed in 2000 by Hubert Jocham specially for Land Transport Authority of Singapore. It only exists in a single weight, and is reserved for use as an identity font.

Stroudley was designed in 2007 by Bruno Maag, Ron Carpenter, and Veronika Burian of Dalton Maag type foundry. It was designed with signage in mind, crafted to save space while ensuring best legibility for readers. It exists in three weights, Light, Regular and Bold, for effective establishment of information heirarchy. The font will be used throughout the signage system where information is presented.

License for Stroudley font family is available for purchase on Dalton Maag Type Foundry's website, and other major font distribution websites. It is also available on Adobe Fonts as part of the Adobe Creative Cloud subscription plan.

2.2.1

LTA Identity

One Weight

ABCDEFGHIJKLMNOPQRSTUVWXYZ

abcdefghijklmnopqrstuvwxyz

1234567890

Stroudley

Light Regular **Bold**

Italic *Italic* ***Italic***

ABCDEFGHIJKLMNOPQRSTUVWXYZ

abcdefghijklmnopqrstuvwxyz

1234567890

Chinese and Tamil Typefaces

2.3

Chinese Typeface

黑体 黑体

Adobe Heiti Std or Heiti SC (Light/Medium)

Tamil Typeface

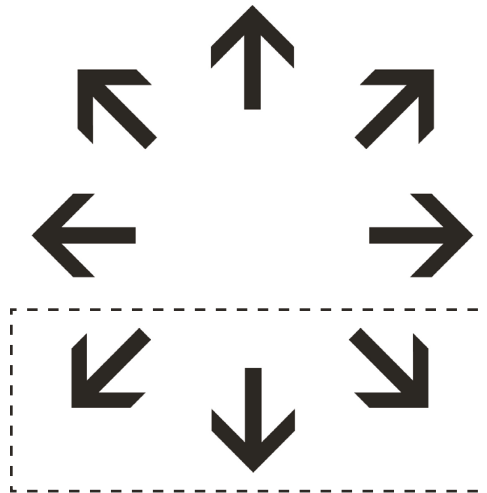
நகர மண்டபம்

Mullai and Mullai Medium

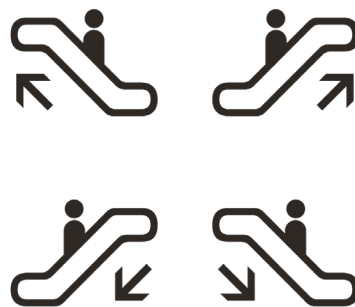
3. Arrows



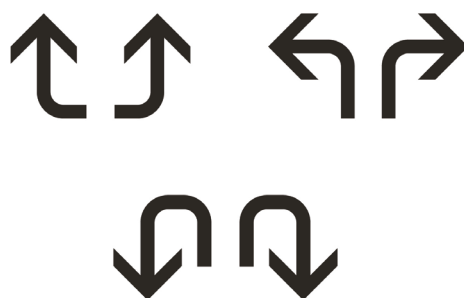
Standard Arrows



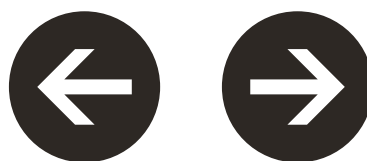
Escalator Arrows



Special Arrows



Train Direction Arrows



Principles

3.1

When to Use Arrows

The primary function of an arrow is to point and to direct. Because commuters moving in stations do not move in a fixed path, unlike vehicles on roads, following arrow can be unnatural and create confusion. Directional signs (hence arrows) shall only be applied when necessary. To prevent over-signing that may lead to a false representation of choices.

Minimise Arrows for Clarity

Confusion arises when commuters are given too many choices to assess. Commuters may grow to ignore arrows when they begin to see it repeat too often. This section contains guidelines on when and how to apply arrows in relation to sign placements and sign types, to ensure consistency and effectiveness throughout the system.

No Guessing Game

Each arrow should only be assigned one meaning, commuters should never be required to guess what the arrow is trying to point at. In order for the signage system to be this effective, every arrow must stand true to one direction. To condition commuters to trust and understand the arrow throughout the system, a consistent application is thus crucial.

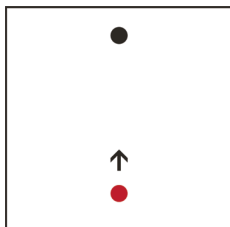
Arrow Placement Guide

3.2

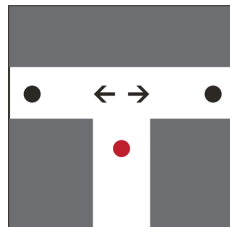


Standard Arrows

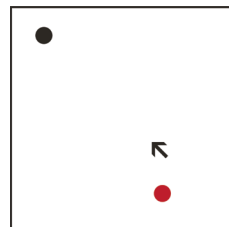
Applicable for all directional signs.



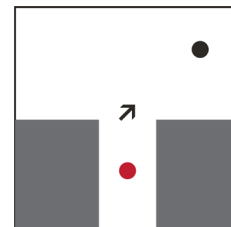
Go Straight Ahead



Turn Left/Right

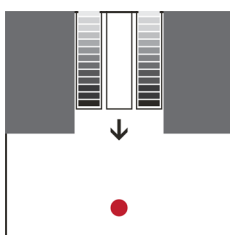


Go Diagonally-Left

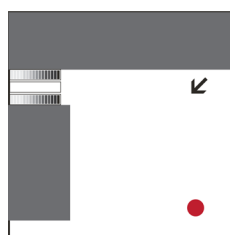


Go Diagonally-Right

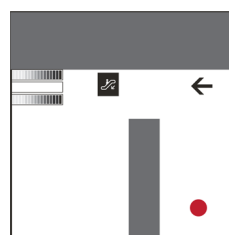
Minimise use of ↙ ↓ ↘ to avoid confusion.



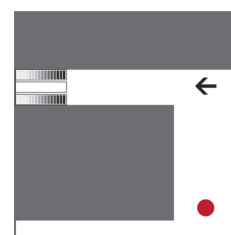
To mark the down-riding escalator as it is the only option.



If the nearest sign is far from escalator, as no follow up signs can be placed near it.



If sign can be placed near escalator, use left/right arrow to direct before using escalator to signal change in level.



If sign is far from escalator, but path is direct, use left/right arrow to point to path.

Escalator Arrows are preferred, for clear differentiation between change in level and change in direction.



You are here



Destination

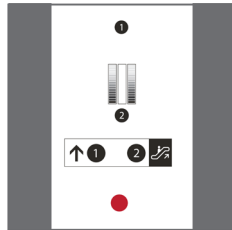
3.2.1



Escalator Arrows

To differentiate between “forward” and “upstairs”

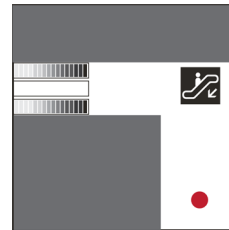
Only applicable for signs near escalators.



Straight Ahead
vs Upstairs



Up via this Escalator



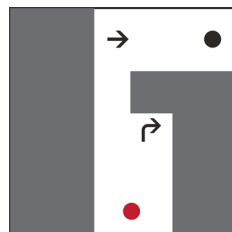
Short dedicated path
to escalator



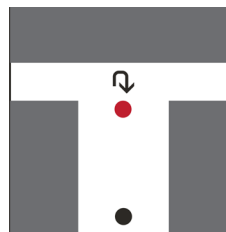
Special Arrows

For use in special scenarios, often as a last resort

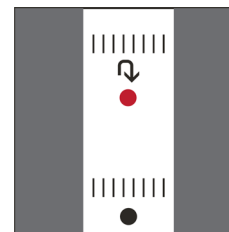
Only applicable for use on surface mounted signs.
(e.g. Lift Supergraphic)



1



2



3

1. When ceiling space is limited and destination is hidden by column(s) (i.e. Platforms)
2. Directional signs that are placed in conjunction with Information Points on wall surfaces.
More details regarding Information Points on p.XX
3. In rare occasions, when a concourse area has no unpaid link between two faregates, a sign has to be installed before faregates to indicate alternate exits accessible only via another set of faregates.

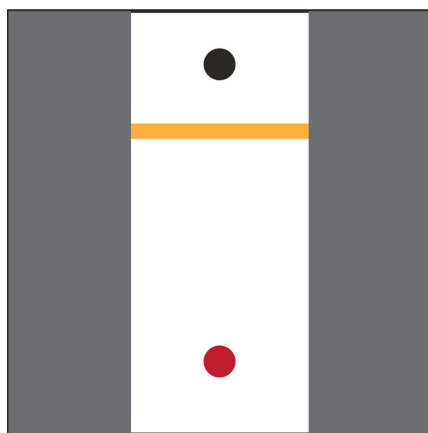
Usage Guide

3.3

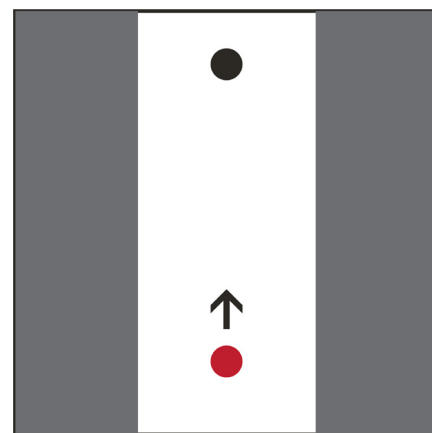
Minimise Reliance on Arrows

Marking amenities and destination will allow commuters to identify and orientate themselves better. Label and landmark space whenever possible to reduce the need for directional signs, which signifies change in direction and a need to choose.

Confirmation



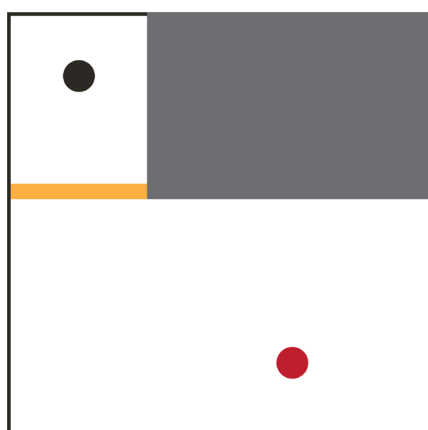
VS



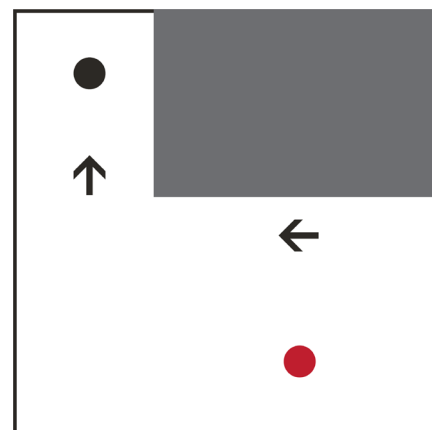
Label to mark a zone/area, provides confirmation on arrival.

There is no need for an arrow when there are no choices left to be made.

Demarcating Zones/Spaces



VS



Labelling an entry point, to demarcate spaces lowers margin of error.

Pointing arrow increases opportunity for commuters to be misled and confused.

 You are here  Destination

4. Symbols



Terminologies

i. Icon

Image or statue of symbolic nature, sometimes with significant connotations.

Example: Caplets / Emergency & Regulatory Icons

ii. Ideogram

Character or representation of an idea without expressing sounds or letters in its name.

Example: Numbers, Exit Code Ideograms

iii. Pictogram

Pictorial representation of an object, place or item.

Example: Station Amenities such as Toilets, Stairs, Lifts

iv. Logo

Badge or pictorial representation depicting a specific organisation or company.

Example: MRT Logo / PT Symbol

Use Symbols As-Is

Do not extract any elements to be used individually.

Do not modify any elements in symbol.

Do not distort symbols, always scale proportionately.

The Caplet

4.1



The Caplet is the unifying element of Singapore's MRT network. The shape was first introduced in 2010 on the MRT System Map to house station codes.

This shape is expanded to form and strengthen the identity of our MRT network. By using a unified shape across the system, commuters will be able to better associate the elements, making navigation to and around interchange stations with ease.

One MRT Brand

MRT System



Caplet +
Sun Yellow +
Rainforest Green +
PT Logo

MRT Line



Caplet +
Line Colour +
Line ID

MRT Station



Caplet +
Line Colour +
Line ID +
Station Code

Line Caplet

4.2

Type A with white outline



Black/Coloured Background

Type B without outline



White Background

Typeface: LTA Identity

Application

MRT Signage System

Applicable on Information Points, Directional Signs and Placemarking Signs to represent MRT Line(s).
Refer to respective chapters on application guidelines on specific signs.

Third-Party

Use Line Caplets to indicate MRT Lines.

Commuters will be able to cross refer with external sources of information and rely on station directional signs for guidance to the respective MRT Lines.

Obtaining Assets

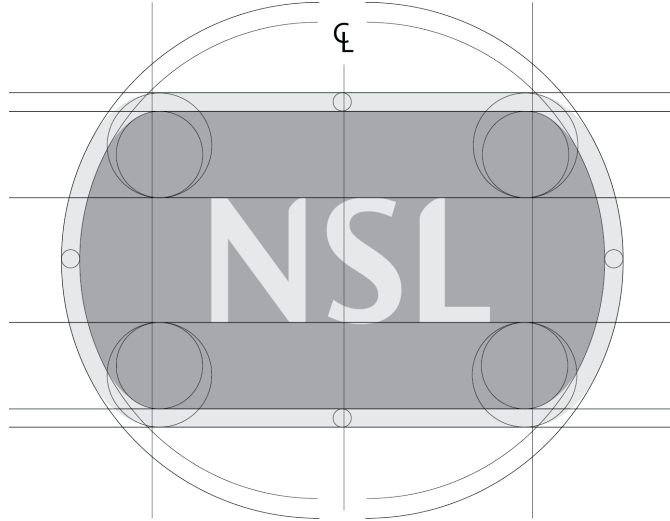
PDF/SVG Format (Type A & B)

Contact Land Transport Authority – Architecture Division Signage Team

Regulations

The Line Caplet icon must always be used in relation to information pertaining to Singapore's RTS/MRT/LRT System.

4.2.1



Station Caplet

4.3

Single



Interchanges



Transit Area



Tap-Out to Transfer

Typeface: LTA Identity

Application

MRT Signage System

Applicable on Information Points, Directional Signs and Placemarking Signs to represent MRT Station(s). Refer to respective chapters on application guidelines on specific signs.

Third-Party

Use Station Caplets to indicate MRT Stations.

Commuters will be able to cross refer with external sources of information and rely on station signs for guidance to the respective MRT Stations.

Obtaining Assets

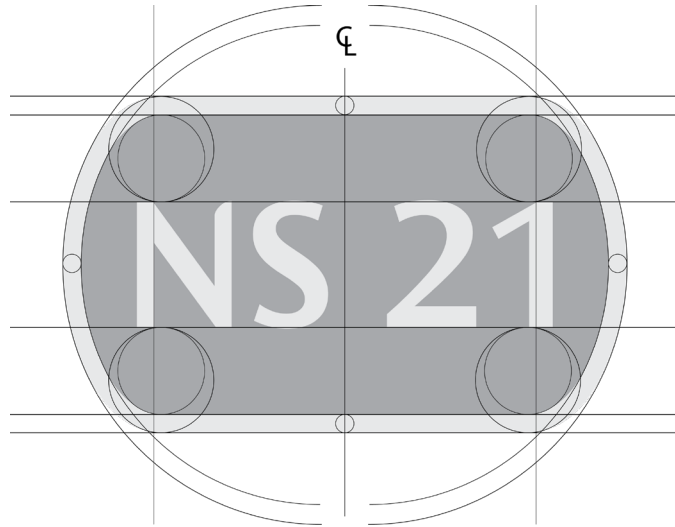
PDF/SVG Format

Contact Land Transport Authority – Architecture Division Signage Team

Regulations

The Station Caplet icon must always be used in relation to information pertaining to Singapore's RTS/MRT/LRT System.

4.3.1



Exit Code

4.4

An ideogram refers to a character or a representation of an idea without expressing the sounds or letters in its name. An Arabic numeral is an ideogram, it can be written and understood in written form regardless of its pronunciation through languages. Together with the number, a portal designed to represent the station's exit, forms the Exit Code.

Created to enhance clarity and reduce language barriers, this unifying language can be used by third-party information providers to relate information they provide to station signage.

Type A Single



Typeface: Stroudley

Type B Range

Indicating more than three Exits, on Directional Sign only.



Type B-1
[1~99]



Type B-2
[10~99]

Application

MRT Signage System

Applicable on Information Points, Directional Signs and Placemarking Signs to represent Exits. Refer to respective chapters on application guidelines on specific signs.

Third-Party

Use these ideograms to indicate Exit(s) of an MRT station.

Commuters will be able to cross refer with external sources of information and rely on station signs for guidance to the respective MRT Stations.

Obtaining Assets

PDF/SVG Format (Type A & B)

Contact Land Transport Authority – Architecture Division Signage Team

Regulations

The Exit code ideogram must always be used in relation to information pertaining to Singapore's RTS/MRT/LRT System.

Exit Code Numbering

4.4.1

Principles

Exit codes are key identification points around the station. They allow commuters to get their bearings when moving in an underground space. As landmarks and destination can defer from every commuter, using exit codes to mark different parts of the station is a critical unifying element for wayfinding.

What makes an exit?

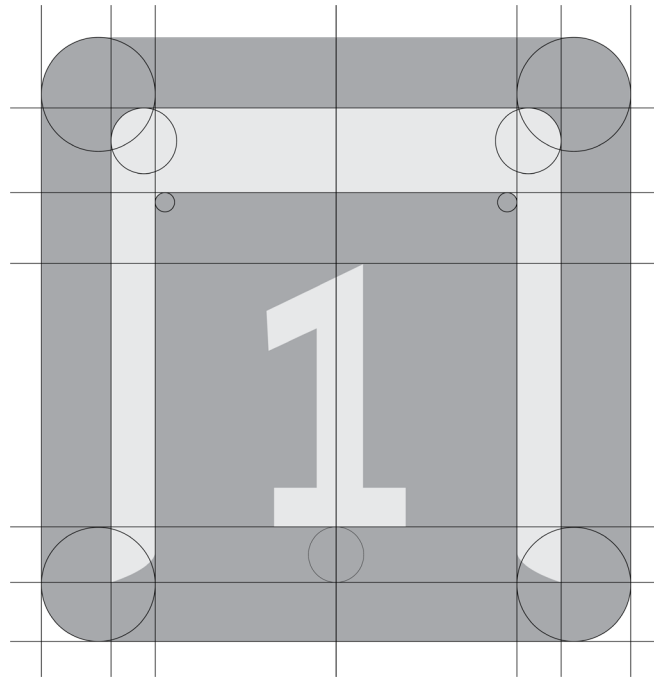
Every point that allows a commuter to leave the station compound should be treated as an exit. It can be a station entrance on street level, a subway linking to an adjoining development or an entrance subsumed in a development. Every point of entry/exit is an exit and must be coded.

Logic

Exit codes should always run in sequence, seen from inside the station. A commuter should be able to follow directional signs with exit codes in running order. Otherwise, it would be challenging for commuters to follow, and they will need to decipher the location of each exit.

The numbers can run in clockwise or anti-clockwise direction when seen on plan because commuters do not find their way with a spatial overview. Instead, they rely on intuition and common sense. If they had just past exits 19 and 20, moving forward should bring them to exit 21, logically. Allowing exit codes to run in sequence will also aid directional sign messaging. Running numbers can easily be grouped, saving space and ensuring clarity.

4.4.2

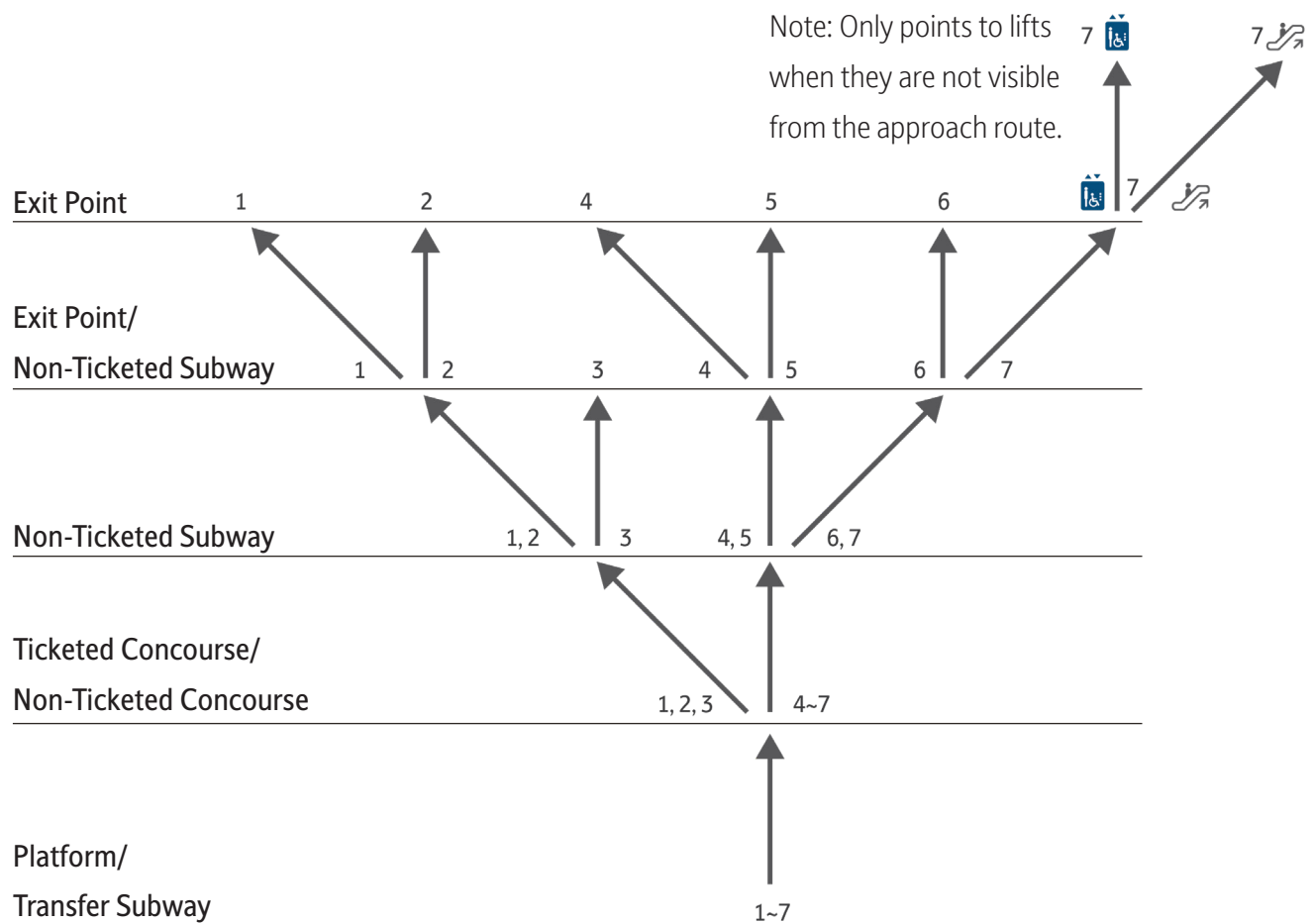


Exit Numbering Convention

4.4.3

Application to Typical Single Station

Exit codes are grouped according to the access path from the concourse, and arranged in a sequence that is logical and easily identifiable.

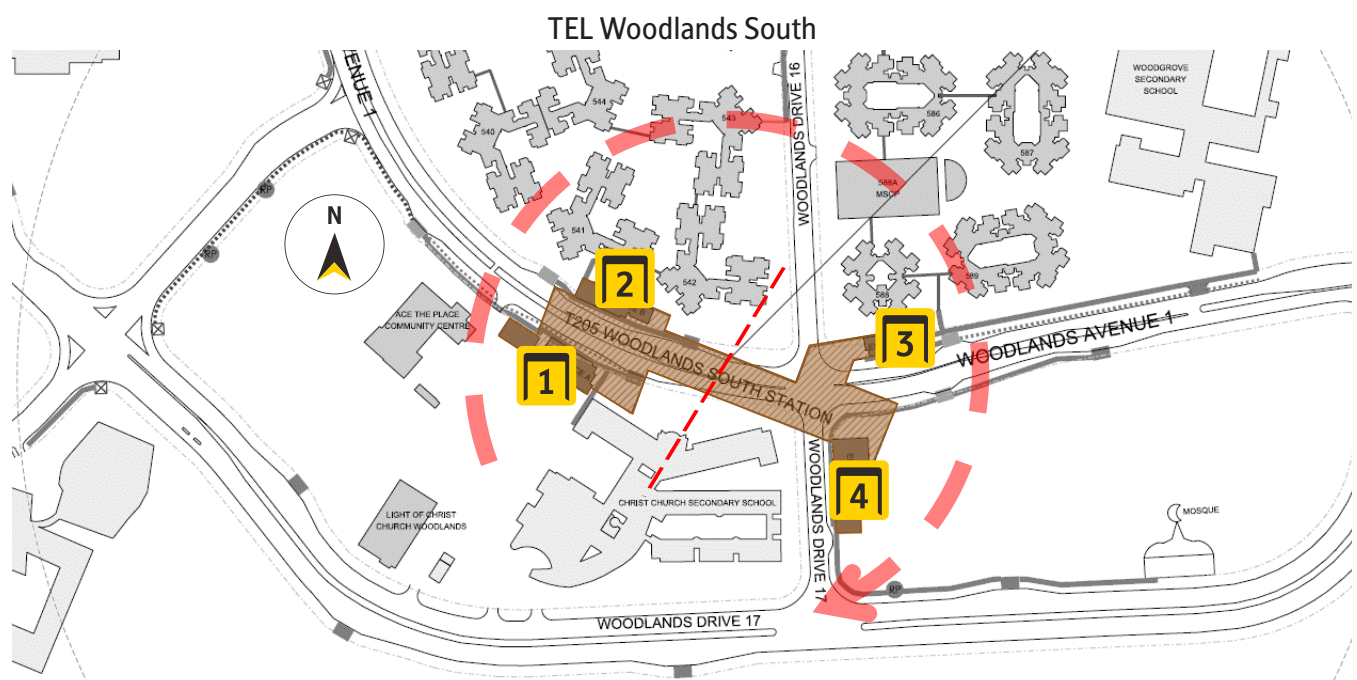
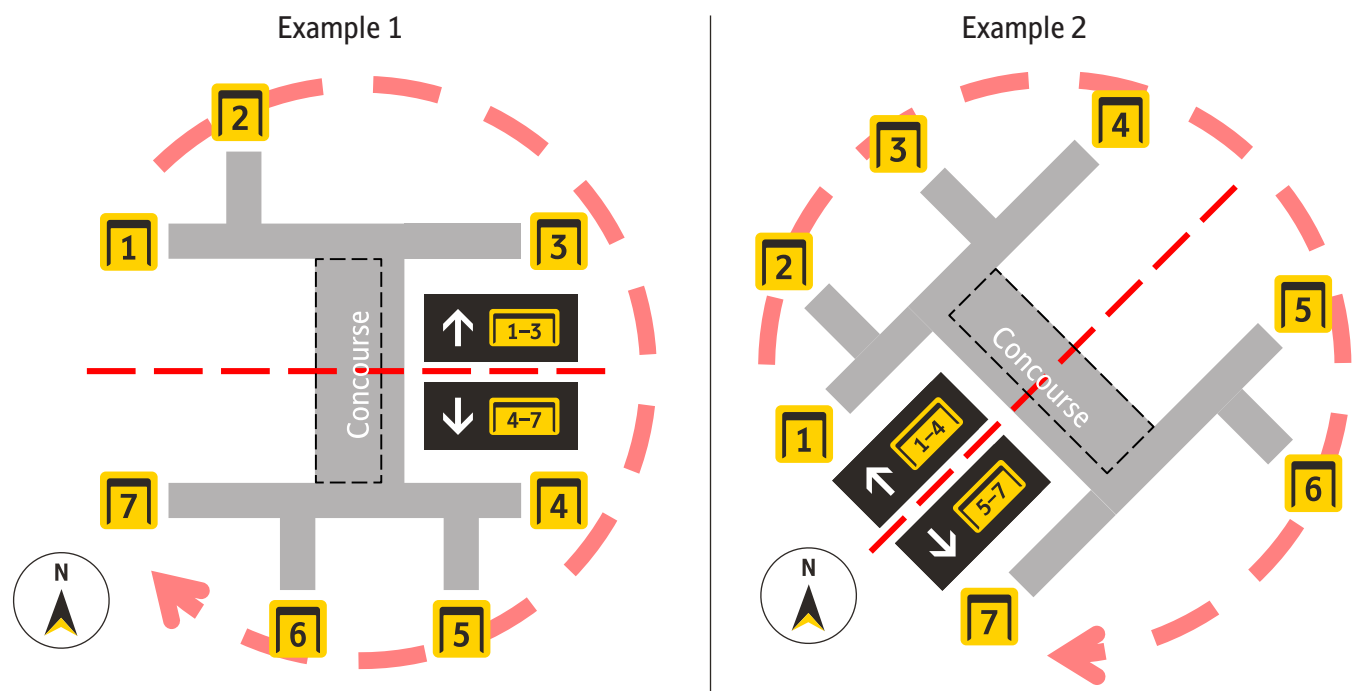


Exit Numbering Convention

4.4.4

Application to Typical Single Station

- The grouping of exits would be from the perspective of a commuter, moving to the exits at either end of the concourse.
- The order of number starts from top/bottom left, depending on the alignment of the station.
- Numbers run in clockwise direction.

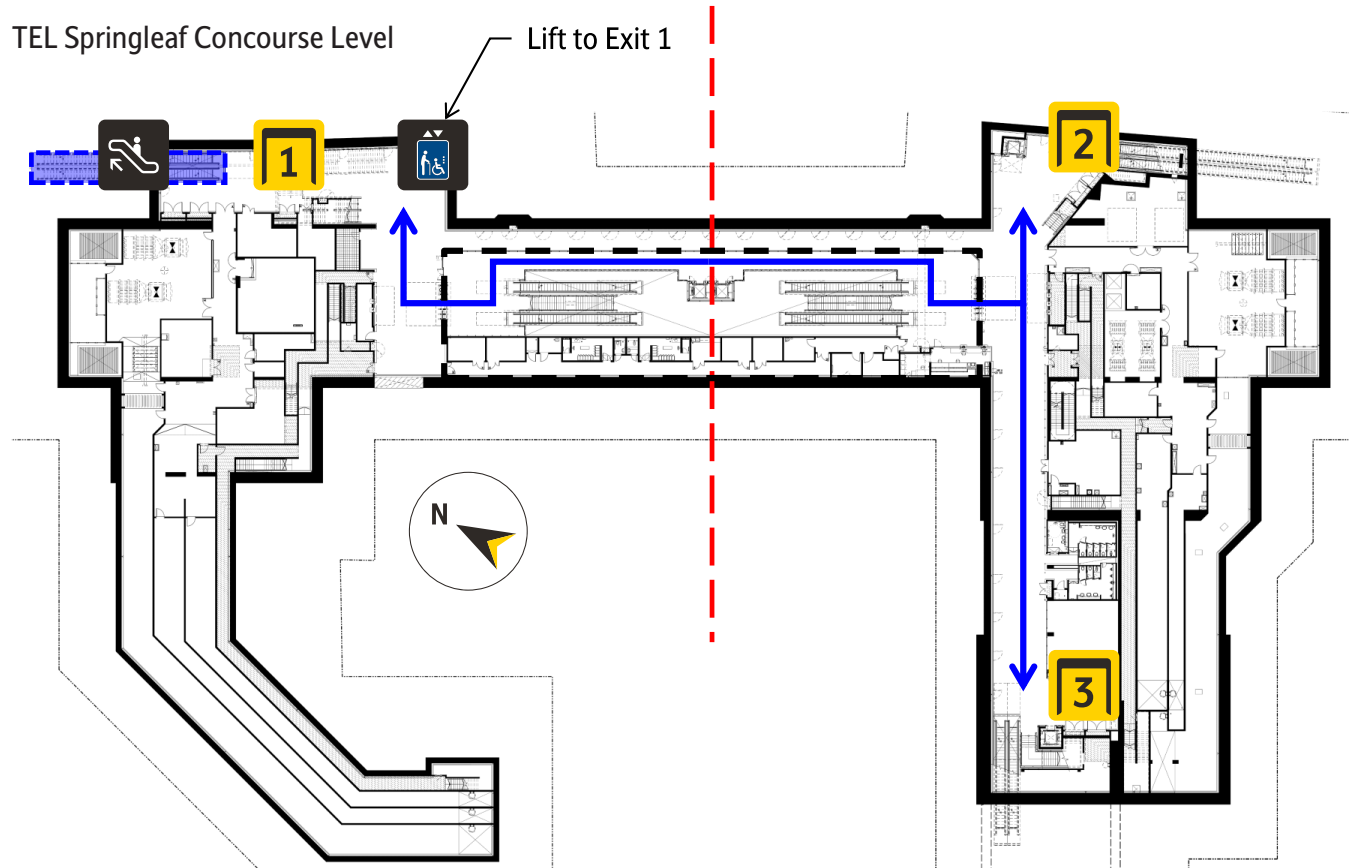


Exit Numbering Convention

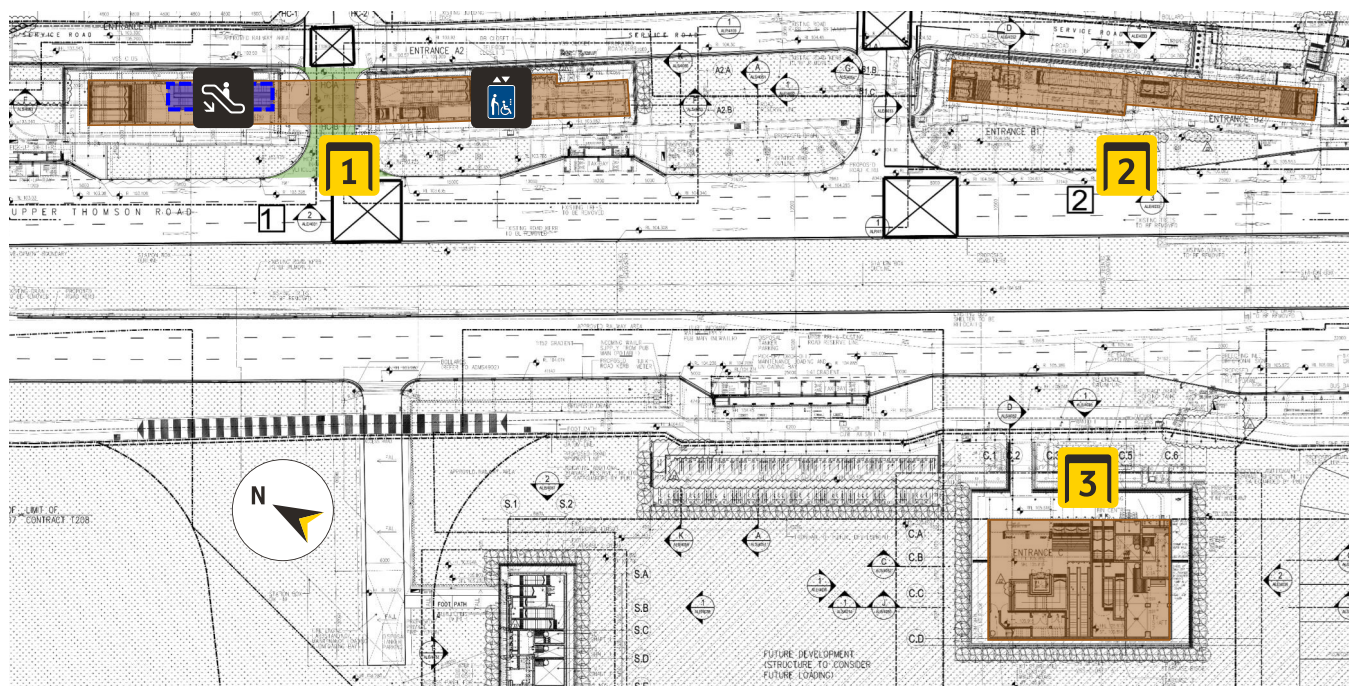
4.4.5

Application to Station with Split Exits

TEL Springleaf Concourse Level



TEL Springleaf Ground Level



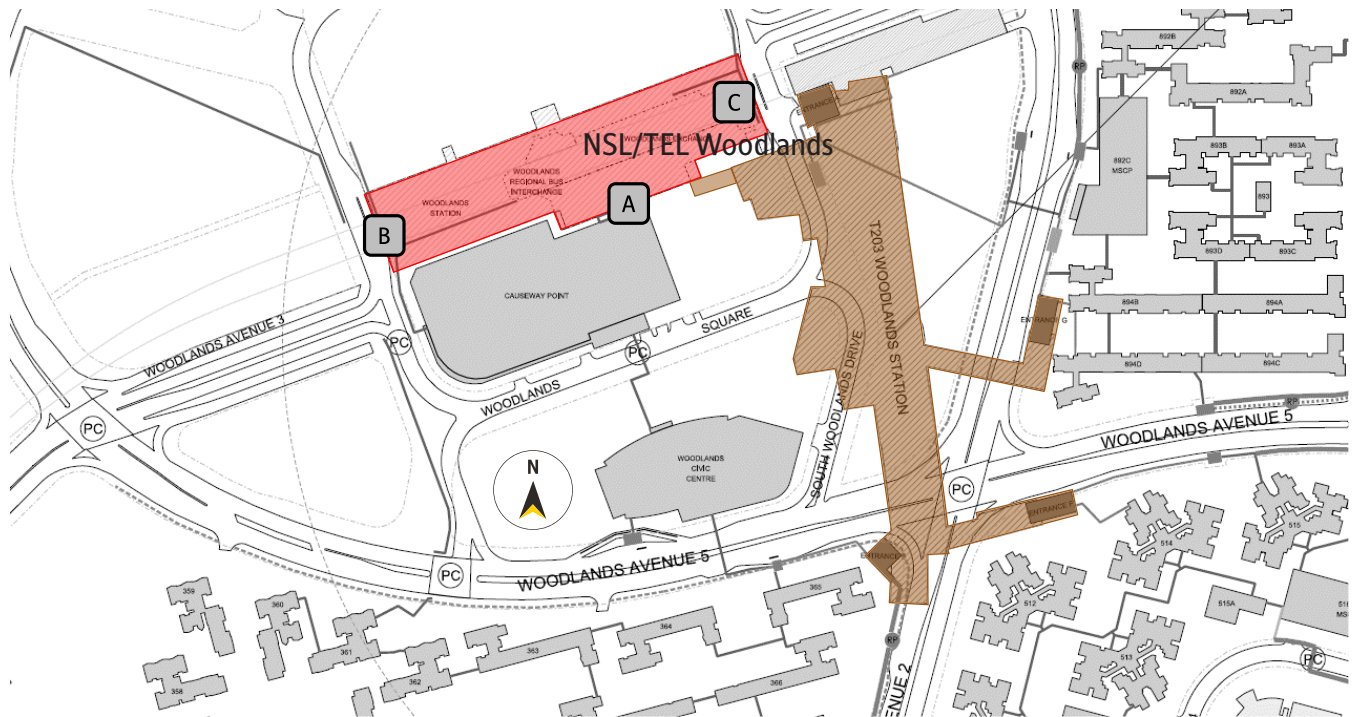
Exit Numbering Convention

4.4.6

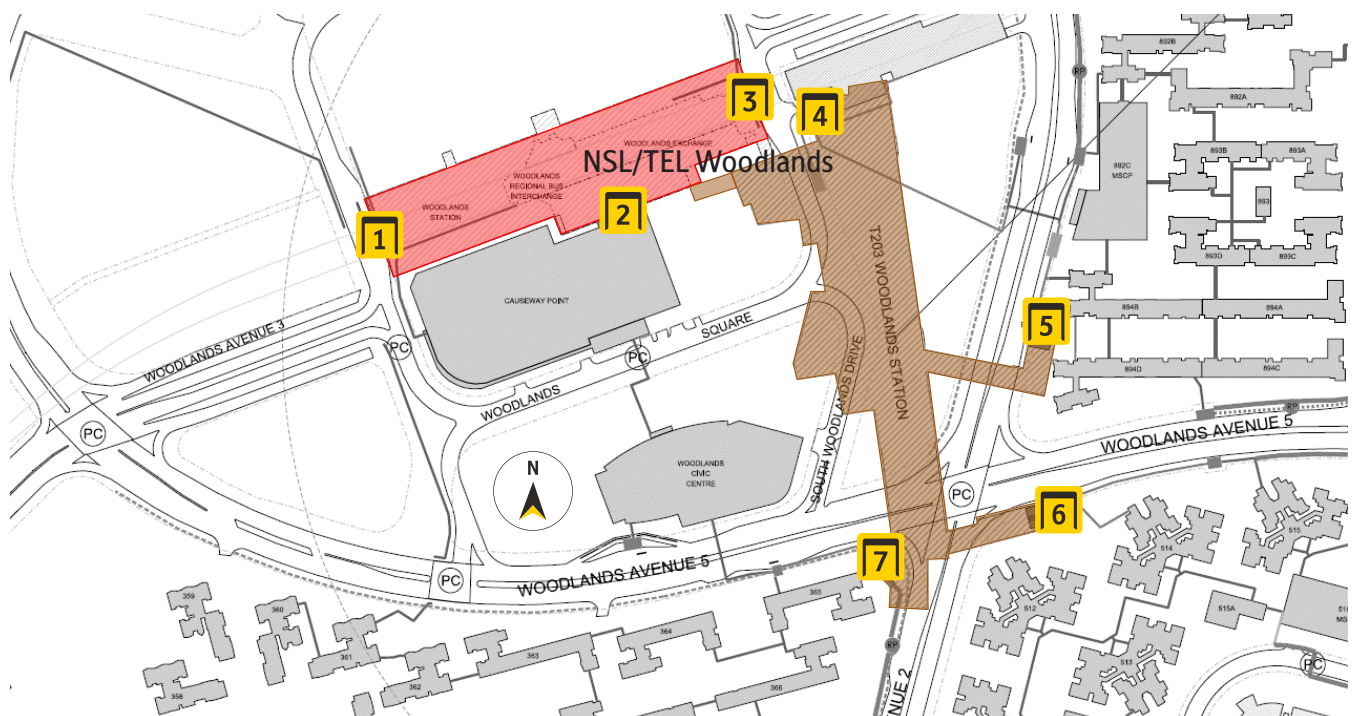
Application to New Station Interchanging with Existing

Numbering of exit codes will commence with the existing (oldest) station and continue in a clockwise direction.

