

300626

# PEAK EXPRESS BUS RIDERSHIP REPORT



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## Overview

When the Bus Connectivity Enhancement Programme (BCEP) was launched in July 2024, a major thrust identified was the introduction of more peak-hour express bus services connectivity housing estates across Singapore to the Central Business District (CBD). These primarily take on the form of new City Direct services, which are express bus routes serving one town on the residential end, and differing portions of the central area on the other. As of publication, the number of City Direct services in Singapore has increased from 17 before the launch of BCEP to 29, with more such services planned in the near future. The City Direct services are also predated by older express services under different brand names introduced prior to the legacy Bus Service Enhancement Programme (BSEP) in 2012. Ridership of these services is also examined in this report.

With peak express bus services announced as a major strategy to combat overcrowding on the MRT in the absence of alternative rail connectivity available, particularly the North-East Line, this report aims to examine ridership performance of these peak express bus services, to offer readers a preliminary evaluation of their effectiveness in enhancing public transport journeys for city-bound commuters and reducing congestion on overloaded MRT lines. This report will focus on providing a breakdown of ridership by sector, with interpretation and conclusion left for readers to take away by their choice.

Peak express bus services serving the CBD in Singapore largely fall into the following categories listed below. A brief introduction of each category is provided below the overview summary. Note that only routes in these categories serving the CBD area are included in the listed count.

Route category	No. pre-BCEP	No. current	Notes
City Direct	17	29 <sup>^</sup>	
Express (SBS)	3	3	As variants of the parent express service skipping part of the residential sector

Express (BSEP)	4	4*	All services to be renumbered to City Direct from 15th June 2026
Ex-Fast Forward	6	6	Incorporate a mix of express and rapid stopping pattern
Premium	14	14	Operated privately and excluded from this report

\*Most Express-branded routes were renumbered to the CDS numbering scheme from 15th June 2026. Details can be found in their respective analysis sections.

^Excludes upcoming CDS 684, and renumbering of express-branded services from 15th June 2026

### City Direct Services (CDS)

This group of bus services is purpose-built for the purpose of express connectivity between residential areas and the Central Business District. Launched in 2013 and initially operated by private bus operators contracted by LTA, these services were fully transferred to public bus operators by 2020 and is currently the main focus of peak express service enhancements under the BSEP.

CDS services incorporate a local-stop segment in residential estates (also known as the residential or “heartland” sector), and a similar local-stop segment in each area of focus in the CBD area. Skip-stop segments are sometimes used to bypass areas between key service focus zones in the CBD area, and is particularly obvious with newer CDS routes serving Novena and Orchard. The CBD and heartland sectors of CDS routes are joined by a long, non-stop segment, typically along an expressway.

The CBD routings of CDS services tend to follow a few pre-set route patterns shared in common between multiple CDS services. These common CBD area routings are heavily referenced to break down and analyse CDS ridership in this report. CDS routes operate unidirectionally during peak hours, with a baseline of 2 trips in the morning and evening respectively.

### Former Fast Forward Services (Ex-FFW)

The Fast Forward designation refers to a group of skip-stop services launched by SBS Transit from 2005, as variant express services of existing trunk services. Most FFW routes were created as variants of trunk bus services passing through the CBD area, although some non-CBD services exist under the Fast Forward umbrella

today (eg 89e). The Fast Forward branding was discontinued in August 2018 and standardised to the Express branding. In this report, former Fast Forward services are referred to as “variant expresses”, which also include peak commuter express variants of Express-branded services (502A and 518A; see below) Fast Forward services were identified with the lowercase “e” suffix.

Most Fast Forward services operate in a skip-stop rather than express pattern, with interim local or rapid sectors incorporated into the route design to increase service catchment compared to the traditional Express branding. Ex-Fast Forward variant expresses operate unidirectionally during peak hours, initially with a baseline of **five** trips in each direction per day. (This schedule has since been adjusted over the years in response to commuter demand)

### **Express (SBS)**

SBS Transit (formerly SBS) launched Express-branded bus services in 1997 to complement the limited MRT network of the time. These services incorporate longer local segments within residential estates to maximise catchment, and are numbered in the 500 series. Many of the original SBS-branded Express routes were withdrawn in the 2003 North-East Line rationalisation.

There are two distinct profiles for such Express routes serving the CBD area. Peak-only SBS Expresses operate unidirectionally during peak hours only, similar to CDS routes, while full-day SBS Express routes operate a large one-way loop through the downtown area from their residential termini, at regular intervals throughout the day. 513 is the last remaining peak-only SBS-branded Express service, and was rebranded as CDS 646 from 15th June 2026.

Peak-only express variants of SBS-branded Express services are operated for residents at the furthest end of the long local sectors to reach the CBD area more quickly, by skipping over the later part of the residential segment. These variants are marked with an “A” suffix. **As this report only studies ridership of peak-only express bus services, ridership statistics are only reported for the “A variant” of these express services.** These variant expresses only operate towards the CBD in the morning peak, serving the entirety of the one-way CBD sector on the parent.

### **Express (BSEP / SMRT)**

Another group of express services were launched by SMRT from 2006 and later proliferated under the Bus Service Enhancement Programme from 2012. These either operate as standalone peak express routes similar to the present-day CDS, or as variant expresses of trunk services previously operated by SMRT. These express routes are distinguished with the usage of an uppercase “E” suffix in route numbering (as opposed to the lowercase “e” suffix for Fast Forward and new-generation variant expresses).

BSEP-era peak express services launched by SMRT were mostly launched with only unidirectional service towards the CBD in the morning, before evening trips were introduced later on. These services mostly consist of just two local segments (one in the heartlands and one in the CBD) joined by a long non-stop express sector. Service 868E notably continues to operate only 2 trips in the morning towards Suntec City as of publication, and serves an additional single stop at Jurong Town Hall.

All BSEP / SMRT-branded express bus services serving the CBD area were discontinued from 15th June 2026 and consolidated under the City Direct branding, alongside 513.

### **Premium Bus Services (PBS)**

Premium services are peak express bus services subcontracted to private bus operators to augment public bus operations for CBD-bound express services. These routes charge flat fares and operate more limited schedules than public bus expresses, and may be subject to abrupt termination without prior notice by the private bus operator.

As ridership data for these routes is **not** captured in the LTA DataMall, this report **excludes** all Premium services from study.

## Scope of Study



This report is limited to analysing ridership for peak-express bus services that serve the CBD area only. The list of services studied can be found in the overall ridership lists in the next section. Below explains the specific parameters that define the scope of bus services studied in this report.

### Express bus service

Defined as bus services that incorporate some form of non-stop segment to travel faster than regular bus services. **All local trunk services** (regular service numbers, no express suffix) are excluded from this report.

### Peak-only bus service

Defined strictly as bus services that operate within the peak period only, departing between 6.30am and 9am in the morning and between 5.30pm and 7.30pm in the evening. Some express services serving the CBD area are excluded from the report as their operating span exceeds the “peak-only” definition, and thus include ridership from other demographics that do not make up the peak commuter base.

- Service 661: Departures from Pasir Ris between 07:30 and 07:50 
- Service 12e: Last morning trip departs Pasir Ris at 12:00 

### CBD bus service

Defined as an express bus service serving within the area generally acknowledged as the downtown area extending from Orchard to Shenton Way including Bayfront. The specific downtown zones being studied in this report are indicated in the “Report Methodology” section below.

- Service 868E: Serves Robinson Rd and Suntec City 
- Service 188e: Terminates at HarbourFront Bus Interchange\* 

\*Special note: By discretion of the research team, Service 30e has been included in the report despite serving only HarbourFront and West Coast. Services 188e and 963e ending at HarbourFront Interchange from Alexandra remain excluded from the study.

## Report Methodology

Aggregate ridership data for peak express services is obtained from LTA DataMall, where origin-destination data is provided between all individual bus stops. Rendering of this aggregate data into origin-destination data by individual bus services is done by the STC Bus Route Demand Visualiser, an application that organises raw DataMall data into easily-comprehended ridership heatmaps showing the distribution of demand cycles across the length of the bus route. This is the main means of obtaining primary data cited in this report. You may view the raw heatmap diagrams of all services studied at the end of this report, with relevant annotations for per-sector analysis made in each heatmap.

Raw statistical values quoted by the LTA DataMall are expressed as the sum of all trips made across the month of April 2026. Daily values are obtained by dividing this monthly value by 20 weekdays which these peak-hour express buses operate. (Good Friday which falls on 3rd April is excluded from the count of 20 weekdays) The month of April was selected for the study as there are least factors that negatively impact ridership statistics for these peak express buses, such as the presence of public holidays or school holidays. For working adults for whom these express buses mainly serve, the above-described factors affect their working and commute pattern. Additionally, ridership on the newest-launched City Direct services (680 through 683) would have stabilised around April after their December 2025 launch, with the elements of bus enthusiast hype and commuter unfamiliarity eliminated as variables affecting bus ridership.

This report contains a summary table showing bus ridership on peak express services based on total monthly / daily ridership, as well as the average bus loading per morning trip, as well as sections that offer a detailed breakdown of monthly and daily ridership figures by individual sectors of each peak express service. Every peak express service studied in this report is divided into common sectors of interest for both the heartland and CBD sections, with origin-destination ridership statistics for each combination stated separately in the respective section for each service. Each section also contains additional information about the route, such as deployments and the route map of the heartland sector.

This report focuses on ridership data for peak express bus services **for the morning peak only**, as it is assumed to be the primary indicator of utilisation for such express

bus services. Peak express bus services of all types are less utilised during the evening peak, and ridership data for the evening peak direction is considered insignificant in understanding the general value of these peak express buses for prospective commuters using them.

Quoted summary values for ridership are that of *ridership through the express sector*, which is defined as the non-stop segment between the last heartland stop and the first stop in the general CBD area. These values are hence the sum of all journeys that board from heartland stops and alight within the CBD only. Intra-heartland demand may be noted in the respective analysis sections for each service, but are excluded from the ridership figure. Refer to Disclaimer Information in the next section for how the express sector is defined for skip-stop Fast Forward services with multiple non-stop sections.

