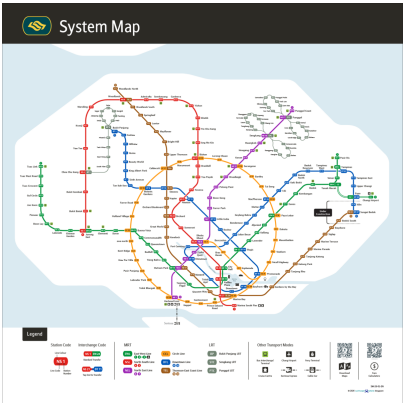




Singapore Public Transport Ridership in 2025

Description

LTA reports 2025 average daily ridership of 3.841 million on buses, 3.490 million on MRT and 209,000 on LRT. Combined, that is 7.540 million average daily rides, up about 1.09% from 7.459 million in 2024 by our calculation.

Start with the decision table

Situation	Decision signal
Bus	3.841 million; up 0.10%
MRT	3.490 million; up 2.29%
LRT	209,000; down 0.48%
Combined	7.540 million; up 1.09%
2025 share Bus 50.94%, MRT 46.29%, LRT 2.77%	

Ridership is not unique people

A transfer from bus to MRT contributes to more than one mode. The sum measures rides in the series, not daily commuters.

MRT drove most increase

[LTA yearly ridership](#) shows MRT rising from 3.412 million in 2024 to 3.490 million, while bus was almost flat and LRT slightly lower.

Mode share adds context

Dividing each mode by 7.540 million gives 50.94% bus, 46.29% MRT and 2.77% LRT, from rounded LTA inputs.

Monthly figures vary

[LTA monthly ridership](#) shows higher and lower months around holidays and school periods. One month is not a long-term trend.

The table cannot explain causes

Network changes, population, fares or hybrid work could affect use, but the ridership files alone cannot isolate effects.

Worked application

Method: sum the 2025 modes to 7.540 million and 2024 modes to 7.459 million, then calculate $(7.540 - 7.459) / 7.459 \times 100 = 1.09\%$. Keep only sensible precision. As a second check, divide 3.841, 3.490 and 0.209 by 7.540; the three resulting mode shares should total about 100% after rounding. The retained yearly and monthly tables make the calculation reproducible, while the public network map helps readers connect the LRT and MRT labels to the physical system.

Action checklist

- 1. Download and date LTA tables
- 2. Keep published units
- 3. Separate modes
- 4. Compare like periods
- 5. Calculate mode share
- 6. Label rounding
- 7. Avoid unsupported causation

Keep a decision record another person can audit

The reader task is specific: compare modes and year-on-year movement without confusing rides with unique people. Create a short file showing the controlling fact, when it was checked, the evidence retained and who owns the next action. A changed date, amount, person, address, service screen or eligibility result can alter the outcome even when the broad rule stays the same.

#	Control	Evidence	Failure signal
1	Download and date LTA tables	Authority readback	Calling rides unique commuters
2	Keep published units	Dated statement or screen	Mixing daily and annual totals
3	Separate modes	Calculation inputs	Overstating precision
4	Compare like periods	Written approval	Explaining change from one table

#	Control	Evidence	Failure signal
5	Calculate mode share	Receipt or reference	Ignoring LRT decline
6	Label rounding	Photo or versioned document	Calling rides unique commuters
7	Avoid unsupported causation	Outcome check	Mixing daily and annual totals

The two original tools in this guide—a reproducible three-mode calculation and a mode-share analysis with rounding limits—do different jobs. The first structures the choice; the second tests it against a concrete case. Neither should be copied into another case without refreshing every input and recording the extraction date.

What the primary sources establish

Source	Claim used	Freshness control
LTA yearly ridership	Average daily bus, MRT and LRT ridership from 2015 to 2025.	Checked 2026-07-18; re-open before acting
LTA monthly ridership	Monthly 2025 average daily ridership.	Checked 2026-07-18; re-open before acting

These sources are linked beside the claims they support. If a live service, formal notice, contract or officer’s written response differs from a general page, keep both and ask which newer fact or rule produces the difference. Do not choose the more convenient answer without resolving that conflict.

For adjacent questions, continue with our [public-transport savings guide](#) and [local dataset analysis](#). Each serves a separate next-step intent.

Run a final verification before committing

Start with the first decision signal in the table: **Bus**. Confirm whether the present facts really support 3.841 million; up 0.10%. Then test the opposite edge case—**2025 share**—because that is where an apparently simple plan can fail. Write the answer in plain language and attach the dated evidence; do not leave an unspoken assumption in a spreadsheet cell.

Next, ask another adult or colleague to reproduce the worked application without seeing the result. Give that person only the source links and inputs. If the answer changes, identify whether the difference comes from arithmetic, definition, timing or judgement. Recalculate using the live figure, retain both versions and state why the later one controls. This check is especially important when the choice depends on LTA yearly ridership and LTA monthly ridership.

Finally, rehearse the first three actions—download and date lta tables; keep published units; separate modes—and set a stop point before any payment, filing, booking, upload or irreversible instruction. The stop point is reached if a required approval is absent, a source has changed, the named person cannot confirm the facts, or the downside in “calling rides unique commuters” is still possible. This makes the guide usable under pressure and gives the next person enough context to continue without guessing.

Errors that change the outcome

- Calling rides unique commuters
- Mixing daily and annual totals
- Overstating precision
- Explaining change from one table
- Ignoring LRT decline

Keep the dated authority pages, calculation inputs, confirmations and advice used for the decision. This article applies public information to a general fact pattern and does not determine an individual application, contract, tax position, medical need or legal dispute. Recheck the primary source immediately before acting.

Questions readers ask

Largest mode?

Bus, at 3.841 million average daily rides.

Fastest growth?

MRT, about 2.29%.

Combined increase?

About 1.09%.

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