Exit codes for existing station in alphabets.



Exit codes for existing changed from alphabets to numerals. New station continues from existing.



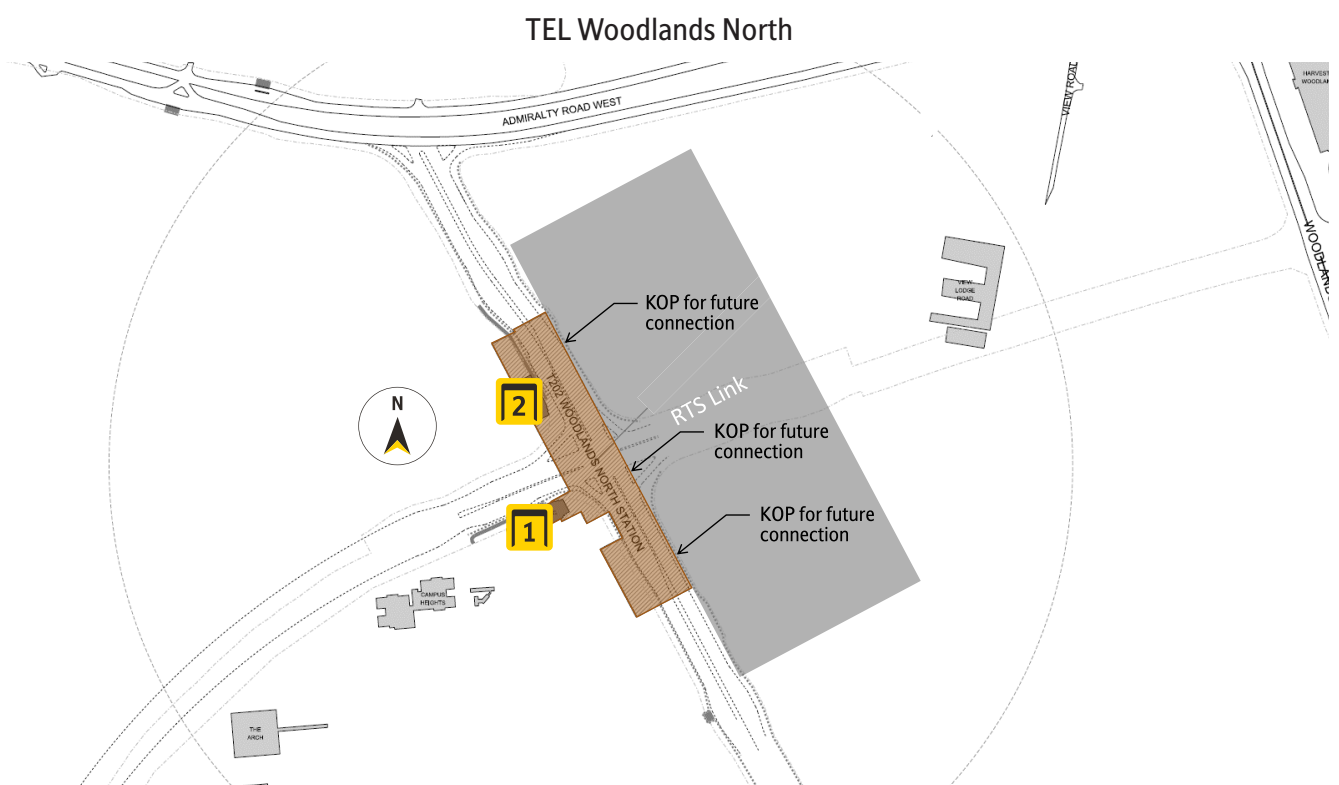
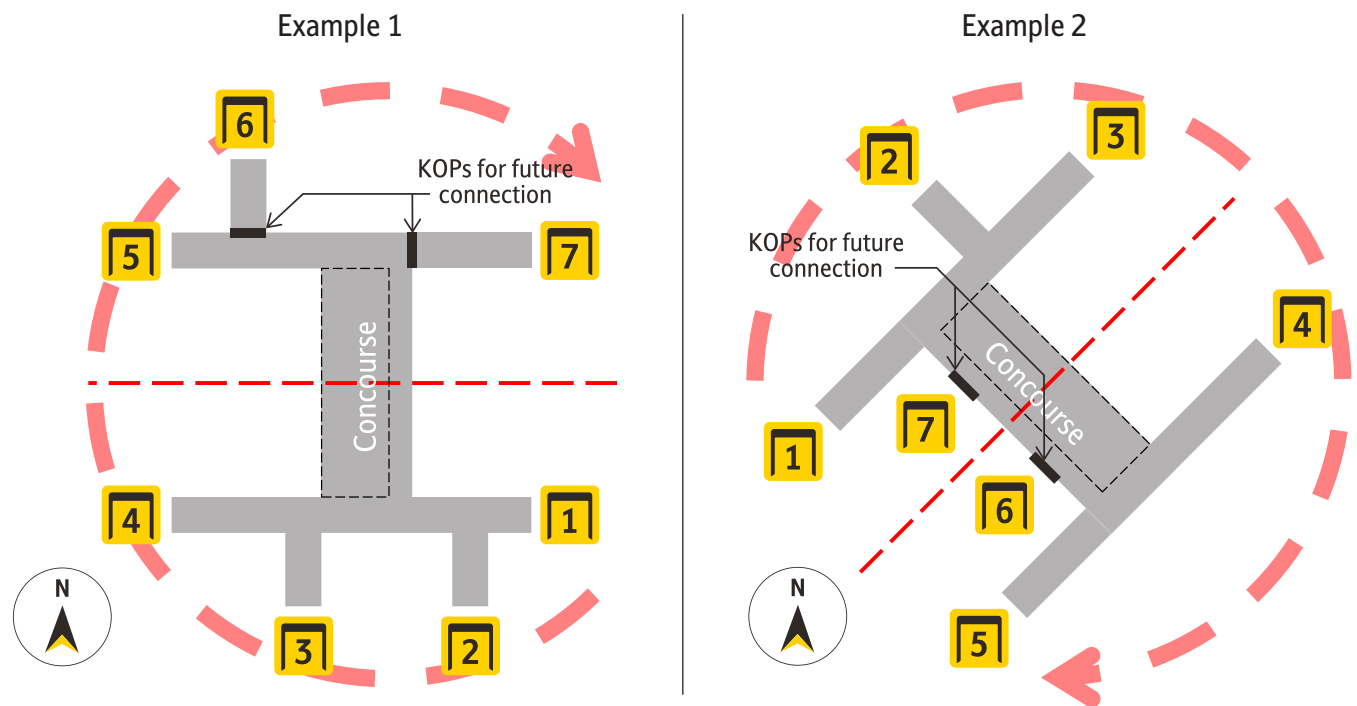
Exit Numbering Convention

4.4.7

Exception 1

Knock Out Panel (KOP)

- KOP(s) will have the end number(s).
- Numbers run in clockwise direction.



Exit Numbering Convention

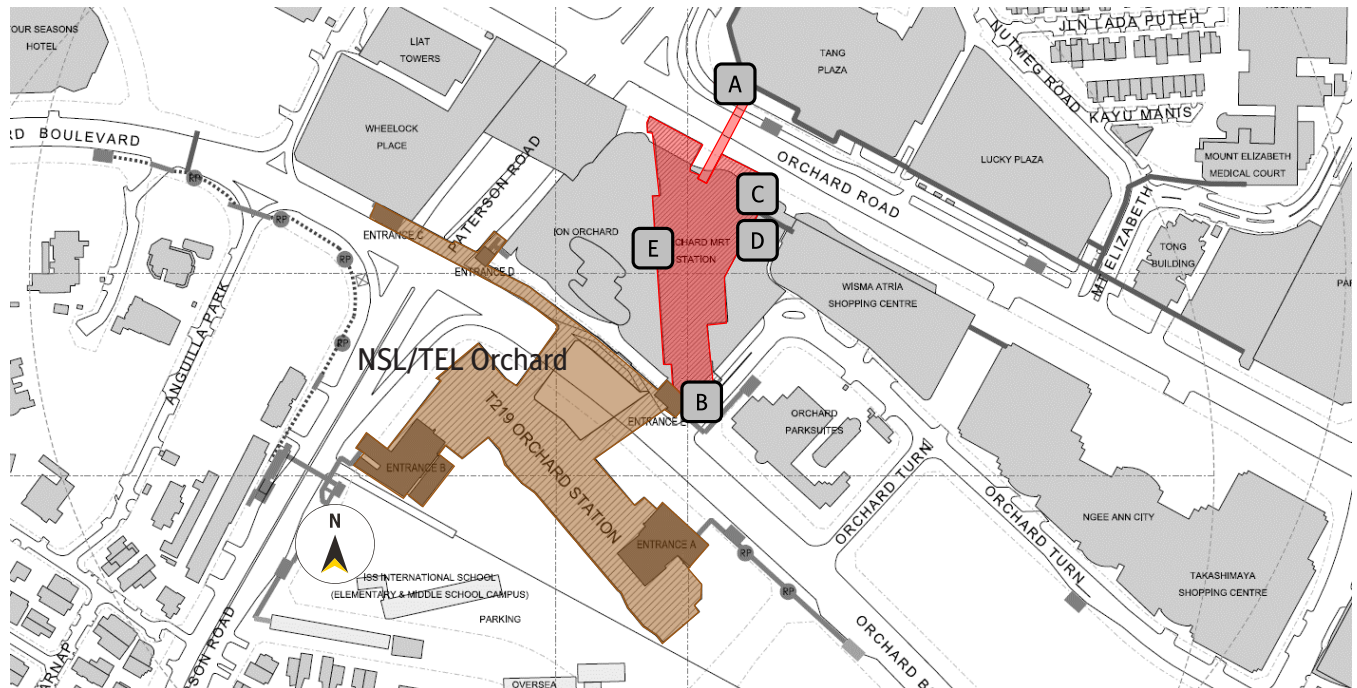
4.4.8

Exception 2

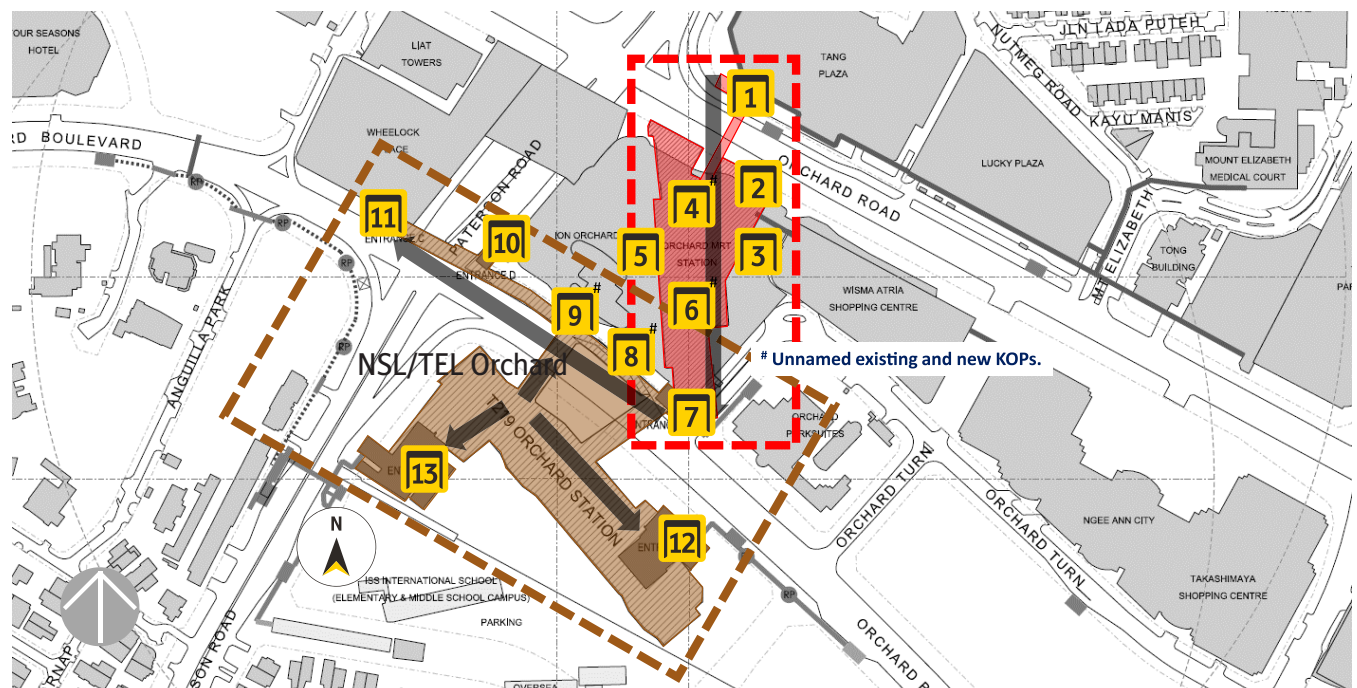
Interchange with Existing

- Numbering of exit codes start from existing (oldest) station, may not run in clockwise direction.
- Grouping of exit codes may not run in sequential order.

Exit codes for existing station in alphabets.



Exit codes for existing changed from alphabets to numerals. New station continues from existing. Orchard is complex with many KOPs and exits. Exception is applied.



Amenity & Facility Pictograms

4.5

Designed in context with the actual placement of the object/sign. These pictograms should always be seen in relation to the actual amenity they represent when deciding which to use and where to place them.

Application

MRT Signage System

Applicable on Information Points, Directional Signs and Placemarking Signs to represent Amenities. Refer to respective chapters on application guidelines on signs.

Third-Party

Use these pictograms to indicate Amenity(ies) of an MRT station.

Commuters will be able to cross-refer with external sources of information and station signs.

Obtaining Assets

PDF/SVG Format

Contact Land Transport Authority – Architecture Division Signage Team

Regulations

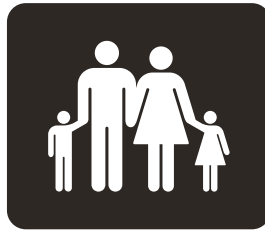
Amenity pictograms must always be used in relation to information pertaining to Singapore's RTS/MRT System.

Amenity Symbol Library (1)

4.5.1



1. Toilets



2. Family Toilet



3. Accessible Toilet



4. Child Cubicle



4. Baby Care Room



5. Passenger Service Centre



6. Information Point



7. Service Kiosks



8. Top-Up Kiosk



9. General Ticket Machine

10. Ticket Office /
Ticketing Service Centre

11. ATM

Amenity Symbol Library (2)

4.5.2



12. Retail (Stellar)



13. Baggage



14. Bicycle Parking



15. First Aid Room



16. Lift



17. Priority Users



18. Accessible Icon



19. Stair Lift



20. Ambulant Cubicle

21. Mobility &
Luggage-Friendly Access

22. You Are Here



23. Emergency Exits



24. Fire Extinguisher



25. Fire Hosereel

Transport Mode Logos and Pictograms

4.6

Designed in context with the actual placement of the object/sign. These pictograms should always be seen in relation to the actual transport mode they represent when deciding which to use and where to place them.

Application

MRT Signage System

Applicable on Information Points, Directional Signs and Placemarking Signs to represent Transport Modes. Refer to respective chapters on application guidelines on signs.

Third-Party

Use these pictograms to indicate other Transport Mode(s) in relation to the MRT station. Commuters will be able to cross-refer with external sources of information and station signs.

Obtaining Assets

PDF/SVG Format

Contact Land Transport Authority – Architecture Division Signage Team

Regulations

Modal pictograms must always be used in relation to information pertaining to Singapore's RTS/MRT System.

Transport Mode Symbol Library

4.6.1



MRT Logotype



MRT Logomark



MRT Train Pictogram



LRT Logotype



LRT Logomark



LRT Train Pictogram



Bus Logotype



Bus Logomark

Public Bus &
Bus Interchange

Bus Stop



Bus Stop Number



Single-Decker



Double-Decker



Walk



Cycle



Taxi



PUDO



Monorail



Cable Car



River Taxi



Cruise Centre



Ferry Terminal



Airport

Part B

Sign Graphics

Graphic Standards and Placement Guides of All Signs

Signage Hierarchy

1. Inform

Information Points strategically located throughout the station will enable commuters to self-help; finding information they need to plan their journey on the MRT network, and to identify exits in the station. Commuters can also look up information from any trusted external source (such as third-party websites, mobile apps and travel guide books) at any point of their journey. Hence the consistency in design and content throughout the signage system is crucial to direct commuters around the network wherever the source of info.

2. Direct

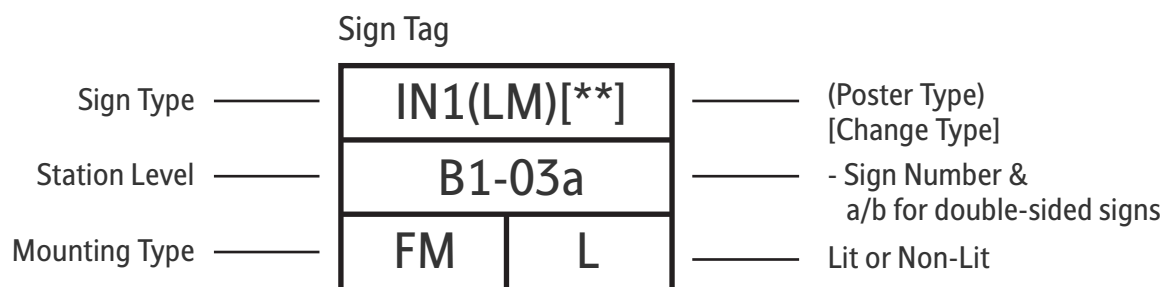
Directional Signs link commuters to different parts of the station and exits. Every commuter will have a different destination in mind, as such, it is important that the directional signs are consistent and easy to follow, without having to study directional signs. Directional signs should be concise, neutral and direct. Their primary function is to nudge and aid commuters' decision making to move efficiently around the station.

3. Confirm

By providing a sense of arrival, we can assure commuters of their decisions made. Placemarking each amenity and zone around the station, for example marking using line colours and line ID at entry point of linkways between interchanging lines and marking exits by displaying its Exit Code clearly, is thus crucial. Marking spaces also reduce probability of error, as compared to directing using an arrow.

Sign Tagging

To neatly label each sign on plan for quick reference.



Codes

Sign Type Examples

Information Signs: **IN1** / **IN2**

Directional Signs: **D1-5**

Exit Marker: **E1** / **E2**

Lift Related Signs: **LT-x**

**More sign codes in
TSM Volumes 1 and 2**

Mounting Types

Ceiling Mounted: **CM**

Projected Mounted: **PM**

Surface Mounted: **SM**

Roof Mounted: **RM**

Floor Mounted: **FM**

Floor Mounted Goal Post: **FM-G**

Floor Mounted Cantilevered: **FM-C**

Surface Mounted Recessed: **SM-R**

Poster Type Examples

System Map: **(SM)**

Locality Map: **(LM)**

Exit Directory: **(ED)**

**More sign codes in
TSM Volumes 1**

Change Type

Update of Graphics Only: **[u]**

Removal of existing sign, and
to be replaced with new sign.

Including laying new electrical cable
from designated DB room: **[**]**

Illumination

Lit Signs: **L**

Non-Lit Signs: **NL**

Part B Signs

Graphic standards and placement guides of all signs

5 Identification

- 5.1 MRT Caplet Sign
- 5.2 Station Name
- 5.3 Street Markers
- 5.4 Placement Guide

6 Information

- 6.1 Information Point
- 6.2 System Map
- 6.3 Locality Map
- 6.4 Exit Directory
- 6.5 Navigator
- 6.6 Operating Hours
- 6.7 Fare Chart
- 6.8 Platform Signs
- 6.9 Placement Guide

7 Direction

- 7.1 Decision Trees
- 7.2 Context
- 7.3 Compatibility
- 7.4 Dimensions
- 7.5 Modular System (DP Series)
- 7.6 Placement Guide

8 Amenities & Facilities

- 8.1 Priority Family
- 8.2 Accessibility
- 8.3 Lift
- 8.4 Station Facilities
- 8.5 Commuter Facilities

9 Confirmation

- 9.1 Exit Marker
- 9.2 Interfacing Developments
- 9.3 Placement Guide

10 Statutory, Safety Signs

- 10.1 Statutory Signs
- 10.2 Safety Signs
- 10.3 Others
- 10.4 Placement Guide

5. Identification



Principles and Key Functions

For pedestrians and motorists to identify MRT station entrances efficiently and accurately.

In this Section

- 5.1 MRT Caplet Sign
- 5.2 Station Name Sign
- 5.3 Street Markers
- 5.4 Placement Guide

MRT Caplet Sign

5.1

The MRT Caplet is a logo that represents the MRT Network. It identifies all entry points to the Network.

This must be applied on all station entrances, including facades of development that subsumes MRT station entrance(s), to inform commuters of an entrance within.

1. Lit Caplet Signbox (Double-Sided)



Flexible Mounting Methods based on site conditions:

- Side Mounted (Cantilevered)
- Bottom Mounted (on Roof)
- Ceiling Mounted
- Surface Mounted

2. Non-lit Caplet Sign



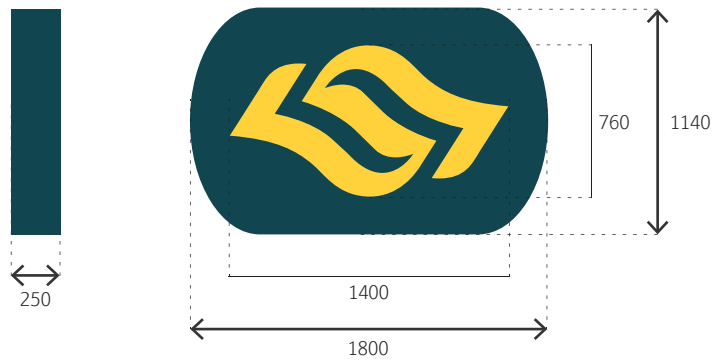
Surface mounted, preferably on clear glass surfaces. Variable size, based on site conditions and needs, scale proportionately. May be used as a supergraphic, or standard logo for remote lift entrances.

Caplet Box (Double-Sided)

5.1.1

M1

Mounted 6m
and **below**

**M2**

Mounted 6m
and **above**

**M3**

Surface
Mounted only



Station Name

5.2

The Station Name forms part of the brand identity of the MRT Station.

It is a confirmation sign upon arrival, before entering or leaving the network.

For bigger entrance, Station Name can be applied on all four sides while smaller entrance could have Station name on two sides

SN-1 For Entrance Portal (450mm H)

Catered for pedestrian view



1. MRT Logo
230mmH

2. Station Caplet
230mmH

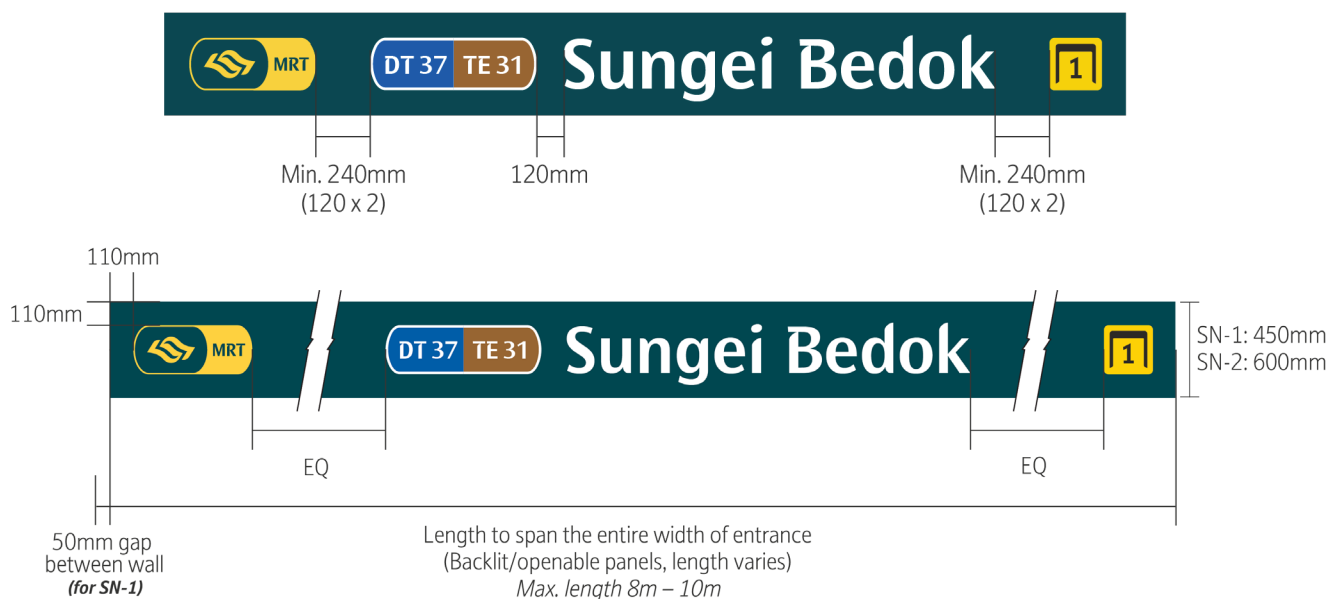
3. Station Name
930pt (200mmH Uppercase)
Only show line served by the entrance.

4. Exit Code
230mmH

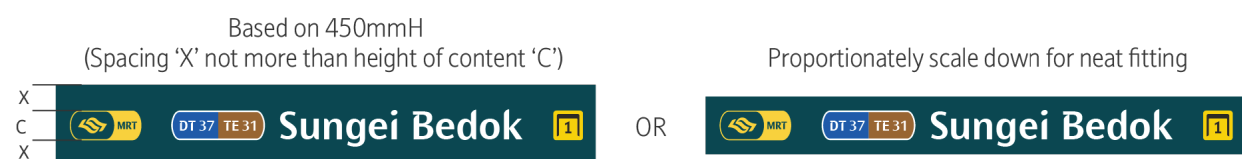
Spacing of Graphics

Indicated dimensions below are for SN-1.

SN-2 to be scaled proportionately.



Proportionately scale down content for short signbox



Refer to 9.1.1 and 9.2 for the reverse of this sign featuring outbound information (SN-D).

Some stations may feature surface mounted version of station name signs.

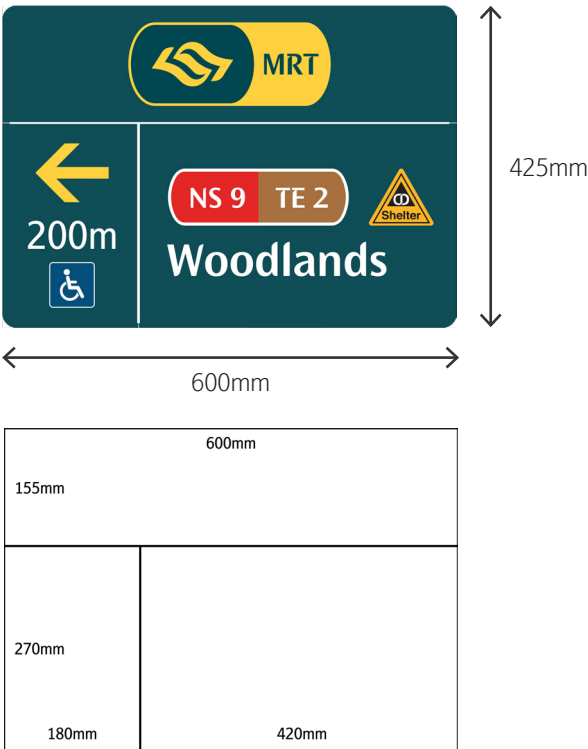
As such, the outbound information will be on a separate sign box of the same size.

Street Markers (Roadside)

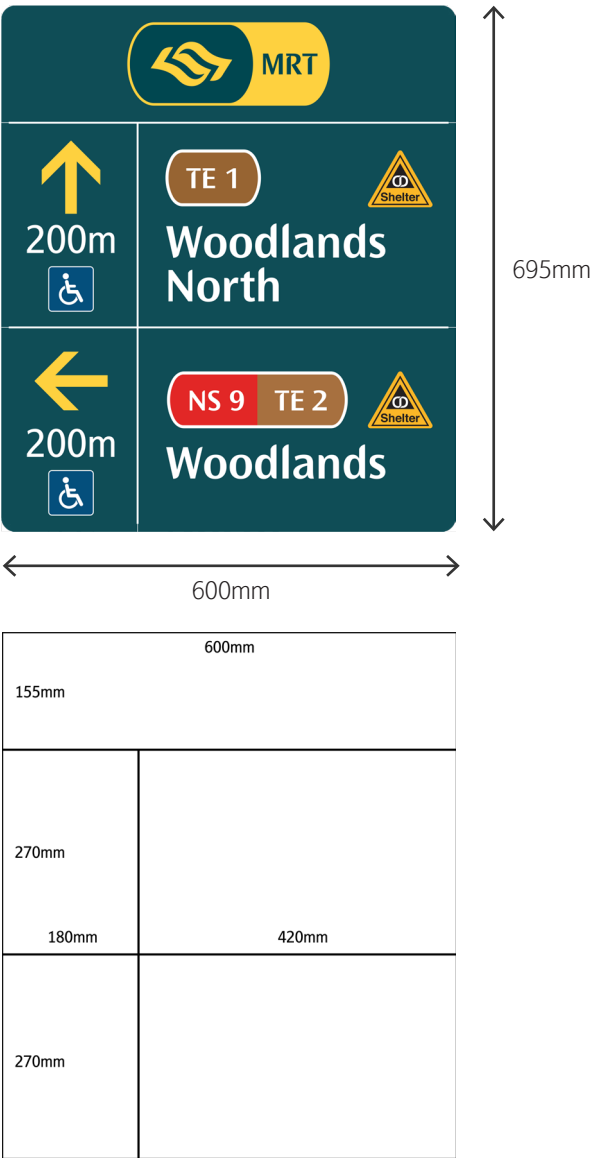
5.3

The Street Markers inform pedestrians and motorists of a station in the vicinity within approximately 400m radius of the station. Also planted along secondary and minor road(s) where necessary.

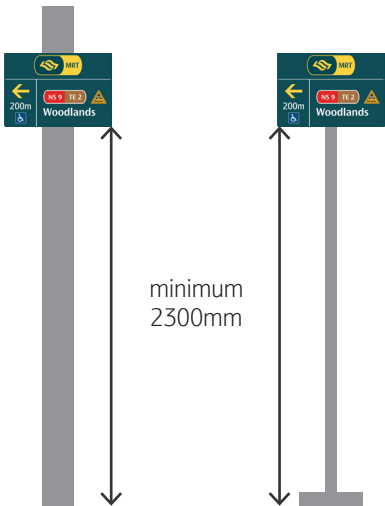
STM-R1 (Typical)



STM-R2 (2 Stations)



Mounted on lampposts or freestanding poles.



Grid is expandable to meet different needs (e.g. more stations). Refer to working file for graphic specifications.

Street Markers (Sheltered Walkway) 5.3.1

STM-S

Street Markers installed along sheltered walkways and surface mounted onto beams or ceiling.

Street Marker Placement

Street markers are installed along sheltered walkways and mounted on beams or ceilings.

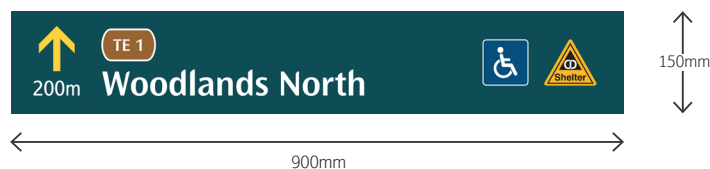
Placement should ensure clear wayfinding in situations such as:

- Station name not visible from the commuter's location.
- At pedestrian junctions, such as: pedestrian crossings, near bus stops, taxi stands or PUDO points, to aid immediate decision-making after alighting.
- At entrances lacking clear sightlines to escalators or lifts, signage should indicate their direction.
- In areas with high demand for directional signs to improve navigation.
- Install signage at any entrance more than 50 m away, especially when linking to another transport node.

Assess whether the route is a shared path. For shared paths, ensure a 2.4 m beam clearance

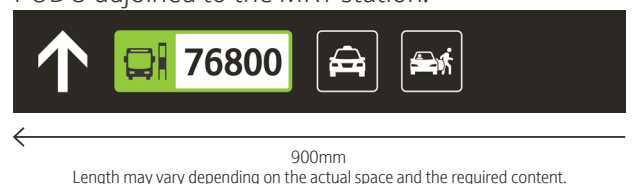
STM-S1

To signpost towards MRT Station

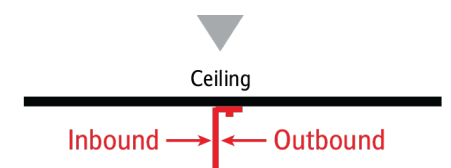
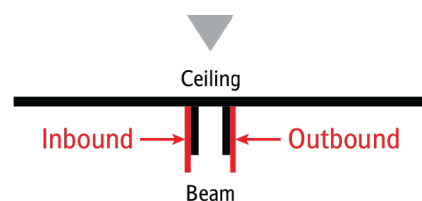
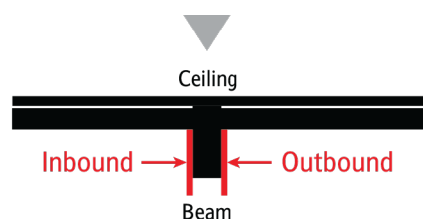


STM-S2

To signpost towards bus stop, taxi stand, and PUDO adjoined to the MRT station.



STM-S Mounting Guide

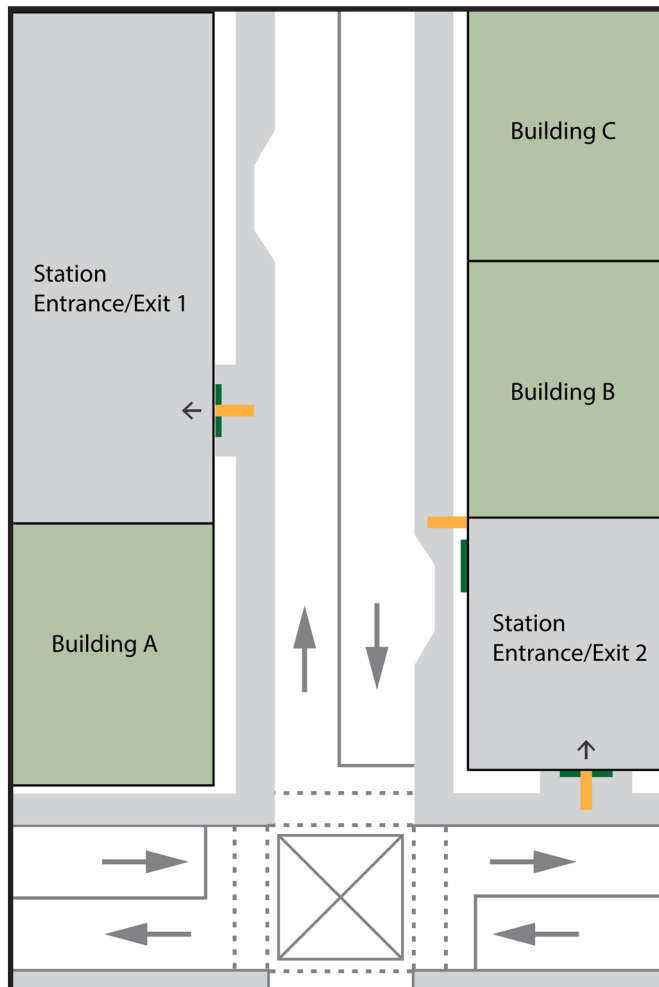


Note: Avoid mounting near lightings. No hanging poles required.

Identification Signs Placement Guide

5.4

Guiding principles to optimise sign placements for best visibility and result.



Caplet Box

Side Mounted Preferred

Maximises visibility for oncoming pedestrian and traffic.

Mounted near Entrances to indicate entry points.

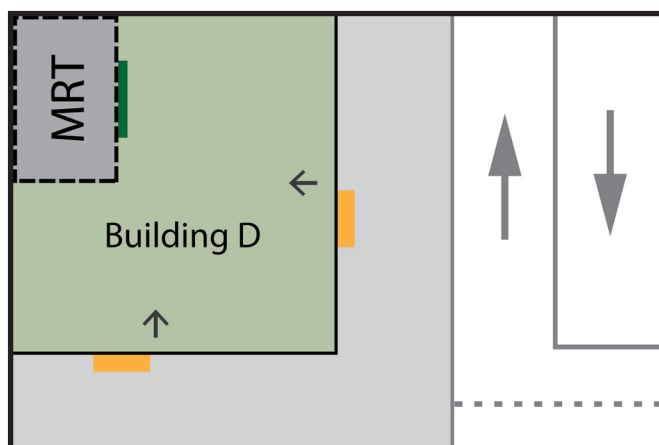
Station Name

Repeated for Visibility

For maximum visibility, plan this in conjunction with bus stops and PUDOs.

Be mindful of Sheltered Walkway

Position the station name at height that is favourable to commuters on buses and motorists on roads.



Subsumed Entrances

Caplet Box at Entrances

Private Development must feature the caplet box (surface or side mounted) at each entrance to indicate station entrance within development.



6. Information



Principles and Key Functions

Information provided should enable commuters to relate their desired destination to the MRT network and station. Commuters should expect a comprehensive list of exit and travel information, and will take some time at information points, before they proceed to navigate the station.

Information may be obtained from multiple sources even before commuters enter a station. It will be most beneficial when the information obtained externally correlates with the signage system for a seamless travel experience. Hence, it is important to also establish a common language even for third-party information providers to understand and adopt.

In this Section

Information Point	6.1	Information Point (IP)
	6.2	System Map (SM)
	6.3	Locality Maps (LM)
	6.4	Exit Directory (ED)
	6.5	Navigator (NV)
	6.6	Operating Hours (OH)
	6.7	Fare Chart
	6.8	Platform Signs
	6.9	Placement Guide

Information Point

6.1

Consolidated Information at a single point for easy reference

These info points are placed strategically in multiple areas around the station. This section details the various types of placement points and types of sign featured in Information Points.

Points to consider when deciding placement and provision

- General flow of Commuter, potential conflict zones when paths are crossed
- Commuter will take time to study information, hence space allocation is important

Location

Information Points must be located throughout the station.