**Some of the data provided has undergone weightage to give a rough estimate of the number of trips that were made by a specific service out of the total trips between any two stops found on the bus route in a given month. The weightage takes into account the distance covered by the bus route between the two bus stops and the average headway (frequency, in the sense where buses are n minutes apart). The formula then, is given by:**

$$T_w = T_o \times ( W_s / W_t )$$

$$W_s = ( H_s \times D_s^2 ),$$

$$W_t = \text{SUM}( W_s )$$

**Where  $T_w$  = Weighted trips,  $T_o$  = Original trips,  $W_s$  = Weight of service,  $W_t$  = Total weightage,  $H_s$  = Headway of service,  $D_s$  = Distance between the two bus stops covered by the service**

## About STC-BRDV

The STC Bus Route Demand Visualiser (STC-BRDV) is a web application developed in-house by the Singapore Transport Collective to study ridership patterns in public transport utilising the LTA DataMall repository. The BRDV is capable of organising and visualising origin-destination data per stop for bus services and MRT lines, and is updated monthly with new DataMall data.

BRDV takes data provided by Datamall and BusRouter and takes the bus stop/station list for a selected bus route or MRT/LRT line and puts them on two sides of a table, with the horizontal axis being the origin and the vertical axis being the destination. The **total ridership between any two stops** on the selected route is then taken from Datamall, and can be filtered out depending on day type and time period. BRDV also supports tap in/out volumes at bus stops and MRT/LRT stations, though no route-based selection there. On the Discord version, the STC-BRDV bot allows weighing by frequency and distance between any two stops, giving a rough estimate on the ridership for that particular route that serves both stops.

Quoted statistical figures in this report may appear as two numbers separated by a slash (/). The first number is the **monthly total** ridership for the relevant sector (queried directly from DataMall figures), while the second number is the **average daily** ridership over the same sector, obtained by dividing the monthly figure by 20.

## Defined BRDV parameters

For City Direct and standalone Express services, default parameters are applied as it is assumed that they do not overlap with any other bus route in the morning peak direction. This includes City Directs 657 and 661, which enter the CBD area in the opposite direction from Expresses 502/A and 518/A respectively despite serving the same stops in the heartland area. Raw figures are hence quoted for these services, where there is no need to apportion ridership between different routes with the same origin and destination stops.\*

For variant peak expresses (former Fast Forward and variant Express), time filtering and frequency weightage are enabled to distinguish ridership on these peak expresses from their parent variants, which also call at the exact same stops as them. Bus riders are assumed to have equal preference for the variant express and the parent service due to the negligible travel time difference between the former

Fast Forward series and their respective parent trunk routes, hence making pure frequency weightage of total ridership a fairly accurate approximation of passenger distribution between the variant express and parent route.

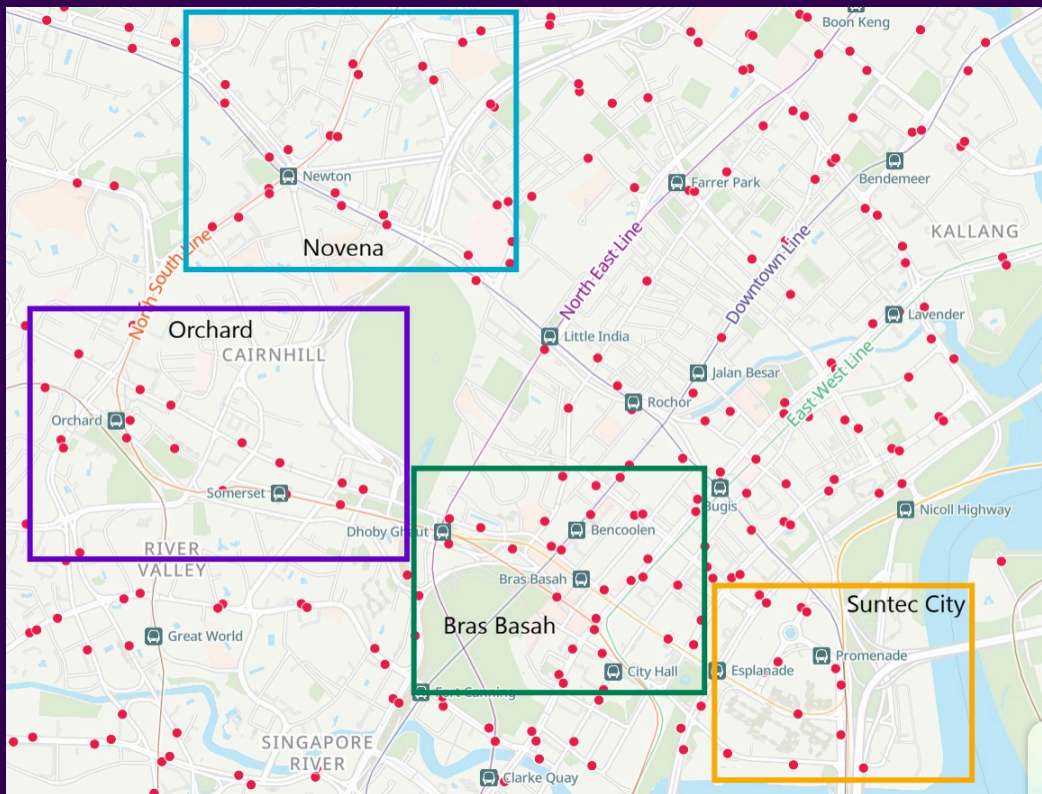
Time filtering is applied around the time in which these variant expresses are in operation, which specifically only includes the hour of the first trip commencing to the hour of the last morning trip departing the last heartland stop. This is because DataMall records trips based on tap-in time. For example, only data from the 07 and 08 hours are considered for service 196e as the first trip departs the first stop (Lagoon View) at 07:56 while its last trip departs the last heartland stop (One Amber) at 08:40. Data from the 09 hour is not considered, even if the last 196e bus reaches Opp MAS Bldg beyond 09:00.

### **Zones of study in the CBD area**

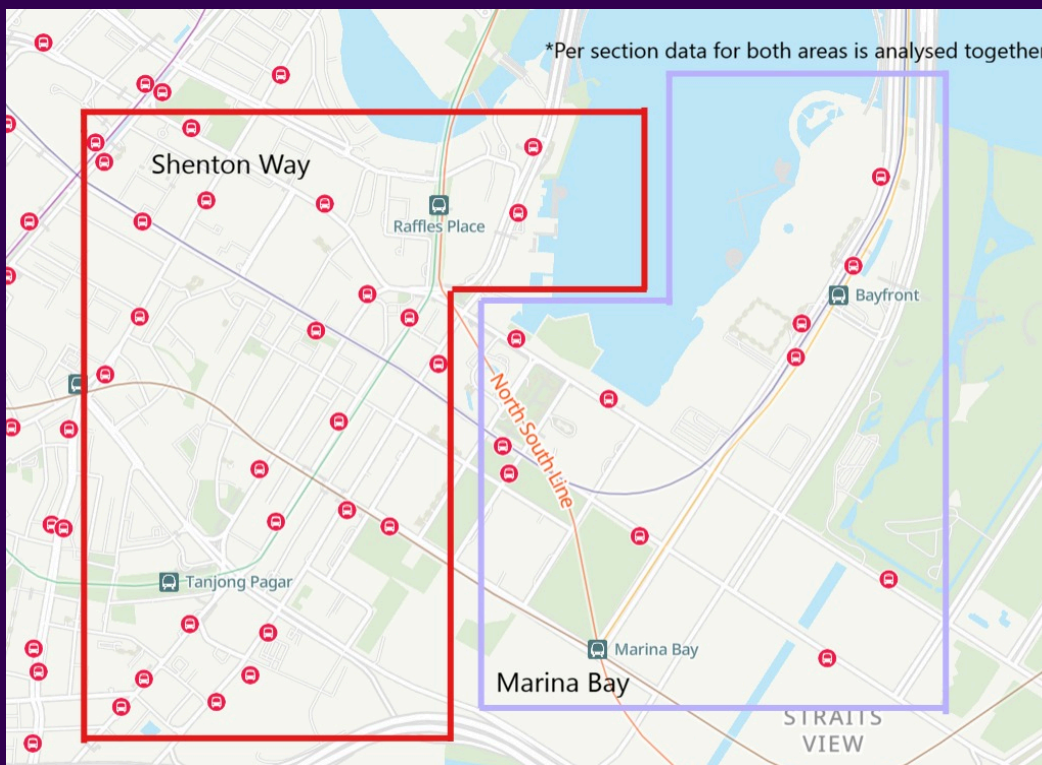
To facilitate investigation of service utilisation of peak express bus routes in greater detail, the routes of all peak express services studied in this report are divided into common zones in both the heartland and CBD areas. The division of heartland areas will be indicated in the respective section for each service as part of the route map, and will be standardised across all peak express services to ensure consistency of analysis. These zone names will also be used to refer to specific sectors in breaking down ridership data by specific sectors for these express services.

In the CBD area, the zones of study are as shown on the next page. Names for CBD zones will reflect these areas for all peak express services.

## North of Singapore River



## South of Singapore River



NB: "Shenton Way" and "Marina Bay" are reported as one zone in ridership data breakdown.

## Overall ridership list for CBD peak expresses – April 2026

Monthly ridership values

10e	2,858
14e	964
30e	1,751
97e*	679
174e	1,324
196e	760
502A	393
518A	355
513	2,494
651	2,557
652	6,008
653	5,622
654	10,138
655	4,672
656	2,511
657	3,322
660/M*	17,088
661	1,618
663	6,871
665	3,069
666	1,699
667	1,752
668	3,106

Daily ridership value (rounded)

10e	143
14e	48
30e	88
97e*	34
174e	66
196e	38
502A	20
518A	18
513	125
651	128
652	300
653	281
654	507
655	234
656	126
657	166
660/M*	854
661	81
663	344
665	153
666	85
667	88
668	155

Monthly ridership values

670	2,706
671	8,813
672	5,145
673	1,102
674	10,020
675	1,632
676	1,462
677	2,224
678	3,017
679	3,019
680	1,186
681	605
682	2,422
683	846
850E	11,640
868E	4,748
951E	3,854
982E	1,875

Daily ridership value (rounded)

670	135
671	441
672	257
673	55
674	501
675	82
676	73
677	111
678	151
679	151
680	59
681	30
682	121
683	42
850E	582
868E	237
951E	193
982E	94

## Per trip bus loading for CBD peak expresses – April 2026\*

All values rounded to 1 decimal place

10e	28.6
14e	12.1
30e	17.6
97e*	5.7
174e	13.2
196e	9.5
502A	6.7
518A	8.9
513	41.7
651	64.0
652	75.0
653	56.2
654	63.4
655	77.9
656	63.0
657	83.0
660/M*	77.6
661	40.5
663	86.0
665	30.6
666	28.3
667	44.0

668	38.8
670	67.5
671	63.0
672	64.3
673	27.5
674	71.6
675	41.0
676	36.5
677	55.5
678	75.5
679	37.8
680	29.5
681	15.0
682	30.3
683	21.0
850E	72.8
868E	118.5
951E	38.6
982E	47.0

\*Service 97e is excluded from rankings due to irregularities in route data from LTA DataMall.

