



Singapore MRT Station Exits: What the LTA Dataset Can Tell You

Description

LTA’s station-exit dataset maps named MRT and LRT exits as geographic points. It can identify the correct side of a road or development, but it does not state whether an exit is open, step-free or the best barrier-free route, so those facts need a separate live check.

This guide is written for a commuter planning a precise station exit for a meeting, accessible trip or unfamiliar neighbourhood. It resolves a specific job: use the official exit dataset without mistaking a map point for accessibility, opening status or step-free routing. Start with the branch that matches the facts, then keep the supporting record until the transaction, visit, filing or safety task is complete.

Choose the branch before acting

Your situation	Next move
You only need the nearest named exit	Use the dataset point and verify it against a current station map
You need step-free travel	Use the operator or station accessibility information and ask staff; do not infer from coordinates
An exit may be closed or diverted	Follow current station signs and service notices
A destination is between several stations	Compare door-to-door walking routes, not only station-centre distance

Do not combine branches merely because two labels sound similar. The correct branch depends on the actual person, date, property, product, service or location involved. If one fact is unknown, pause at that row and verify it instead of carrying an assumption into the rest of the task.

Understand the dataset unit

Each feature is an exit point with station name and exit code, not a complete walking route. The current position is set out by [data.gov.sg LTA MRT Station Exit dataset](https://data.gov.sg/LTA-MRT-Station-Exit-dataset).

Match both fields before using the coordinates. Add the relevant date, document, amount, location or responsible person to the same record. That makes the choice reproducible and prevents a broad rule from being applied to the wrong facts.

Group exits by station

Counting points can reveal stations with many dispersed exits and a greater penalty for choosing the wrong one. The supporting detail is available from [LTA inclusive public transport system](#).

Use a station-level table instead of scanning the map manually. Add the relevant date, document, amount, location or responsible person to the same record. That makes the choice reproducible and prevents a broad rule from being applied to the wrong facts.

Calculate proximity carefully

Straight-line distance is useful for screening but can ignore roads, fences, elevation and indoor links.

Treat it as a first pass and verify the pedestrian route. Add the relevant date, document, amount, location or responsible person to the same record. That makes the choice reproducible and prevents a broad rule from being applied to the wrong facts.

Check freshness

The catalogue lists the data coverage and update date separately.

Record both so a later user understands the dataset's limits. Add the relevant date, document, amount, location or responsible person to the same record. That makes the choice reproducible and prevents a broad rule from being applied to the wrong facts.

Do not infer accessibility

A coordinate has no lift, ramp, opening-hours or construction field.

Use current LTA or operator information and approach station staff for the barrier-free route. Add the relevant date, document, amount, location or responsible person to the same record. That makes the choice reproducible and prevents a broad rule from being applied to the wrong facts.

Account for interchanges

One interchange can have exits spread across lines, malls and underground passages.

Plan the internal transfer and the final exit, not just the station name. Add the relevant date, document, amount, location or responsible person to the same record. That makes the choice reproducible and prevents a broad rule from being applied to the wrong facts.

Keep a simple destination card

The most useful output is often one line: station, exit, landmark, street side and accessibility note.

Save it offline and still follow current station signs when they differ. Add the relevant date, document, amount, location or responsible person to the same record. That makes the choice reproducible and prevents a broad rule from being applied to the wrong facts.

Worked example

The dataset can show that Exit A and Exit F are hundreds of metres apart, even though both belong to one station. Choosing by station name alone can add a road crossing or long underground walk. The exact distance should be calculated from the downloaded points and destination.

The example is a calculation or planning model, not a promise about an individual outcome. Replace every example input with the live figure, document, route condition or case fact. Keep intermediate workings, because rounding too early or skipping one stage can produce an answer that looks plausible but cannot be checked.

Build one usable decision file

Create a short record with four columns: fact, evidence, effect on the decision and next owner. Put the controlling rule beside the particular fact it governs. A page about the right subject is not enough if it does not contain the number, deadline, eligibility test or operational detail used in the decision.

Save a dated copy or acknowledgement when the task is time-sensitive. If another person needs to continue the work, they should be able to see what was checked, what remains uncertain and which official channel can resolve it. This is especially important where contracts, money, employment, safety or personal data are involved.

Final check

1. Download the current GeoJSON
2. Match station and exit code
3. Plot the destination and candidate exits
4. Compare walking routes
5. Check current closure or diversion notices
6. Verify barrier-free routing separately
7. Save one offline destination card

The dataset has geographic points, not live operations or accessibility attributes. Current station signs and staff instructions prevail.

Related LBRD guides

You may also need to [check a separate CCL6 timing task](#). For the next adjacent task, [see another official-location dataset used with safety limits](#).

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Author

vanessakoh

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