A general guide for type of information that should be present at each point:

Entrance/Exits (Street Level)

- System Map
- Locality Map
- Exit Directory

Concourse (Paid/Unpaid)

- System Map (May be located near ticket machines)
- Locality Map
- Exit Directory

Platform (single discharge point; platform only leads to one level up/down)

- System Map
- Locality Map

Platform (when a choice needs to be made; platform leads to different levels for exits)

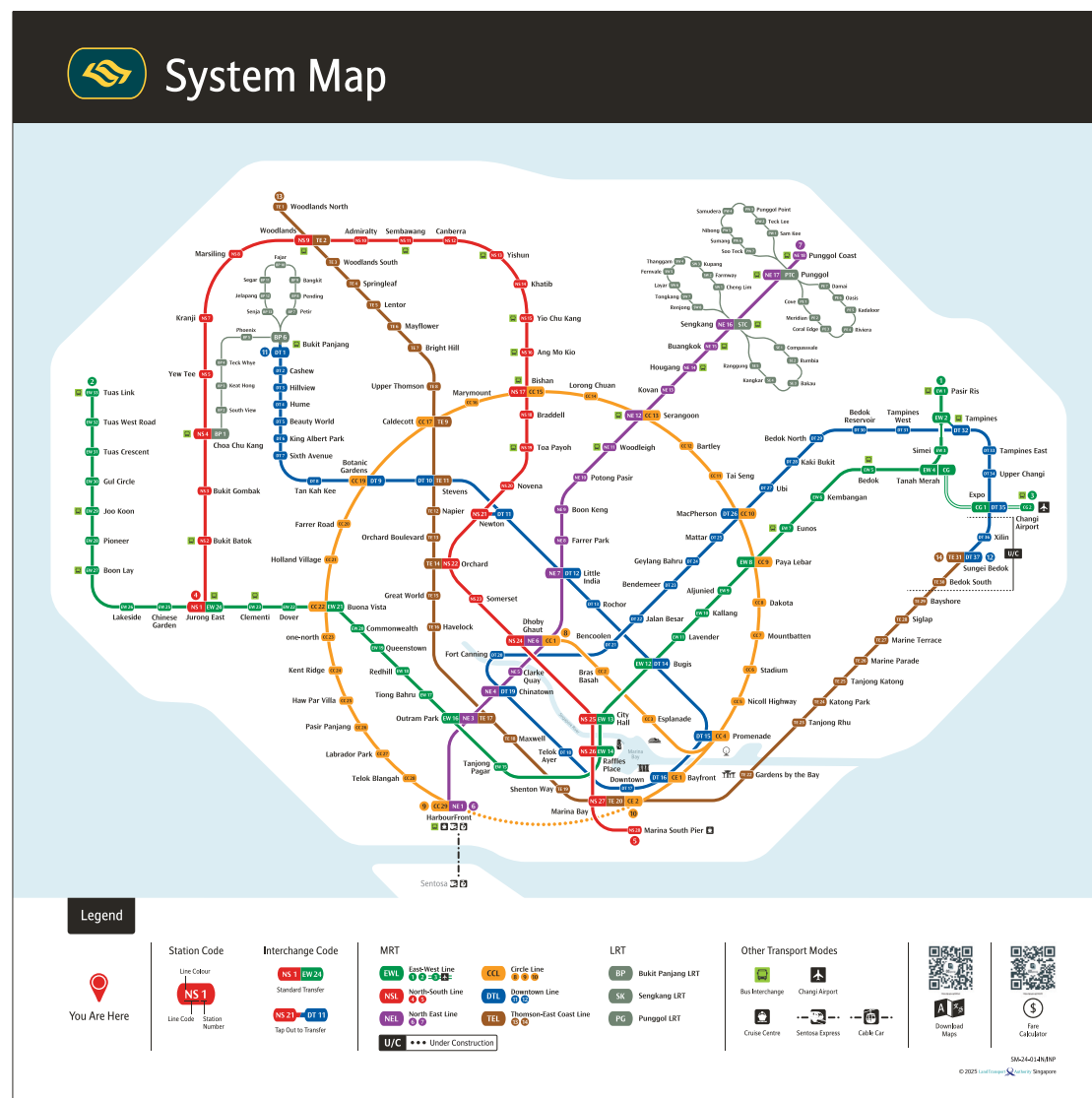
- System Map
- Locality Map
- Exit Directory

System Map (SM)

6.2

Purpose

Provides an overview of the Transport Network, for journey planning.



IN2 Box Size: 1500mm x 1500mm, **Poster Size:** 1430mm x 1430mm, **Viewing Size:** 1384mm x 1384mm

NOTE: The inclusion of stickers, such as "You Are Here" or "Under Construction (U/C)," is a necessary part of the submission requirement.

Obtaining Assets

JPEG Format - Download high resolution JPEG from LTA's website.

PDF Format - Contact Land Transport Authority – Architecture Division Signage Team

Regulation

Do not extract any elements to be used individually.

Do not modify the colours and typeface of any elements on the Map.

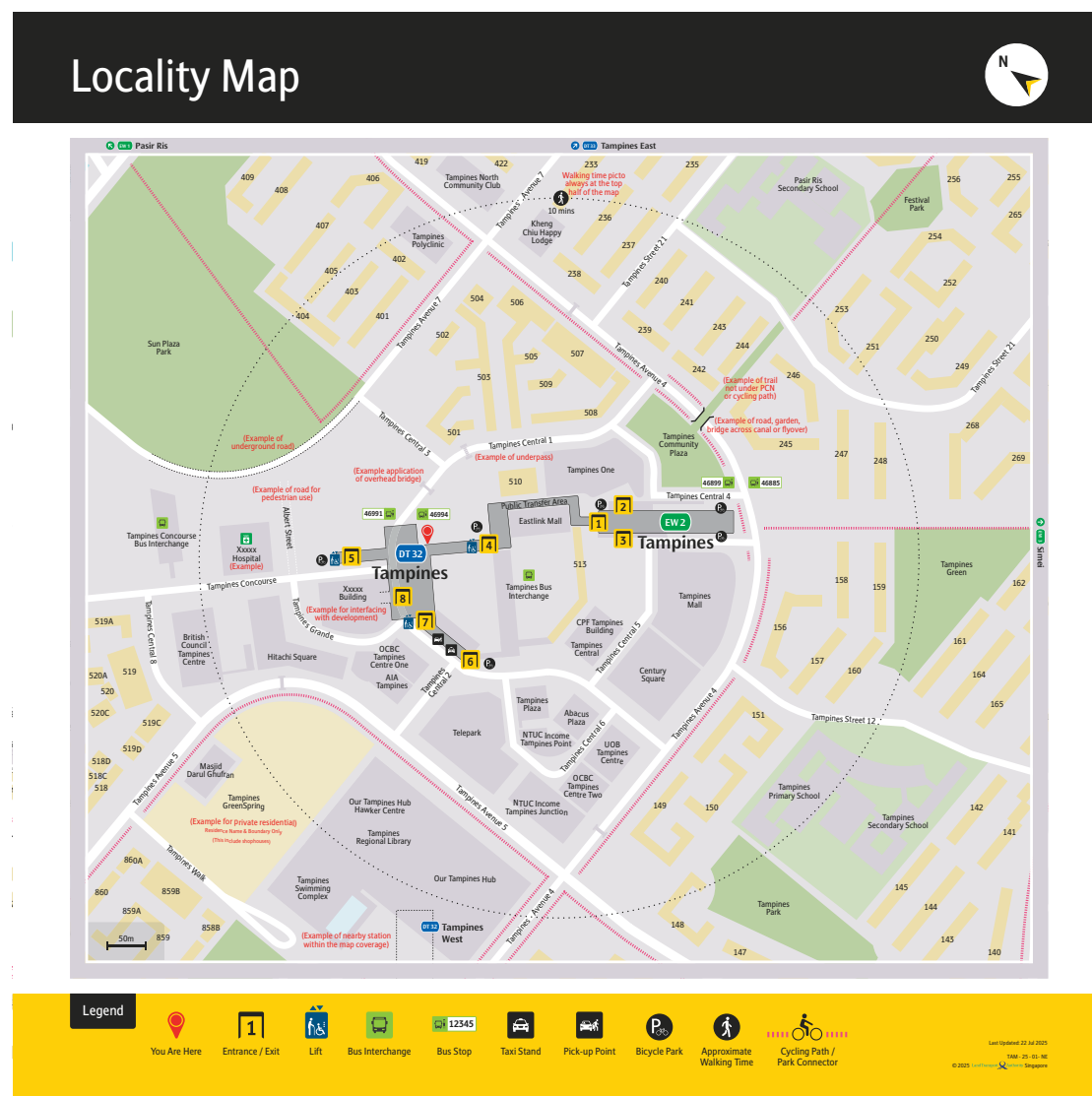
Do not distort the Map, always scale proportionately.

Locality Map (LM)

6.3

Purpose

Provide graphical context of other transport modes and developments surrounding station within 400m - 600m radius. Each map is to be rotated to viewer's angle per location of map in station.



IN2 Box Size: 1500mm x 1500mm, **Poster Size:** 1430mm x 1430mm, **Viewing Size:** 1384mm x 1384mm
Proportionately scale to fit existing NP3 signbox for stations before TEL.

NOTE: The inclusion of stickers, such as "You Are Here" or "Under Construction (U/C)," is a necessary part of the submission requirement.

Obtaining Assets

JPEG/PDF Format - Contact Land Transport Authority – Architecture Division Signage Team

Regulation

Follow colour guide and elements detailed in following pages.

Do not extract any elements to be used individually.

Do not modify the colours and typeface of any elements on the Map.

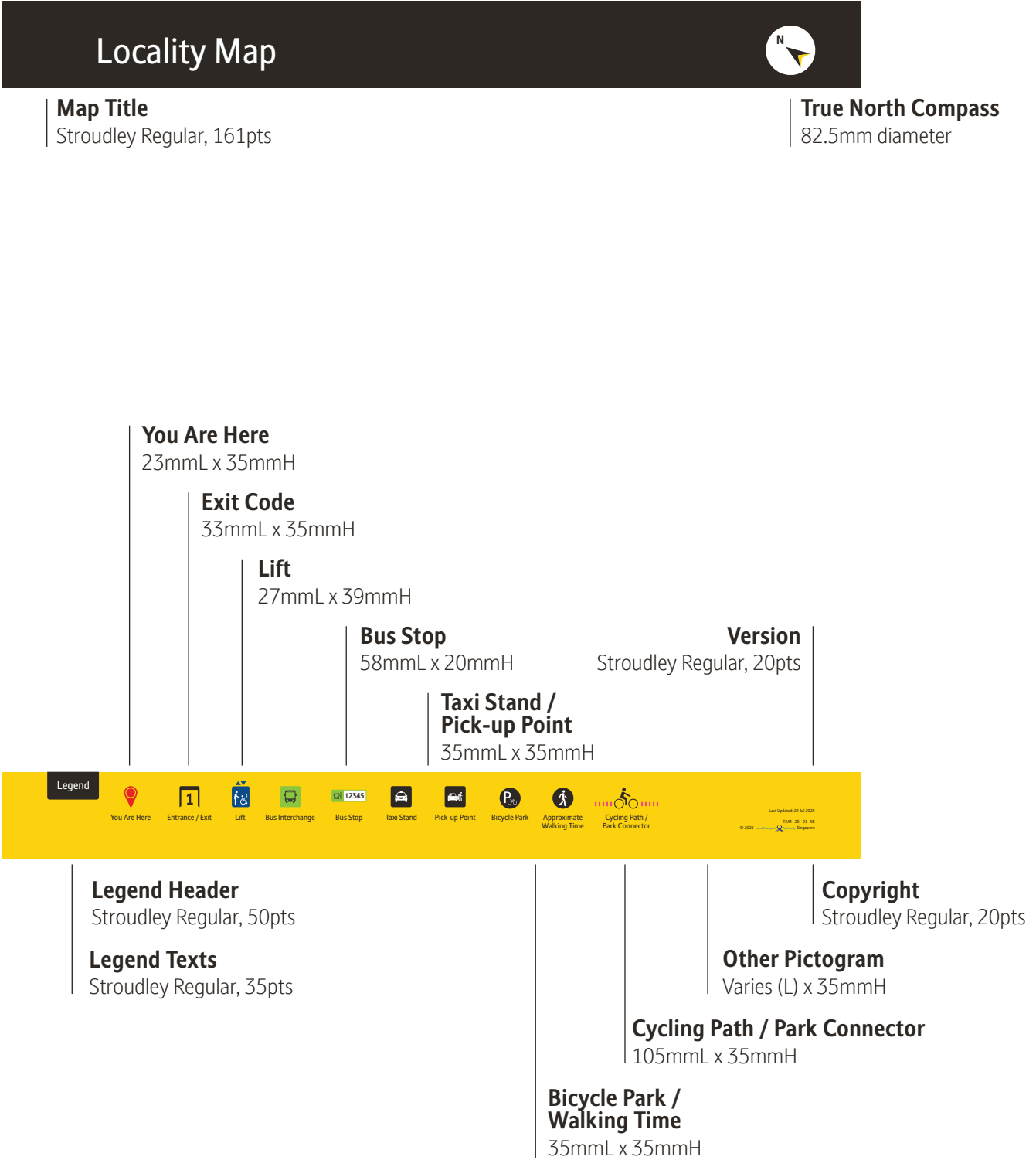
Do not distort the Map, always scale proportionately.

Contractor is responsible for proofreading and checking of graphical errors. Please be sure to double-check spelling, layout, and design before and after printing. If the final artwork contains errors after installation, the contractor is still responsible to make the change and bear the expenses for all reworks.

Locality Map (LM)

Header and Footer

6.3.1



Locality Map (LM) Elements

6.3.2



All dimensions based
on Poster Size at
1430mm x 1430mm

Map Border

Grey Width/Thickness: 20mm
White Width/Thickness: 3.5mm

Adjacent Station(s)

Arrow: 12mmH
Caplet: 12mmH
Name: LTA Identity, 4pts

Train Direction Arrows
aligned to MRT Line

Pictograms

- EW 2** **Station Caplet**
42mmL x 25mmH
- 1** **Exit Code**
25mmL x 25mmH
- Lift Pictogram**
16mmL x 25mmH
- Taxi Stand**
20mmL x 20mmH
- Pick-Up/Drop-Off**
20mmL x 20mmH
- Bus Interchange**
25mmL x 25mmH
- Bus Stop**
43.5mmL x 15mmH
5-Digit Code:
Stroudley Bold, 25pts

Texts

- Station Name**
LTA Identity, 70pts
- Content**
Stroudley Regular, 30pts
- Zone/District Names**
Stroudley Bold, 60pts
- Walking Time (5/10mins)**
Stroudley Regular, 30pts
*Move to avoid text overlapping
- Bicycle Park**
20mmL x 20mmH
*Move to avoid overlapping
elements, always upright.
- Walking Icon**
20mmL x 20mmH
*Move to avoid overlapping
elements, always upright.
- You Are Here**
16mmL x 25mmH

Lines/Strokes

- Road**
Stroke Weight: 25pts
- MRT / LRT Tracks**
Stroke Weight: 10pts
- Cycling Path**
Stroke Weight: 10pts
Dash: 4pts / Gap: 5pts
- Walking Time Radius**
Stroke Weight: 5pts
Dash: 0pts / Gap: 20pts
- Overhead Bridge**
- Underpass**

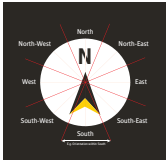
Next Page >

Application of Road Name, Bus, Taxi & PUDO

Locality Map (LM) Specific Applications

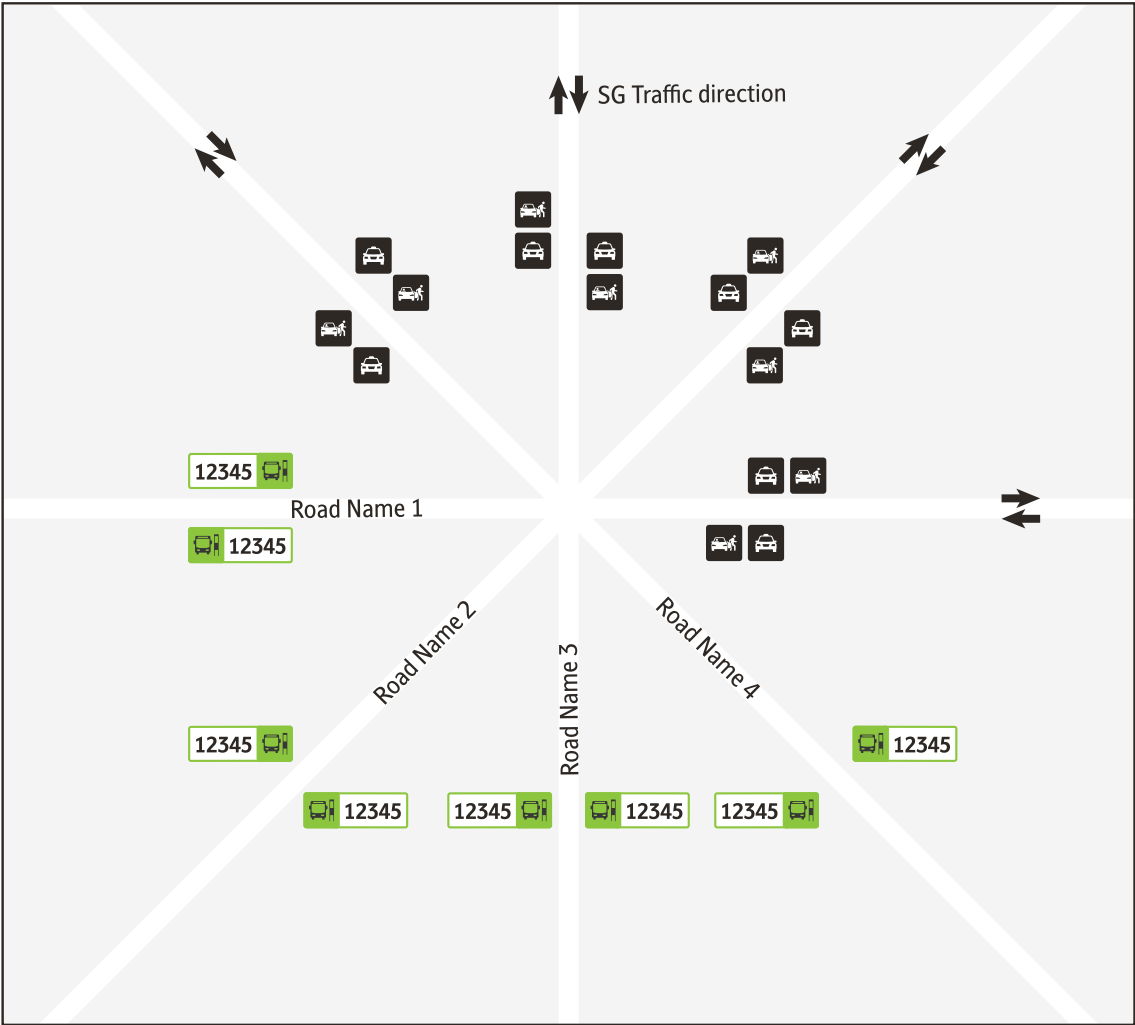
6.3.3

Compass applications



North (N)	North-West (NW)	West (W)	South-West (SW)	South (S)	South-East (SE)	East (E)	North-East (NE)

Road Name, Bus, Taxi & PUDO applications



Next Page >
Locality Map Colours

Locality Map (LM)

6.3.4

Colours

Standardised colours for all elements on Locality Maps.

	Header / Texts PMS Black C		Land (Background) PMS 663C (Tint: 60%)
	MRT Station Box PMS Black C (Opacity: 30%)		Map Border / OHB / UP / Commercial Building Profile Shape e.g Schools, Religious Places, Factories, Offices, Markets & Hawker/Food Centre, Dormitory & etc. (Non-Residential Building) PMS 664C
	Zone / District Names PMS Black C (Tint: 50%)		Roads White
	Exit Codes / Footer PMS 109C		HDB Residential Blocks / MSCP Profile Shape PMS 7499C
	Lifts PMS 301C		Private Residential Estates Boundaries e.g Condo, Apartment, Bangalows & etc. PMS 7499C (Tint: 50%)
	Bus PMS 375C		Water C12 M2 Y3 K0
	You Are Here PMS 485C		Park / Garden / Fields (Stadium) PMS 580C
	Cycling Path / Park Connector PMS 205C		Schools / Institutions / Health Campus Boundaries PMS 580C (Tint: 50%)
	Map Scale (Box) PMS Black C (Opacity: 10%)		

6.3.5

Locality Map (LM)
Content Entry Criteria

Provide graphical context of developments surrounding station in approximately 400m - 600m radius. The map base content shall be obtained from *OneMap.sg*. This criterion governs how much content can be shown on the map to ensure readability and clarity.

Criterion for Landmark to be featured on Locality Map

Landmark must meet both Criteria A and B.

A. Basic Criteria	
Landmark is in approximately 400m - 600m radius of station box. For CBD area, the radius will be 300-400m from station box.	
+	
B. Type of Landmark	
Public 1. Transport Facilities 2. Major Healthcare Institutions (Hospital, Polyclinic, Health centres, etc.) 3. Public Service Facilities (Police Centre/Post, CD Shelter, etc.) 4. Educational Institutions 5. Civic & Community Institutions (C&CI) 6. Places of Worship 7. Public Parks and Gardens	Residential & Commercial 1. Block Numbers/Names of HDB Estates 2. Names of Private Residential Developments/Estates (No block number required) 4. Places of Interest/Tourism Precincts (Sanctioned by Singapore Tourism Board and National Heritage Board) 5. Office/Commercial Buildings 6. Business Parks/Precincts 7. Shopping Malls 8. Hotels 9. Shophouses (only building profile/shape)

Note: No discrimination is intended for buildings not captured under the criteria listed.

It's important for building and road names to use their full names, avoiding abbreviations, acronyms (short forms). This helps maintain clarity and prevents confusion, ensuring a complete understanding of the specific locations or structures being referred to.

Updating of existing sign: Public Transport Operators (PTOs) shall update signs affected by changes in the vicinity (e.g. road name / building name change). **For developers** who wish to update signage content, kindly inform LTA and PTOs via respective feedback portals.

Exit Directory (ED)

6.4



ED (Type A)

ED (Type B)

IN2 Box Size: 600mmL x 1500mmH, **Poster Size:** 530mmL x 1430mmH, **Viewing Size:** 484mmL x 1384mmH
Proportionately scale to fit existing NP2 signbox for stations before TEL.

Purpose

To list surrounding developments in approximately 400m radius, and key amenities of the station. List shall run in **Alphabetical order** for quick search and reference of various landmarks/road names.

Use Type A for majority of stations. Use Type B for stations where 5 and above landmarks can be grouped into related categories.

Obtaining Assets

Ai Format Template - Contact Land Transport Authority – Architecture Division Signage Team

Regulation Follow colour guide and grid system shown on following pages.

- Do not** extract any elements to be used individually.
- Do not** modify the colours and typeface of any elements on the Directory.
- Do not** distort the Directory, always scale proportionately.

Contractor is responsible for proofreading and checking of graphical errors. Please be sure to double-check spelling, layout, and design before and after printing. If the final artwork contains errors after installation, the contractor is still responsible to make the change and bear the expenses for all reworks.

Exit Directory (Type A) Content and Layout

6.4.1

Use same editable Adobe Illustrator (.ai) file to insert Landmark name and relevant Exit Codes.

Amenities section shall stay at bottom of directory regardless of list length.

Option 1: Digitally-printed graphics on 0.25mm thick translucent polyester backlit film with matt overlaminate.

Option 2: Print blank yellow poster with grid, print content on clear stickers for updates in the future.



All dimensions based on Poster Size
530mm x 1430mm

Next Page >
Type B

Exit Directory (Type B)

6.4.2

Content and Layout

Use same editable Adobe Illustrator (.ai) file to insert Landmark Category, Landmark name and Exit Codes.

Amenities section shall stay at bottom of directory regardless of list length.

- Option 1: Digitally-printed graphics on 0.25mm thick translucent polyester backlit film with matt overlaminate.
- Option 2: Print blank yellow poster with grid, print content on clear stickers for updates in the future.

Map Title

Stroudley Regular, 161pt

Category Header

Stroudley Bold, 80pt

Content

Stroudley Regular, 80pt

Dividers

2.5pt

Amenities Footer

Flexible space
See 6.4.3

Exit Directory

Landmark Category

Landmark

1

Landmark

3

Landmark

1

Landmark

2

Landmark

1

Landmark

1

Landmark Category

Landmark

1

Landmark

3

Landmark

2

Landmark

3

Landmark

3

Landmark

4

Landmark

5

Bus Stop

46989

1

46981

2

46991

3

46999

4

Taxi

2

3

Pick-Up

2

3

4

Page

Stroudley Light, 161pt
To indicate when there are more than 1 list.

Exit Codes

25mmH
*Resize Proportionately

Gap

Delete above content row,
delete exit codes.

Header / Texts / Icons

PMS Black C

Background

PMS 109C

All dimensions based on Poster Size

530mm x 1430mm

Next Page >

Amenities Footer

Vol 1: Graphic Standards

6. Information

6.4.2 Exit Directory
Content & Layout Type B

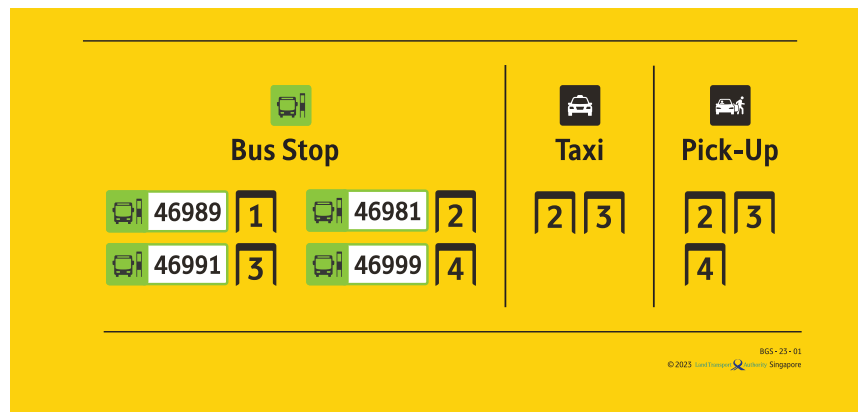
Exit Directory

Amenities Footer

6.4.3

Flexible space to incorporate station specific amenities.

Below are a list of possible content to be displayed under this section.



Headers

Stroudley Bold, 50pts

Icons

25mmH

Refer to graphic working file.
Flexible to adjust to meet specific needs.

Standard across all stations:

- Bus Stops attached to station
- Taxi Stand(s) attached to station
- PUDO(s) attached to station
- Exit(s) with no lift access (where applicable)

Meeting specific station needs:

Subject to approval by LTA Architecture, Signage Team

Examples:

- Shuttle bus service for hospital campus
Outram Park Station for SGH
- Designated private bus pick-up bays
Jurong East Station

**All dimensions based on
Poster Size at 530mm x 1430mm**

Next Page >
Content Entry Criteria

Exit Directory

Content Entry Criteria

6.4.4

List of developments surrounding station in approximately 400-600m radius.
This criteria governs how much content can be shown to ensure readability and clarity.

Criterion for Landmark to be featured on Exit Directory

Landmark must meet both Criteria A and B.

A. Basic Criteria	
Landmarks within 400m - 600m radius of station box. For CBD area, the radius will be 300-400m from station box.	
+	
B. Type of Landmark	
Public 1. Government/Civic Buildings/ Public Service Facilities (Fire Station/Police Centre/Post etc.) 2. Major Healthcare Institutions (Hospital, Polyclinic, Health centre, etc.) 4. Educational Institutions 5. National Monument 6. Places of Worship 7. National Parks & Gardens by NParks 8. Road Names (by/beside MRT entrance) 9. Transport Facilities & Integrated Hub (Bus Interchange) 10. Landscape Nurseries 11. Adjacent MRT/LRT station name 12. Mixed-use Development (Residential/Retail/Commercial)	Commercial 1. Places of Interest/Tourism Precincts (Sanctioned by Singapore Tourism Board and National Heritage Board) 2. Office/Commercial Buildings (JTC, Capitaland, Lendlease building etc.) 3. Business Parks/Precincts 4. Shopping Malls 5. Hawker Centre/Market Building
Note: No discrimination is intended for buildings not captured under the criteria listed.	

It's important for building and road names to use their full names, avoiding abbreviations, acronyms (short forms). This helps maintain clarity and prevents confusion, ensuring a complete understanding of the specific locations or structures being referred to.

Updating of existing sign: Public Transport Operators (PTOs) shall update signs affected by changes in the vicinity (e.g. road name / building name change). **For developers** who wish to update signage content, kindly inform LTA and PTOs via respective feedback portals.

Navigator (NV)

6.5

Purpose

For complex station layouts, this diagram aids users to identify the location of escalators, stairs and lifts along the same level. This is only necessary when the level in a complex station (i.e. Interchange Station) has escalators that leads to different levels.

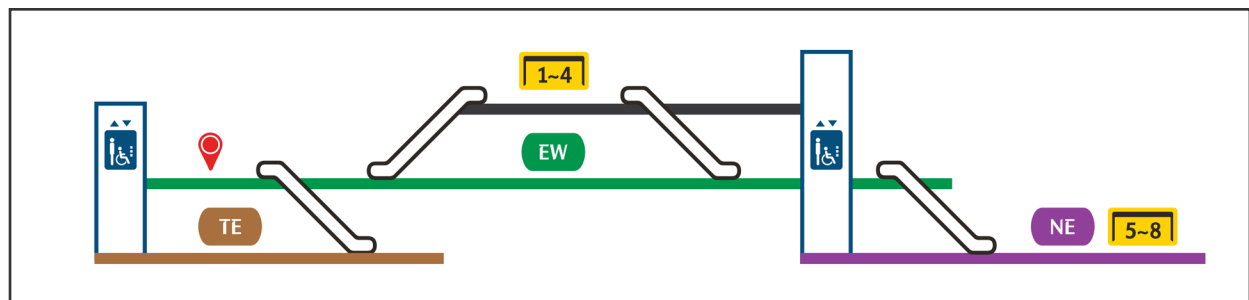
For example, Outram Park Station's East West Line Platform, has 3 sets of escalators. each serves a different path. One leads upwards to exits, one leads to underpass to Thomson-East Coast Line and one leads to underpass to North East Line.

This may co-exist with SM/LM/ED as part of an Information Point.

Placement should be in context with corresponding Directional Signs/Information Points.

Can be presented as a non-illuminated supergraphic on wall surface.

Minimum size: 1500mmW x Variable Height



Obtaining Assets

PDF Format Template - Contact Land Transport Authority – Architecture Division Signage Team

Operating Hours (OH)

6.6

Purpose

Placed at every station entrance before shutter for reference even when station is closed.
This table details daily operating hours for each trainbound served by the station.

TE 3

Woodlands South

兀兰南 詹厝港 巴里

Train to	First Train		Last Train
	Monday to Saturday	Sunday & Public Holiday	
TE 1 Woodlands North	0.00am	0.00am	00.00pm
TE 9 Caldecott	0.00am	0.00am	00.00pm
TE 14 Orchard	0.00am	0.00am	00.00pm
TE 22 Gardens by the Bay	0.00am	0.00am	00.00pm

DT 10 TE 11

Stevens

史蒂芬 史丹美拿

Train to	First Train		Last Train
	Monday to Saturday	Sunday & Public Holiday	
DT 35 Expo	0.00am	0.00am	00.00pm
DT 1 Bukit Panjang	0.00am	0.00am	00.00pm

EW 16 NE 3 TE 17

Outram Park

欧南园 詹厝港 巴里

Train to	First Train		Last Train
	Monday to Saturday	Sunday & Public Holiday	
EW 33 Tuas Link	0.00am	0.00am	00.00pm
EW 1 Pasir Ris	0.00am	0.00am	00.00pm
EW 2 Changi Airport	0.00am	0.00am	00.00pm

Train to	First Train		Last Train
	Monday to Saturday	Sunday & Public Holiday	
NEL 1 HarbourFront	0.00am	0.00am	00.00pm
NEL 12 Ponggol	0.00am	0.00am	00.00pm

Train to	First Train		Last Train
	Monday to Saturday	Sunday & Public Holiday	
TE 1 Woodlands North	0.00am	0.00am	00.00pm
TE 9 Caldecott	0.00am	0.00am	00.00pm
TE 14 Orchard	0.00am	0.00am	00.00pm
TE 22 Gardens by the Bay	0.00am	0.00am	00.00pm

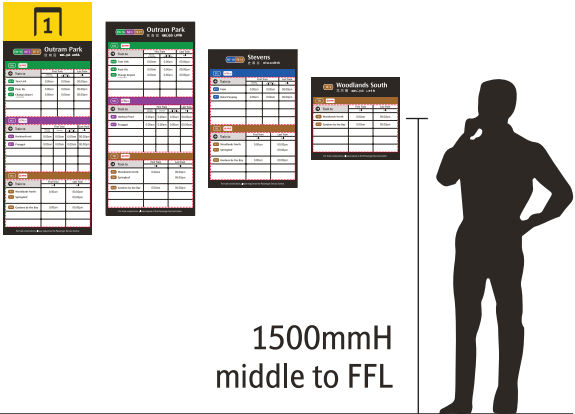
OH(1) 450mmL x 420mmH

OH(2) 450mmL x 700mmH

OH(3) 450mmL x 980mmH

Size and Placement

Contractor to propose location of OH on drawing with superimposed photos of entrance portal and/or transfer linkway (boundary).



Obtaining Assets

PDF Format Template - Contact Land Transport Authority – Architecture Division Signage Team

Operating Hours (OH)

Custom Signs

6.6.1

Include Exit Code above

For entrance portal
without Station Name
(SN) sign or signbox.

200mmH

EWL

EW 16

NE 3

TE 17

Outram Park

歐南園 歐南園 歐南園

Train to	First Train	Last Train
EW 33 Tuas Link	0.00am	00.00pm
EW 1 Pasir Ris	0.00am	00.00pm
CG 2 Changi Airport	0.00am	00.00pm

NEL

NE 1

NE 17

Train to	First Train	Last Train
NE 1 HarbourFront	0.00am	00.00pm
NE 17 Punggol	0.00am	00.00pm

TEL

TE 1

TE 14

TE 22

Train to	First Train	Last Train
TE 1 Woodlands North	0.00am	00.00pm
TE 14 Caldecott	0.00am	00.00pm
TE 14 Orchard	0.00am	00.00pm
TE 22 Gardens by the Bay	0.00am	00.00pm

For train connections, please enquire at the Passenger Service Centre.

450mmL x 1180mmH
with Exit Code header

For fitting to existing
floor mounted sign

EWL

EW 16

NE 3

TE 17

Outram Park

歐南園 歐南園 歐南園

NEL

NE 1

NE 17

TEL

TE 1

TE 14

TE 22

For train connections, please enquire at the Passenger Service Centre.

Custom OH
450mmL x 1250mmH
with Exit Code header



Remove existing signface
prior to new installation.

This part is sticker

This part is sticker

This part is sticker

Operating Hours (OH)

Line & Timing Content

6.6.2

Types of MRT Lines & Operators

430mmL x 40mmH



Timing & Content (Sticker)

430mmL x 240mmH

Timing & content to be advised by respective operators.

North-South Line

➡ Train to	First Train		Last Train
	Monday to Saturday	Sunday & Public Holiday	
NS29 Marina South Pier	0.00am	0.00am	00.00pm
NS1 Jurong East	0.00am	0.00am	00.00pm
NS7 Kranji	0.00am	0.00am	00.00pm

East-West Line

➡ Train to	First Train		Last Train
	Monday to Saturday	Sunday & Public Holiday	
EW22 Tuas Link	0.00am	0.00am	00.00pm
EW9 Pasir Ris	0.00am	0.00am	00.00pm
EW2 Changi Airport via Tanah Merah	0.00am	0.00am	00.00pm

North-East Line

➡ Train to	First Train		Last Train
	Monday to Friday	Saturday	
NE1 HarbourFront	0.00am	0.00am	00.00pm
NE17 Punggol	0.00am	0.00am	00.00pm

Downtown Line

➡ Train to	First Train		Last Train
	Monday to Saturday	Sunday & Public Holiday	
DT35 Expo	0.00am	0.00am	00.00pm
DT1 Bukit Panjang	0.00am	0.00am	00.00pm

Thomson-East Coast Line

➡ Train to	First Train		Last Train
	Monday to Saturday	Sunday & Public Holiday	
TE1 Woodlands North	0.00am	0.00am	00.00pm
TE9 Caldecott	0.00am	0.00am	00.00pm
TE14 Orchard	0.00am	0.00am	00.00pm
TE22 Gardens by the Bay	0.00am	0.00am	00.00pm

Circle Line

➡ Train to	First Train		Last Train
	Monday to Saturday	Sunday & Public Holiday	
CC29 HarbourFront	0.00am	0.00am	00.00pm
CC28 Pasir Panjang			00.00pm
CC23 one-north			00.00pm
CC1 Dhoby Ghaut	0.00am	0.00am	00.00pm
CC7 Mountbatten			00.00pm
CC18 Bartley			00.00pm

OR

➡ Train to	First Train		Last Train
	Monday to Saturday	Sunday & Public Holiday	
CC4 Stadium	0.00am	0.00am	00.00pm

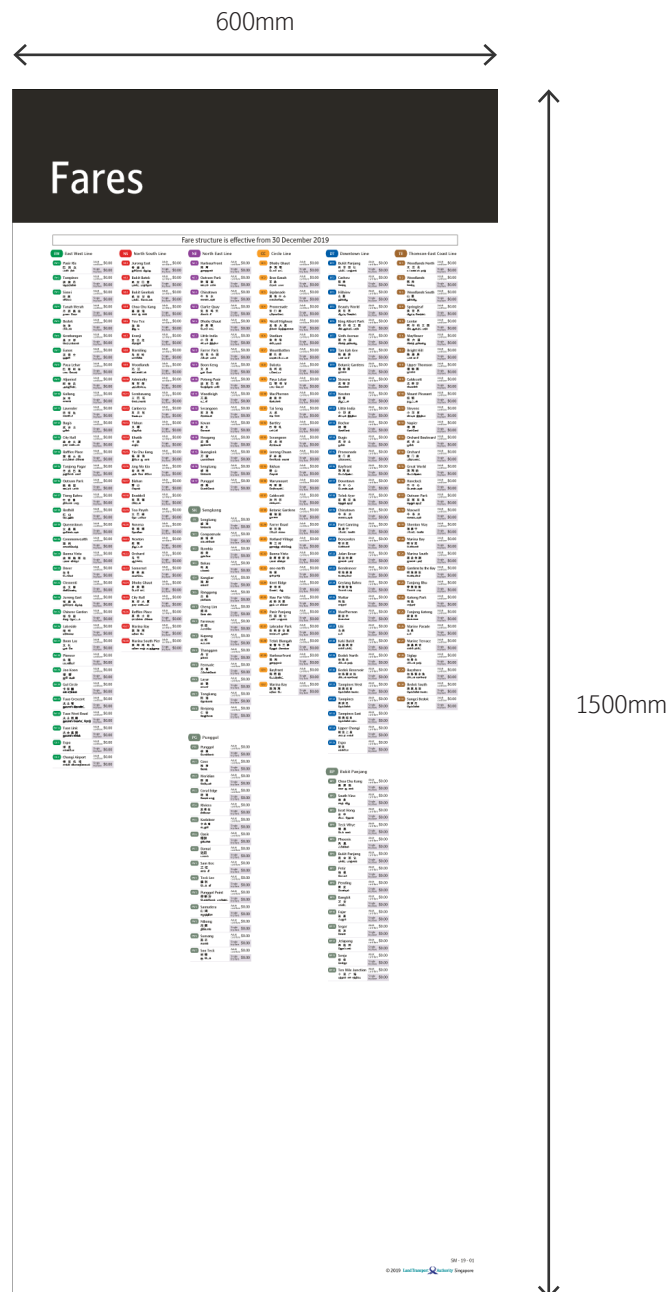
Fare Chart (FC)

6.7

For reference only - no longer in use since 2023.

Purpose

Provide fare information. Non-lit poster sign, placed near General Ticketing Machine.



Platform Signs

6.8

Purpose

Overview of train route information to aid commuters in decision making.

By presenting travel information along the entire platform it will encourage commuters to spread along the platform, instead of crowding near the escalator landings.

Signs for Underground Stations

P-SN Station Name

P-RD Route Diagram

P-TD Train Destination

P-ID Platform ID (Presented with P-TD)

P-P Platform Priority Boarding

P-SRD Platform Single Route Diagram

Signs for Elevated Stations

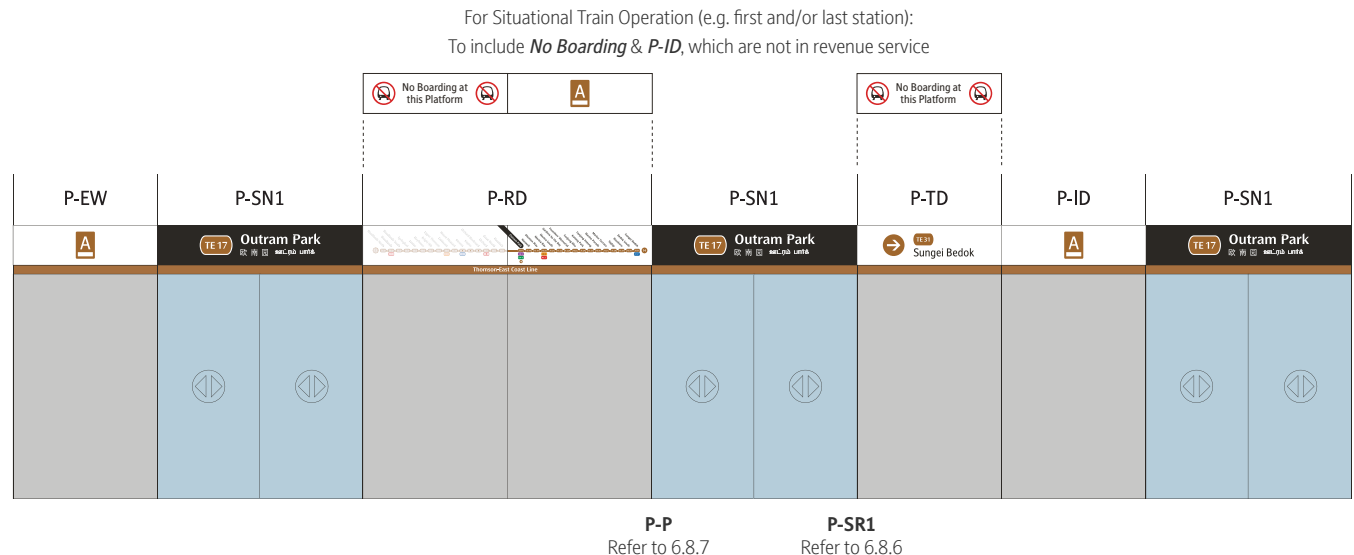
P-SN(E) Elevated Station Name

P-RD Route Diagram

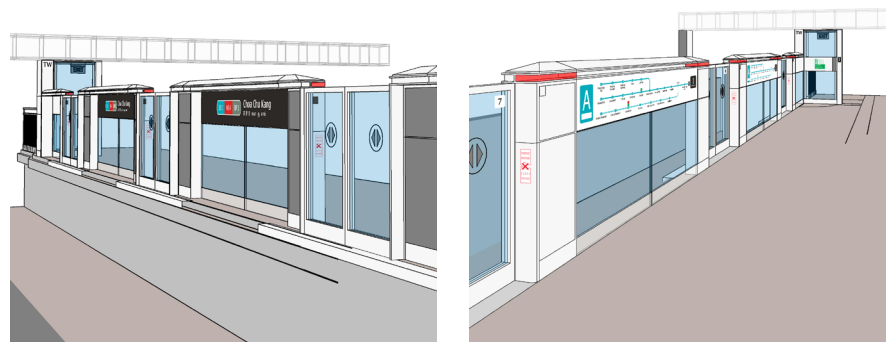
P-P Platform Priority Boarding

Example of System Wide PSD

Illustrated with TEL PSD



Illustrated with JRL PSD



Trackside P-SN(E)

Platform P-RD

Station Name (P-SN)

6.8.1

Purpose

Repeated along entire platform, above Platform Screen Doors and on walls/columns.