## Disclaimer information regarding ridership data

Ridership figures for City Directs 660 and 660M are reported together in overall figure tables, due to limitations in Datamall data. A detailed breakdown of ridership by respective residential sector is provided in its analysis section below. Note that because of this statistical anomaly, service 850E is cited as the most well-used peak express service, rather than 660/M.

For former Fast Forward-branded variant express services, included data is only for trips **entering the CBD area**. This is defined as follows:

- 10e: All rides alighting at or after 80159 Suntec City
- 14e: All rides alighting at or after 80159 Suntec City
- 30e: All rides alighting at or after 14141 HarbourFront Stn / Vivocity
- 97e: All rides alighting at or after 14069 Former Railway Stn
- 174e: All rides alighting at or after 13019 Napier Stn Exit 1
- 196e: All rides alighting at or after 02119 Aft War Memorial Pk
- 502A: All rides alighting at or after 09169 Delfi Orchard
- 518A: All rides alighting at or after 50129 Opp Natl Skin Ctr

Any rides made through express sectors alighting **before** the aforementioned stops are **not** included in summarised figures, but will be noted in their respective analysis sections below.

Data for variant express services (“e” and “A” suffixes) are approximately derived from apportioning total ridership data between various routes sharing the same origin and destination stops based on published morning peak hour bus frequency, and distance travelled. The estimation model for apportioning ridership may be inaccurate and actual ridership for these variant expresses may differ from stated values in this report.

Due to apparent time lag in updating extension data to LTA DataMall, ridership statistics for service 97e **does not include the extension to Tengah** with effect from 8th March 2026. This has been noted accordingly in the respective analysis section. However, as tap-in data is reflected based on the month of April 2026, bus loading figures will continue to be calculated based on 6 trips per morning post-extension.

## Analysis by respective service – City Direct Services

The following pages contain information pertaining to specific ridership information between individual sectors of City Direct services. A detailed breakdown based on origin and destination segments is provided in each section.

The following City Direct services are listed in the study:

- 651 (Jurong West)
- 652 (Ang Mo Kio)
- 653 (Hillview / Bukit Batok)
- 654 (Sengkang)
- 655 (West Coast)
- 656 (Sembawang)
- 657 (Jurong West)
- 660/M (Hougang / Buangkok)
- 661 (Pasir Ris)
- 663 (Yishun)
- 665 (Woodlands)
- 666 (Punggol)
- 667 (Clementi)
- 668 (Ang Mo Kio)
- 670 (Yishun)
- 671 (Sengkang)
- 672 (Hougang)
- 673 (Punggol)
- 674 (Tengah)
- 675 (Hougang)
- 676 (Hougang)
- 677 (Sengkang)
- 678 (Punggol)
- 679 (Sengkang)
- 680 (Hougang / Buangkok)
- 681 (Hougang)
- 682 (Sengkang)
- 683 (Punggol)

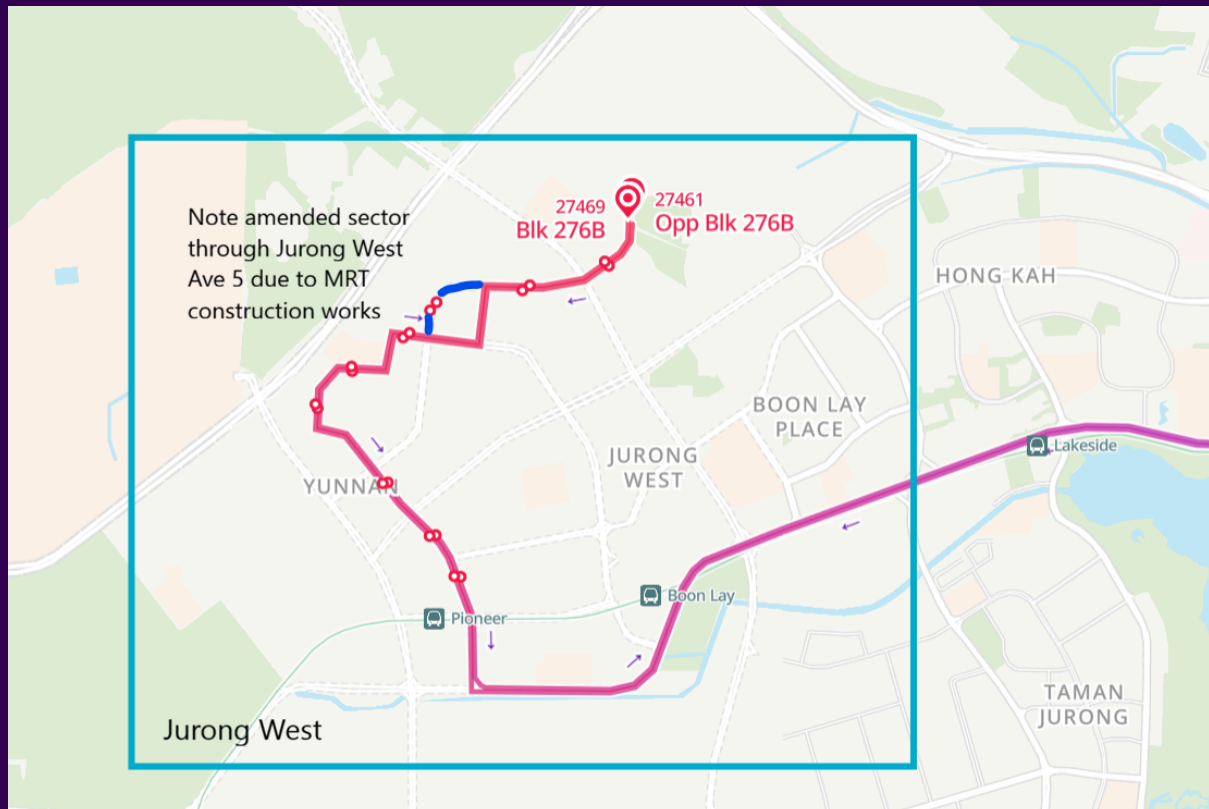
## 651 (Jurong West)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
2x double-deck buses	2,557 / 128

Per trip loading: **64.0**

Sectors overview:



Shenton Way / Marina Bay  
(Refer to Methodology section above)

### Section Analysis

Jurong West to Shenton Way / Marina Bay: **2,557 / 127.9**

Sum Total: **2,557 / 127.9**

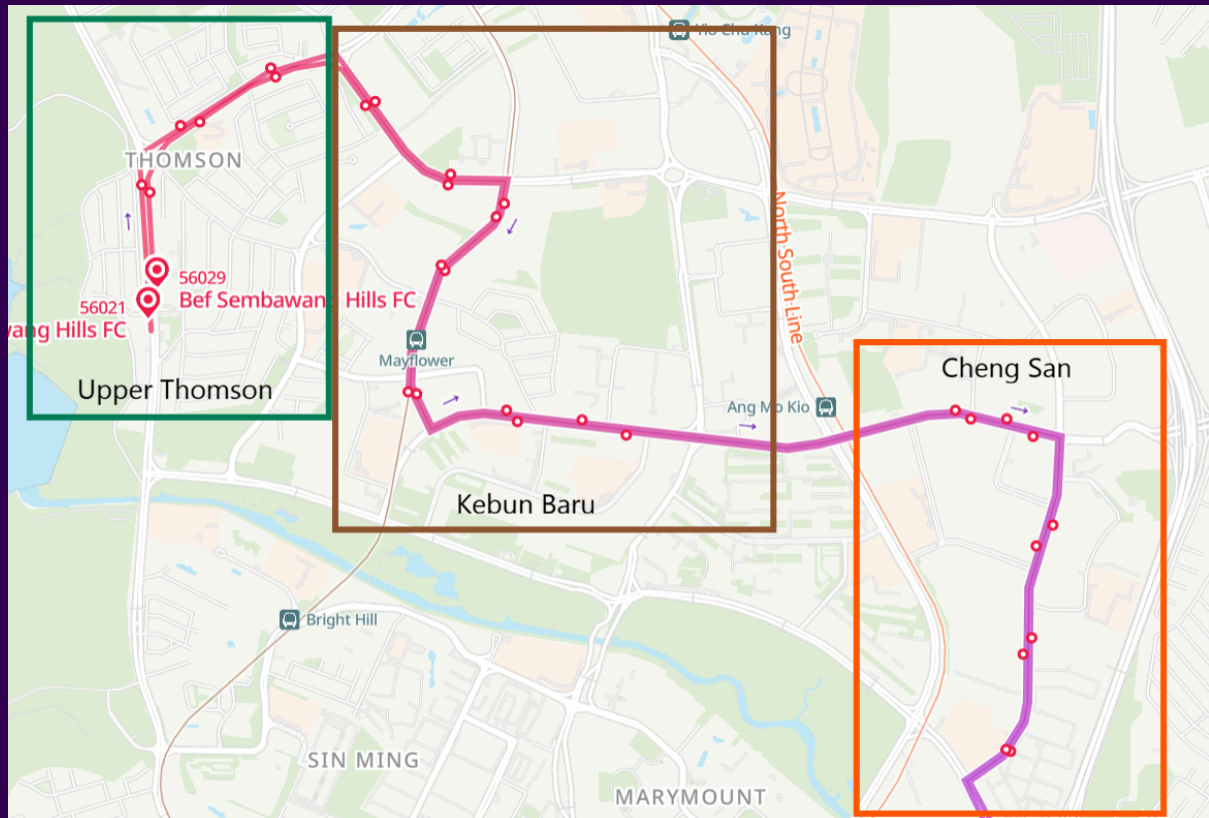
## 652 (Ang Mo Kio)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
4x double-deck buses	6,008 / 300

Per trip loading: **75.0**

Sectors overview:



Bras Basah

Shenton Way

(Refer to Methodology section above)

### **Section Analysis**

Upper Thomson to Bras Basah: **51 / 2.6**

Kebun Baru to Bras Basah: **726 / 36.3**

Cheng San to Bras Basah: **2,300 / 115.0**

Subtotal to Bras Basah: **3,077 / 153.9**

Upper Thomson to Shenton Way: **175 / 8.8**

Kebun Baru to Shenton Way: **820 / 41.0**

Cheng San to Shenton Way: **1,774 / 88.7**

Subtotal to Shenton Way: **2,769 / 138.5**

Total from Upper Thomson (incl. others): **247 / 12.4**

Total from Kebun Baru (incl. others): **1,634 / 81.7**

Total from Cheng San (incl. others): **4,127 / 206.4**

Sum Total: **6,008 / 300.4**

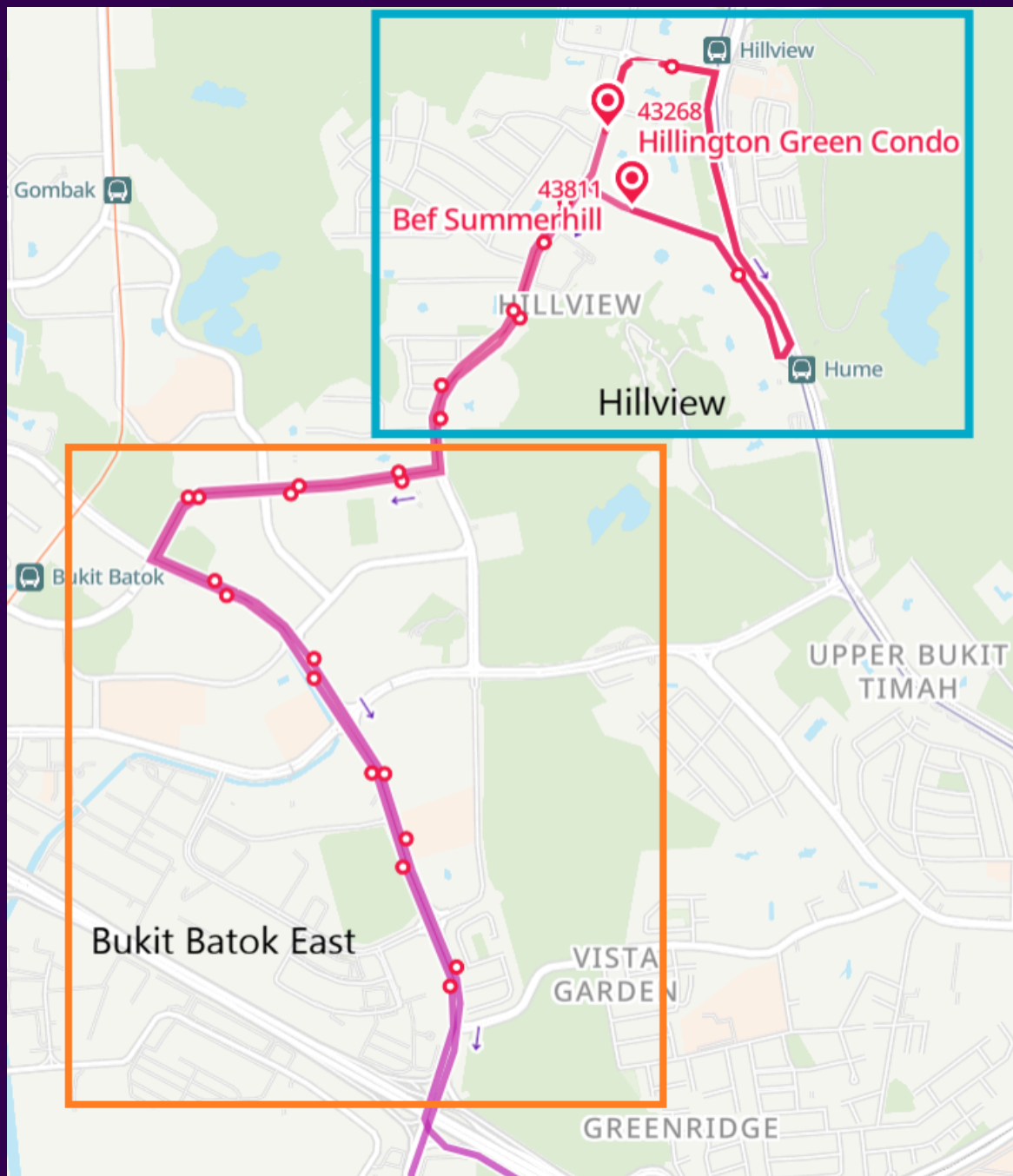
## 653 (Hillview / Bukit Batok)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
5x buses (Single-deck + double-deck)	5,622 / 281

Per trip loading: **56.2**

Sectors overview:



Shenton Way / Marina Bay  
(Refer to Methodology section above)

Singapore Transport Collective, 2026.

### Section Analysis

Hillview to Shenton Way / Marina Bay: **817 / 40.9**

Bukit Batok East to Shenton Way / Marina Bay: **4,805 / 240.3**

Sum Total: **5,622 / 281.1**

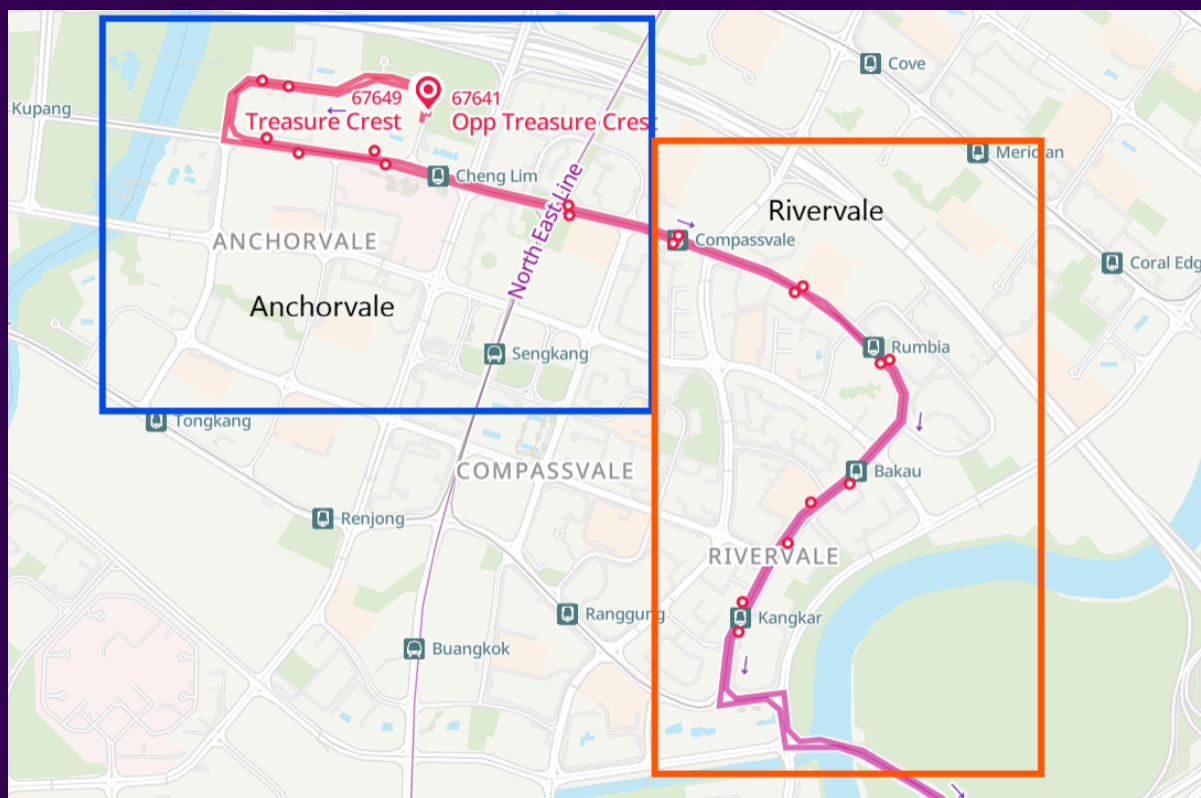
## 654 (Sengkang)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
6x single-deck + 2x double-deck buses	10,138 / 507

Per trip loading: **63.4**

Sectors overview:



Shenton Way / Marina Bay

(Refer to Methodology section above)

### Section Analysis

Anchorvale to Shenton Way / Marina Bay: **3,947 / 197.4**

Rivervale to Shenton Way / Marina Bay: **6,191 / 309.6**

Sum Total: **10,138 / 506.9**

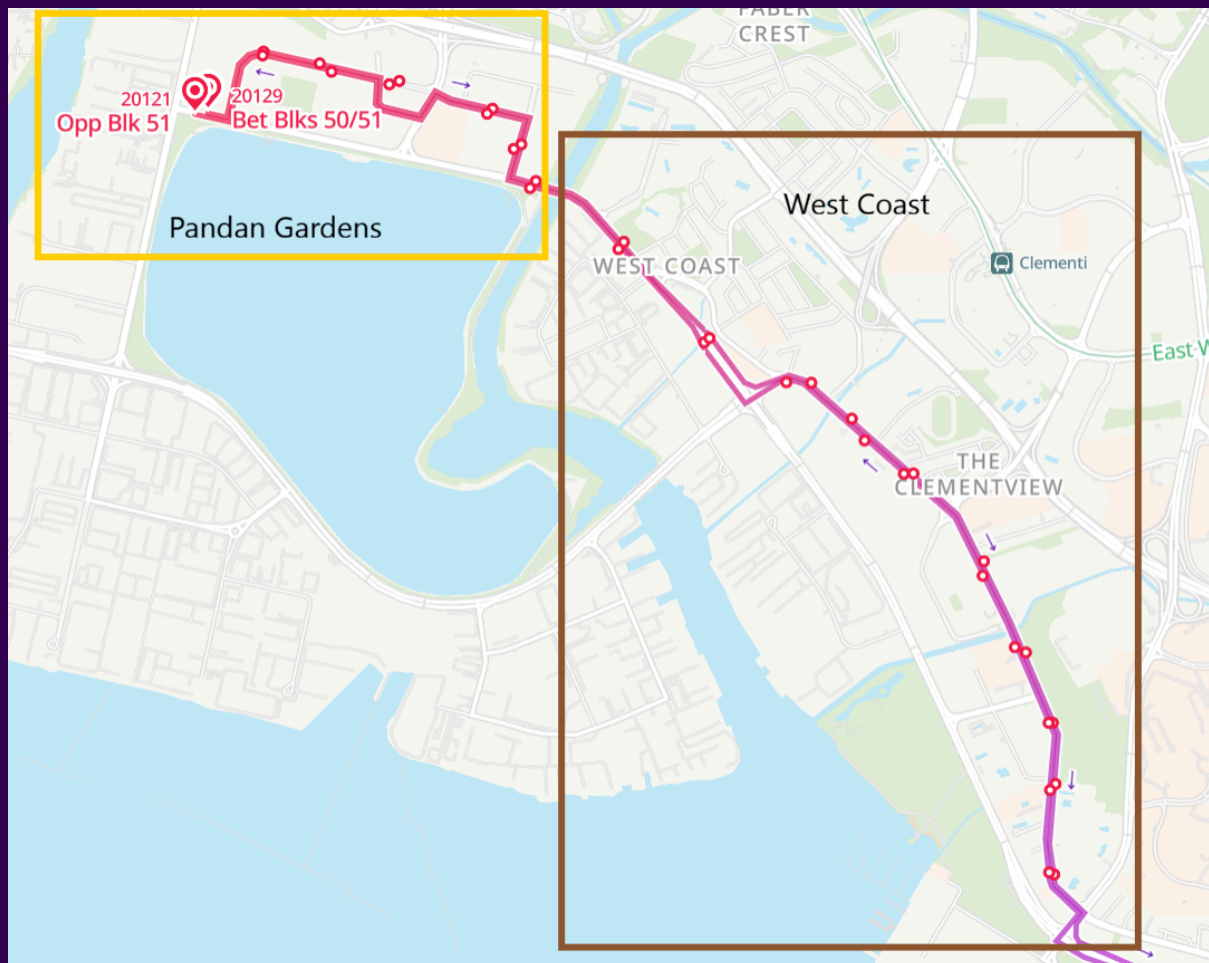
## 655 (West Coast)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
3x double-deck buses	4,672 / 234