To facilitate alighting passengers as a confirmation of arrival.



Types of Station Name Signs

PSD Station Name P-SN1

Placed above PSDs to inform commuters of current station. Also serves as a confirmation marker for alighting passengers on the opposite platform, hence aligned to each door.

Platform Station Name P-SN2

For side-platforms, placed on walls facing PSDs. For elevated stations, placed on parapet.

Elevated Station Name P-SN(E)

For elevated stations, placed facing the trackside for commuters in-train.

Platform ID (P-ID/P-EW)

6.8.2

Purpose

Identifies each platform in the station using alphabets and Line colours.

Platform ID should run consecutively when an existing station is upgraded to an interchange station. No two platforms in a station should carry the same ID.



Repeat **P-ID** next to **P-TD**, and use **P-EW** on last header panels at both ends of platform.

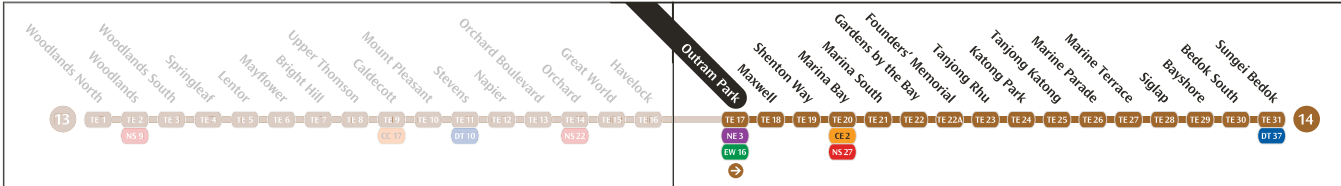
PSD Route Diagram (P-RD)

6.8.3

Purpose

Provides train direction information in a linear diagram.

Repeated along entire platform, on header panels. Alternating with P-TD.



PSD Train Direction (P-TD)

6.8.4

Purpose

Indicates end destination for train direction. Placed next to P-ID.

Repeated along entire platform on header panels. P-TD & P-ID combo alternates with P-RD.

Typeface

TEL: LTA Identity

All Other Lines: Stroudley Bold



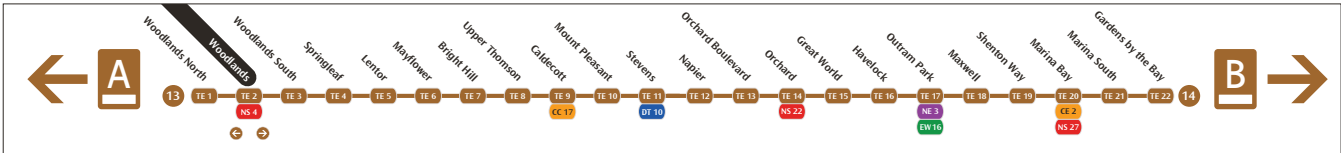
PSD Line Diagram (P-LD)

6.8.5

Purpose

Provides train direction information in a linear diagram facing escalator landing.

To aid commuter in decision making on elevated platforms (i.e NS,EW,JR,etc.).



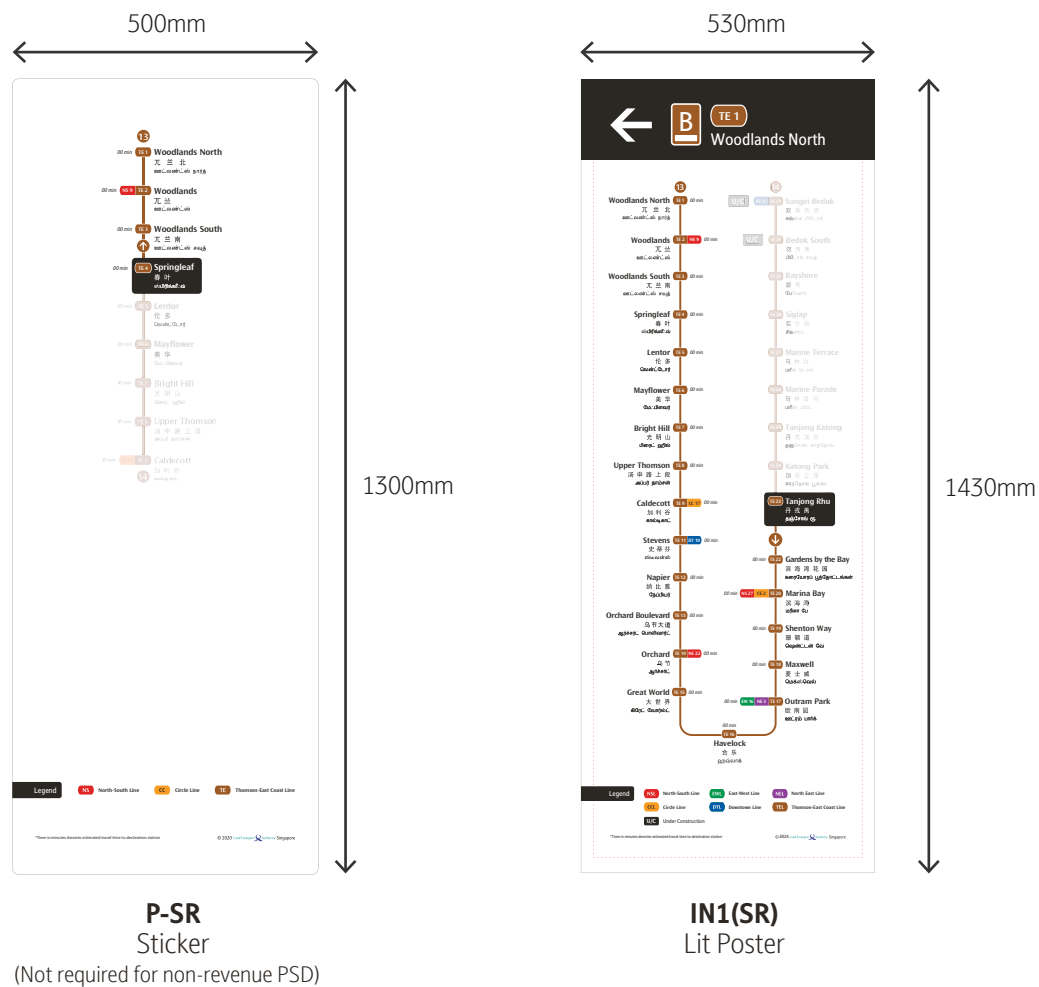
Vertical Route Diagrams (P-SR)

6.8.6

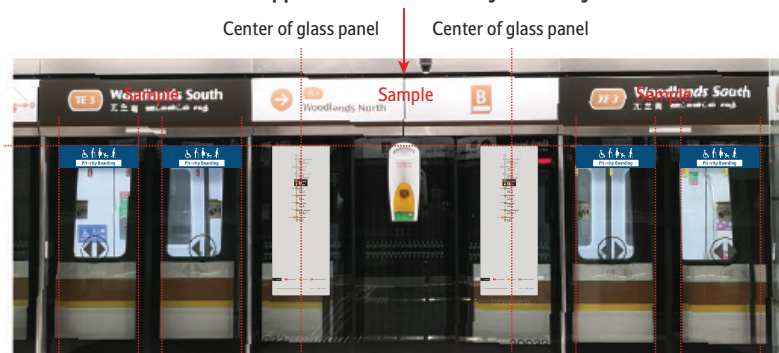
Purpose

To provide train direction in a diagrammatic format, to be placed on Fixed Panels next to Emergency Stop Plunger in the middle of the platform, in conjunction with Platform Priority Boarding Signs.

Note: Red dotted line depicts viewing size.



P-SR applicable near to Priority door only



PSD Priority Boarding (P-P)

6.8.7

Part of Priority Family (See 2.4.1)

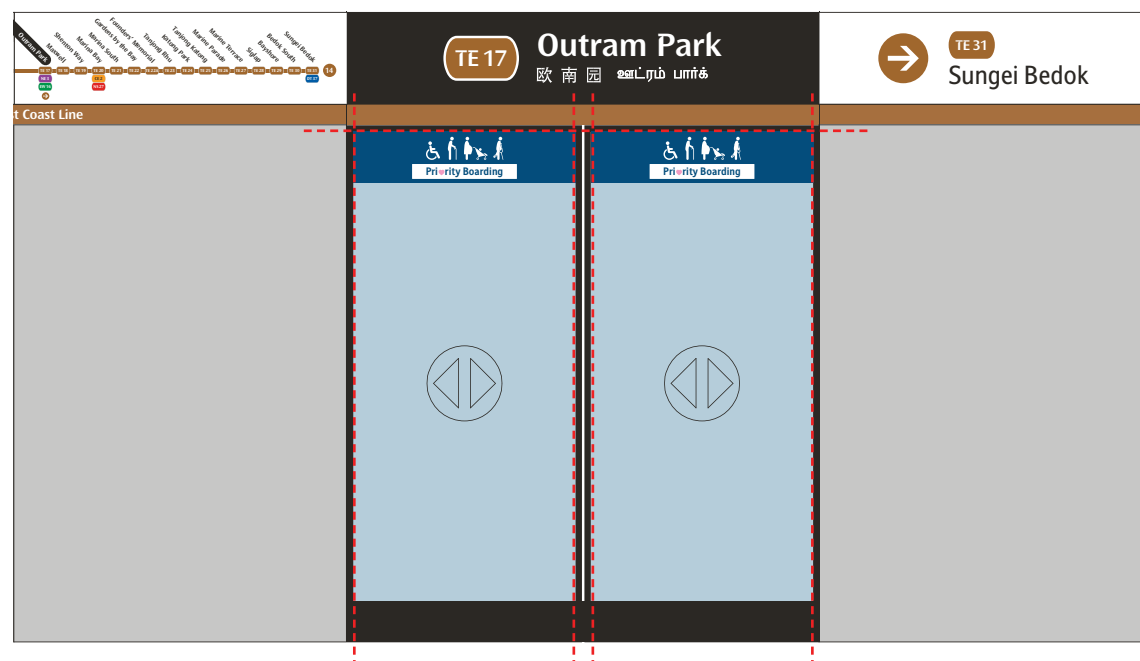
Purpose

Indicates Platform Screen Door for Accessible Cabins.

Size and Placement

Placed on doors that serves accessible cabins. Flushed to the top of each door.

Length of sign to fit glass panel on respective PSDs.

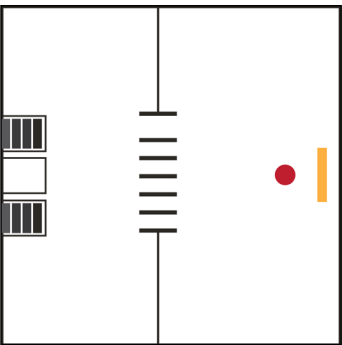


Information Point

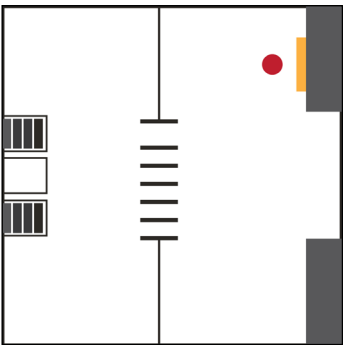
Placement Guide

6.9

The following diagrams illustrate the optimal Information Point placements in relation to space in different scenarios at concourse level.

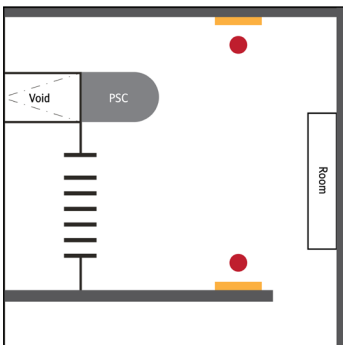


Optimal Placement
Directly infront of faregates to serve outbound commuters

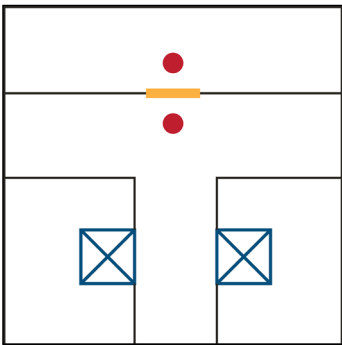


Entry-Way
Place at the start of pathway as reference prior to entering the path

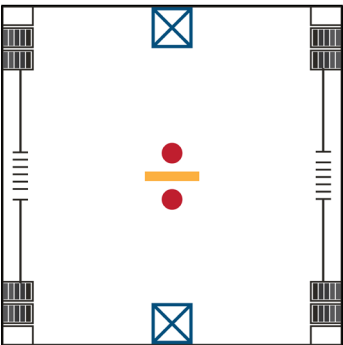
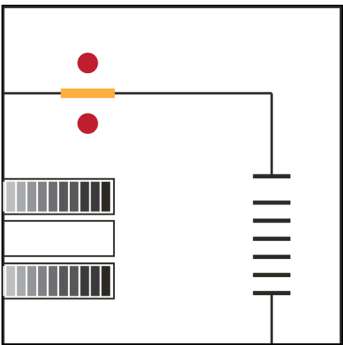
Secondary Placement
Keep within line-of-sight, infront of faregates to serve outbound commuter



Multiple Points
Repeat points near each unique decision points if space in front of faregates is limited, and if there is a void between paid and unpaid area



Shared between Paid & Unpaid Concourse
Placed between railing, to serve commuters on both paid/unpaid areas. (Near lift bridge, center point of concourse)



Inside Paid Area
Double-end discharge points. Info point placed in middle to facilitate decision making within Paid Area.

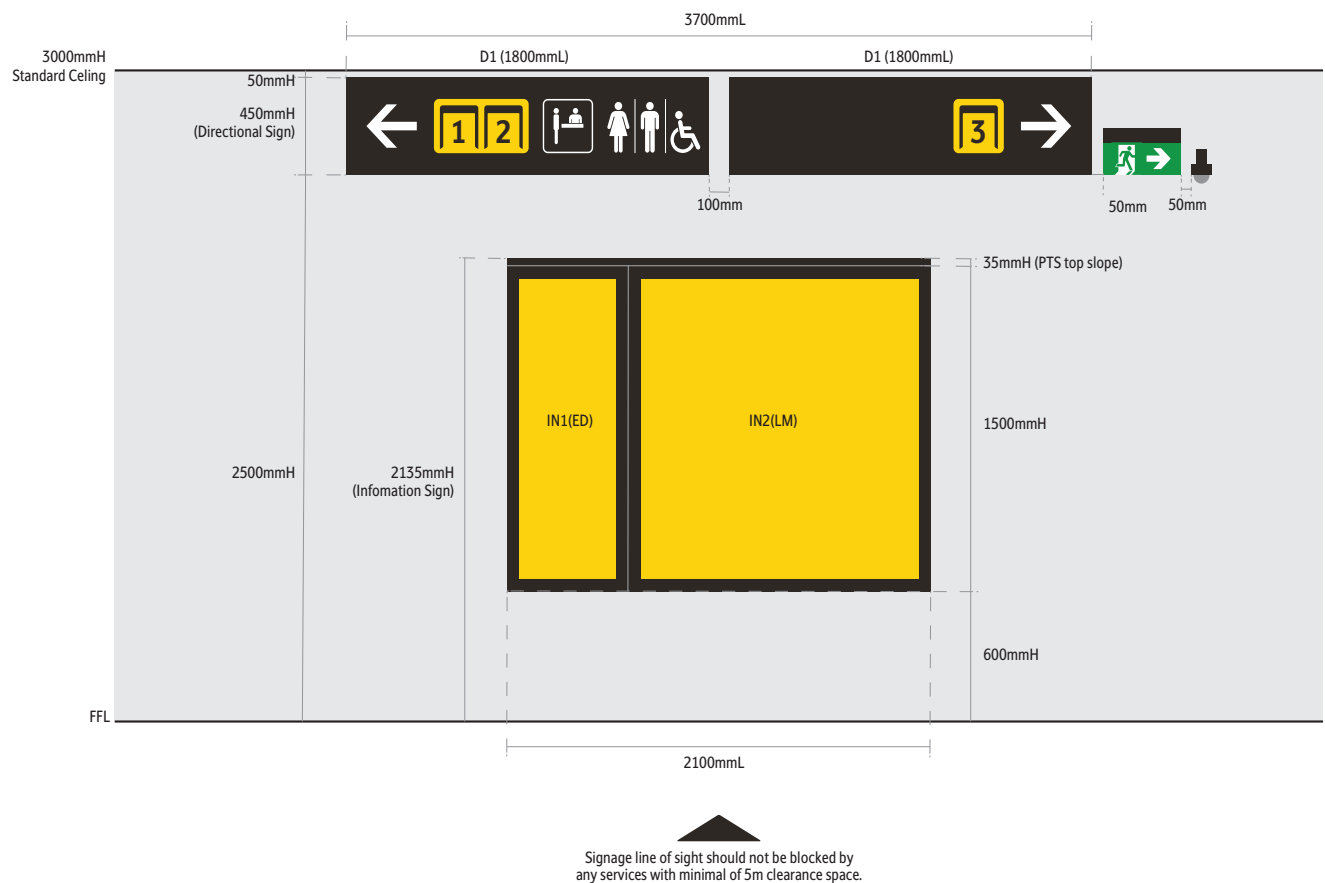
 User

 Info Point

Surface Mounted Info Point Placement Guide

6.9.1

Datum line for Signage & CCTV



Refer to TSM Volume 2 for more Setting Out Guidelines.

7. Direction



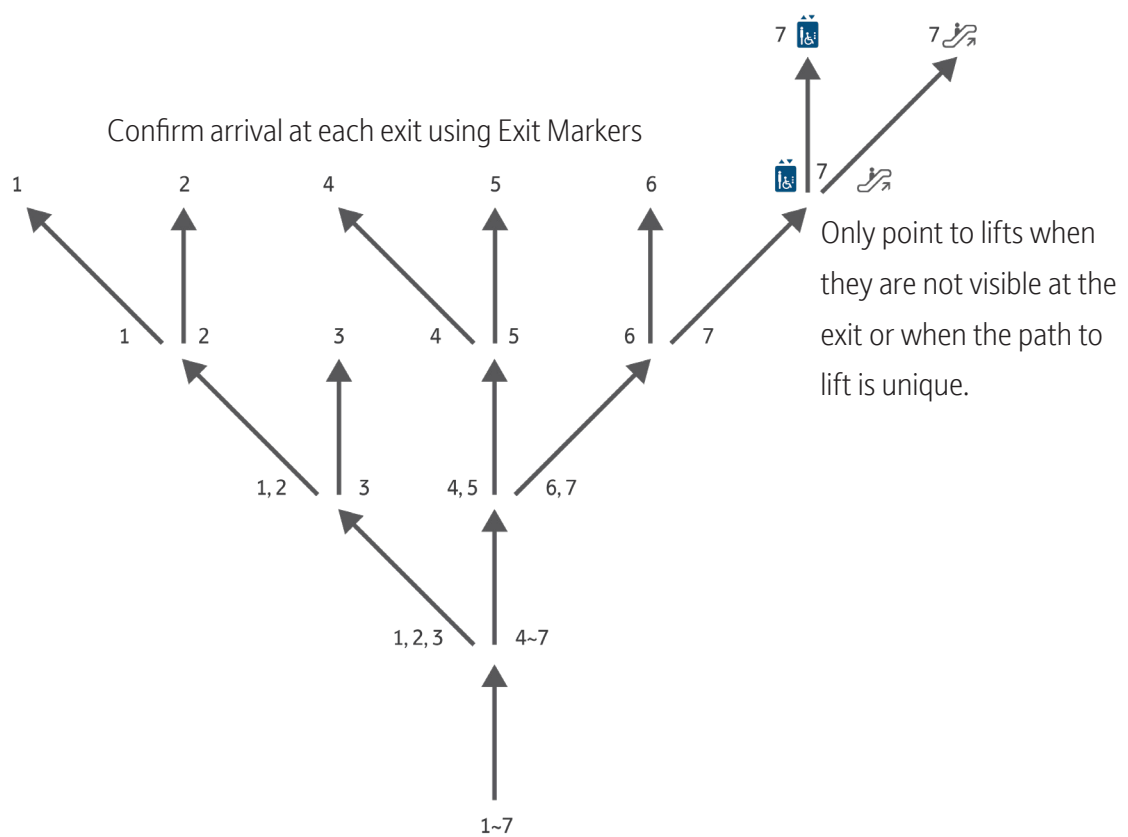
Decision Making Diagrams

7.1

Outbound Direction

Always feature the lowest common denominator at decision points.

E.g. Range Exit Code, Line Caplet.

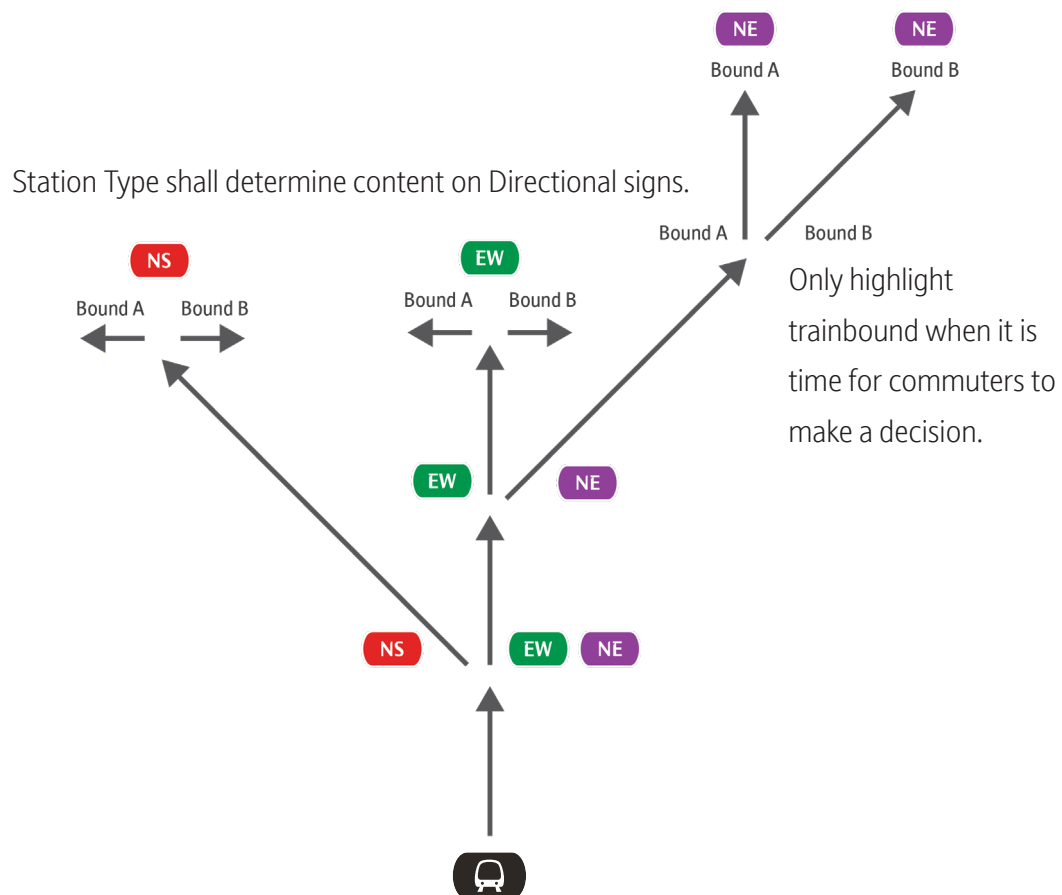


7.1.1

Inbound Direction

Always feature the lowest common denominator at decision points.

E.g. MRT Logo, Line Caplet.



Context on Directional Signs

7.2

Reducing Text

Using **texts** as primary content on directional signs conditions commuters to study directional signs for information. When specific information they are looking for cannot be found, the sign will be deemed inadequate. Such heavy reliance on texts means the signs are language dependent, which **do not speak to all commuters**, and commuters will naturally approach ground staff for help.

Directing All Users

The enhanced signage system relies instead on **universally** understood **numbers** as Exit Codes to guide commuters to exits of the station. Commuters looking for information need not stop to study directional signs, but will rely on Information Points placed strategically in the station at key decision points. For example, placing them facing the faregates to serve outbound commuters once they exit the paid area.

Providing Context

In scenarios where a station was purpose-built for a landmark, landmark icons may be used to direct commuters towards the landmark. However, if all exits of the station lead to the same landmark, the repeating of icons will be redundant and confusing. In such situation, only exit codes shall be used on directional signs, enabling commuters to distinguish each exit instead of a single landmark.

Reliably Intuitive

External development can change and evolve. For the sign system to be **reliable** and **consistent**, regardless of station type, content on the directional signs has to be closely guarded. If the content changes too frequently, signs become unpredictable and commuters will not be able to **observe and learn a pattern**. That pattern is what **makes a system intuitive and reliable**. It is important that our commuters are able to move safely and efficiently as stations progressively become more crowded and complex.

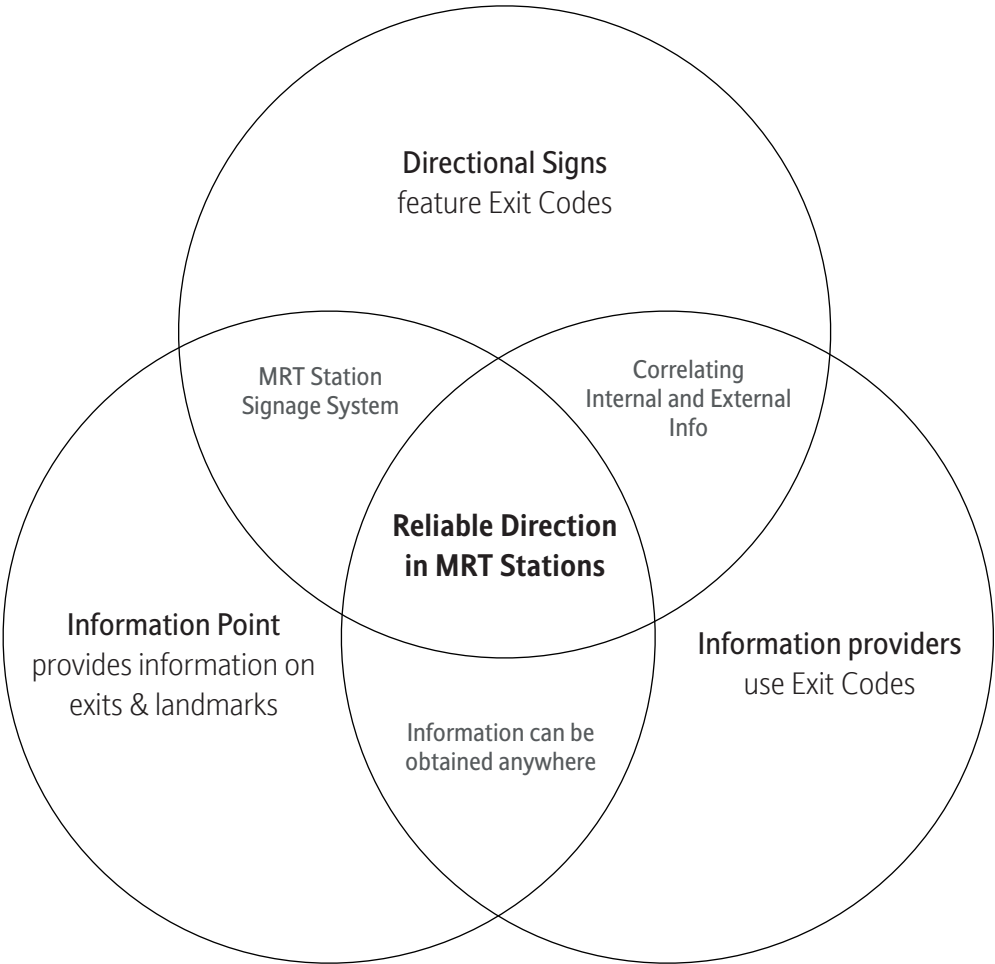
A reliable directional sign system will be able to facilitate this.

Compatibility

7.3

It is important that we acknowledge and recognise that information can be obtained from sources outside of the station’s signage system. Wayfinding is often seen as purely pointing and directing, when there are in fact three steps to effective wayfinding.

As it is impossible to control and predict where each commuter receives information, our system must remain a constant for external sources to match. This will enable commuters to correlate the information received outside the system to directions provided inside the stations.



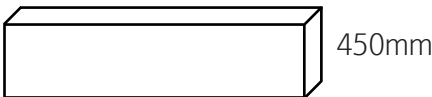
Directional Sign Dimensions

7.4

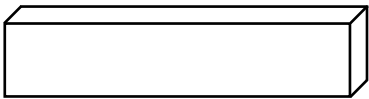
All directional signs are at 450mm Height. Widths grow in 600mm intervals. Messages are displayed in a single row, with elements at a fixed height.

Lit Directional Sign
Ceiling/Surface/Cantelivered/Floor-Mounted

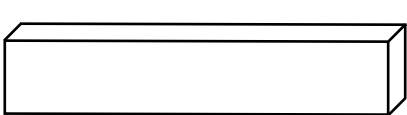
D1 1800mm



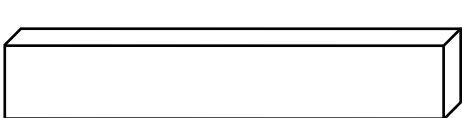
D2 2400mm



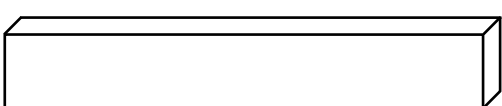
D3 3000mm



D4 3600mm

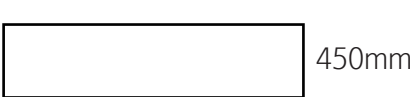


D5 4200mm

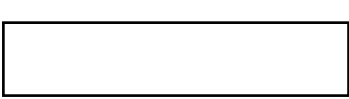


Non-Lit Directional Sign
Surface Mounted

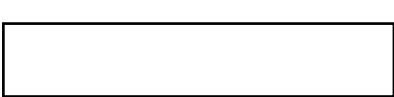
D1S 1800mm



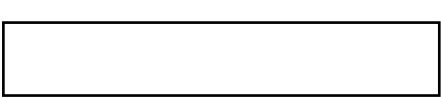
D2S 2400mm



D3S 3000mm



D4S 3600mm



D5S 4200mm



Directional Sign (D-series)

Modular System

7.5

The modular system has pre-fixed margins for all elements, and will fit into a grid system for consistency and ease of application.

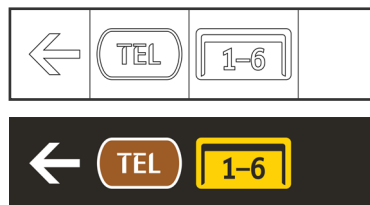
In the event of shared arrow, order of placement from arrow shall be:

1. Line Caplet > 2. Exit Code > 3. Landmark Icon > 4. Amenities

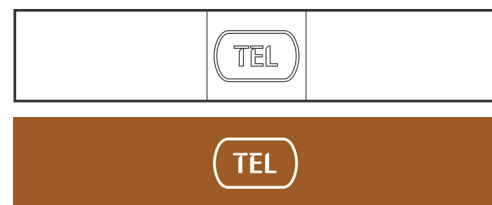


Note: "Exit" in sticker to be included above exit code.

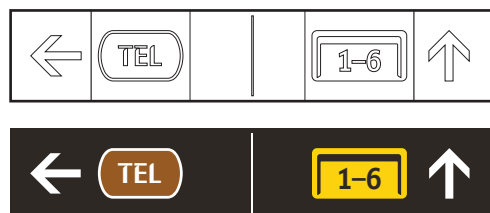
D1/S



Line Transfer D-sign (7.5.11)



D2/S



D3/S



Exit codes to run in ascending order from left to right of D-sign, regardless of arrows.

D4/S



Exit codes to run in ascending order from left to right of D-sign, regardless of arrows.

D5/S



Exit codes to run in ascending order from left to right of D-sign, regardless of arrows.

Directional Sign (DP-series)

7.5.1

Modular System

Only for existing DP-signs in existing stations. New stations shall use D-signs (see 7.4).

Resize modules proportionately (see exceptions on 7.5.6/9/10).

The resized modules will fit into the below grid system for consistency and ease of application.

In the event of shared arrow, order of placement from arrow shall be:

1. Line Caplet > 2. Exit Code > 3. Landmark Icon > 4. Amenities



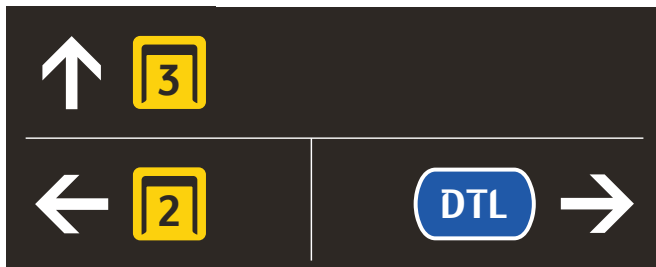
Note: "Exit" in sticker to be included above exit code.

DP1		Module Height
	280mm	Max 2 directions 280mmH, centralised
DP2		
	400mm	Max 2 directions 280mmH, centralised
DP3		
	520mm	Double Row - Max 4 directions 260mmH, equally distributed
		Single Row - Max 2 directions 320mmH, bottom aligned
DP4		
	640mm	Double Row - Max 4 directions 320mmH, equally distributed
		Single Row - Max 2 directions 320mmH, bottom aligned
	1600mm	

Directional Sign Dividers

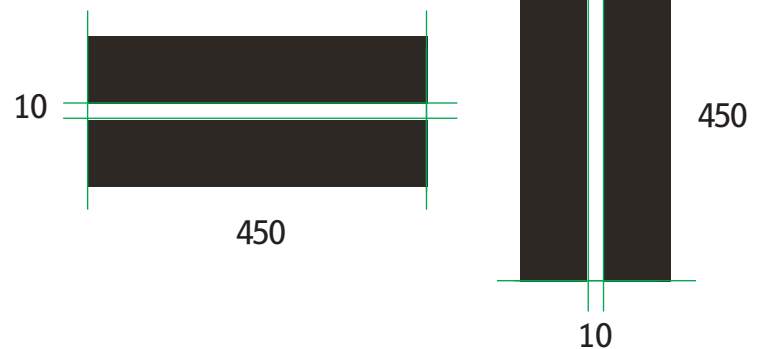
7.5.2

To ensure clarity when a Directional sign (D-sign) contains more than 1 direction, a spacer or divider ensures adequate segmentation of the content on a single D-sign box.



Use a divider to divide the signbox

Signbox can be divided equally depending on content width. If one direction requires more than half of the box, the box shall be divided proportionately to fit content needs.

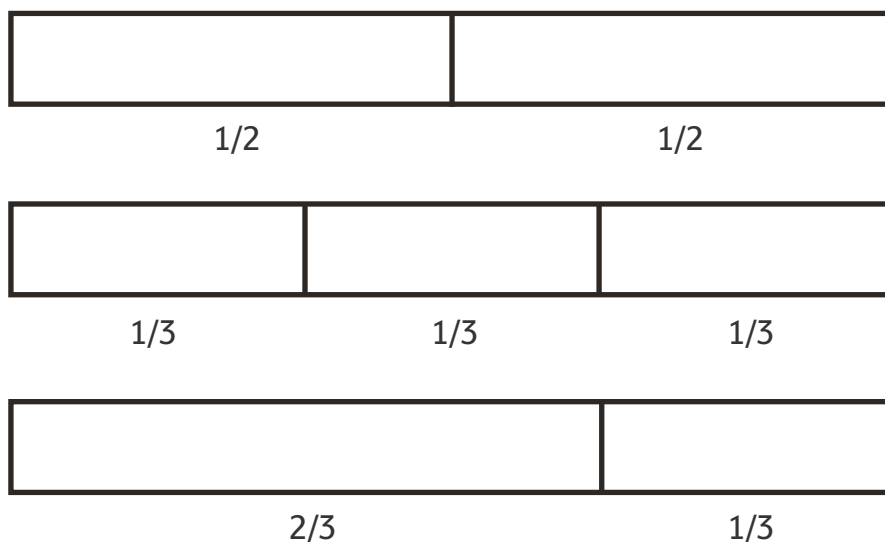


Divider Line Thickness

For signboxes (existing version): 5mm

For signboxes (TEL and new station lines): 10mm

Divide box in equal ratio for a more balanced look whenever possible.

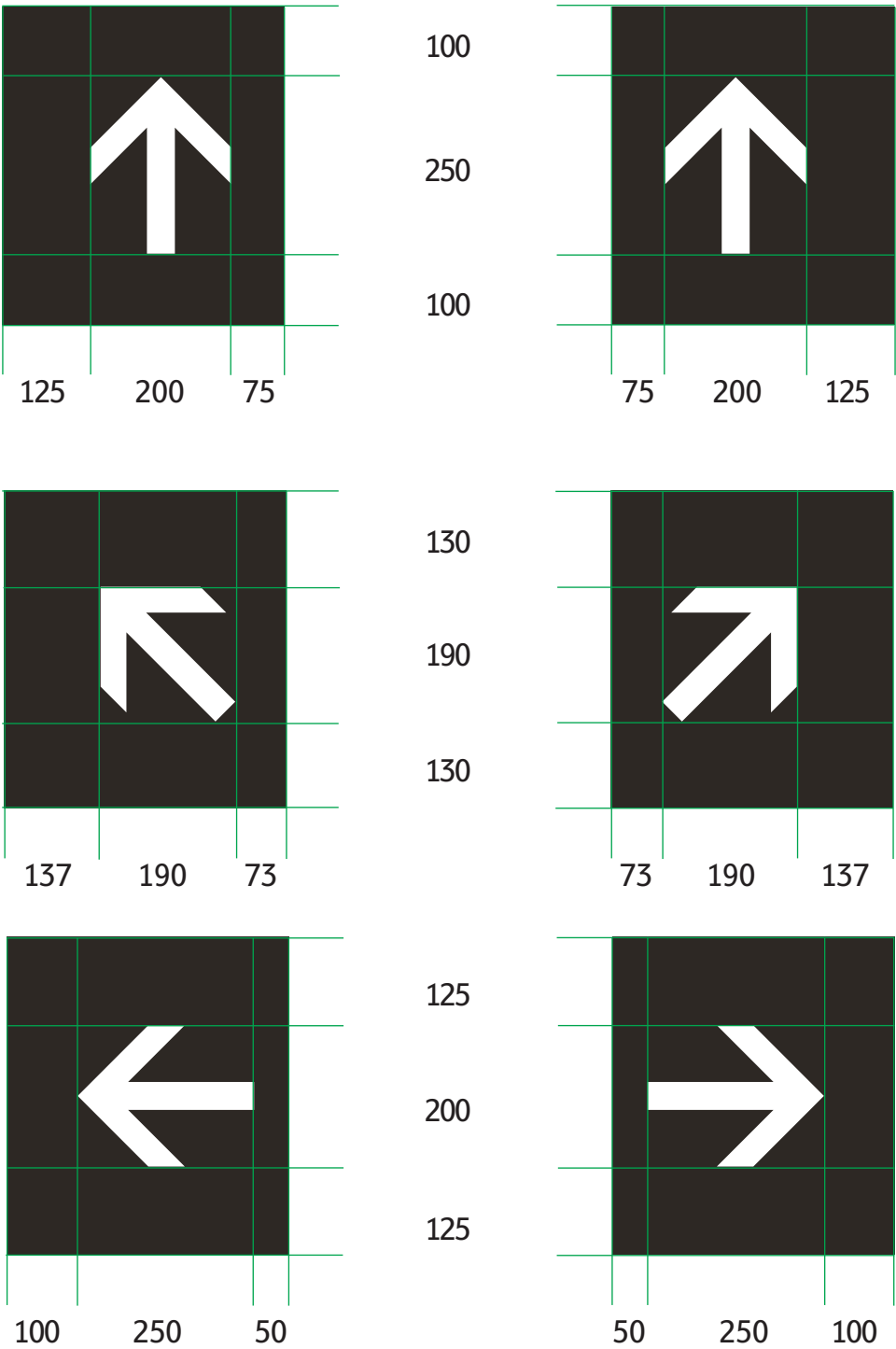


Directional Sign

Standard Arrows

7.5.3

Escalator arrows (7.5.5) have precedence over all other arrows when indicating a change in level.
See 3.1 on detailed arrow usage and placement guide.