Per trip loading: **77.9**

Sectors overview:



Shenton Way / Marina Bay  
(Refer to Methodology section above)

### Section Analysis:

Pandan Gardens to Shenton Way / Marina Bay: **1,712 / 85.6**

West Coast to Shenton Way / Marina Bay: **2,960 / 148**

Sum Total: **4,672 / 233.6**

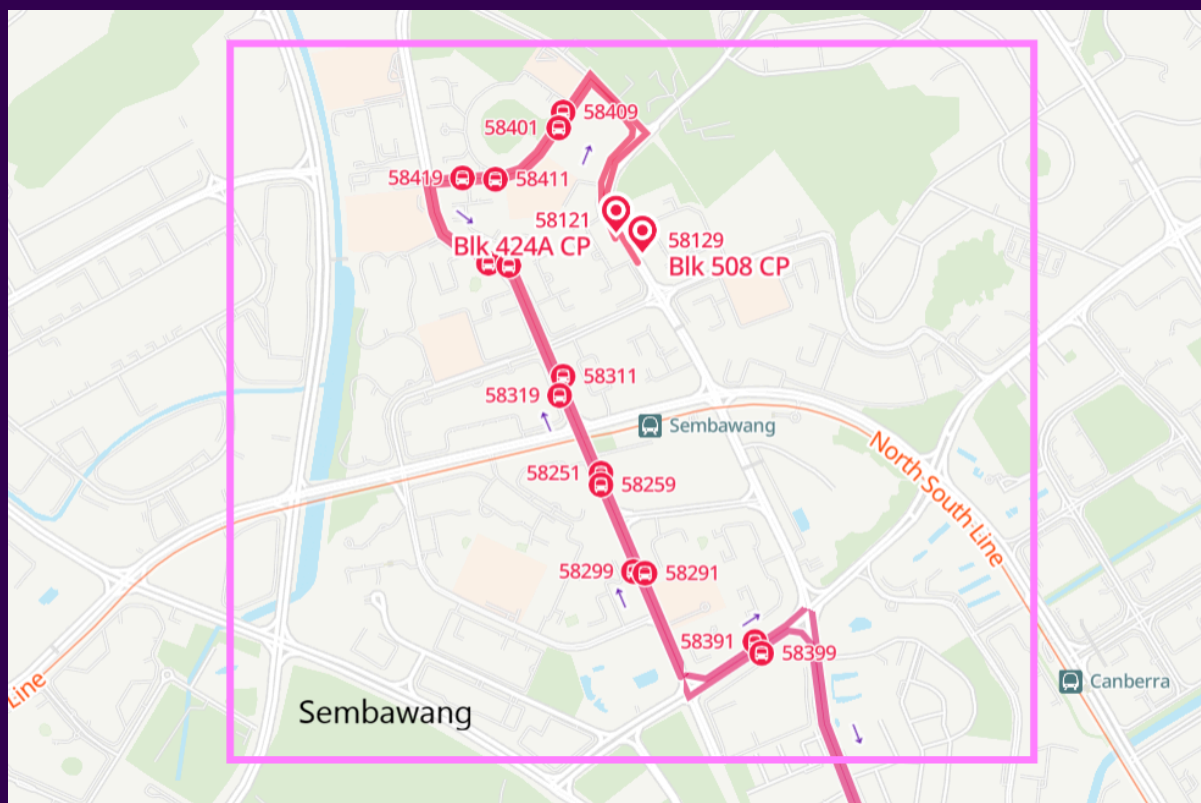
## 656 (Sembawang)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
2x double-deck buses	2,511 / 126

Per trip loading: **63.0**

Sectors overview:



Bras Basah

Shenton Way

(Refer to Methodology section above)

### Section Analysis:

Sembawang to Bras Basah: **988 / 49.4**

Sembawang to Shenton Way: **1,480 / 74**

Sum Total (incl. others): **2,511 / 125.6**

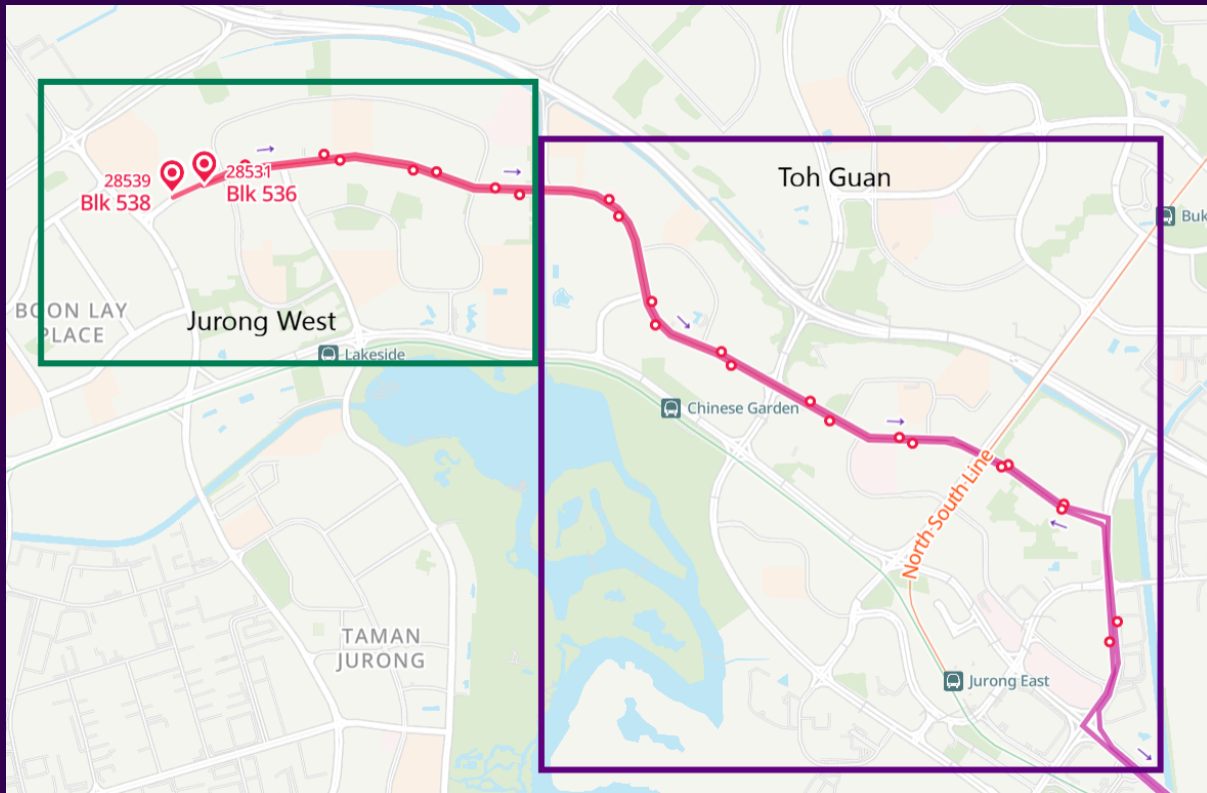
## 657 (Jurong West)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
2x double-deck buses	3,322 / 166

Per trip loading: **83.0**

Sectors overview:



Shenton Way / Marina Bay  
(Refer to Methodology section above)