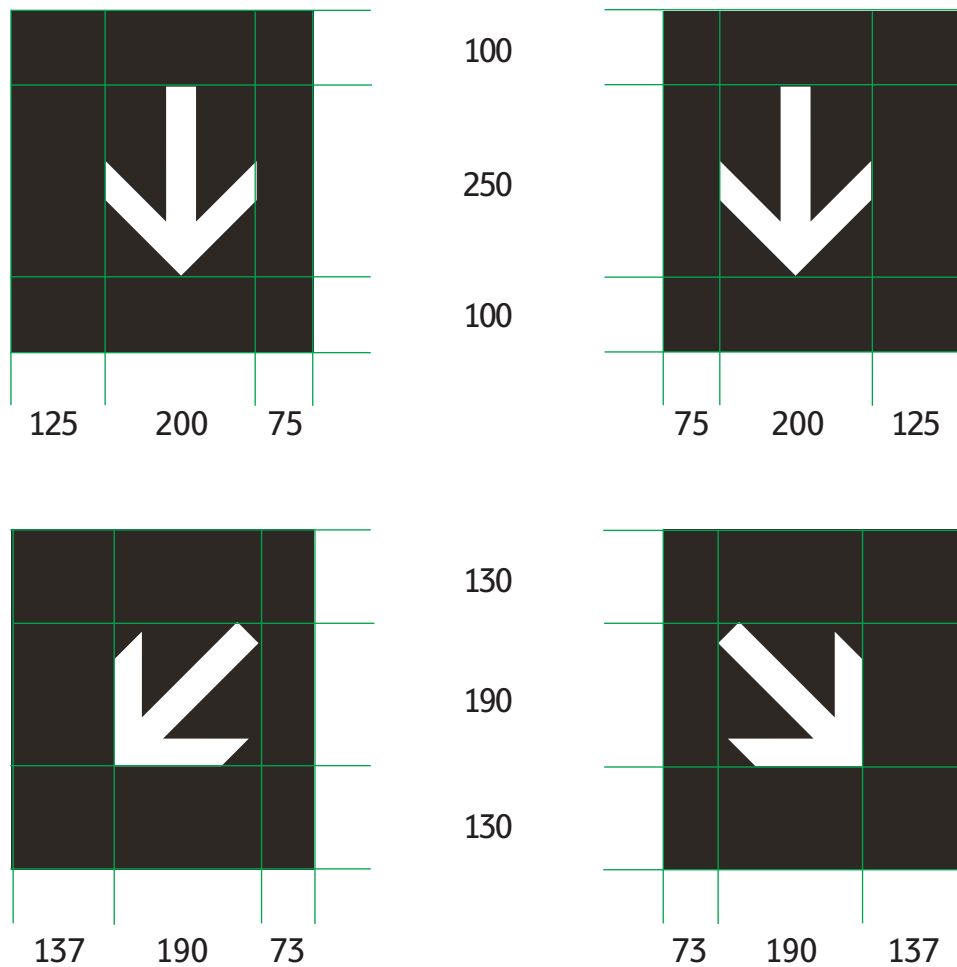


Directional Sign

Limited Use Arrows

7.5.4

Escalator arrows (7.5.5) have precedence over all other arrows when indicating a change in level.
See 3.1 on detailed arrow usage and placement guide.

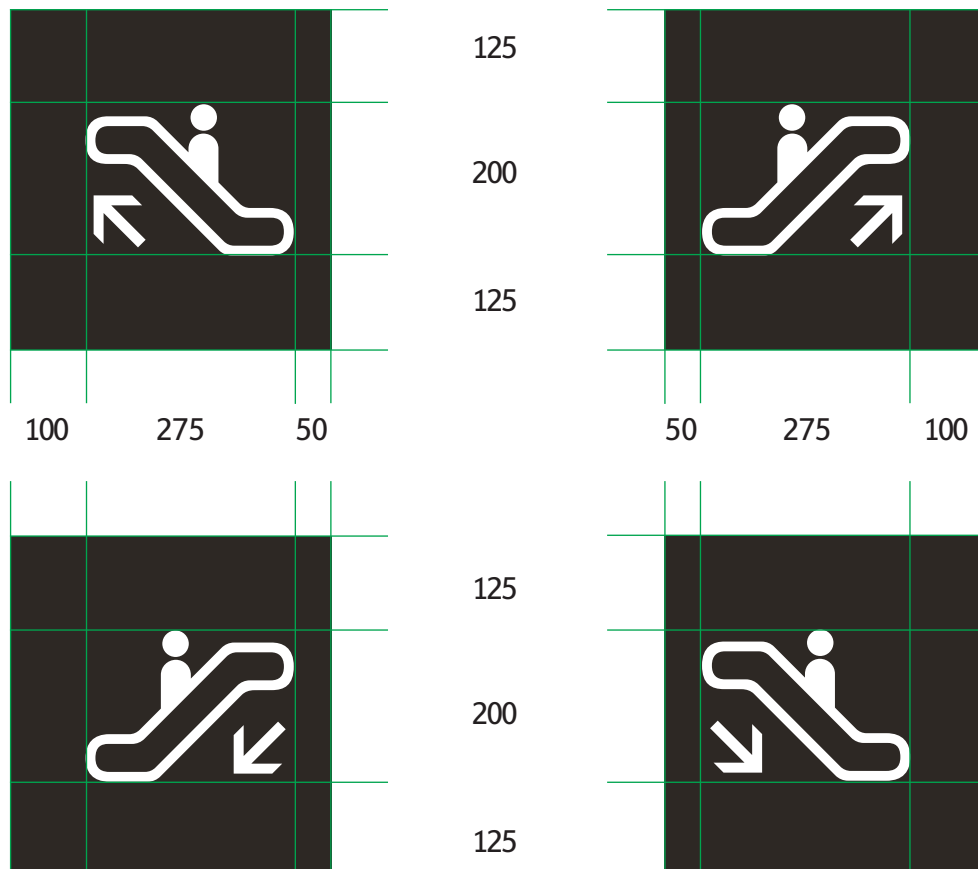


Directional Sign

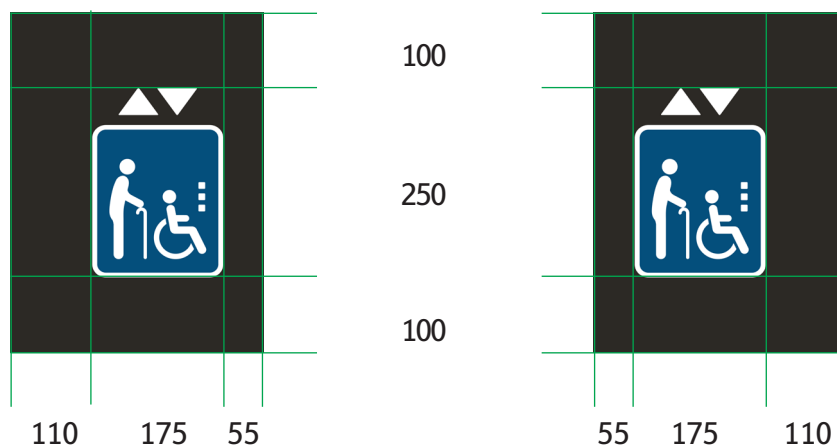
Escalator & Lift Arrows

7.5.5

Escalator arrows have precedence over all other arrows when indicating a change in level.
See 3.1 on detailed arrow usage and placement guide.



LT-PD has precedence over D-sign for lifts. Lift-Arrow is only applicable for dedicated path leading to lift at platform for specific destination (e.g. line transfer).

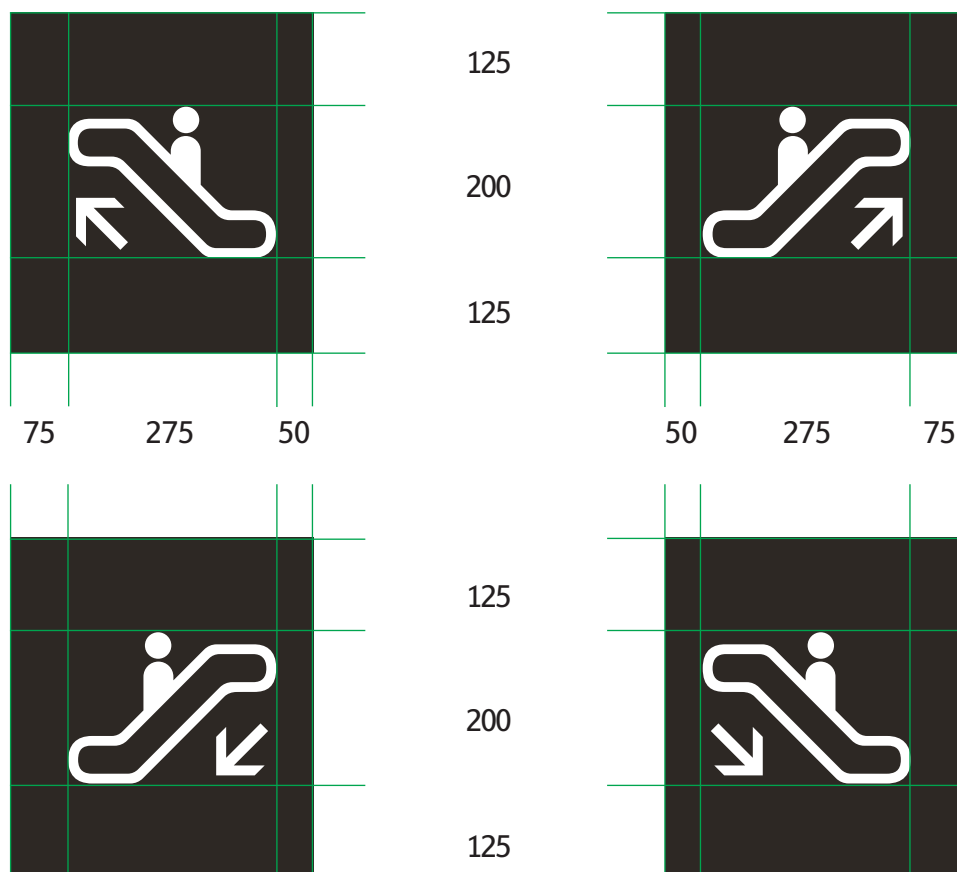


DP-Series Modules at 260mmH

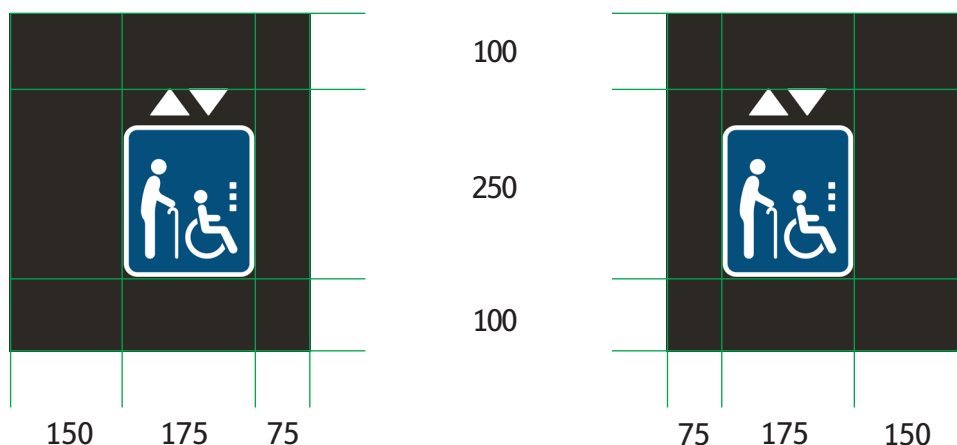
Escalator & Lift Arrows

7.5.6

Escalator arrows (7.5.5) have precedence over all other arrows when indicating a change in level.
See 3.1 on detailed arrow usage and placement guide.



LT-PD has precedence over D-sign for lifts. Lift-Arrow is only applicable for dedicated path leading to lift at platform for specific destination (e.g. line transfer).

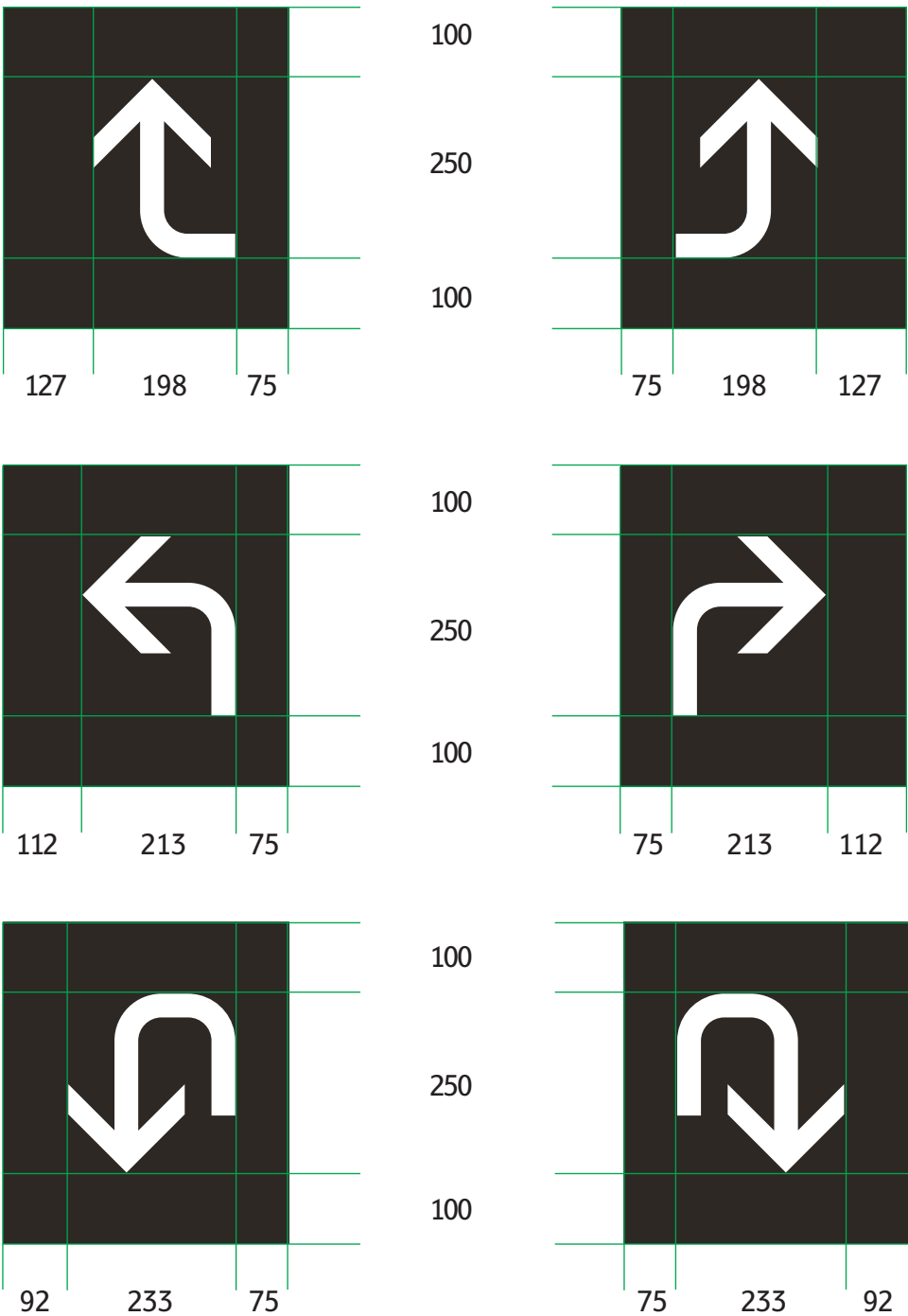


Directional Sign

Special Arrows

7.5.7

See 3.1 on detailed arrow usage and placement guide.



Directional Sign

Line Caplet

7.5.8

Also see 7.5.12 on Line Transfer Modules.



Station Caplet

7.5.9

For stations with **split-platforms** and/or **stacked-platforms**.

Commuters will need to make informed decisions for the right platform. Instead of Line Caplet, Station Caplets are used to alert and help commuters relate to train direction using destinations or interchange stations.

Station Caplet is an extension of the Line Caplet, signalling a difference, it can be used to indicate train direction for split platforms. Station Caplets must be used together with Single Route Diagrams (P-SR) and System Maps (SM), which should both be placed near the decision point.



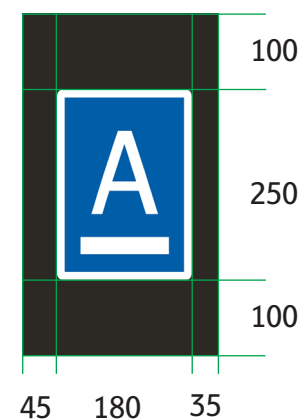
Platform ID

7.5.10

Platform ID displayed on D-sign indicates a decision on Platform has to be made. Use this module with Station Caplet to form a complete information for split platforms.

Colour of the Platform ID corresponds to the the Line the platform serves.

Text: Stroudley Bold



Next Page >
Station Caplet + Platform ID Application

Directional Sign

Types of End Destination Fascia

7.5.11a

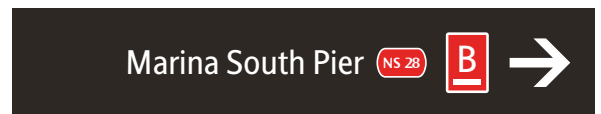
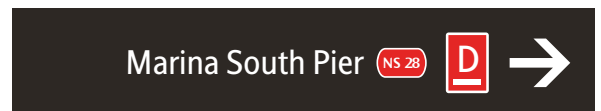
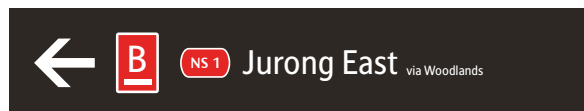
Types of D2/DS

Separate D2 / DS sign

For EWL



For NSL

For NSL
Raffles Place and
City Hall station only

For TEL

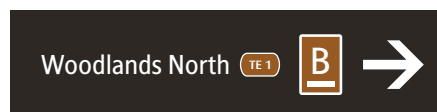
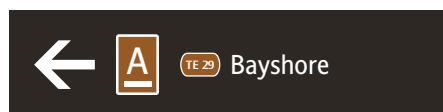
D2
2400mmL x 450mmH : Original following RFP

Type 1



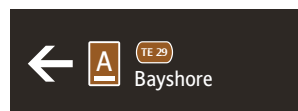
D1
1800mmL x 450mmH : Size reduction to caplet and name

Type 2

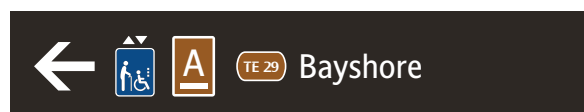


D1-Custom
1200mmL x 450mmH : Size reduction to content fitting with minor re-layout

Type 3



D1 / D2
Inclusion of Priority Lift Access Sign. Size to follow Type 1-3 accordingly.

Type 4
(With Lift)

Next Page >
Types of DP3 & DP4

7.5.11b

Types of DP3

	Single DP3	Separate DP3
For EWL		
For NSL		
For NSL Raffles Place and City Hall station only		

Types of DP4

	Single DP4	Separate DP4
For EWL		
For NSL		
For NSL Raffles Place and City Hall station only		

Directional Sign

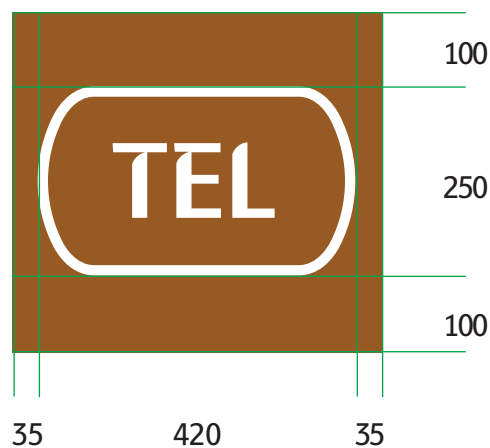
Line Transfers

7.5.12

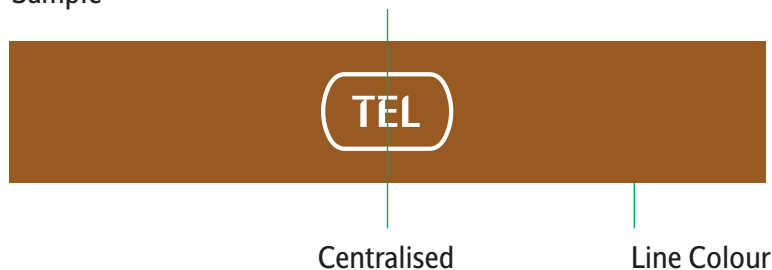
Line Caplet Coloured Modules

Use on D-sign to demarcate line transfer areas. See 7.6.1 for D-sign Placement Guide.

Place D-sign on bulkheads, as a portal, whenever possible.



Sample



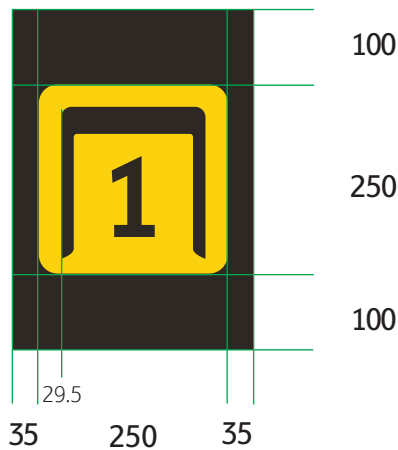
Directional Sign

Exit Code

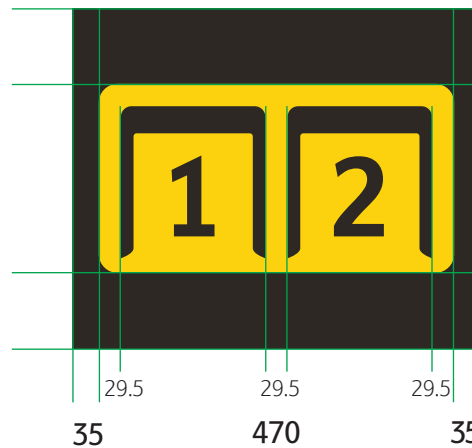
7.5.13

Type A: Single

A-1



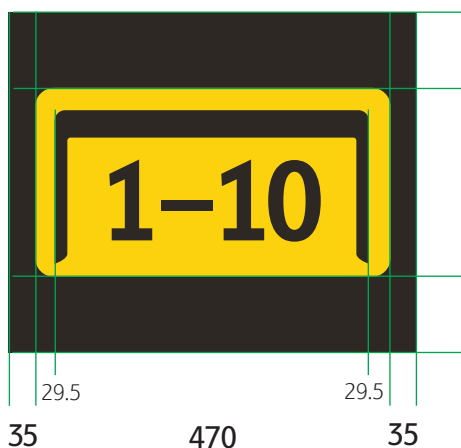
A-2 (For 2 exits in sequence.)



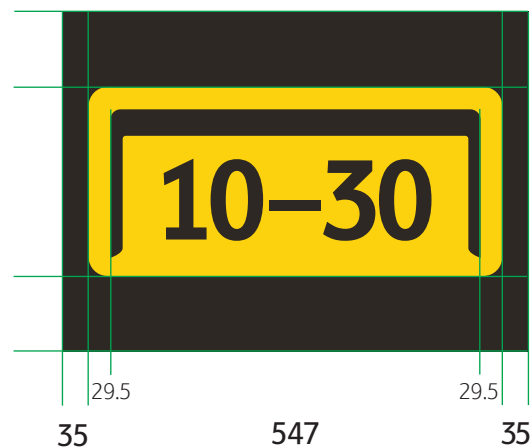
Type B: Range

Three exit codes and above shall be shown as a range.

B-1



B-2



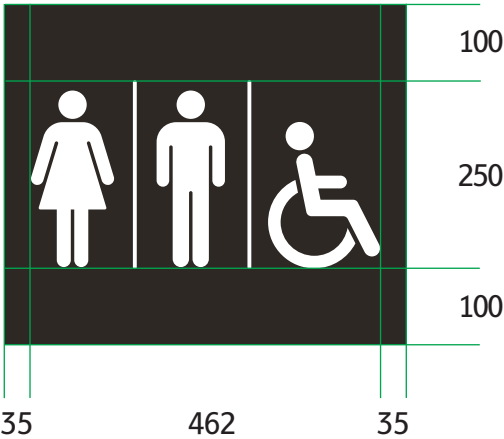
Directional Sign

Amenity Icons

7.5.14

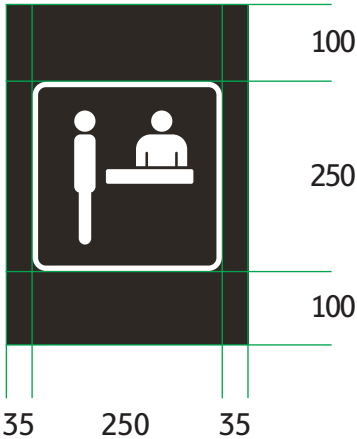
All Toilets and Amenities

Use this on D-sign for toilets generally, applicable only in Unpaid Concourse.



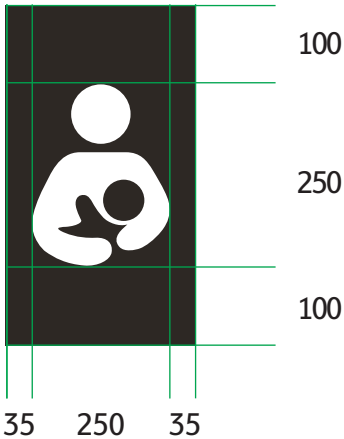
Passenger Service Centre

Applicable in Paid Concourse, only when there are remote faregates.

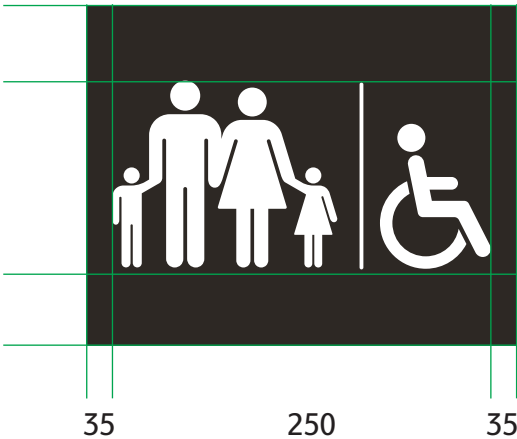


The following amenities may be featured on D-signs within the Paid Area, only if amenity is located within the Paid Area.

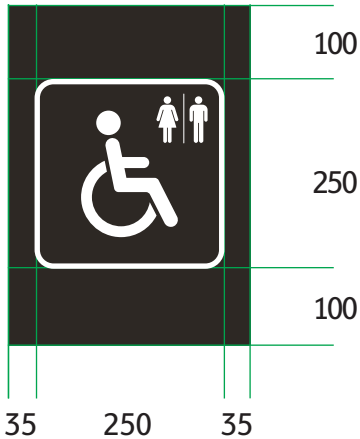
Baby Care Room



Family Washroom



Accessible Toilet



7.5.15

Directional Sign
Development Icons Criteria

Icons adapted from Official Logos / Pictogram of Development

To provide context to exit on the last directional sign before escalator/path leading to exit.
As too many icons on the sign will lead to confusion instead, the team needs to prevent over-crowding of content. A set of three criteria is introduced to help manage this.

Criterion for Development to be featured on Last Directional Signs

Development must meet all three Criteria A, B and C.

A. Adjoining Development	
Entrance of development must interface with MRT Station Exit	
+	
B. Type of Development	
1. Purpose-Built Station Examples: - Changi Airport - Expo - Gardens by the Bay *Point to particular function or building, not entire development/landmark	2. Station with <i>Primary Destination</i> - Hospital/Health Campus *As listed by MOH - Mixed-Used Development *Point to particular function or building, not entire development/landmark - National Monument/Landmark - Post-Secondary Education Institutions *PSE Institutions are listed on www.moe.gov.sg - Public Transport Facilities - Shopping Mall *Less than 5 malls adjoined to station - UNESCO World Heritage Site
OR	
Note: No discrimination is intended for buildings not captured under the criteria listed.	
+	
C. Number of Exits	
Less than half of all exits in the same station connects to the same landmark.	

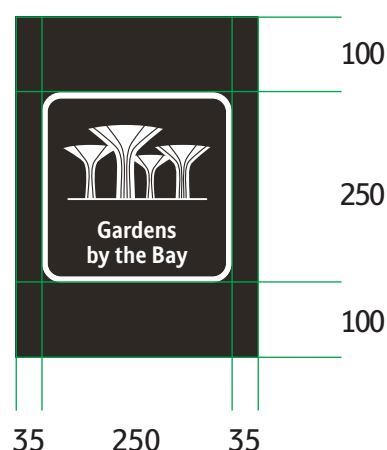
Updating of existing sign: Public Transport Operators (PTOs) shall update signs affected by changes in the vicinity (e.g. road name / building name change). **For developers** who wish to update signage content, kindly inform LTA and PTOs via respective feedback portals.

Directional Sign Development Icons

7.5.16

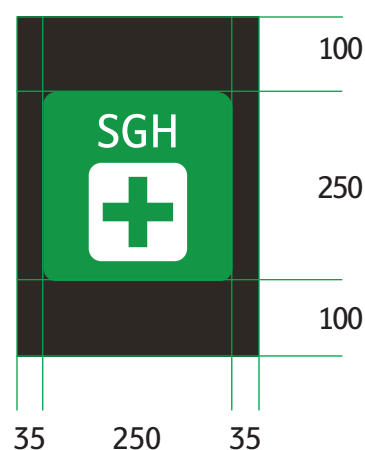
Landmark Icons

- National Landmarks will have distinctive pictogram.
- Non-coloured, PMS Black C vinyl cut-out with white backlight.



Hospital/Health Campus Icons

Initials to be shown above pictogram.



Marina Barrage



Esplanade



Marina Bay Sands



Botanic Gardens

Application

MRT Signage System

Applicable on Information Points and Placemarking Signs to represent nearby developments.
Refer to 7.5.15 on criteria guidelines.

Third-Party

Use these pictograms to indicate nearby developments in relation to the MRT station.
Commuters will be able to cross-refer with external sources of information and station signs.

Obtaining Assets

PDF/SVG Format

Contact Land Transport Authority – Architecture Division Signage Team

Directional Sign

Custom Signs

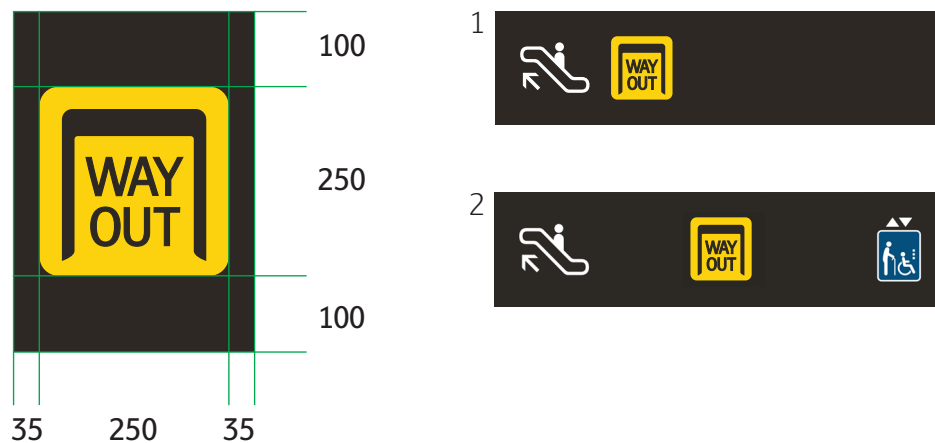
7.5.17

Way Out at Platform

To indicate general path to way out, aids commuters in identifying escalators and/or lifts.

D-sign shall be placed perpendicular to platform screen doors for best viewing angles¹.

D-sign shall also be placed near escalators, it can feature both lift and escalator if the two are in promixity and facing each other.².

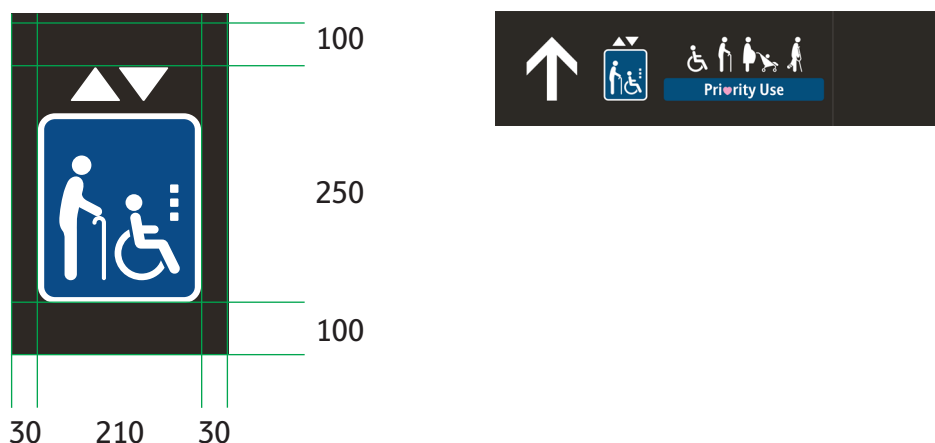


Text: Stroudley Bold

Lift at Paid Concourse

At paid concourse, next to escalators. Only when LT-PD is not applicable due to site constraints.

Reverse of this D-sign shall point to exits for outbound commuters. (For LT-PD, see 8.3.2)

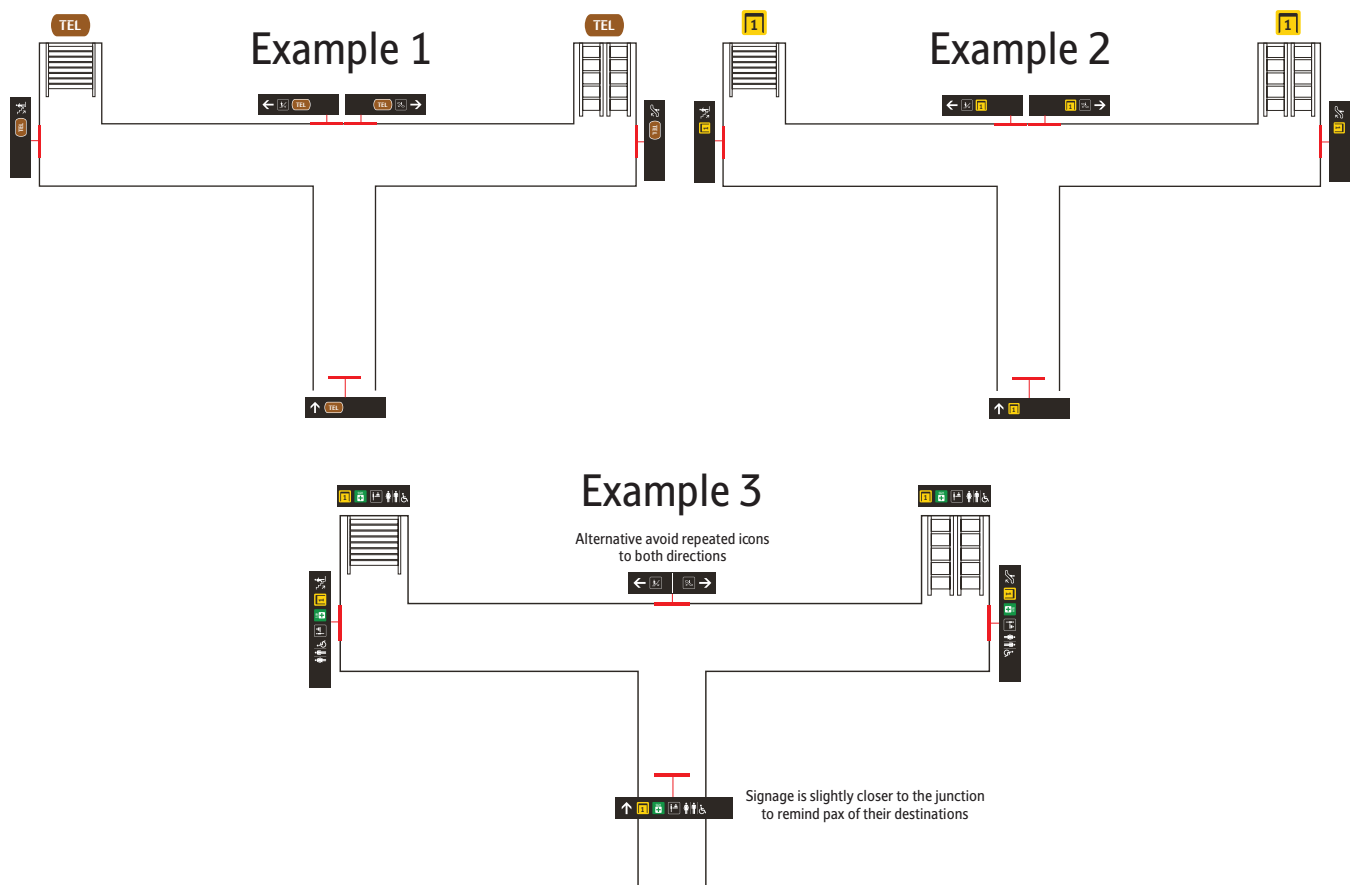


Directional Sign Escalator, Staircase and Lift

7.5.17a

Applying different type of direction depending on situations.

Escalator and staircase up to TEL			Escalator and staircase down to TEL
Escalator (only) up to TEL			Escalator (only) down to TEL
Escalator (only) up ahead to TEL			Escalator (only) down ahead to TEL
Staircase (only) up to TEL			Staircase (only) down to TEL
Staircase (only) ahead up to TEL			Staircase (only) ahead down to TEL
Lift (only) ahead <i>To differentiate line at interchange station</i>			Lift (only) ahead <i>To differentiate line at interchange station</i>



Directional Sign Supplementary

7.5.18

For reference only - no longer in use since 2023.

Non-Lit Supplementary Directional Signs

To provide overview of bus-stop, taxi stand and PUDO in relation to exit of the station, located next to key information points (for example, opposite faregates and middle of unpaid corridor).

	250mmH
	Use D-Sign Modules resize proportionately to 250mmH
	Bus Stop/PUDO/Taxi Icons: 70mmH Bus Stop Description: Stroudley Light 175pt
	Divider line: White, 20pt
	Flexibility of content changes where necessary

1100mmW

Signcode: **DSS**

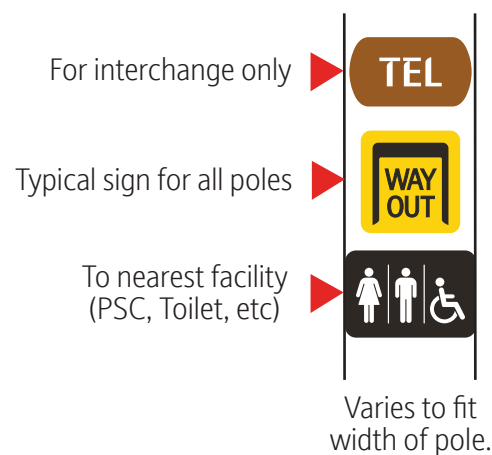
Do not overpopulate Supplementary Directional Sign.
Exit information should still be primarily placed at
Information Points (ED, LM).

Directional Sign Supplementary (Totem Pole)

7.5.19

Non-Lit Supplementary Directional Signs on Platform Totem Pole

To provide supplementary sticker sign of line type, way out and/or facilities in relation to the nearest escalator at platform. This will be applied to both sides of the totem pole each.



Signcode per set: **DSS-T**

Typical totem pole



Totem pole with CCTV

Alignment

40mm gap

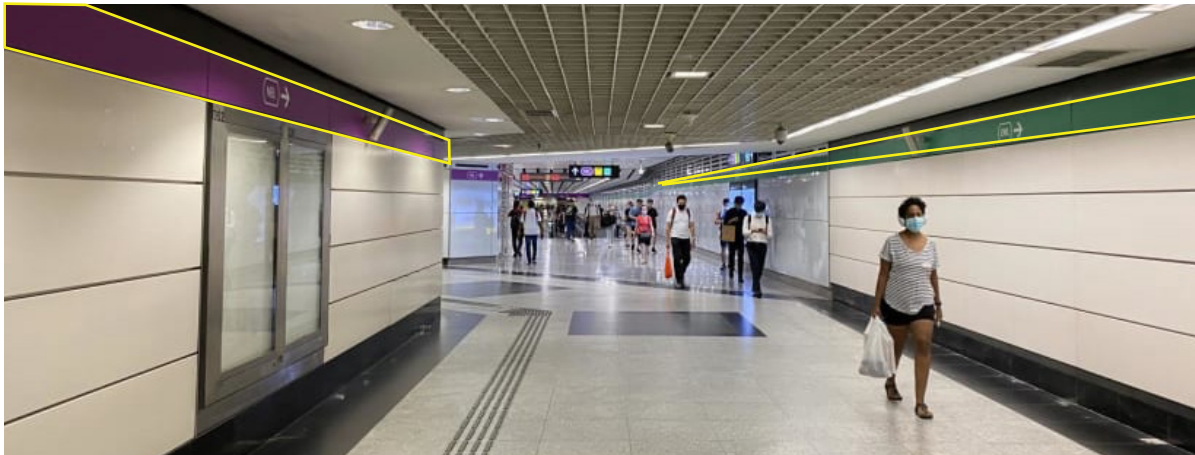
40mm gap



Directional Sign Supplementary (Line Band) 7.5.20

Line Band

Supplementary line-type sticker signs shall be provided to guide commuters towards respective train lines. These signs are to be applied in locations with extended transition areas between lines or platforms, such as at Outram Park station.

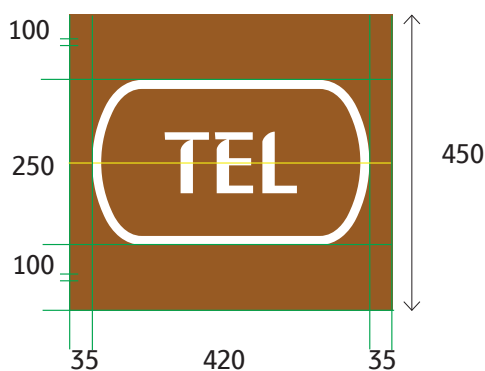


Line Band at Outram Park

Alignment

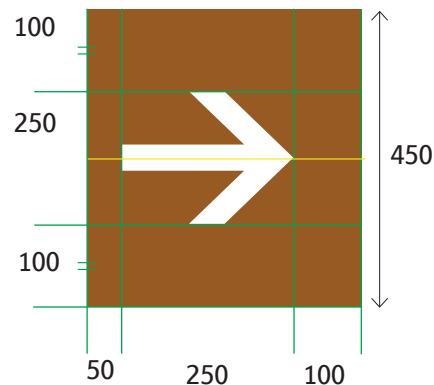
Caplet modular

Refer to 7.5.8 for other line caplets

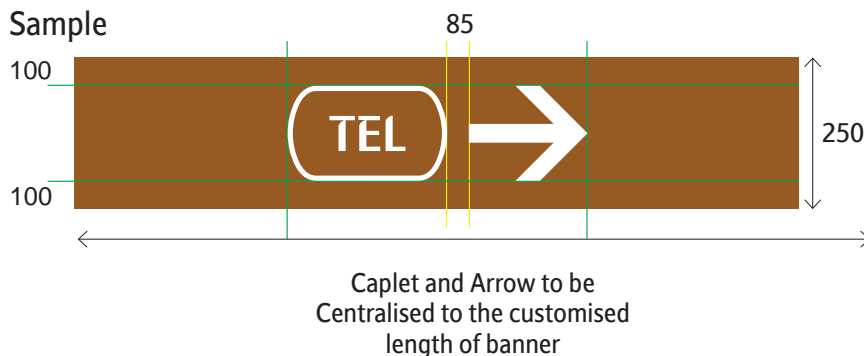


Arrow modular

Refer to 7.5.7 for other directional arrows



Sample



Material

Line bands are vinyl stickers wrapped around non combustible backing and surface mounted onto station walls/claddings.

Directional Sign Supplementary (Portal Band) 7.5.21

Portal Band

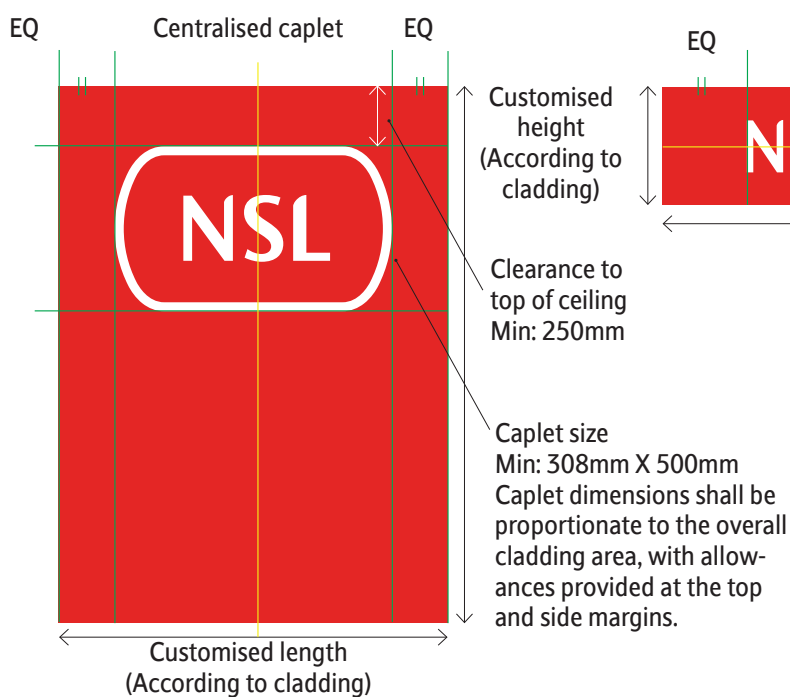
Portal bands are installed in MRT interchange stations. At stations with entrances or transfer points between different lines, portal bands provide clear visual cues to enhance wayfinding. Horizontal content display Line name and Vertical side panels display line caplets.



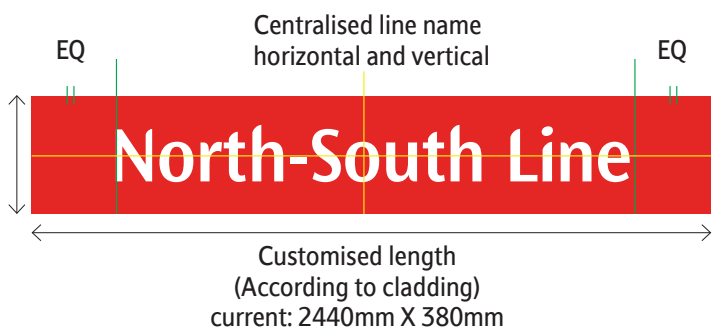
NSL Portal Band at Dhoby Ghaut

Alignment

Vertical (sides of portal)



Horizontal (top of portal)



Material

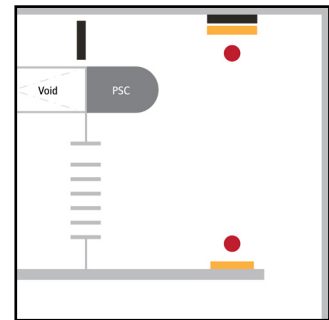
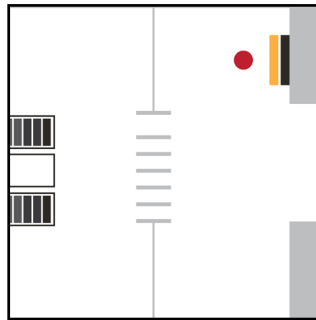
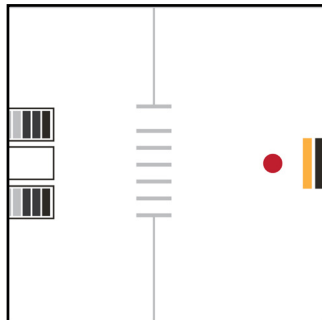
Portal bands are vinyl stickers wrapped around non combustible backing and surface mounted onto station walls/claddings. Sizes are customisable based on station layouts.

Placement Guide

Directional Sign

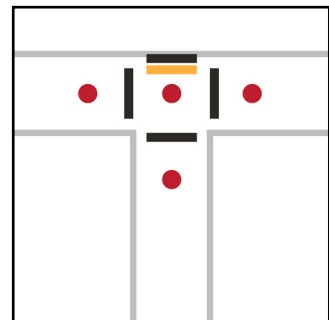
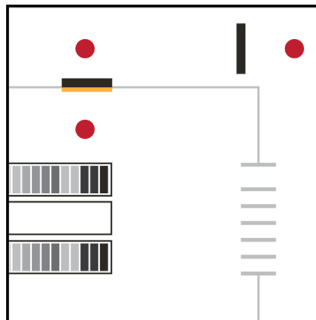
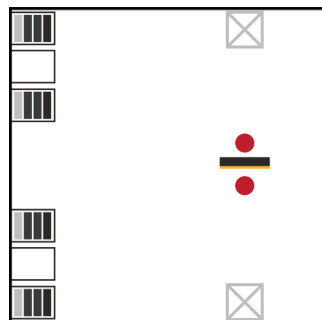
7.6

In Conjunction with Information Points



Surface Mounted Above

Information + Direction. Surface mounted directly above information points, as a follow up to exit information obtained. Commuters will proceed to follow directional signs from here on.



Ceiling Mounted Above

Information + Direction. Ceiling mounted directly above free-standing information points, as a follow up to exit information obtained.

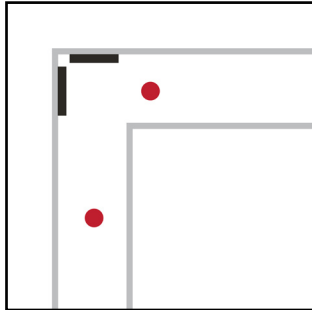
T-Junction

Information + Direction
Surface mounted above info point, and ceiling mounted double-sided.

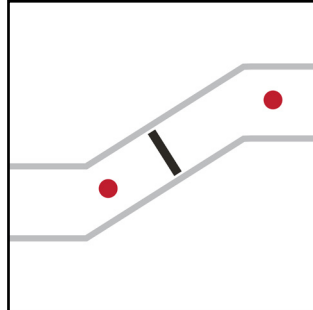
Placement Guide

Directional Sign

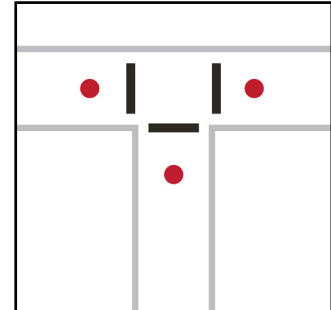
7.6.1



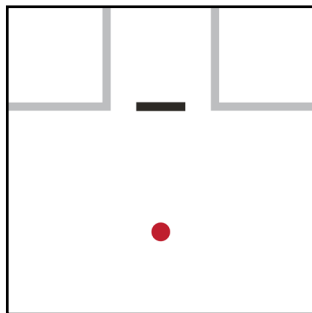
Corners bi-directional
Surface mounted at corners for each direction.



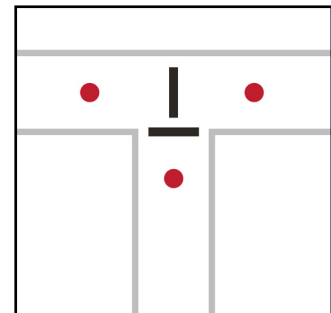
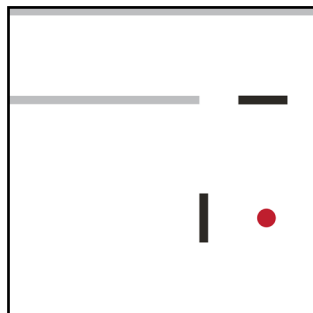
Midway of Diagonal Path
Ceiling mounted in midway, clarity for both directions.



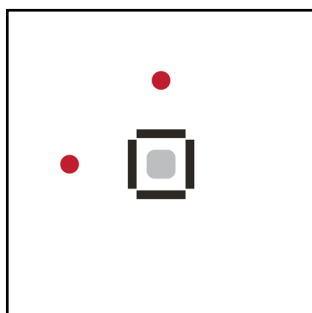
T-Junction (Option A)
Ceiling mounted double-sided for 6x directional messages



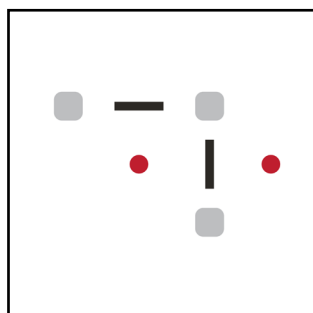
Demarcate Entry Point (See 7.5.11 Line Transfer D-Sign)
Ceiling mounted at each entry point to demarcate transfer areas. Segmenting areas will aid commuters in wayfinding.



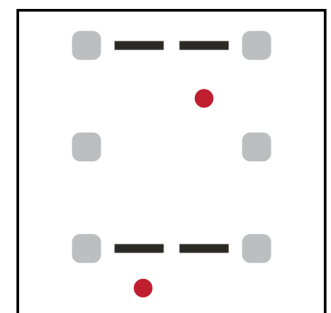
T-Junction (Option B)
Ceiling mounted double-sided for 4x directional messages.



Using Columns
Cluster directional signs with column to present multi-directions neatly.



Segmenting Space
Use columns + directional signs to segment large areas in station.



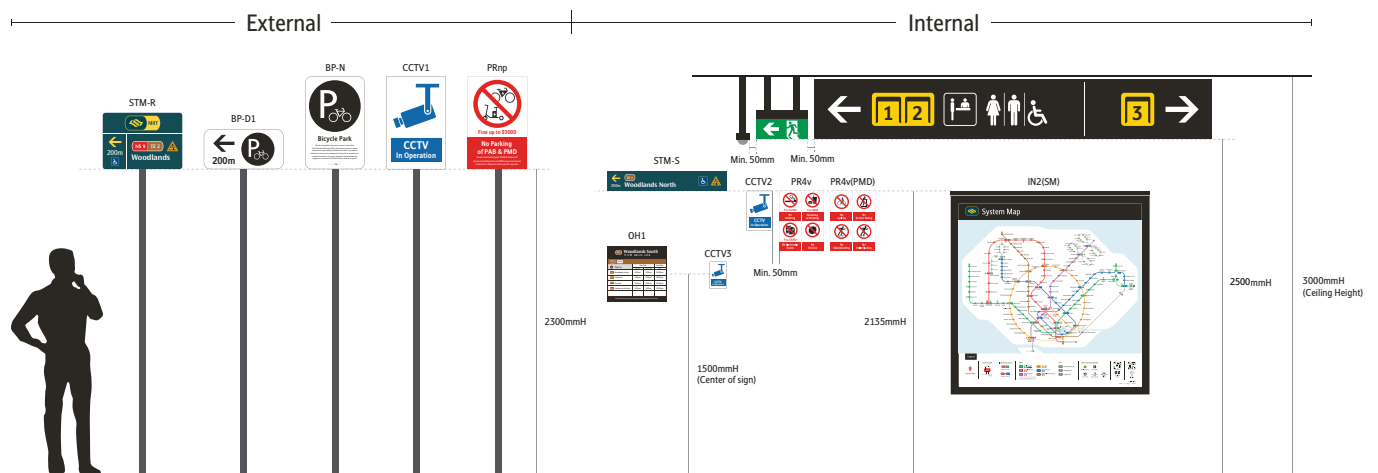
Aligning Columns
Giving direction in segments, makes following directions less intimidating.



Overview of Signages Setting Out Guidelines

7.6.2

Datum line for External and Internal Signages



Refer to TSM Volume 2 for more Setting Out Guidelines.

8. Amenities & Facilities



Principles and Key Functions

Signs to indicate amenities, and accessible features around the station.

In this Section

- 8.1 Priority Family
- 8.2 Accessibility
- 8.3 Lifts
- 8.4 Station Amenities
- 8.5 Commuter Facilities

Priority Family

8.1

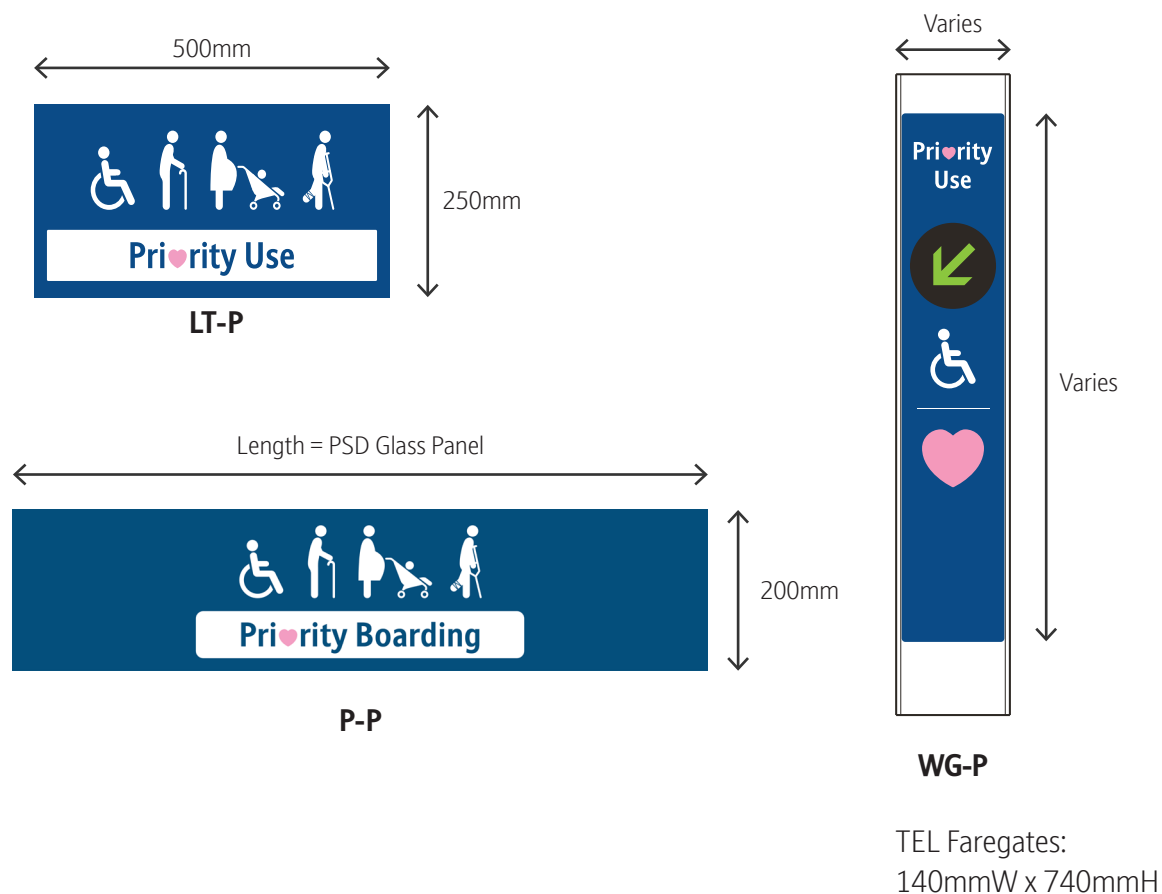
To remind commuters to give priority and choose other alternatives, and at the same time to bring attention to commuters who should consider using the facility, to use it for their own safety as an aid to their accessibility needs.

WG-P Wide-Faregate 'Priority Use'

LT-P Lifts 'Priority Use'

P-P Platform Screen Door 'Priority Boarding'

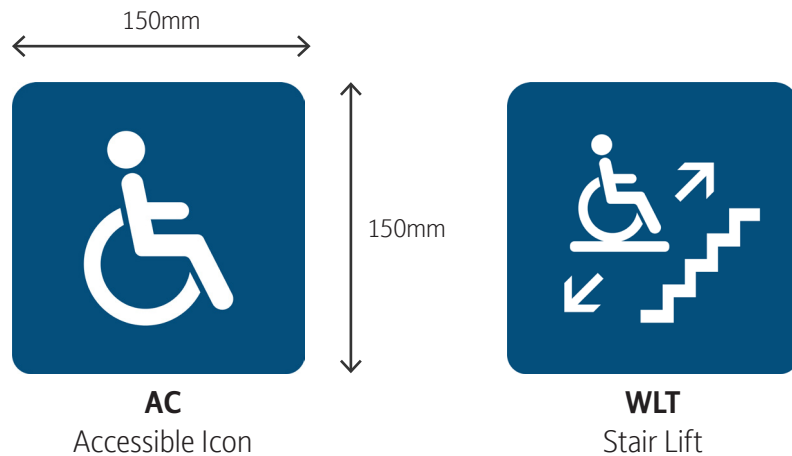
**Priority Use Graphic is also featured in Lift Primary Directional Sign (LT-PD) (See 8.3.1)*



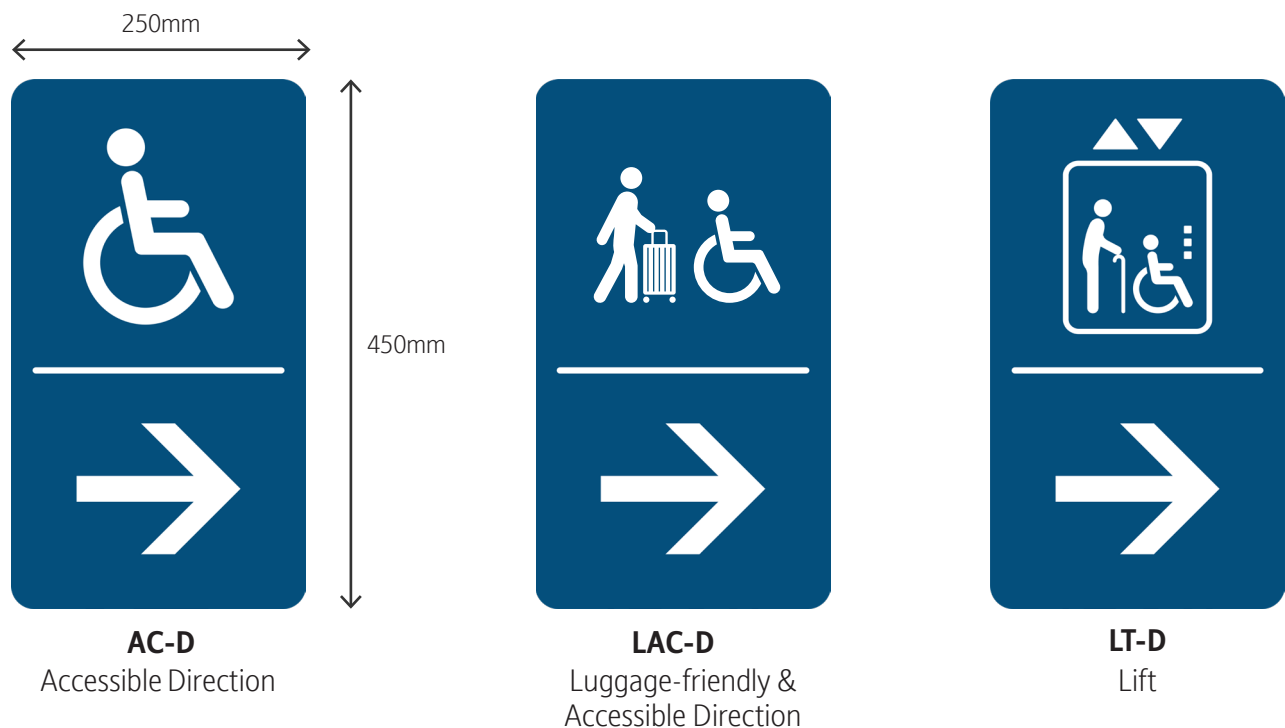
Accessibility

8.2

Non-Lit signs to label barrier-free facilities.



Non-Lit Directional Sign to point to facilities, when facility is situated in an obscure location.



Limited Use

Only applicable to stations connected to major transport gateways such as land ports, seaports, or airport.

Limited Use

Use LT-D for obscure lifts, ONLY when LT-PD is not possible.

Lifts

8.3

To aid user in identifying lifts.

Crucial decision points to sign lift, when:

- Only escalators are visible, lift is hidden from view;
- Only the lift is in the opposite direction of flow;
- The lift has a standalone pathway.

Sign Family

Lift Primary Directional Sign
Lift Header
Lift Directory
Lift-Priority Use

Also applicable on

Exit Directory
Locality Map



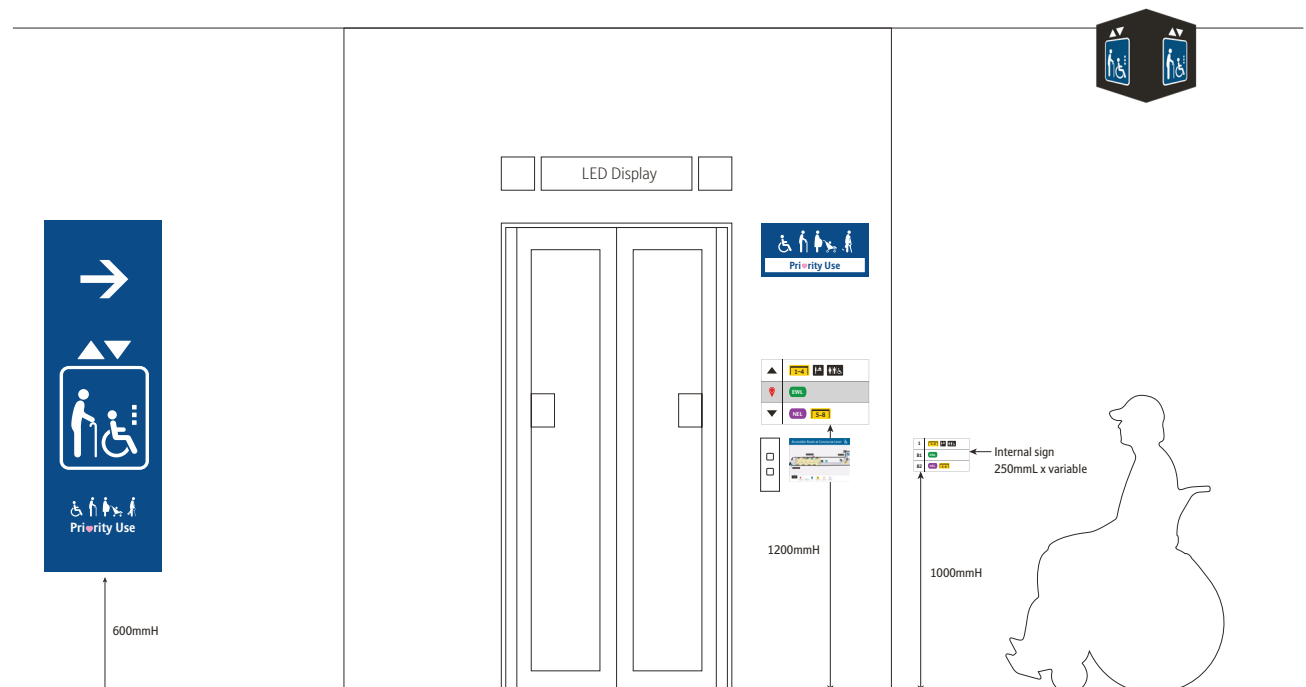
Type 1

Light Wall/
Background Colour



Type 2

Dark Wall/
Background Colour

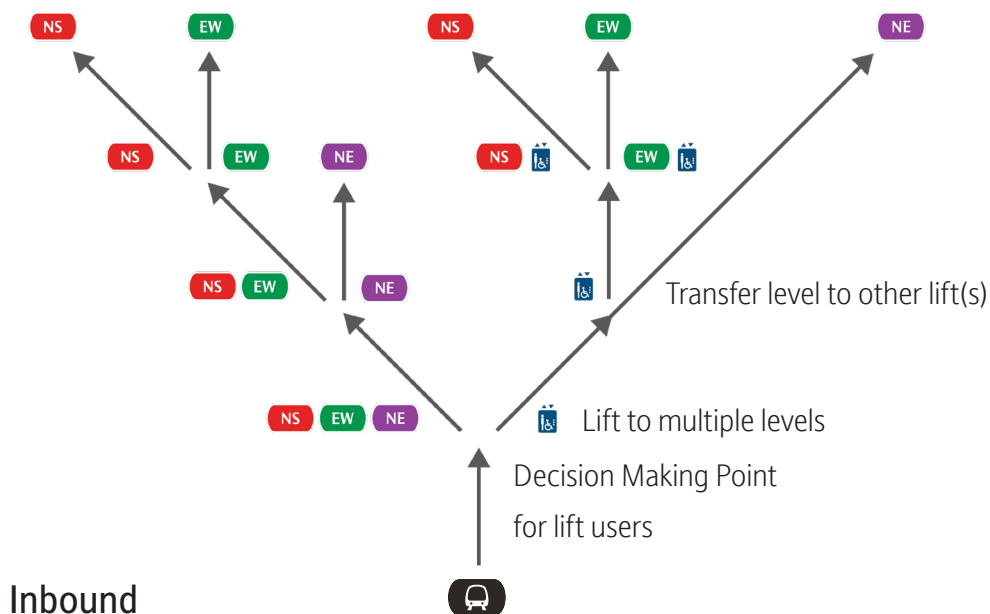


Lift Decision Points

8.3.1

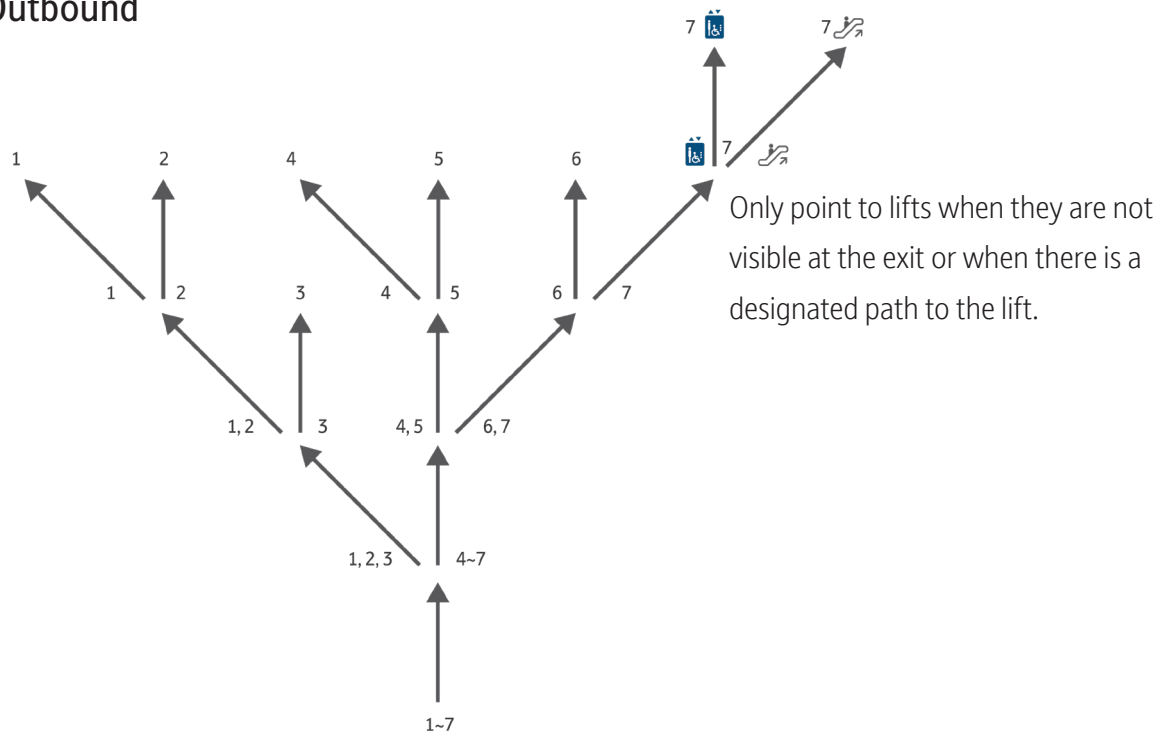
Principles and Key Functions

Lift users, like every commuter, have specific destination and lines to transfer to. Oversigning of lift presents too many choices and variables which will cause confusion. Instead, they should be assured to follow directional signs for their destination, and only when there is a choice to be made between lift and escalator should the option be presented.



Inbound

Outbound



Lift Primary Directional Sign

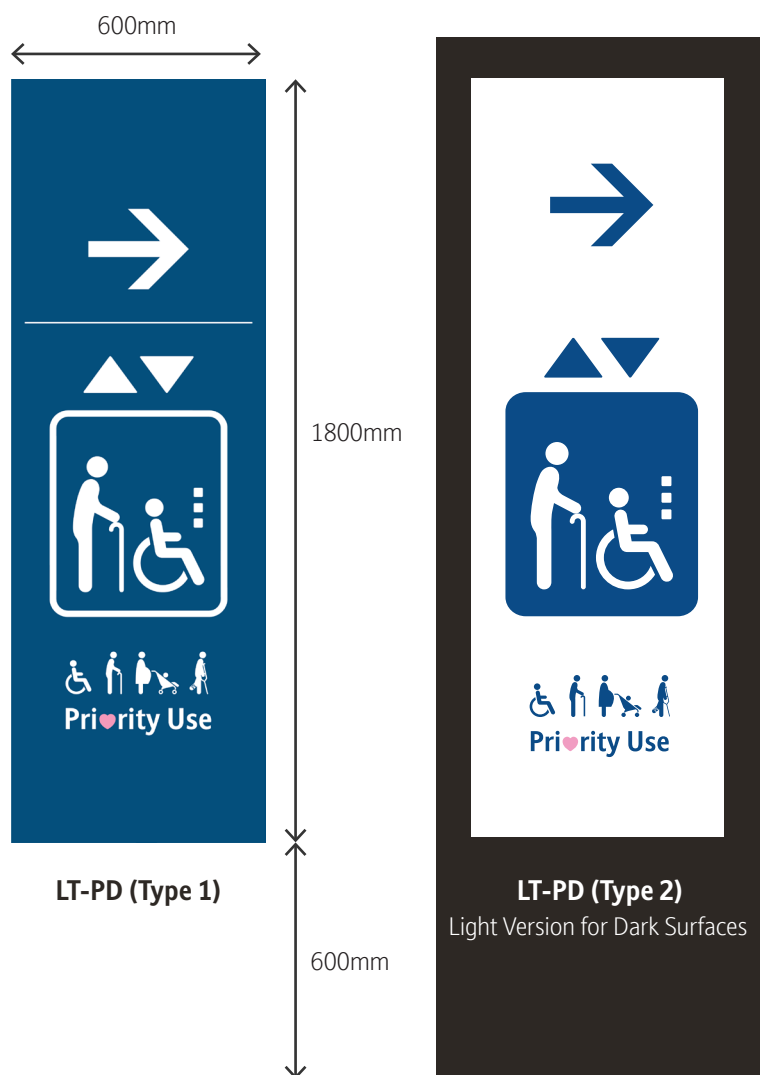
8.3.2

Principles and Key Functions

To remind and encourage commuters to consider using lift for their accessibility needs.

Direction to lifts is important. However we need to be mindful that commuters who rely on lifts have destinations to look out for first. Oversigning of lift icons on directional signs can cause confusion. By dedicating unique signs for lifts, we are able to better control the occurrence of direction to lifts. The large supergraphic sign also presents larger icons and more prominent directions, allowing us to better serve commuters with accessibility needs.

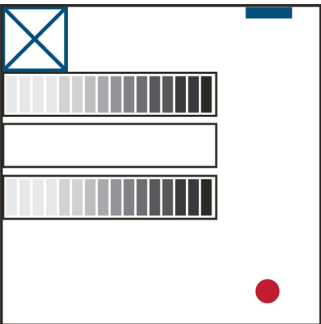
This guide outlines placement and sizing options to optimise the potential of this sign.



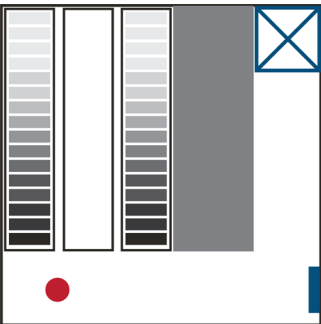
Lift Primary Directional Sign Placement Guide

8.3.3

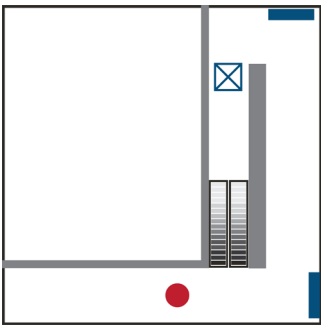
Scenarios that LT-PD will be necessary.



When lift is obscured by escalator/a bank of staircase
Escalators will block lift from line-of-sight despite a seemingly clear path on plan.



When lift has a dedicated path
Due to site constraints, lift may be situated in hidden pathways. LT-PD can be used to label entry-way of the dedicated path.



If pathway is long and lift is out of sight, more LT-PD can be added to direct and assure commuters.



Lift Priority Use Sign

8.3.4

Part of Priority Family (See 8.1)

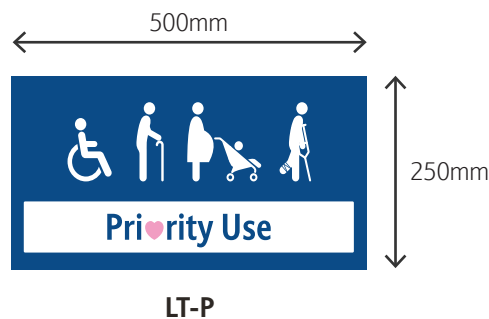
Purpose

To remind commuters to give priority and choose other alternatives, and at the same time to bring attention to commuters who should consider using the facility to use it for their own safety as an aid to their accessibility needs.

Size and Placement

Placed on lift button side, flushed to the top of lift doors.

Above Lift Directory (LT-E)



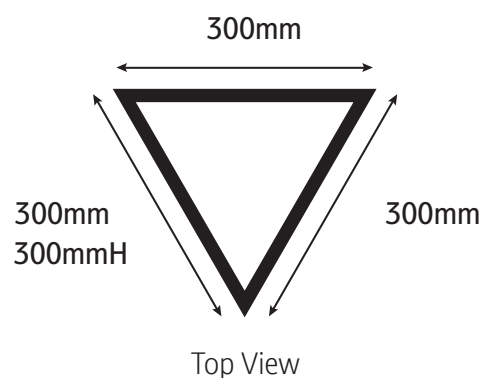
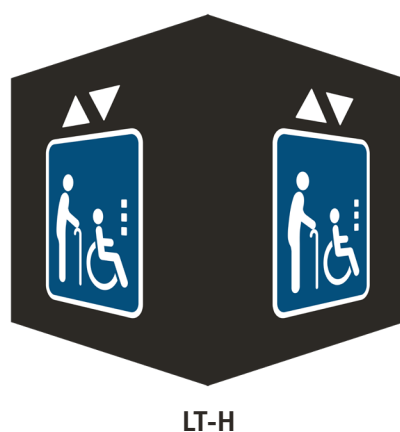
Lift Header

8.3.5

Purpose

This header sign highlights entry point of corridors that are dedicated to lifts.

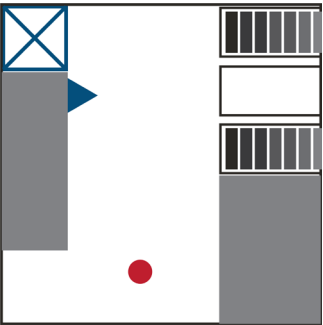
It should be secondary to the LT-PD.



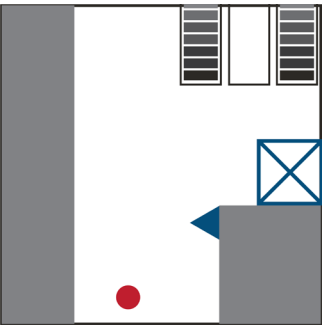
Lift Header Placement Guide

8.3.6

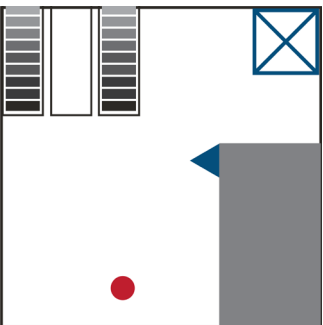
Scenarios that LT-H will be necessary.



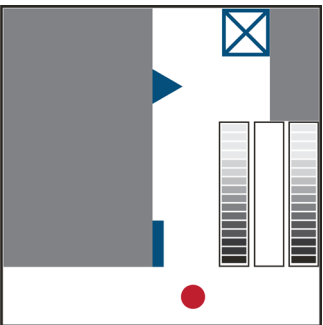
When lift is opposite escalator
LT-H will point out the lift that may be overlooked in such scenario where lift and escalators are located on opposite sides.



When lift is hidden behind wall
Especially when only escalator is immediately visible when commuter is approaching the area.



When lift is tucked in a corner
Especially when only escalator is immediately visible when commuter is approaching the area.



When lift is tucked behind escalator
Especially when only escalator is immediately visible when commuter is approaching the area.

Supplemented with LT-PD
Purpose of LT-PD is to direct users when lifts are not visible from approaching paths.

See also: 8.3.2

User

Lift

LT-PD

LT-H

Lift Directory

8.3.7

Purpose

Commuters do not relate to different levels of an MRT station unlike in a commercial building, hence a clear and easy to understand directory for lift users is crucial for effective wayfinding. Only display key information relative to each level, refer to 8.3.8 for content guideline.