### Section Analysis

Jurong West to Shenton Way / Marina Bay: **1,092 / 54.6**

Toh Guan to Shenton Way / Marina Bay: **2,230 / 111.5**

Sum Total: **3,322 / 166.1**

## 660/M\* (Hougang / Buangkok)

**Special note: Aggregate data for 660/M is published together.**

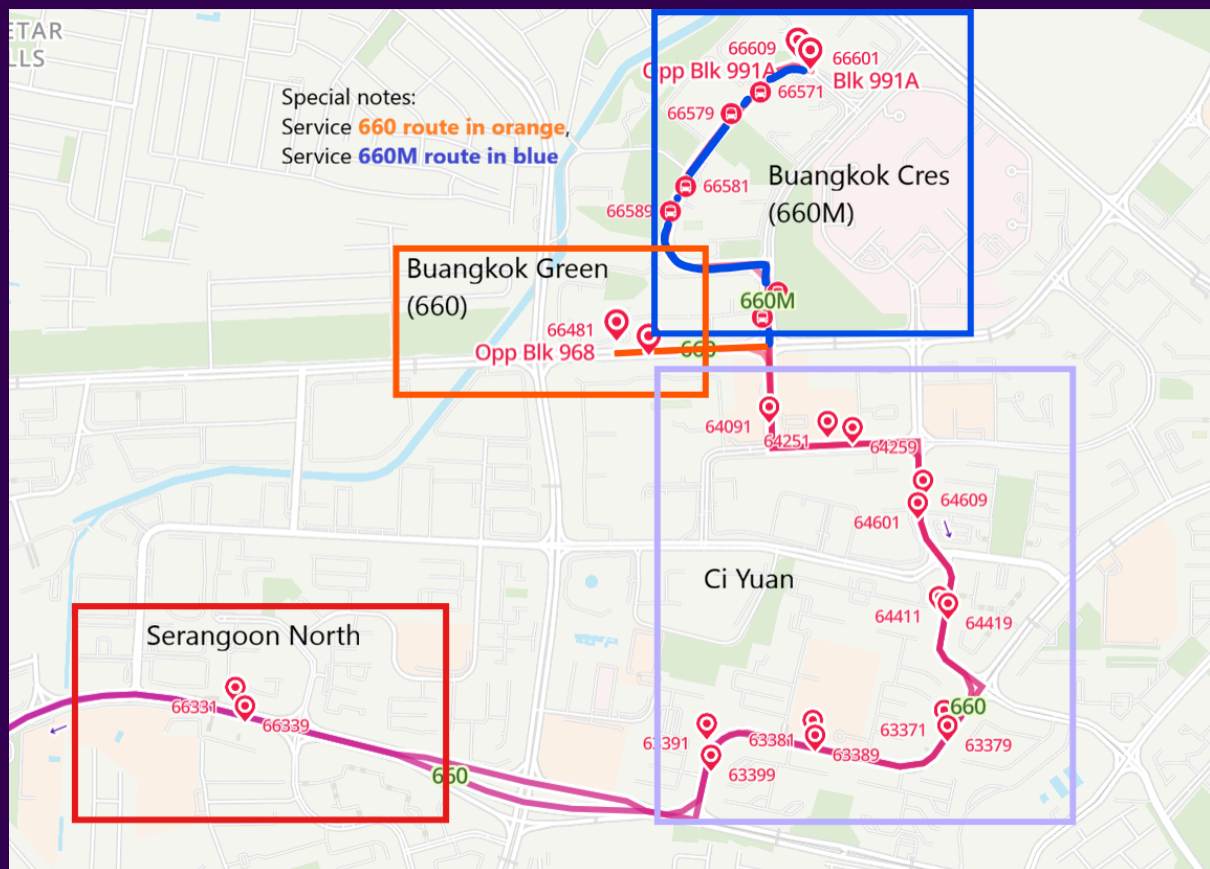
**Individual sector component breakdown is provided in this section.**

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
6x single-deck + 5x double-deck buses	17,088 / 854

Per trip loading: **77.6** (NB: Not distinguished between parent and variant)

Sectors overview:



Bras Basah

Shenton Way

(Refer to Methodology section above)

### **Section Analysis**

Buangkok Cres (660M) to Bras Basah: **698 / 34.9**

Buangkok Green (660) to Bras Basah: **665 / 33.3**

Ci Yuan (Combined) to Bras Basah: **4,059 / 203.0**

Serangoon North (Combined) to Bras Basah: **2,512 / 125.6**

Subtotal to Bras Basah: **7,934 / 396.7**

Buangkok Cres (660M) to Shenton Way: **1089 / 54.5**

Buangkok Green (660) to Shenton Way: **1,118 / 55.9**

Ci Yuan (Combined) to Shenton Way: **3,994 / 199.7**

Serangoon North (Combined) to Shenton Way: **2,403 / 120.2**

Subtotal to Shenton Way: **8,604 / 430.2**

Total from Buangkok Cres (660M) incl. others: **1,825 / 91.3**

Total from Buangkok Green (660) incl. others: **1,795 / 89.8**

Total from Ci Yuan (combined) incl. others: **8,303 / 415.2**

Total from Serangoon North (combined) incl. others: **5,165 / 258.3**

Sum Total: **17,088 / 854.4**

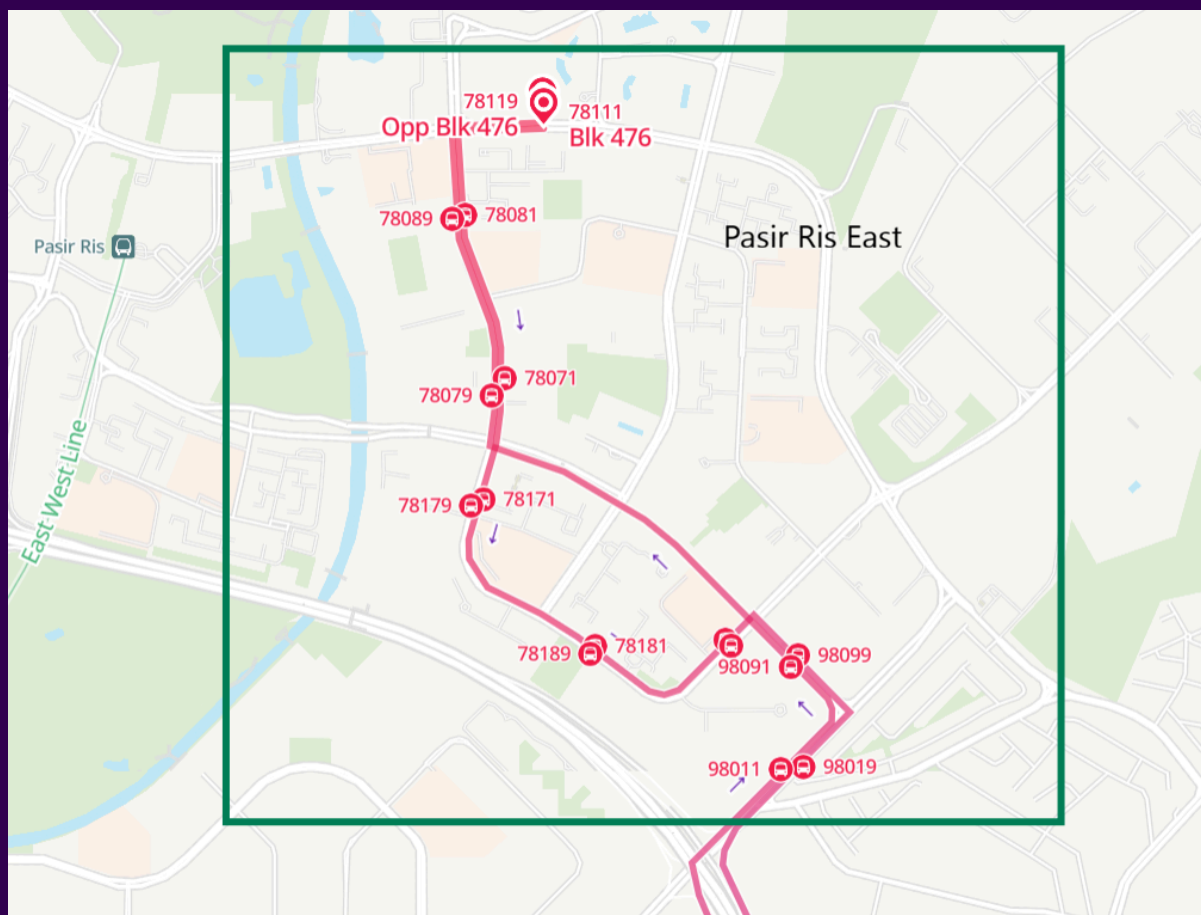
## 661 (Pasir Ris)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
1x double-deck + 1-single deck bus	1,618 / 81

Per trip loading: **40.5**

Sectors overview:



Shenton Way / Marina Bay

(Refer to Methodology section above)

### Section Analysis

Pasir Ris East to Shenton Way / Marina Bay: **1,618 / 80.9**

Sum Total: **1,618 / 80.9**

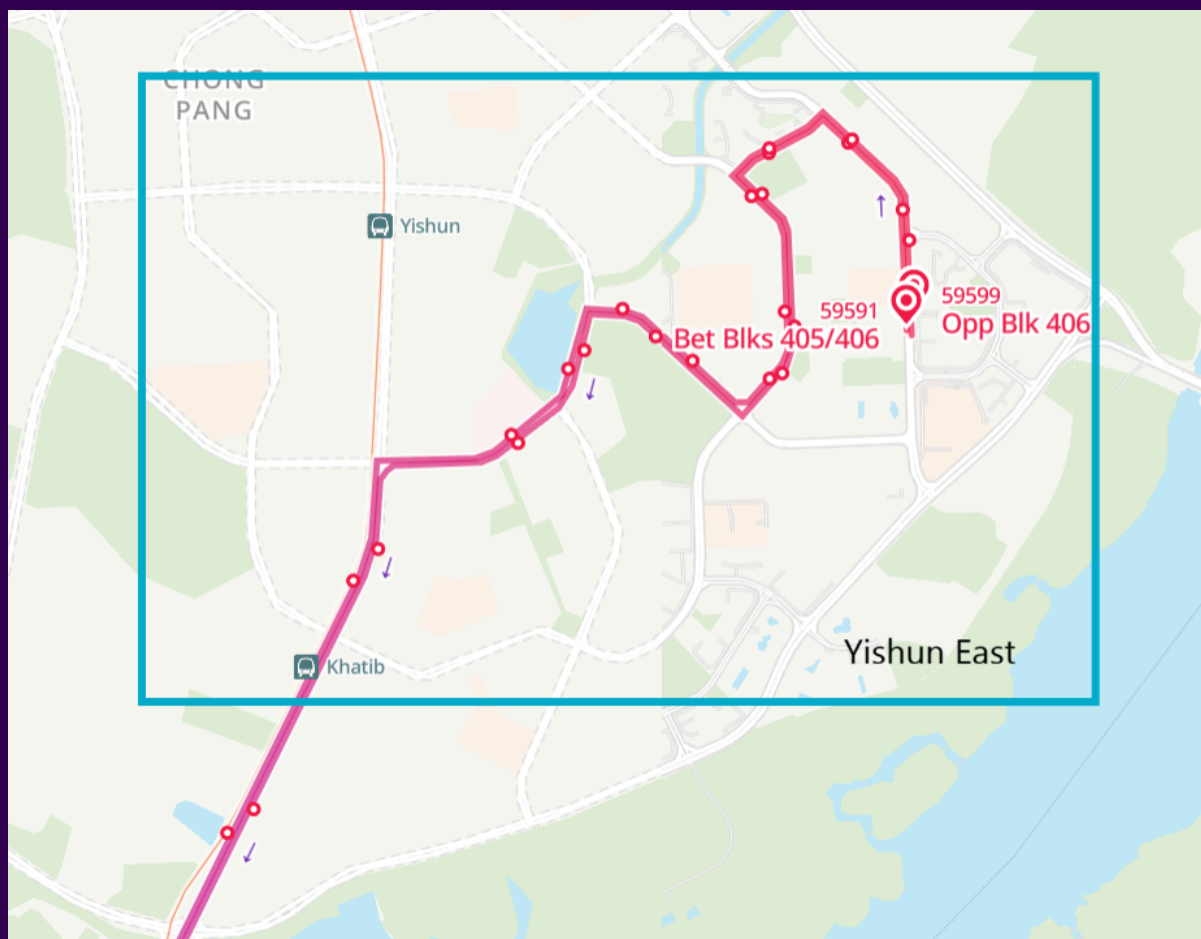
## 663 (Yishun)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
4x double-decker buses	6,871 / 344

Per trip loading: **86.0**

Sectors overview:



Bras Basah

Shenton Way

(Refer to Methodology section above)

### Section Analysis

Yishun East to Bras Basah: **3,299 / 165.0**

Yishun East to Shenton Way: **3,190 / 159.5**

Sum Total (incl. others): **6,871 / 343.6**

Singapore Transport Collective, 2026.