Size and Placement

LT-E Exterior/on Lift Shaft

Above lift call buttons, below LT-P

LT-I Inside Lift

Next to lift buttons

1 Two Storeys

100mm

500mm

Two Storeys

1

B1

50mm

250mm

2 Three Storeys

Three Storeys

1

B1

B2

3 Four Storeys

Current Level

Grey bar:
PMS Cool Gray 1 C

'You Are Here' Icon:
see 4.5.2

Four Storeys

1

B1

B2

B3

Lift Directory

Content Guideline

8.3.8

Below listed content shall represent each level (e.g. Street, Concourse, Transfer), based on location of lift in station, as content is context driven.

Lifts at Entrances and Unpaid Concourse (for both LT-E and LT-I)

Street level/Bridge level: Exit Code

Unpaid Concourse level: Line Caplet / Station Caplet

(for stacked concourse i.e. DT 10, see 7.5.6) + PSC Icon + Toilet Icon

Subway/Mezzanine level: Line Caplet + Exit Code

Lifts at Paid Concourse (for LT-E only)

Paid Concourse level: Passenger Service Centre (PSC) Icon + Toilet Icon

Platform(s) level: Line Caplet / Station Caplet (for stacked platform i.e. DT 15, see 7.5.6)

Transfer level: Line Caplet + Exit Code (for exits that are **only** accessible via paid transfer level)

+ Symbols of amenities located within the paid transfer level

Lifts at Platform (for both LT-E and LT-I)

Paid Concourse level: Way Out Icon (when concourse leads to all exits of station) / Exit Code

(when concourse does not lead to all exits of station, i.e. *EW 16*) + PSC Icon + Toilet Icon

Platform(s) level: Line Caplet / Station Caplet (for stacked platform i.e. DT 15, see 7.5.6)

Transfer level: Line Caplet + Exit Code (for exits that are **only** accessible via paid transfer level)

+ Symbols of amenities located within the paid transfer level

Barrier-Free Accessibility

8.3.9

Purpose

This sign is in compliance with the Code for Barrier-free Accessibility, indicates the access route and facilities in the station for persons with disabilities. The QP shall consult the relevant authority on the compliance with the current barrier-free accessibility code.

Size and Placement

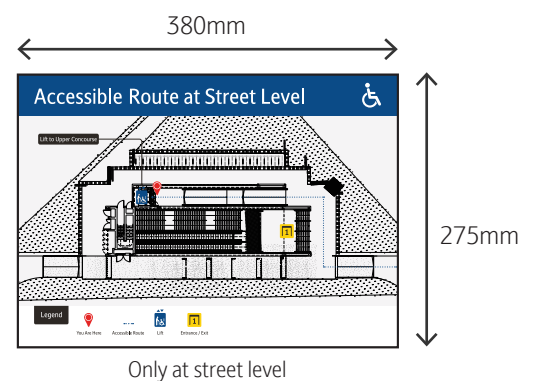
HP4

This non-lit sign is placed in the accessible toilet. It shall comply with all current statutory regulations on Barrier-Free Accessibility in Buildings.



HP6 / HP6-AE

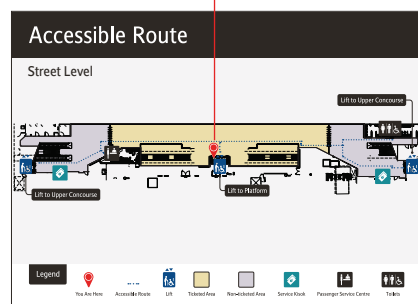
This non-lit sign is placed on the lift shaft of every lift accessible to the public, displayed next to and aligned to the top of lift button panel, and next to Ticketing Service Kiosk (TSK). HP6 denotes the accessible route, while HP6-AE incorporates both the accessible route and the fire escape route. HP6-AE will be applied at areas requiring fire escape route and HP6 signage will be applied at grade level.



Indicating facilities where applicable:

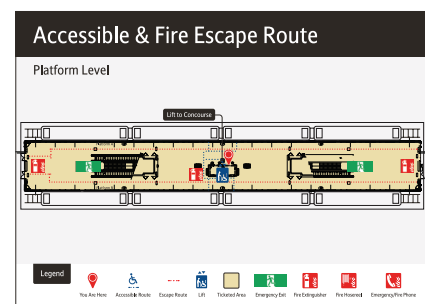
- Pick-Up Points, Taxi Stands/Stops & Bus Stops
- Lifts, Toilets & Passenger Service
- Train Platforms

'You Are Here' icon can be rotated to avoid clash/ overlapped with other graphic elements



HP6

For Illustration Purpose only. To be advised by QP.



HP6-AE Accessible & Fire Escape Route

Material

Non-lit sign face, digitally-printed graphics on vinyl sticker with matt overlamine, with backing of 1mm thick polycarbonate. The appointed contractor will be responsible for redrawing the floor plan in a more simplified format for commuter's easy viewing.

Barrier-Free Accessibility

8.3.9a

Colours

Standardised colours for all elements.

	Callout Bubble / Toilet / Passenger Service PMS Black C		Header / Accessible Route/ Lift to Platform PMS 301C
	Footer / Texts White		You Are Here PMS 485C
	Background PMS 663C		Ticketed Area PMS 665C
	Exit Codes PMS 109C		Unticketed Area PMS 7499C
			Ticketing Service Kiosk PMS 321C
			Bus Stop PMS 375C

Station Amenities & Facilities

8.4

Codes under each image denotes pictograms application on:

Standalone Signs **x**

H = Lit Header

S = Room Sign

D = Amenities Direction Sign

NLH = Non-Lit Header

SG = Supergraphic

Part of:

Exit Directory **ED**

Locality Map **LM**

Directional Sign **D-sign**

All Toilets T-**x**(FMA)



H, D, ED, LM, D-sign

Family Washroom (FWA-**x**)



H, S, D, ED, LM

Accessible Toilet T-**x**(A)



H, S, D, ED, LM, D-sign

Baby Care Room (BCR-**x**)



H, S, D, ED, LM, D-sign

Passenger Service Centre (PSC-**x**)



S, D-sign

Information Point (INP-**x**)



H, D, D-sign

Ticket Office (TSO-**x**) & Ticketing Service Centre (TSC-**x**)



S, NLH

General Ticket Machine (GTM-**x**)



S, D, NLH

Top-Up Machine (TUM-**x**)



S, D, NLH

Service Kiosks (SK-**x**)



D, NLH

Automated Teller Machine (ATM-**x**)

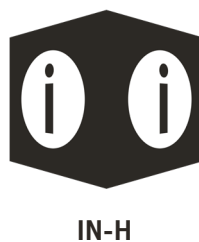
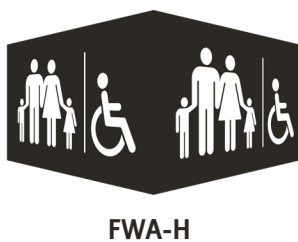
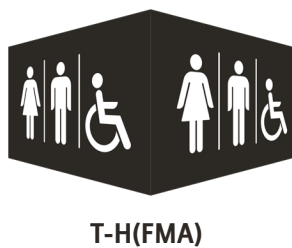
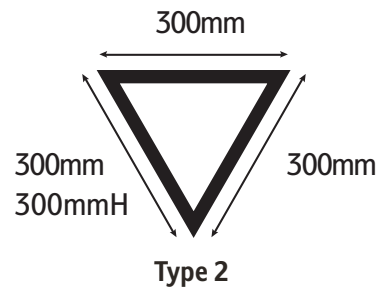
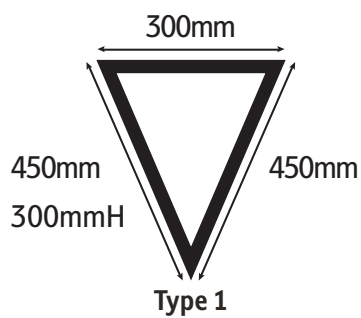


S, D, NLH

Amenities Headers [-H] (Illuminated)

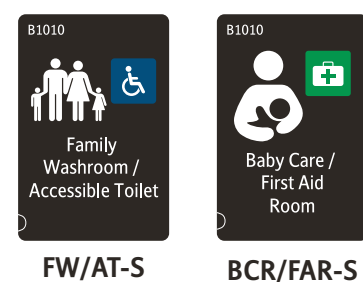
8.4.1

To mark path to toilets/facilities, and mark entrance of respective toilets/rooms.



Use IN-H to highlight a flushed/
obscured Information Point
positioned due to site constraints.

Surface mounted non-illuminated signs at the entrance of toilets and amenity rooms.



The diagram illustrates the layout of the bus interchange, showing seven service rooms arranged in a row. Each room is represented by a dark grey rectangular panel with a white icon and text. The rooms are labeled as follows:

- BCR-S**: Baby Care Room (Icon: A person holding a baby)
- FW-S**: Family Washroom (Icon: A family of four)
- ACR-S**: Accessible Changing Room (Icon: A person in a wheelchair using a changing table)
- CCR-S**: Commuter Care Room (Icon: Two hands holding a heart)
- FAR-S**: First Aid Room (Icon: A green first aid kit)
- PSC-S**: Passenger Service Centre (Authorized Personnel Only) (Icon: A person at a service counter)
- TSC-S**: Ticketing Service Centre (Icon: A ticket and a question mark)

Below the panels, the labels **BCR-S**, **FW-S**, **ACR-S**, **CCR-S**, **FAR-S**, **PSC-S**, and **TSC-S** are displayed. A note at the bottom center states "For Bus Interchange only".

Amenities Directional Signs [-D] 8.4.3

(Non-Illuminated)

If path towards toilets/facilities is narrow and indirect hence requires direction along the way.



T-D(FMA)



FWA-D



T-D(FM)



T-D(F)



T-D(M)



T-D(A)



BCR-D

Facility Headers [-NLH] (Non-Illuminated)

8.4.4

Surface mounted non-illuminated signs to label facilities where necessary.
Sign graphic to be advised.



Service Kiosks
SK



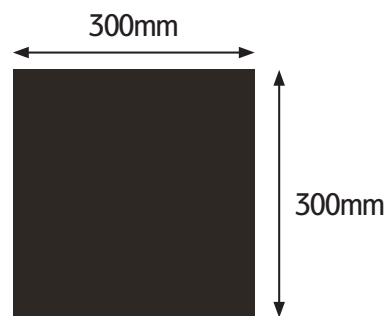
Top-Up Machine
TUM



General Ticket Machine
GTM



Automated Teller Machine
ATM



Projected Mounted
x-NLH(P)



Surface Mounted
x-NLH(SM)



Ticketing Service Kiosks Header
SK-NLH



Ticketing Service Centre Header (Non-Lit)
SC

Colour: PMS 321C

Passenger Service Centre (PSD)

PSC Banner

8.4.5

Now integrated with Passenger Service Centre Design.

Refer to ADC for Specification. Contact the authority for actual signage graphic.



*Background to follow respective Line Colours (See 1.3)

PSC Station Name

8.4.6

Same design guideline as Station Name on Operating Hour Sign (OH), see 6.6

PSC-SN / C-SN / IP12(W.S)



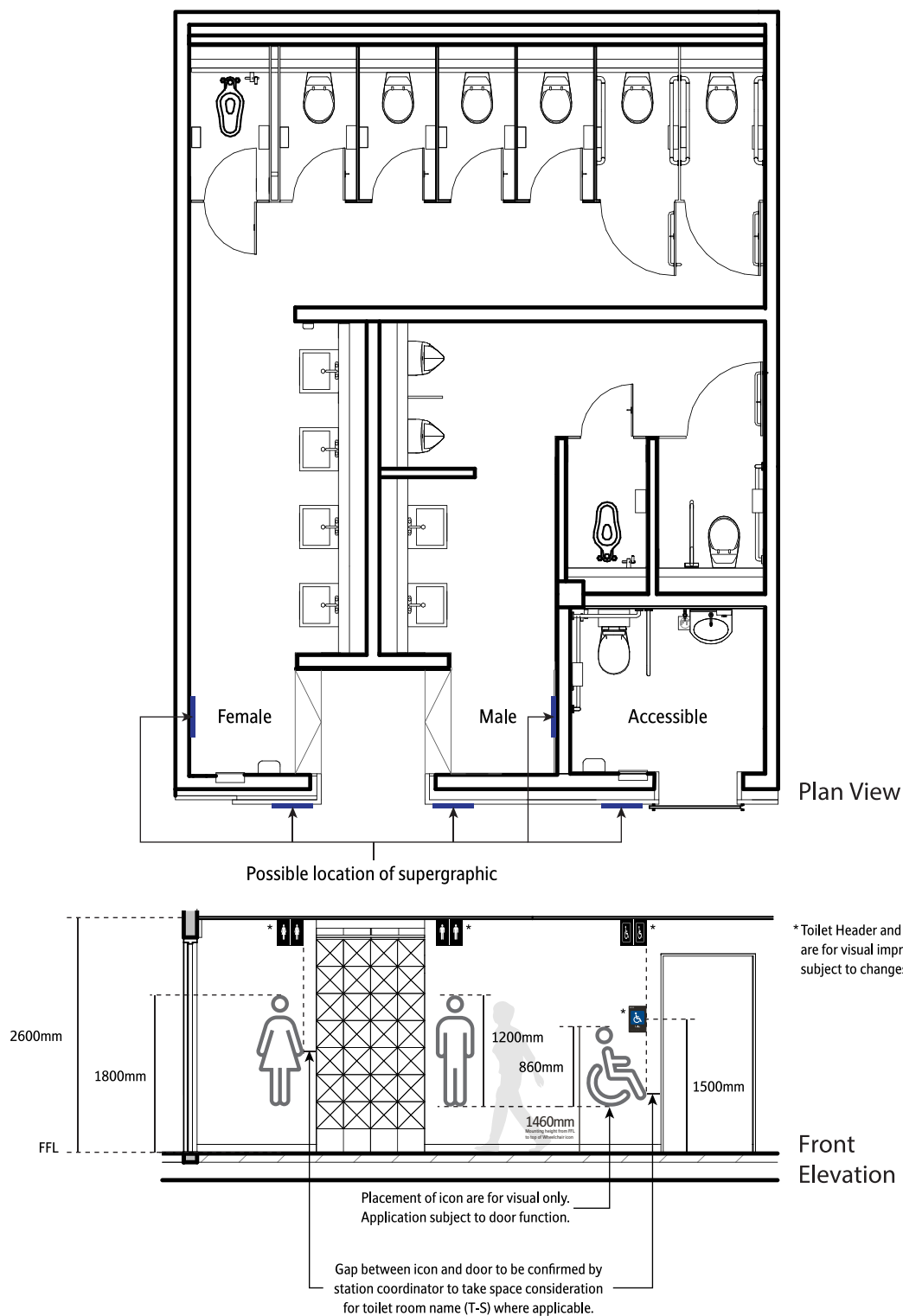
Toilet Supergraphic [-SG]

8.4.7

Purpose

To provide clear visibility of the toilet cluster along corridor.

The signage is non-illuminated, surface mounted near or at the entrance of toilet.

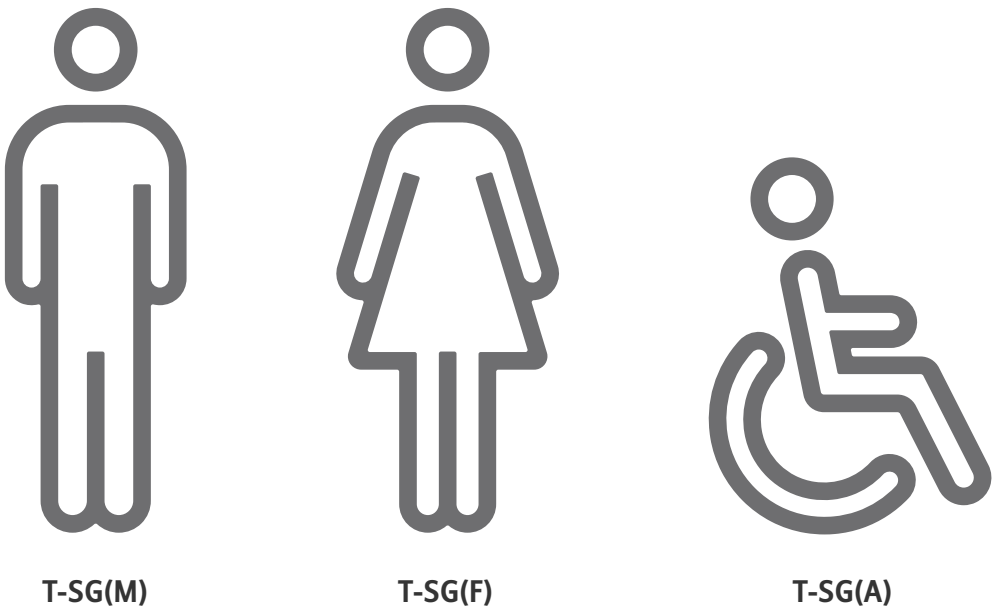


Next Page >
Specifications

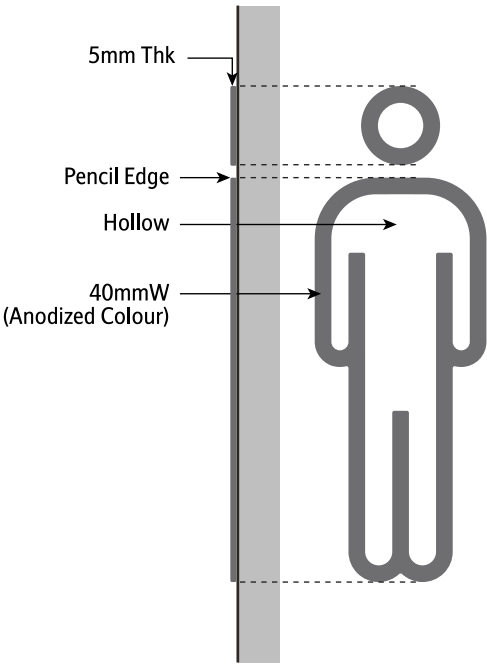
Toilet Supergraphic [-SG]

8.4.8

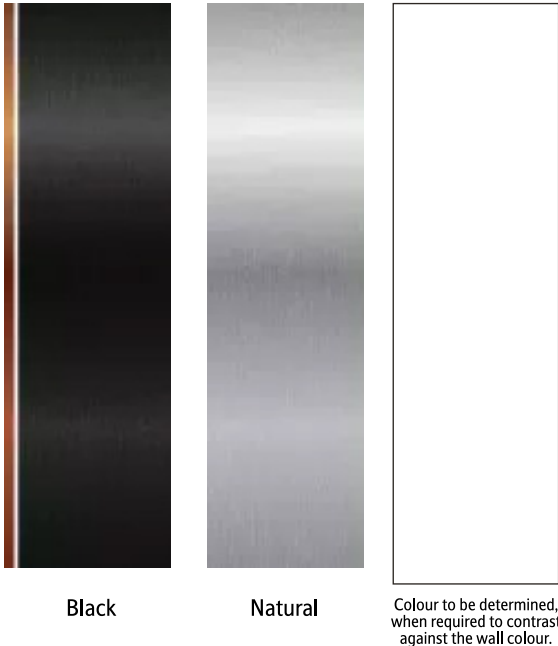
Sign Code



Typical Detail



Anodized Colour Range



Specification: 5mm Thk Anodized Aluminum Cutout

Commuter Facilities

8.5

Below guidelines may or may not form part of TSM Volume 1,
and are under the custodian of other LTA divisions.

Commuter & Road Infrastructure (2CRI)

Bus Shelters/Stops

Bus Interchanges

Pedestrian Overhead Bridge (POB)

Pick-Up/Drop-Off Points (PUDO)

Sheltered Walkway (Walk2Ride)

Taxi Stops/Stand

Elevated Pedestrian Network (EPN)

Underground Pedestrian Network (UPN)

Active Mobility (AM)

Bicycle Park (See 8.5.1 for Graphic Standards)

Bicycle Parking Map (See 8.5.2 to 8.5.6 for Graphic Standards)

Cycling and Walking Path Alignment (To be advised by AM)

Bicycle Park

8.5.1

Signs to direct and indicate Bicycle Parking lots within or around MRT station vicinity.

Application and placement of signs to be consulted and reviewed by Active Mobility Group (AMG).

BP-N1
Existing Lines (NSEWL, TEL etc)
Floor/Surface Mounted

450mm



700mm

BP-N2
New Lines (JRL, CRL etc)
Floor/Surface Mounted



Note: While replacing **existing** signage BP-N2 shall be used.

BP-D1
Mounted on lamp post/walls

600mm



300mm

BP-D2
Mounted under sheltered walkways

600mm



100mm

Bicycle Parking Map (BP-M)

8.5.2



Material Size: 600mm x 600mm (Tentative)

Purpose

Provide cyclists an overview of the bicycle parking lots found at MRT station.

Address the problem of underutilized bicycle lots at different exits.

Each map is to be rotated to viewer's angle per location of map in station.

Application and placement of signs to be consulted and reviewed by AM.

Obtaining Assets

JPEG/PDF Format - Contact Land Transport Authority – Active Mobility

Regulation Follow colour guide and elements detailed in following pages.

Do not extract any elements to be used individually.

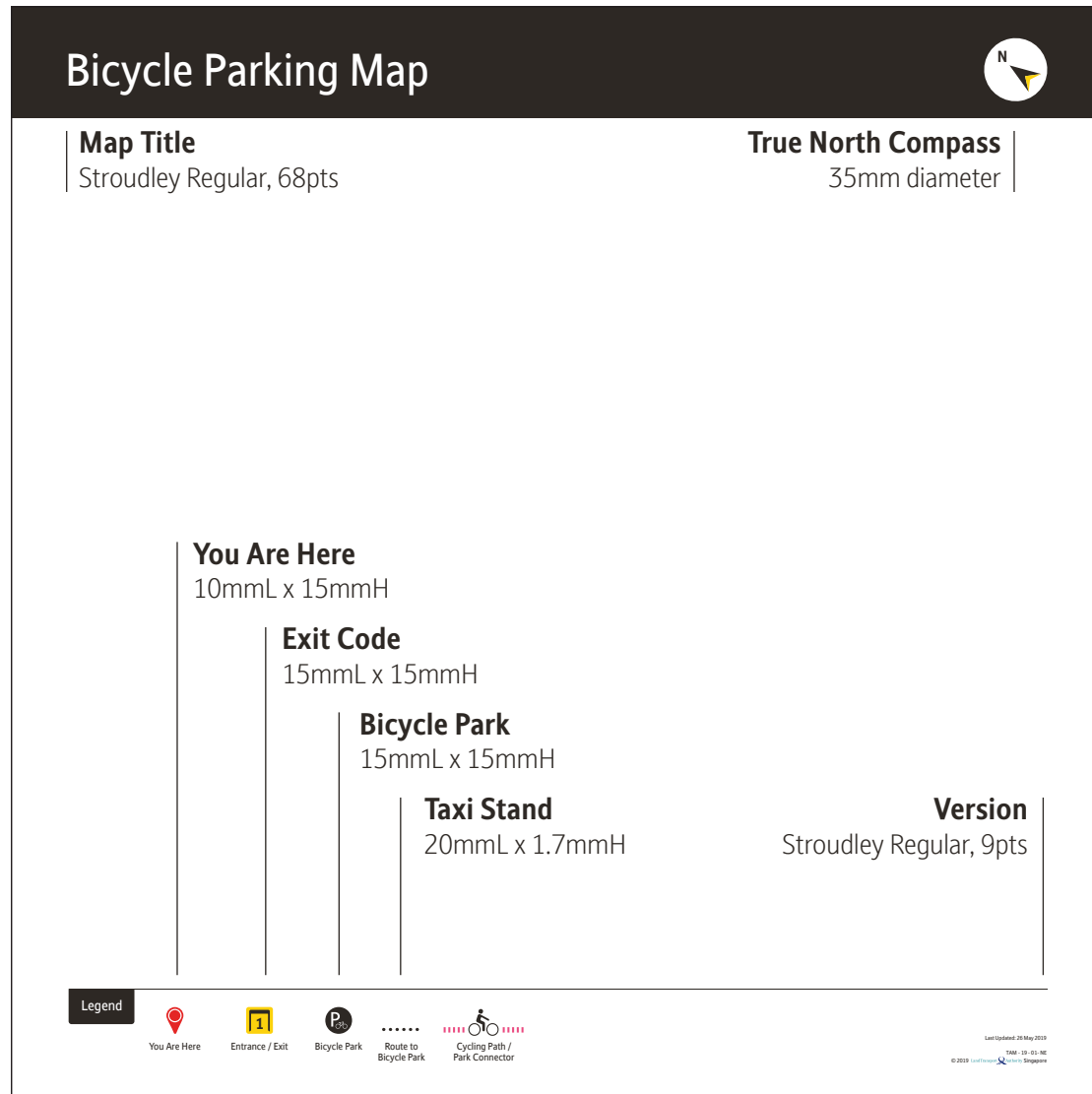
Do not modify the colours and typeface of any elements on the Map.

Do not distort the Map, always scale proportionately.

Bicycle Parking Map

Header and Footer

8.5.3



Legend Header
Stroudley Regular, 50pts

Legend Texts
Stroudley Regular, 35pts

Copyright
Stroudley Regular, 9pts

Other Pictogram
Varies (L) x 15mmH

Cycling Path / Park Connector
44mmL x 15mmH

All dimensions based on
Material Size at 600mm x 600mm (Tentative)

Next Page >
Locality Map Elements

Bicycle Parking Map Elements

8.5.4



All dimensions based on Poster Size at 600mm x 600mm (Tentative)

Map Border

Grey Width/Thickness: 8.3mm
White Width/Thickness: 3.5mm

Pictograms

EW 2 Station Caplet
25mmL x 15mmH

1 Exit Code
20mmL x 20mmH

You Are Here
13mmL x 20mmH

Texts

Station Name
LTA Identity, 38pts

Content
Stroudley Regular, 24pts

Lines/Strokes

Road
Stroke Weight: 20pts

MRT / LRT Tracks
Stroke Weight: 8pts

Cycling Path
Stroke Weight: 8pts
Dash: 3pts / Gap: 4pts

Route to Bicycle Park
Stroke Weight: 5pts
Dash: 0pts / Gap: 1pts
Round cap

Overhead Bridge

Underpass

Next Page >
Locality Map Colours

Bicycle Parking Map Colours

8.5.5

Standardised colours for all elements on Bicycle Parking Maps.

	Header / Texts / Bicycle Parking Picto & Route PMS Black C		Roads White
	MRT Station Box PMS Black C (Opacity: 30%)		HDB Residential Blocks / MSCP Profile Shape PMS 7499C
	Zone / District Names PMS Black C (Tint: 50%)		Private Residential Estates Boundaries e.g Condo, Apartment, Bangalows & etc. PMS 7499C (Tint: 50%)
	Exit Codes / Footer PMS 109C		Water C12 M2 Y3 K0
	You Are Here PMS 485C		Park / Garden / Fields (Stadium) PMS 580C
	Cycling Path / Park Connector PMS 205C		Schools / Institutions / Health Campus Boundaries PMS 580C (Tint: 50%)
	Map Scale (Box) PMS Black C (Opacity: 10%)		
	Land (Background) PMS 663C (Tint: 60%)		
	Map Border / OHB / UP / Commercial Building Profile Shape e.g Schools, Religious Places, Factories, Offices, Markets & Hawker/Food Centre, Dormitory & etc. (Non-Residential Building) PMS 664C		

Next Page >
Content Entry Criteria

Bicycle Parking Map

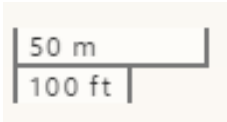
8.5.6

Content Entry Criteria

Provide graphical context of developments and bicycle parking lots surrounding station. The map base content shall be obtained from *OneMap.sg*. This criterion governs how much content can be shown on the map to ensure readability and clarity.

Criterion for Landmark to be featured on Bicycle Parking Map

Landmark must meet both criteria.

Basic Criteria	
Landmark surrounding the bicycle parking bays (Using 50m distance marker based on <i>OneMap.sg</i>)	

+

Refer to Locality Map Content Entry Criteria 6.3.4

Note: No discrimination is intended for buildings not captured under the criteria listed.

Updating of existing sign: LTA Active Mobility or Public Transport Operator shall update signs affected by changes in the vicinity (e.g. road name / building name change). **For developers** who wish to update signage content, kindly inform LTA and PTOs via respective feedback portals.

Bus Shelter Sign

8.5.7

Purpose

The sign is assigned only to selected bus shelters in the vicinity of MRT stations.

For commuters transferring from the MRT to Bus, the Bus Stop Indicator Sign helps to identify the correct bus stop for their onward journey. The number-code identifies bus stops in the vicinity of MRT stations.

Size and Placement

The sign is located facing commuters discharging from the MRT station.

IS10a Bus Stop Indicator Sign

250mmL x 250mmH

**Background Colour**

PMS 375C

Bus Pictogram in Precision Black

PMS Black C

Bus Stop Code

Stroudley Bold, 170pt

IS10b Bus Stop Indicator Sign

580mmL x 200mmH

**Bus Stop Code**

Stroudley Bold, 330pt

9. Confirmation

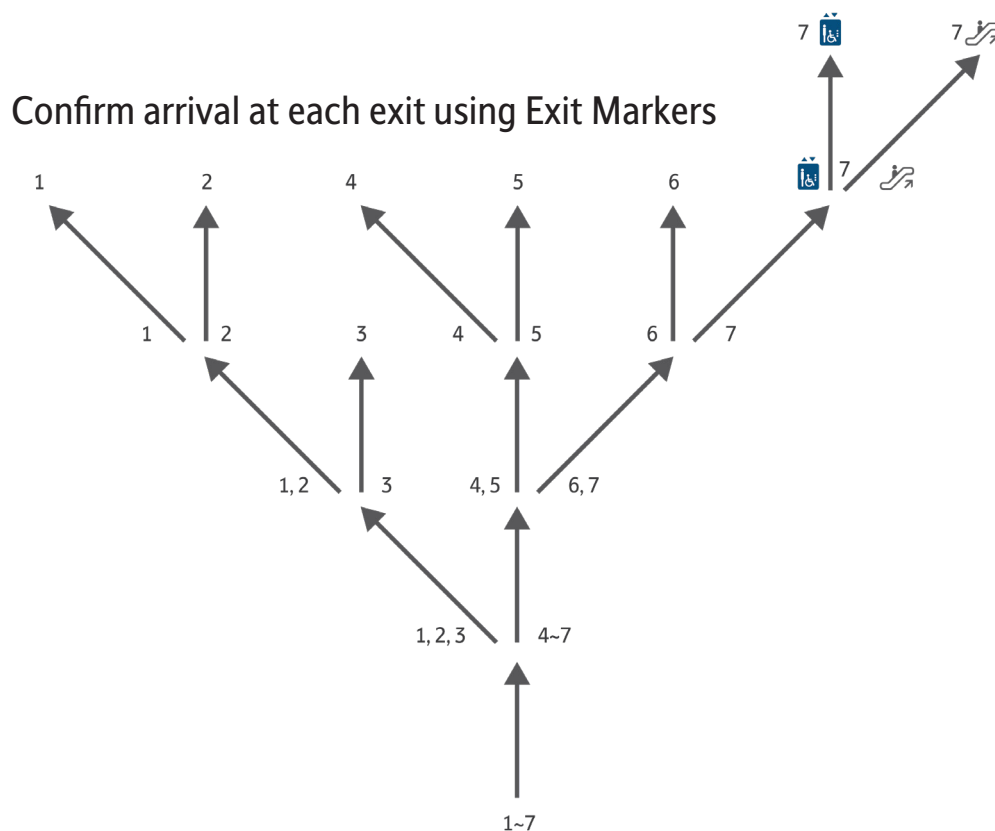


Principles and Key Functions

To provide assurance and sense of arrival when commuters approach an exit/adjoined development.

In this Section

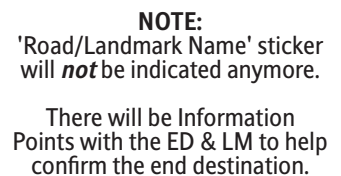
- 9.1 Exit Marker
- 9.2 Interfacing Developments
- 9.3 Placement Guide



9.1

Confirmation Panels are a form of identity sign. As it is large and meant to be seen from a distance, it can be integrated into station architecture for a more coordinated look. The formats shown in this guide are minimum sizes with placement guidelines.

1. Non-lit vinyl sticker sign with 1mm thick non-combustable backing.
2. Yellow cladding panel with Exit Code silkscreened on panel directly. (Final review on numbering sequence of exits to be confirmed with LTA Signage Team, prior to fabrication.)



Exit Marker Directional Sign behind SN-Sign (5.2)

9.1.1

Interior View Normal Exit SN-D1

If SN is surface mounted, a separated box for SN-D1 should be surface mounted on other side.

If SN is ceiling mounted, rear side of signbox will feature SN-D1.



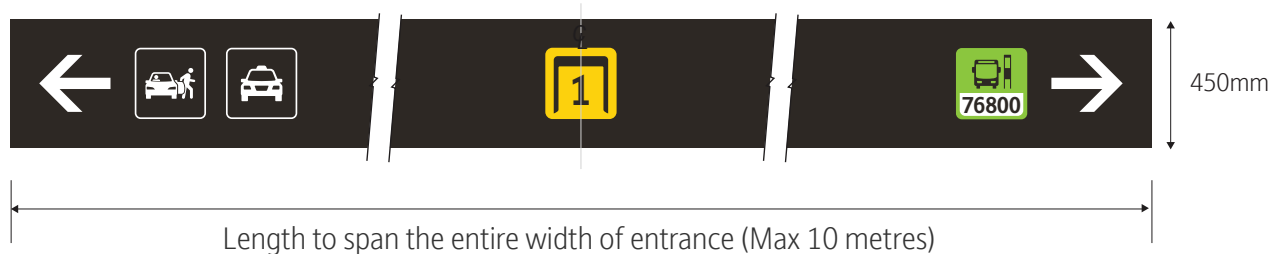
SN-D1 will only point to
adjoined transport modes.

Exit Code

SN-D1 will only point to
adjoined transport modes.

Use D-Sign Modules for Arrows and Symbols

Order of icons, following arrows: Bus Stop > PUDO > Taxi



Refer to 5.2 For station name sign (exterior view).

Exit Marker Directional Sign behind SN-Sign (5.2) Interfacing Developments

9.2

Interior View Adjoined Development SN-D2

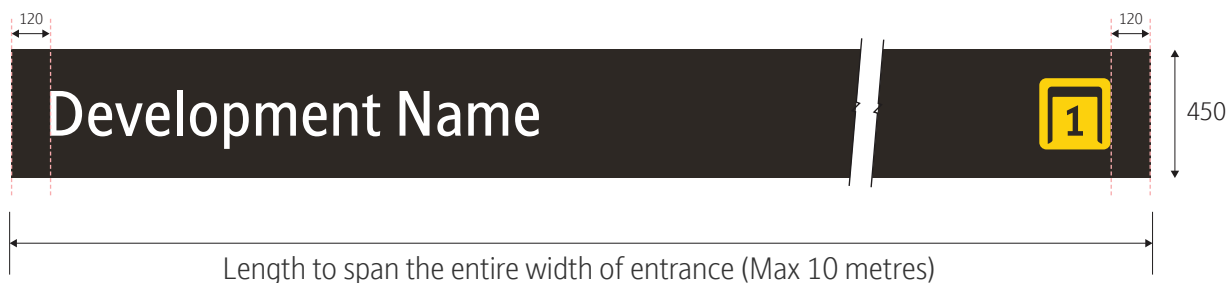
If SN is surface mounted, a separated box for SN-D2 should be surface mounted on other side.

If SN is ceiling mounted, rear side of signbox will feature SN-D2.



Use D-Sign Modules for Exit Code

Development Name has to be indicated in sentence case.

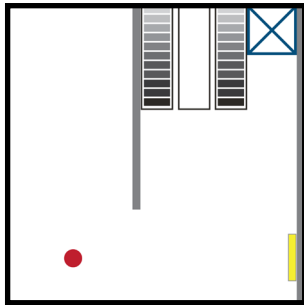


Refer to 5.2 For station name sign (exterior view).

Exit Marker Placement Guide

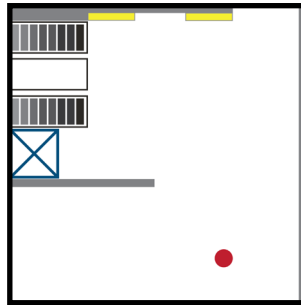
9.3

Scenarios where Exit Marker is necessary.



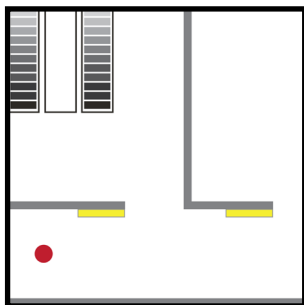
Demarcate Space

Consider maximum visibility and clarity when marking exits.



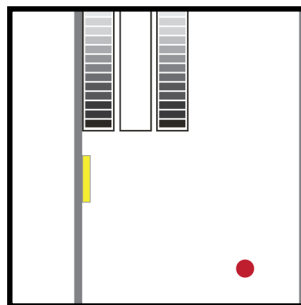
Last Sign

Use Marker when there are no choices to be made.



Mark Exits

Along a corridor, use Markers to identify each exit point.



Labeling Facilities

Label the escalator if only that escalator serves the exit.



User



Exit Marker

10. Statutory and Safety Signs



Principles and Key Functions

Signs for back-of-house, safety and regulatory matters.

Based on Singapore Standard: SS508:2013

In this Section

10.1 Statutory Signs

- Fire Safety (FS)

- Emergency Exit

- Floor Loading Diagram

- CD Shelter

- Room Name

10.2 Safety Signs

- Warning Signs

- Prohibition Signs

- CCTV Signs

- PSD Operation Signs

10.3 Others

- Notice Sign

10.4 Placement Guide

Fire Safety Signs

Firemen's Signs

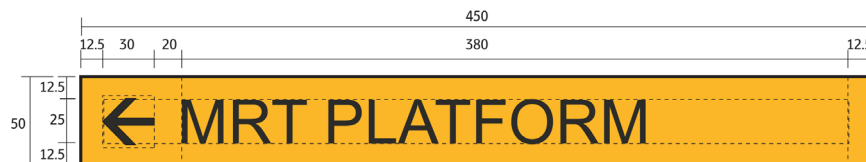
10.1.1

Purpose

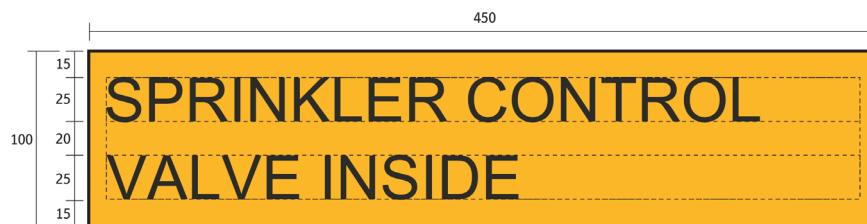
To direct and identify areas of station for firemen. Arrows may be featured when necessary.
The Qualified Person (QP) shall advice on the exact arrow, text message and the sign's size.

Editable Text: Arial Regular

FS1 One-line 450mm x 50mm



FS2 Two-lines 450mm x 100mm



FS3 Three-lines 450mm x 150mm



Fire Safety Signs

Mandatory Action Signs

10.1.2

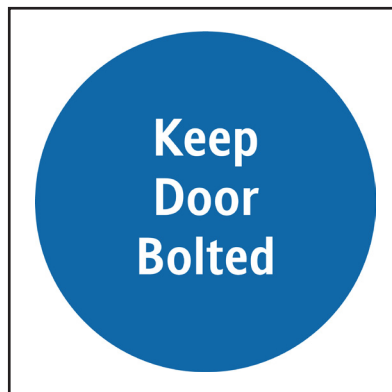
Purpose

Indicating mandatory action around station.

The Qualified Person (QP) shall advise of other 'mandatory action' messages required.

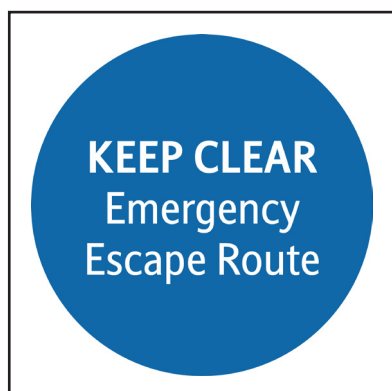
Sign: 170mm x 170mm **Graphic:** 150mm x 150mm

FS4a Latch Door Sign



Place FS4a on internal side of inactive door-leaf, in an M&E room/space.

FS4b Keep Clear Sign



FS4c No Loitering Sign



Fire Safety Signs

Staircase Identification Sign

10.1.3

Purpose

Provides information on the Emergency Escape Staircase (classified as Safe Condition).