## 665 (Woodlands)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
5x double-deck buses	3,069 / 153

Per trip loading: **30.6**

Sectors overview:



Bras Basah

Shenton Way

(Refer to Methodology section above)

### **Section Analysis**

Marsiling to Bras Basah: **569 / 28.5**

Woodlands South to Bras Basah: **1,027 / 51.4**

Subtotal to Bras Basah: **1,596 / 76.8**

Marsiling to Shenton Way: **590 / 29.5**

Woodlands South to Shenton Way: **773 / 38.7**

Subtotal to Shenton Way: **1,363 / 68.2**

Total from Marsiling (incl. others): **1,204 / 60.2**

Total from Woodlands South (incl. others): **1,865 / 93.3**

Sum Total: **3,069 / 153.5**

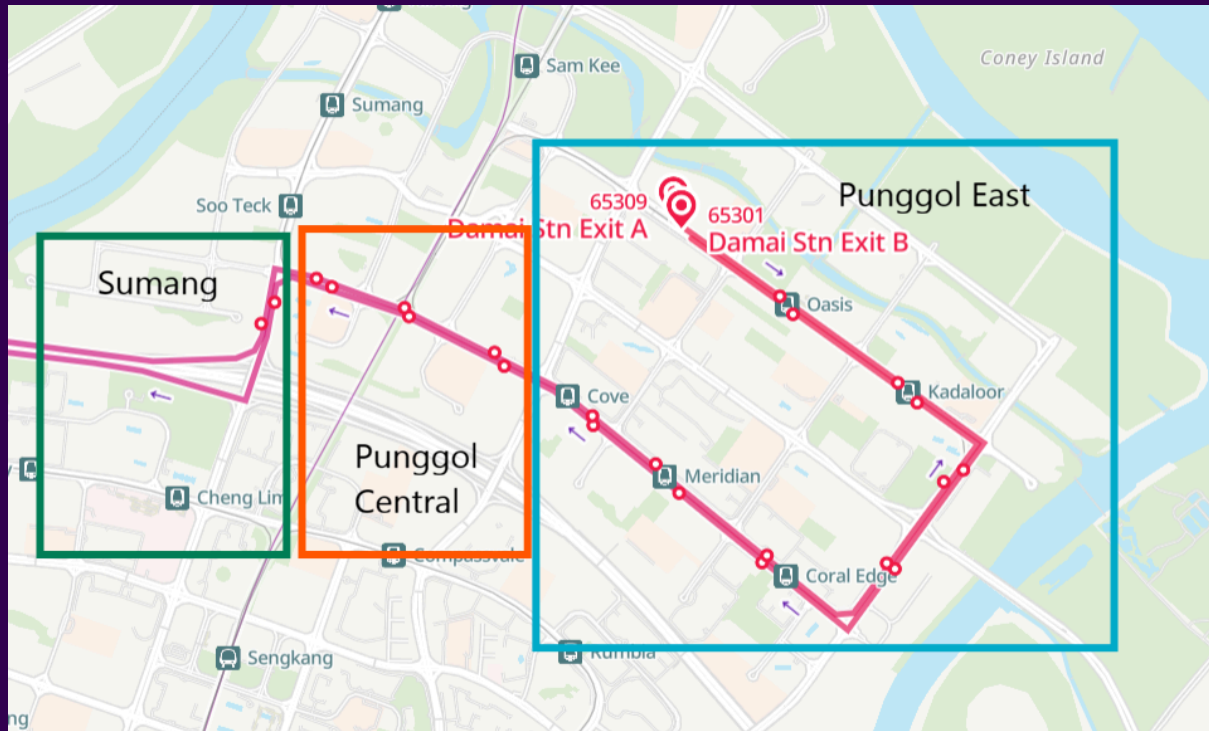
## 666 (Punggol)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
3x single-deck buses	1,699 / 85

Per trip loading: **28.3**

Sectors overview:



Shenton Way / Marina Bay

Suntec City

(Refer to Methodology section above)

### **Section Analysis**

Punggol East to Shenton Way / Marina Bay: **969 / 48.5**

Punggol Central to Shenton Way / Marina Bay: **457 / 22.9**

Sumang to Shenton Way / Marina Bay: **199 / 10.0**

Subtotal to Shenton Way / Marina Bay: **1,625 / 81.3**

Punggol East to Suntec City: **49 / 2.5**

Punggol Central to Suntec City: **22 / 1.1**

Sumang to Suntec City: **3 / 0.2**

Subtotal to Suntec City: **74 / 3.7**

Total from Punggol East: **1,018 / 50.9**

Total from Punggol Central: **479 / 24.0**

Total from Sumang: **202 / 10.1**

Sum Total: **1,699 / 85.0**

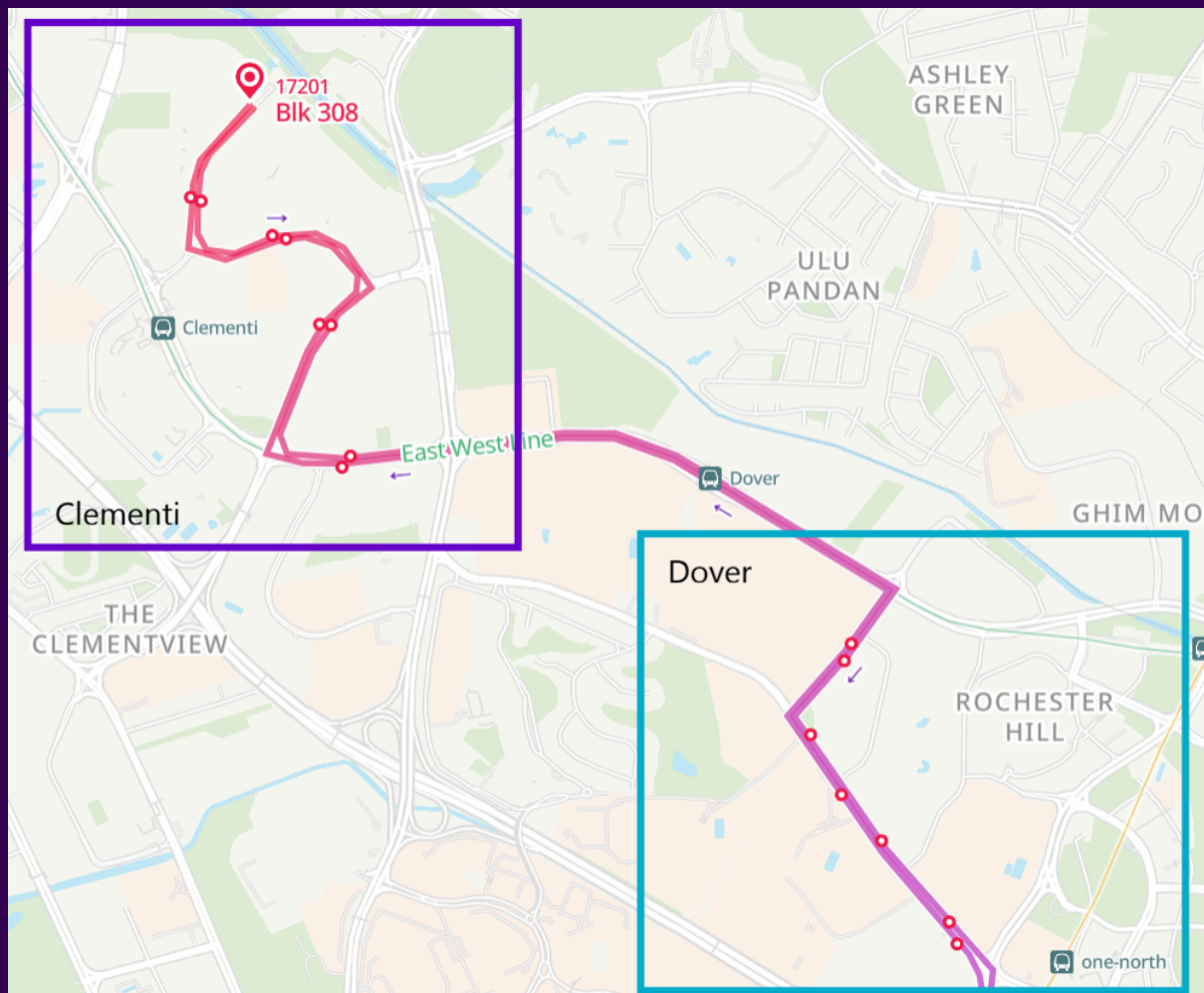
## 667 (Clementi)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
2x single-deck buses	1,752 / 88

Per trip loading: **44.0**

Sectors overview:



Shenton Way / Marina Bay

(Refer to Methodology section above)

### Section Analysis

Clementi to Shenton Way / Marina Bay: **985 / 49.3**

Dover to Shenton Way / Marina Bay: **767 / 38.4**

(Not included in count) Clementi to Dover: **1,707 / 85.4**

Sum Total: **1,752 / 87.6**

Singapore Transport Collective, 2026.