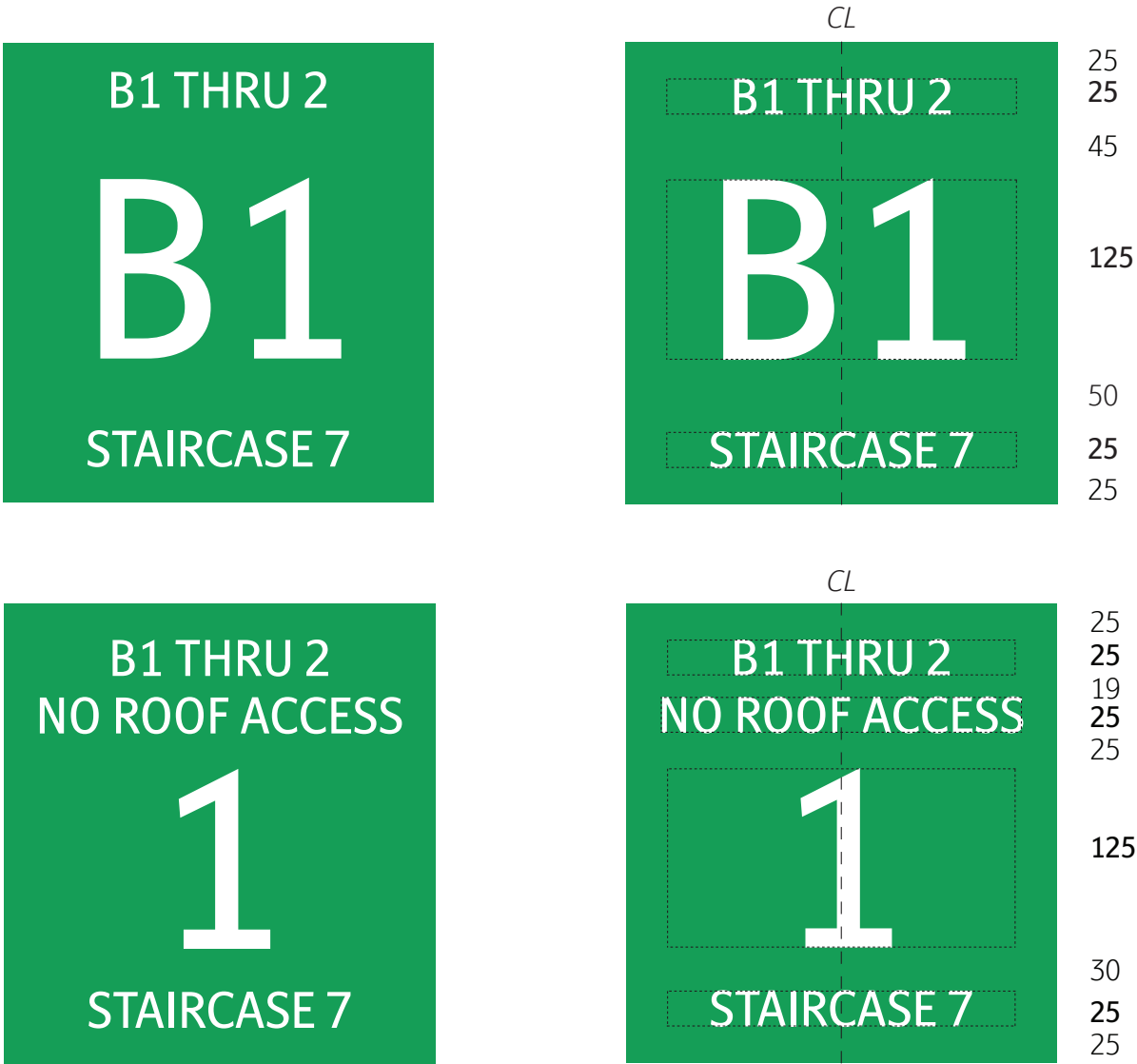
The exact text message for each sign shall be advised by the QP.

Editable Text:

Header and Footer: Stroudley, 25mmH

Body: Stroudley, 125mmH

FS5 300mmW x 320mmH



Fire Safety Signs

Fire Engine Access Sign

10.1.4

Key Function

Applicable only for stations with designated Fire Engine Access. Marks Fire Engine Access to keep clear of obstruction.

FS6 750mm x 150mm



Fire Safety Signs

Fire Fighting Access Panel Signs

10.1.5

Purpose

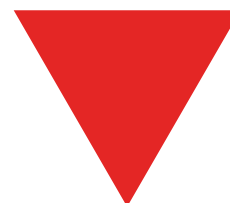
To mark fire fighting access panels, both internal and external views.

FS7 650mm x 150mm



Internal

FS18 150mm x 150mm



External

Fire Safety Signs

Firemen's Lift Sign

10.1.6

Key Function

To identify designated Firemen's Lift, placed above lift level indicator.



FIREMEN'S LIFT

FS8 450mm x 50mm

Refer to Lift SWC for latest specifications and graphics.

Fire Safety Signs

Lift Rescue Hook Sign

10.1.7

Key Function

To indicate the location of rescue hooks installed at the underside of the upper lift landing door head or in the ceiling space directly above the lift landing door.



**Lift
Rescue Hooks
within Ceiling**

FS25 150mm x 150mm

Fire Safety Signs

Fire Safety Equipment (I)

10.1.8

Key Function

Highlight fire safety equipments, perceivable even under poor visibility conditions.

Above Eye-Level

200mm x 200mm Triangular Header Sign



FS10-H Fire Hosereel



For stacked layout with min. gap of 10mm in between.



FS12-H Fire Extinguisher

Above Eye-Level (Only for mounting on Escalators at Platform)

200mm x 200mm Double-Sided Projected Sign, visible from a distance.



FS10-P Fire Hosereel



FS12-P Fire Extinguisher

On Equipment (Mandatory)

Front of House: 300mm x 300mm On equipment door/covers

Back of House: 150mm x 150mm On equipment door/covers



FS10 Fire Hosereel



FS12 Fire Extinguisher

Fire Safety Signs

Fire Safety Equipment (II)

10.1.9

Key Function

Highlight fire safety equipments, perceivable even under poor visibility conditions.

FS13 Fire Hose

250mm x 150mm



FS14 Station Dry Rising Main Sign

150mm x 150mm



FS21 Emergency/Fire Phone Sign

150mm x 150mm



SW1 (PAT) Fire Phone Instruction Sign

150mm x 150mm



Emergency Exit Directional Signs

10.1.10

Key Function

Highlight emergency exits, pointing to safety. In reference to SS508 - Safety Signs Graphic Standards.

Size

387mm x 150mm

Types

Lit: Ceiling/Surface Mounted, above eye-level.

Non-Lit: Self-Illuminated/Reflective, Surface Mounted at low levels,

Refer to Volume 3 for box type and sign lighting

Entry Point

Mounted above doorway/path to signify emergency exit.

FS-16



Direction

Guiding towards nearest emergency exit(s).

FS-16a



FS-16b



FS-16c



FS-16d



Emergency Exit Door Sign

10.1.11

Key Function

Highlight emergency exits, indicate safety conditions

Emergency Exit

Mounted on door, next to Room Name Sign to signify emergency exit.



SP2a 320mm x 300mm

Push-Bar Escape Door Sign

Mounted above/on push-bar, between mechanism.



FS17 700mm x 100mm

Floor Loading Diagram

10.1.12

The provision of floor loading diagrams is mandatory according to statutory regulations. The application of this sign is the responsibility of the Qualified Person (QP), and relevant authority shall be consulted on the application of this sign.

Information on the structural imposed loading shall be obtained from the Professional Engineer (civil)/QP. For security reasons, especially diagrams which show the entire station plan, it is advised to locate them away from public areas. These signs are intended for station staff and maintenance personnel.

Suggested Locations:

Concourse

- Station Master's office at the PSC
- Passageways in the back-of-house areas immediately beyond the access door
- Maintenance office

Subway

- Passageways in the back-of-house areas immediately beyond the access door
- If there are no back-of-house areas at this level, the diagram may be located in public areas e.g. near public lift lobby

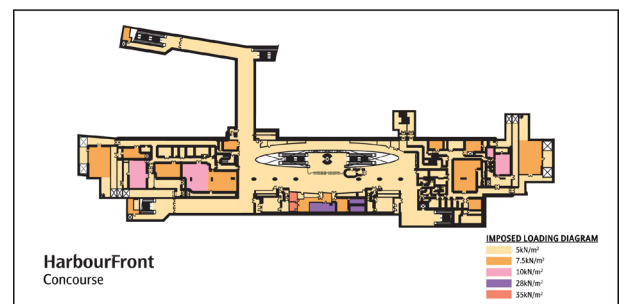
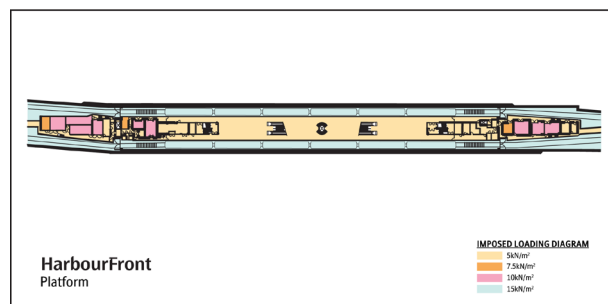
Platform

- Minimum of 2 nos. at the platform level, located just beyond the end-platform door

FLD 600mm x 300mm

Colour Scheme for Imposed Load

(PMS 656C)		2kN/m ²
(PMS 148C)		5kN/m ²
(PMS 263C)		6kN/m ²
(PMS 1505C)		7.5kN/m ²
(PMS 210C)		10kN/m ²
(PMS 457C)		11kN/m ²
(PMS 317C)		15kN/m ²
(PMS 2716C)		16kN/m ²
(PMS 393C)		20kN/m ²
(PMS 345C)		25kN/m ²
(PMS 2582C)		28kN/m ²
(PMS 381C)		30kN/m ²
(PMS 178C)		35kN/m ²



Design Live Load

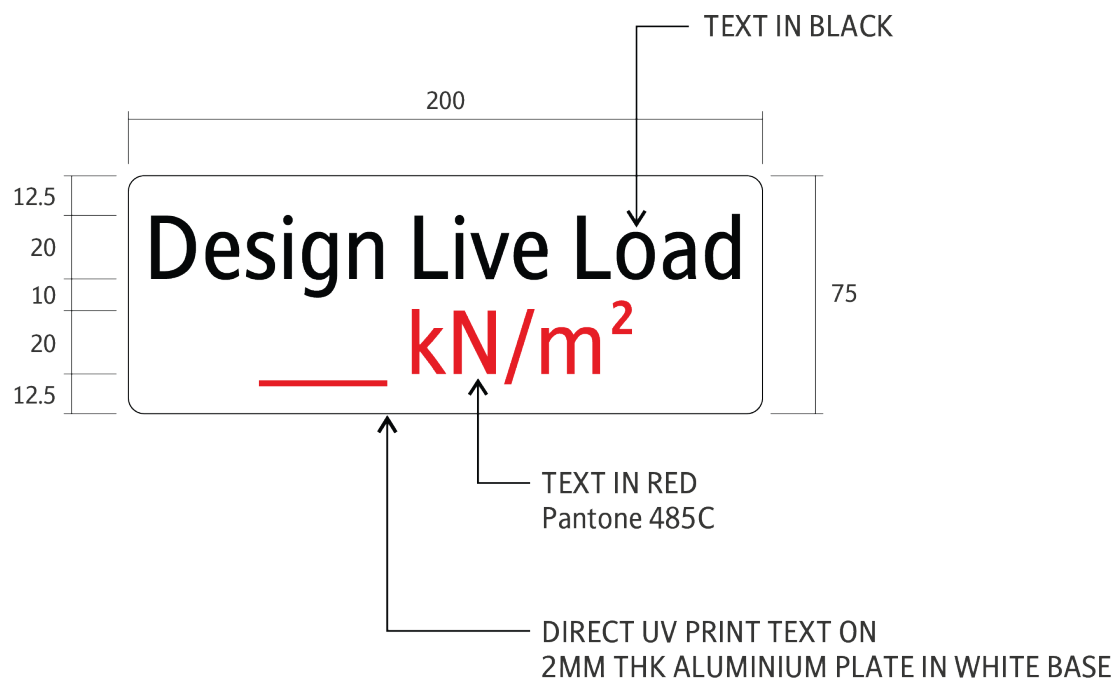
10.1.13

The provision of Design Live Load is mandatory according to statutory regulations.
This pertains to information on the weight loading on Access Hatch.

PE is responsible to give loading to be incorporated into this sign.

DLL

200mm x 75mm



CD Shelter

10.1.14

The application of CD signs shall be the responsibility of the Qualified Person(QP). It shall comply with all current and relevant statutory regulations on CD Shelter and standards for CD Signs. The QP shall consult the relevant authorities on the compliance with the current CD Shelter regulations.

Application of CD Label may be expanded to more signs when necessary.

Types and Sizes

IS2(CD)
CD Station Identity
390mm x 340mm



CD-Entrance

IS13(CD)
CD Label for Access Panel
65mm x 75mm



CD-Label

SP8(CD)
CD Marker on End-Platform Return Door
200mm x 70mm



IS9(Room Name)
Room Name Signs
Featuring CD Label as part of Safety Symbols



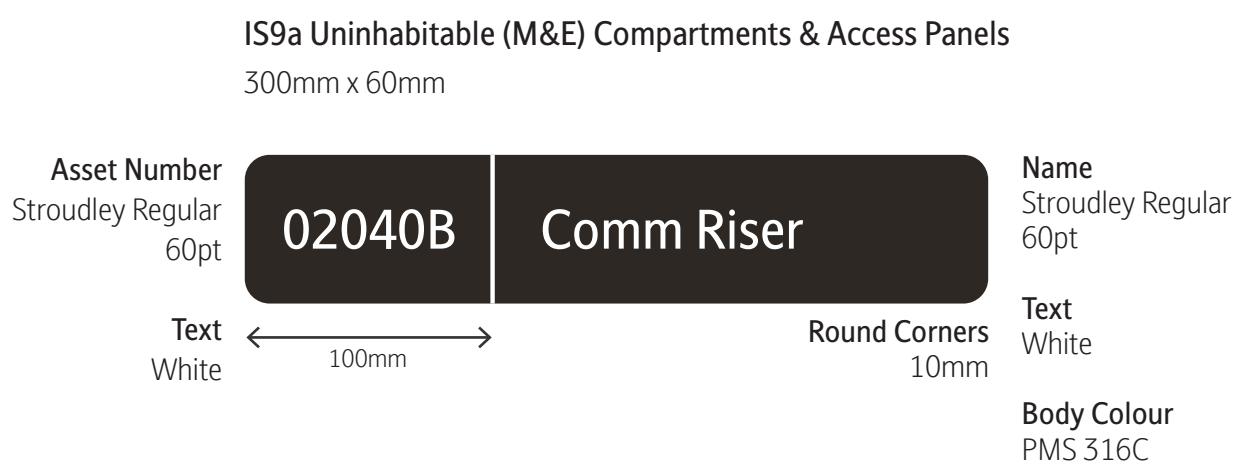
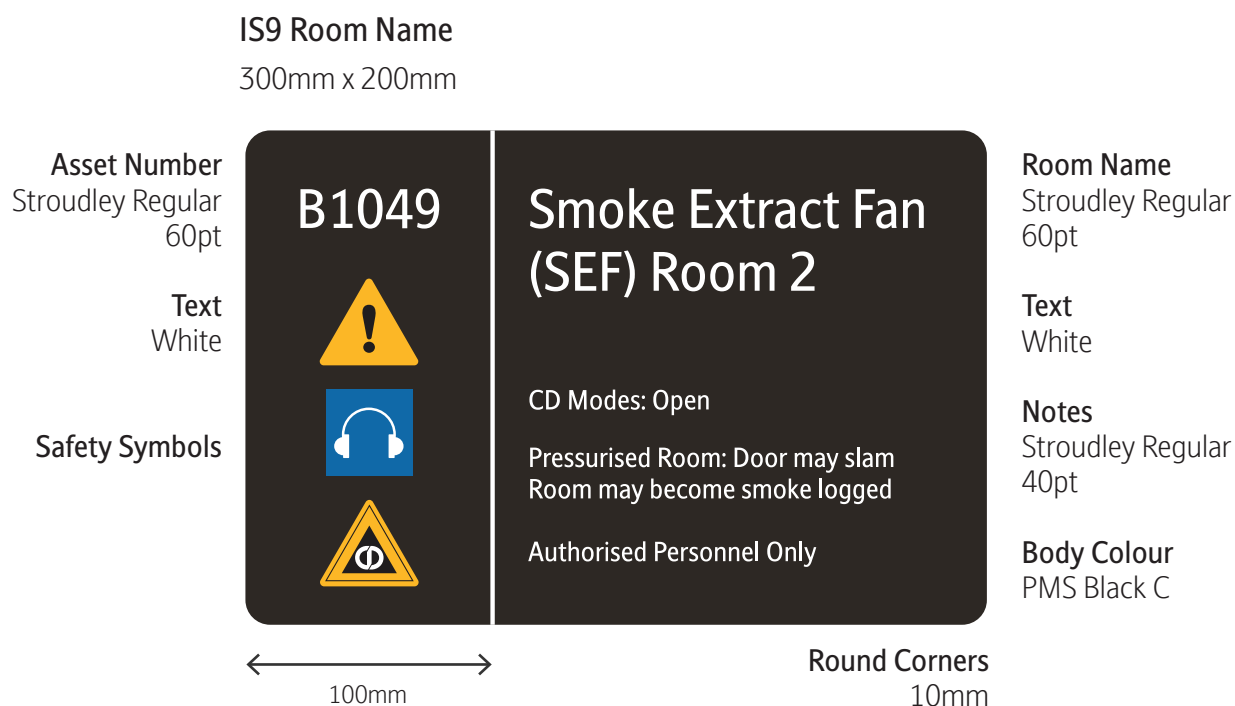
Note:
- Room name content to be coordinated with ADC / IDC / LTA technical team, and Operators for A&A or interchange stations.

Room Name Sign

10.1.15

Key Function

Room Name signs for all non public access rooms and uninhabitable compartments.



Note:

- IS9a Room name for Access Panels to be advised by respective Project Arch.
- Room name content to be coordinated with ADC / IDC / LTA technical team, and Operators for A&A or interchange stations.

Warning Signs

No-Entry & Danger Signs

10.2.1

Key Function

To mark fire fighting access panels, both internal and external views.



SP1a 300mm x 300mm

Warning Signs

Trackside Warning Sign

10.2.2

Key Function

This sign is a safety requirement along the elevated platform trackside.

This version is a split version of larger T1; split into smaller signs T1a & T1b. This version is available for use at LRT stations only (due to its smaller scale).

T1a

1200mmL x 300mmH

Pictogram
Regulation Black

**Circular Band
& Cross Bar**
Prohibition Red
PMS 485C



Do not step beyond the Yellow Line until train stops

列车未停前勿跨越黄线

Jangan melintasi garisan kuning sebelum kereta berhenti

ரயில் வண்டி நிற்கும் வரை, மஞ்சள்
கோட்டுக்கு மேலே போக வேண்டாம்

Fine
罰款
Denda
அபராதம்
\$500

23
26
30
22
20
23
32

160

Typeface

English & Malay: Stroudley Regular

Chinese: Heiti

Tamil: Mullai Bold

Red Text

PMS 485C

T1b

1200mmL x 300mmH

Triangle Band
Regulation Black

Background
Warning Yellow
PMS 123C



DANGER
危险
BAHAYA
அபாயம்

Do not go down to tracks

勿擅自跨入地铁轨道

Jangan turun ke landasan keretaapi

தண்டவாளப் பாதையில் இறங்காதீர்கள்

Fine
罰款
Denda
அபராதம்
\$5000

27
33
32
31
22
27
34

160

Symbol Text
Stroudley Bold
Process Black

Danger Text (PMS 485C)

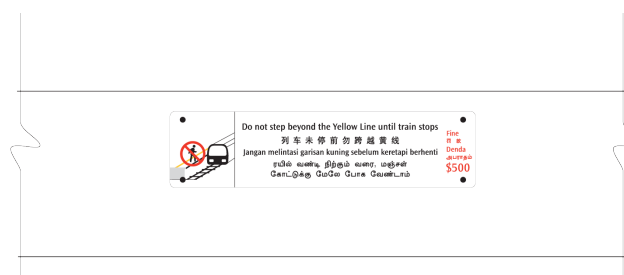
English & Malay: Stroudley Bold

Chinese: Heiti

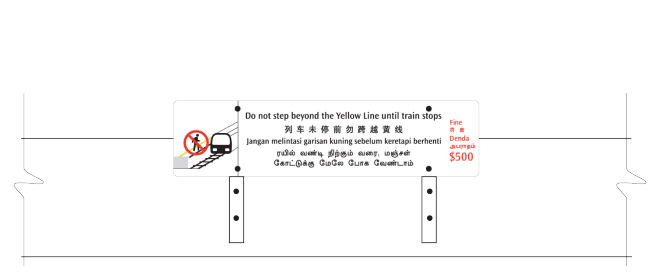
Tamil: Mullai Bold

Mounting

It shall be position in clear view of commuters at the platform.



**SURFACE MOUNTED WITH
ANCHOR BOLTS**



**MOUNTED
ON UPSTAND ANGLE SUPPORTS**

Warning Signs

Danger/Beware Signs

10.2.3

Key Function

To mark fire fighting access panels, both internal and external views.

Size

300mm x 100mm

SW7 Lift Well Sign



SW8 VE Shaft Well Sign



SW9 Door Swing Sign



LHR Low-headroom Warning Sign

400mm x 100mm



Prohibition Signs

10.2.4

Key Function

Informing behaviour prohibited by law, or for safety.

Combinations

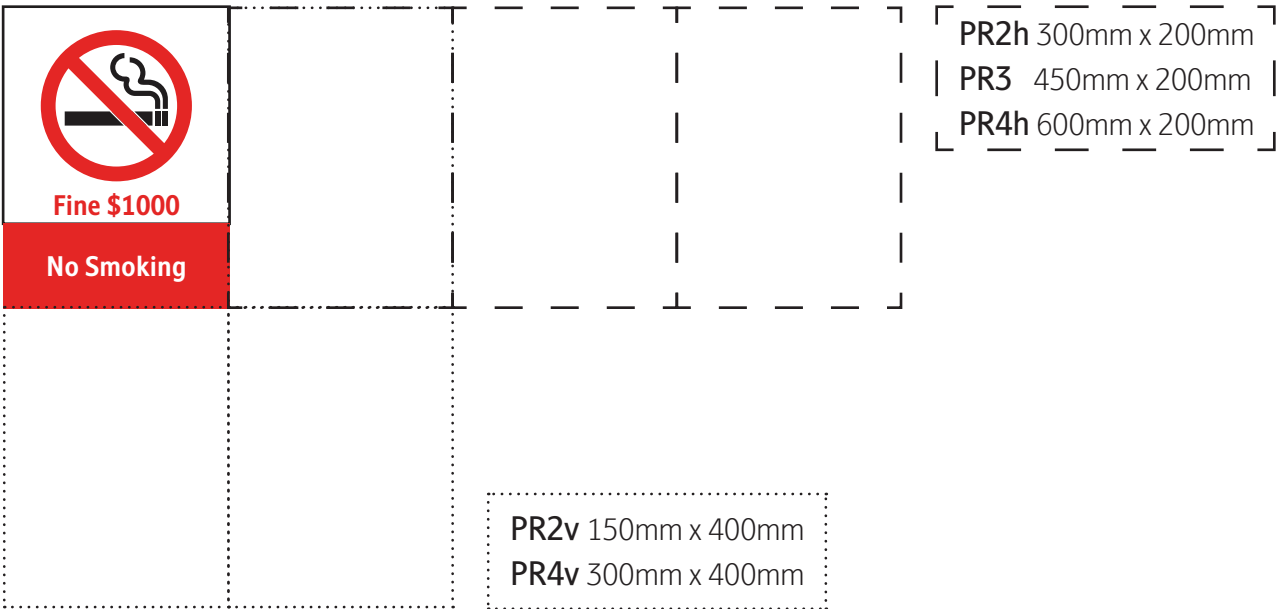
Replace relevant pictograms and messages for site-specific needs.

Single Prohibition sign

PR1a 150mm x 200mm

Larger No Smoking sign

PR1b 300mm x 400mm



No Smoking within
5m from Shelter sign

PR1c 150mm x 200mm



For Bus, Taxi / PUDO
shelter to adopt from
Reference Manual

No Parking of PAB & PMD

PR1np 450mm x 700mm



Example of Typical PR4v

PR4v (General)



PR4v (PMD)



For long underpass/bridge
& location where needed

Prohibition Pictograms (1 of 2)

10.2.5

**No Smoking****No Littering****No Eating
or Drinking****No Prams****No Wheelchair****No Flammable
Goods****No Durians****No Pets****No Entry****No Heavy Goods
No Luggages****No Trolleys****No Parking**

Prohibition Pictograms (2 of 2)

10.2.6

**No Cycling****No Bicycles
No Motorcycles****No Bicycles****No Motorcycles****No PAB & PMD****No Skateboarding****No Rollerblading****No Scooter Riding****Keep Hands Clear****No Push Carts****No Push Carts
on Stairs****No Sitting
on Steps****No Sleeping
on Floor****Do Not Lean****Do Not Climb**

CCTV Operation Signs

10.2.7

Key Function

This sign is to inform the public that the premises is being monitored by security closed-circuit television camera. Placement must be in the vicinity of CCTVs, within line-of-sight of commuters. For location of sign to refer to PTS requirement.

Sizes

CCTV1 External

450mm x 700mm

CCTV2 Internal

225mm x 300mm

CCTV3 In-Train

150mm x 200mm



Platform Screen Door (PSD) Operation Signs

10.2.8

PSD Identification Number Sign

60mm x 60mm



SP6

Platform End Return Door Identification Sign

200mm x 150mm

See 11.5, placed inconjunction with CD Marker



SP7(HW)



SP7(TW)

Stroudley Bold
300pt

Next Page >
SP5 (L) & (R)

Platform Screen Door (PSD) Operation Signs

10.2.9

PSD Hand Caution Sign

148mm x 48mm



SP5(L)
Left side of door jamb

SP5(R)
Right side of door jamb



148mmH
To align center
of door arrows

Placement Guide

Signs are displayed on both sides of the PSD jambs.

Notice Sign

10.3

Key Function

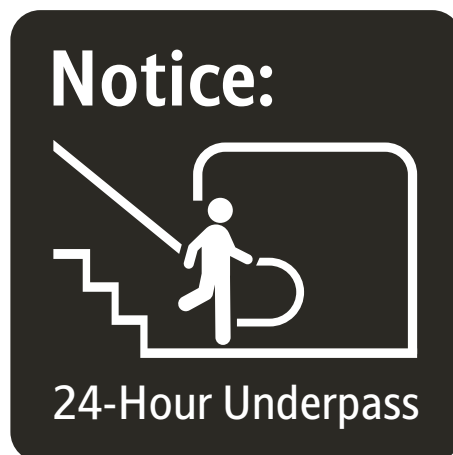
Provide critical permanent information pertaining to facility functionality.

NS(Underpass - Staircase/Escalator) 24 Hours

300mm x 300mm

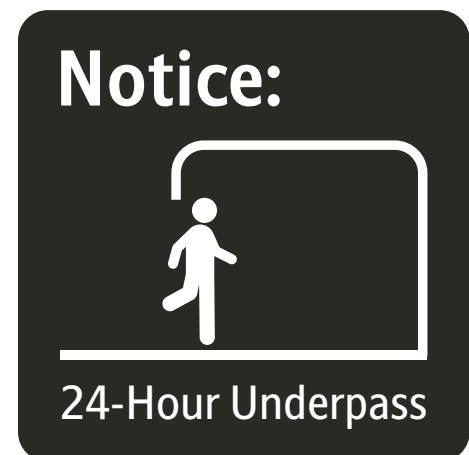
Header
Stroudley Bold
140pt

Notes
Stroudley Regular
85pt



NS(Underpass Linkway) 24 Hours

300mm x 300mm

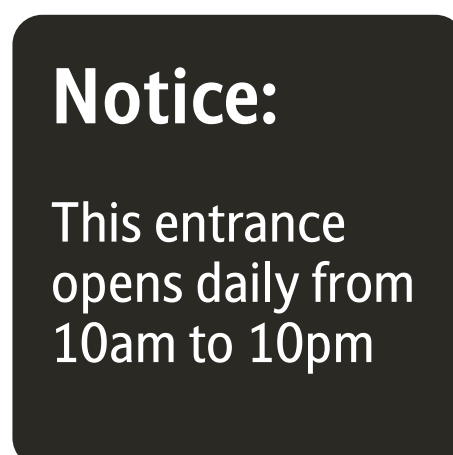


NS(Opening) Entrance Opening Hours

300mm x 300mm

Header
Stroudley Regular
140pt

Notes
Stroudley Regular
100pt



NS(Pedestrian Overhead Bridge)

300mm x 300mm



Notice Sign

10.3.1

NS(Stairs) Staircase Step Count

300mm x 300mm

Header
Stroudley Bold
140pt

Notes
Stroudley Regular
75pt

Notice:



100 steps to street

Notice:



100 steps to street

Notice:



100 steps to concourse

Notice:



100 steps to concourse

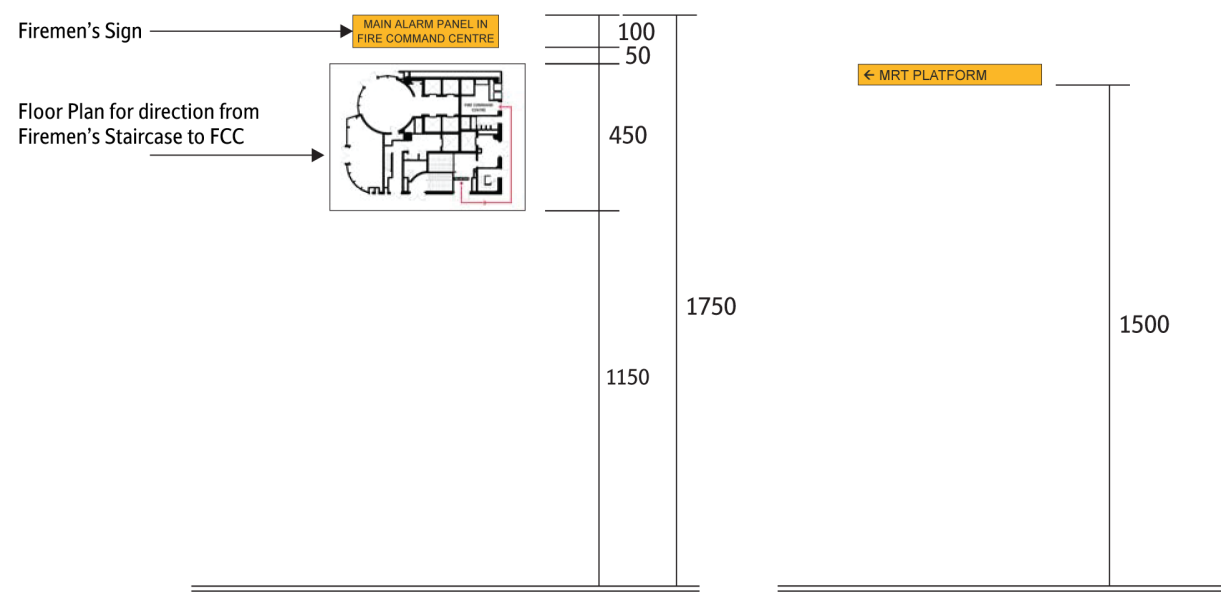
Firemen’s Signs

10.4.1

Placement Guide

Fire Command Centre (FCC)
Surface Mounted

Staircase/Corridor/Landing
Surface Mounted



Statutory & Safety Signs

10.4.2

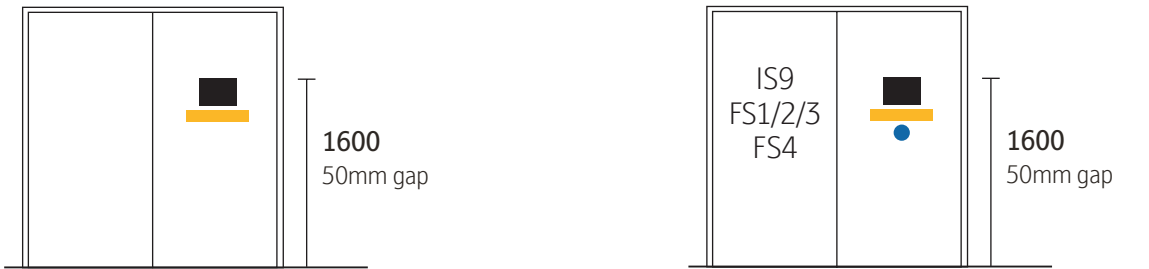
Door Sign Placement Guide

Firemen’s Staircase

External Side of Door (Inside Station)

Firemen’s Staircase

External Side of Door (Outside Station)

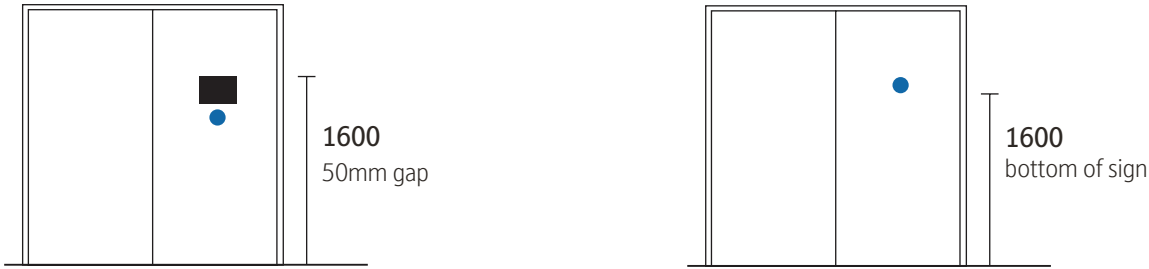


M&E Room/Space

External Side of Door

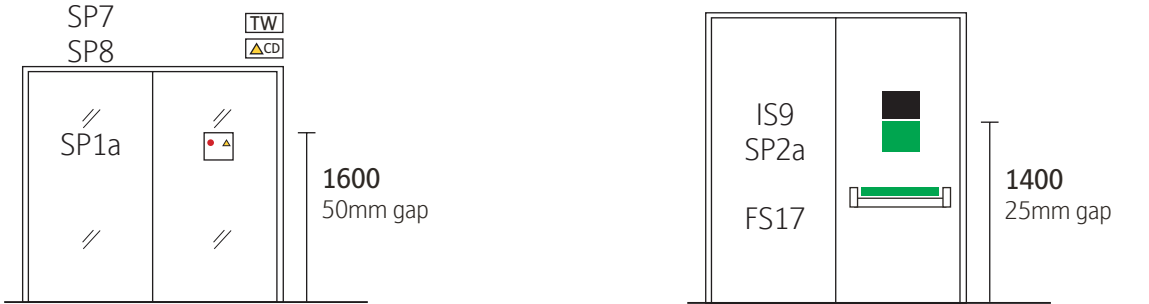
M&E Room/Space

Internal Side of Inactive Door



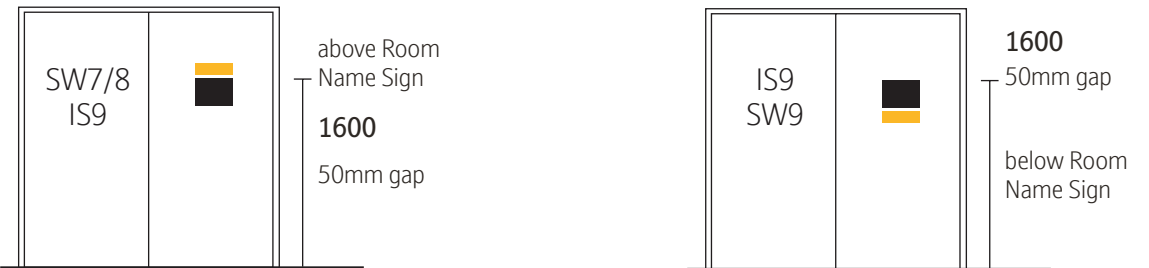
End-Platform Doors

Emergency Exits



Lift Well/VE Shaft Well Sign

Door Swing Sign

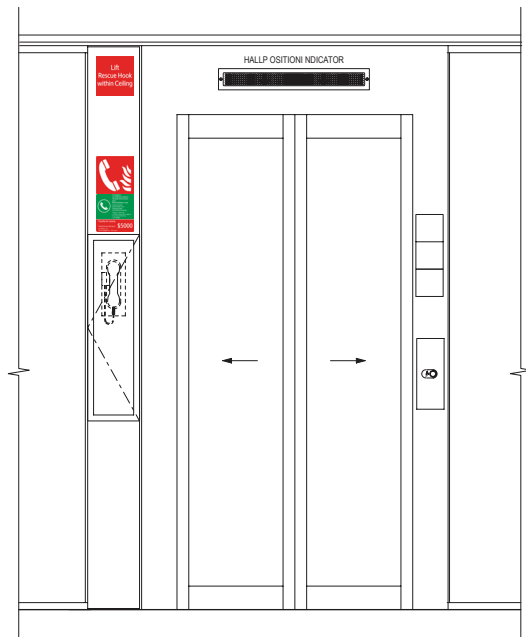


Statutory & Safety Signs

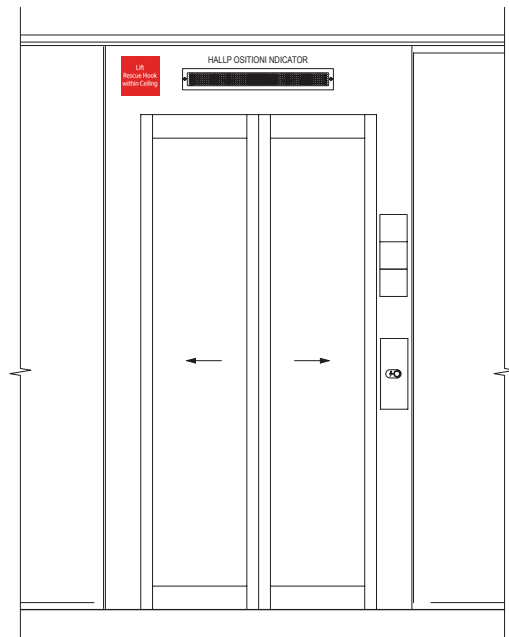
Lift Sign Placement Guide

10.4.3

With Fire Phone integrated
FS25, FS21, SW1(PAT)

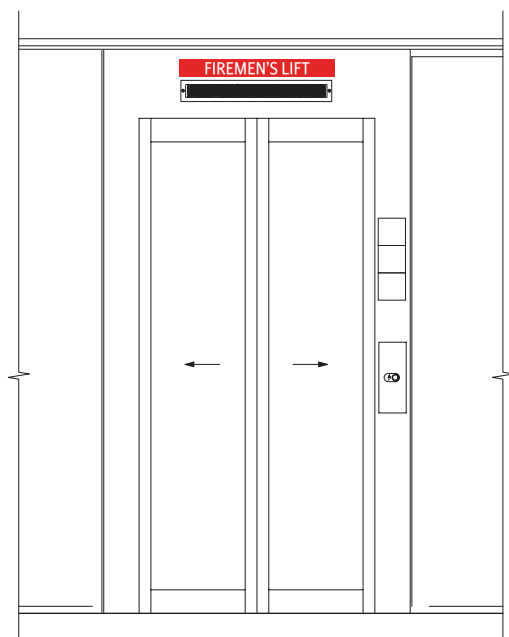


Without Fire Phone integrated
FS25



Firemen's Lift

Place FS8 above Lift Level Indicator

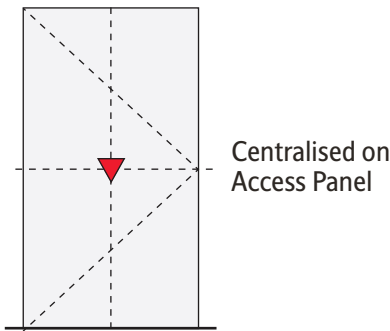


Firemen’s Access Signs

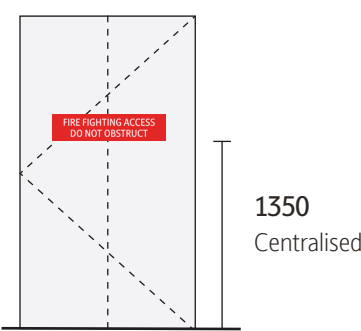
10.4.4

Placement Guide

Fire Fighting Access Panels
External



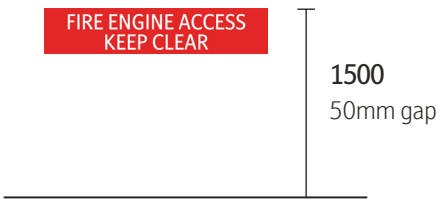
Fire Fighting Access Panels
Internal



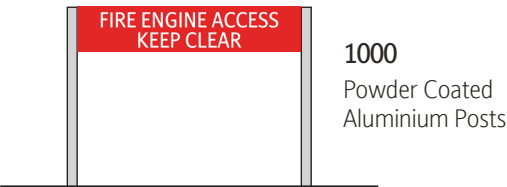
Fire Engine Access
Bollard Mounting



Fire Enging Access
Surface Mounted



Fire Engine Access
Floor Mounted



Reference Volumes

Vol. 1
Graphic Standards

Vol. 2
Hardware Specifications
(Controlled Copy)

Vol. 3
Submittals
(Controlled Copy)