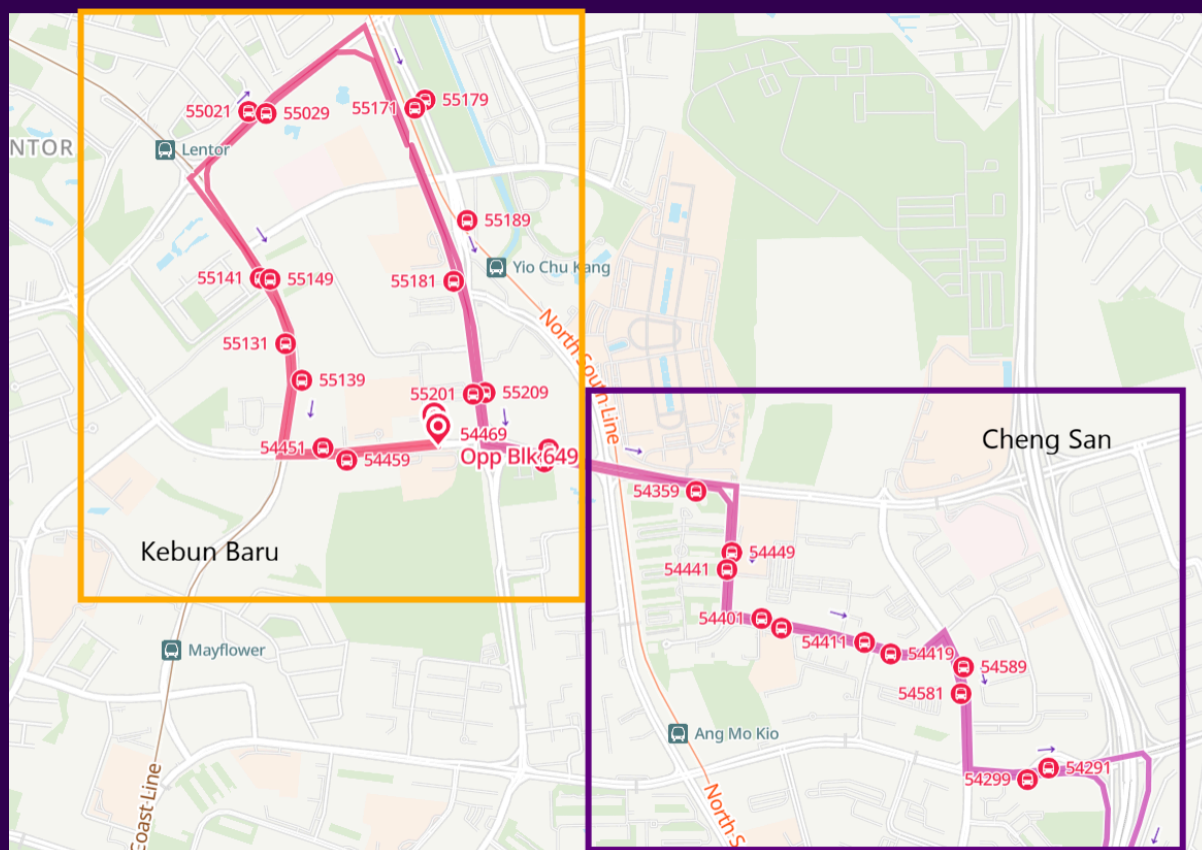
## 668 (Ang Mo Kio)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
4x single-deck buses	3,106 / 155

Per trip loading: **38.8**

Sectors overview:



Shenton Way / Marina Bay

(Refer to Methodology section above)

### Section Analysis

Kebun Baru to Shenton Way / Marina Bay: **750 / 37.5**

Cheng San to Shenton Way / Marina Bay: **2,356 / 117.8**

Sum Total: **3,106 / 155.3**

## 670 (Yishun)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
2x double-deck buses	2,706 / 135

Per trip loading: **67.5**

Sectors overview:



Shenton Way / Marina Bay  
(Refer to Methodology section above)

## Section Analysis

Chong Pang to Shenton Way / Marina Bay: **2,399 / 120.0**

Sum Total: **2.706 / 135.3**

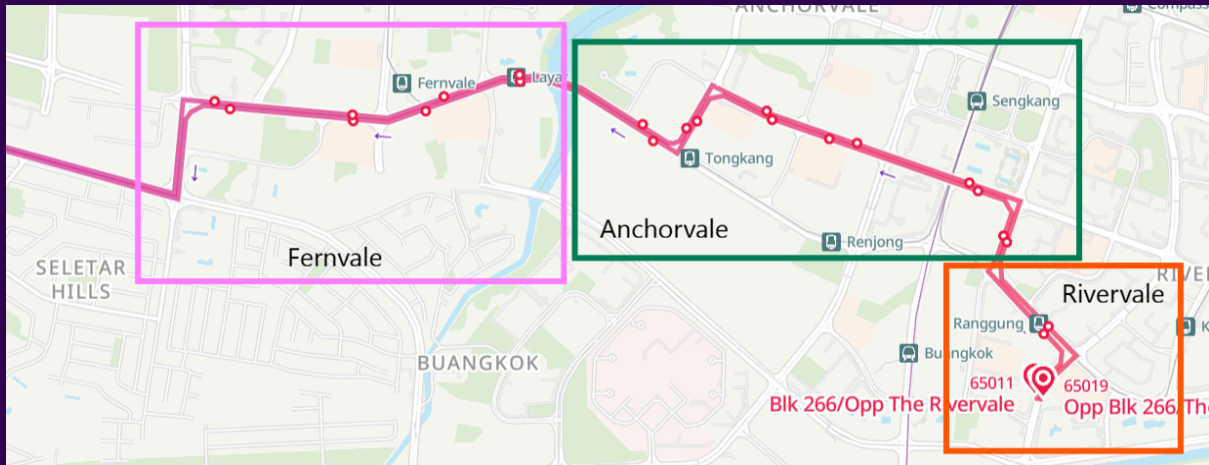
## 671 (Sengkang)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
5x single-deck + 2x double-deck buses	8,813 / 441

Per trip loading: **63.0**

Sectors overview:



Shenton Way / Marina Bay

Suntec City

(Refer to Methodology section above)

### **Section Analysis**

Rivervale to Shenton Way / Marina Bay: **174 / 8.7**

Anchorvale to Shenton Way / Marina Bay: **2,585 / 129.3**

Fernvale to Shenton Way / Marina Bay: **5,673 / 283.7**

Subtotal to Shenton Way / Marina Bay: **8,432 / 421.6**

Rivervale to Suntec City: **19 / 1.0**

Anchorvale to Suntec City: **139 / 7.0**

Fernvale to Suntec City: **113 / 11.2**

Subtotal to Suntec City: **381 / 19.1**

Total from Rivervale: **193 / 9.7**

Total from Anchorvale: **2,724 / 136.2**

Total from Fernvale: **5,896 / 294.8**

Sum Total: **8,813 / 440.7**

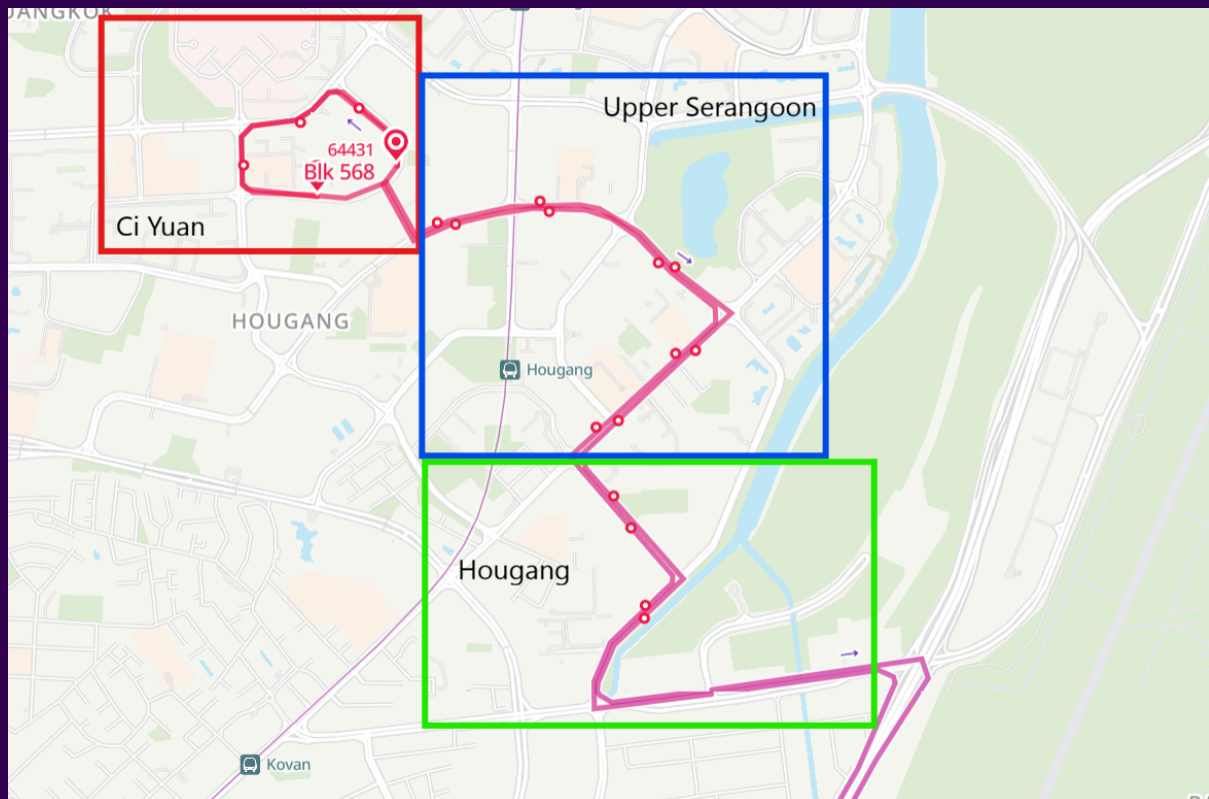
## 672 (Hougang)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
2x double-deck + 2x single-deck buses	5,145 / 257

Per trip loading: **64.3**

Sectors overview:



Shenton Way / Marina Bay

Suntec City

(Refer to Methodology section above)

### **Section Analysis**

Ci Yuan to Shenton Way / Marina Bay: **882 / 44.1**

Upper Serangoon to Shenton Way / Marina Bay: **3,172 / 158.6**

Hougang to Shenton Way / Marina Bay: **862 / 43.1**

Subtotal to Shenton Way / Marina Bay: **4,916 / 245.8**

Ci Yuan to Suntec City: **59 / 3.0**

Upper Serangoon to Suntec City: **139 / 7.0**

Hougang to Suntec City: **31 / 1.6**

Subtotal to Suntec City: **229 / 11.5**

Total from Ci Yuan: **941 / 47.1**

Total from Upper Serangoon: **3,311 / 165.6**

Total from Hougang: **893 / 44.7**

Sum Total: **5,145 / 257.3**

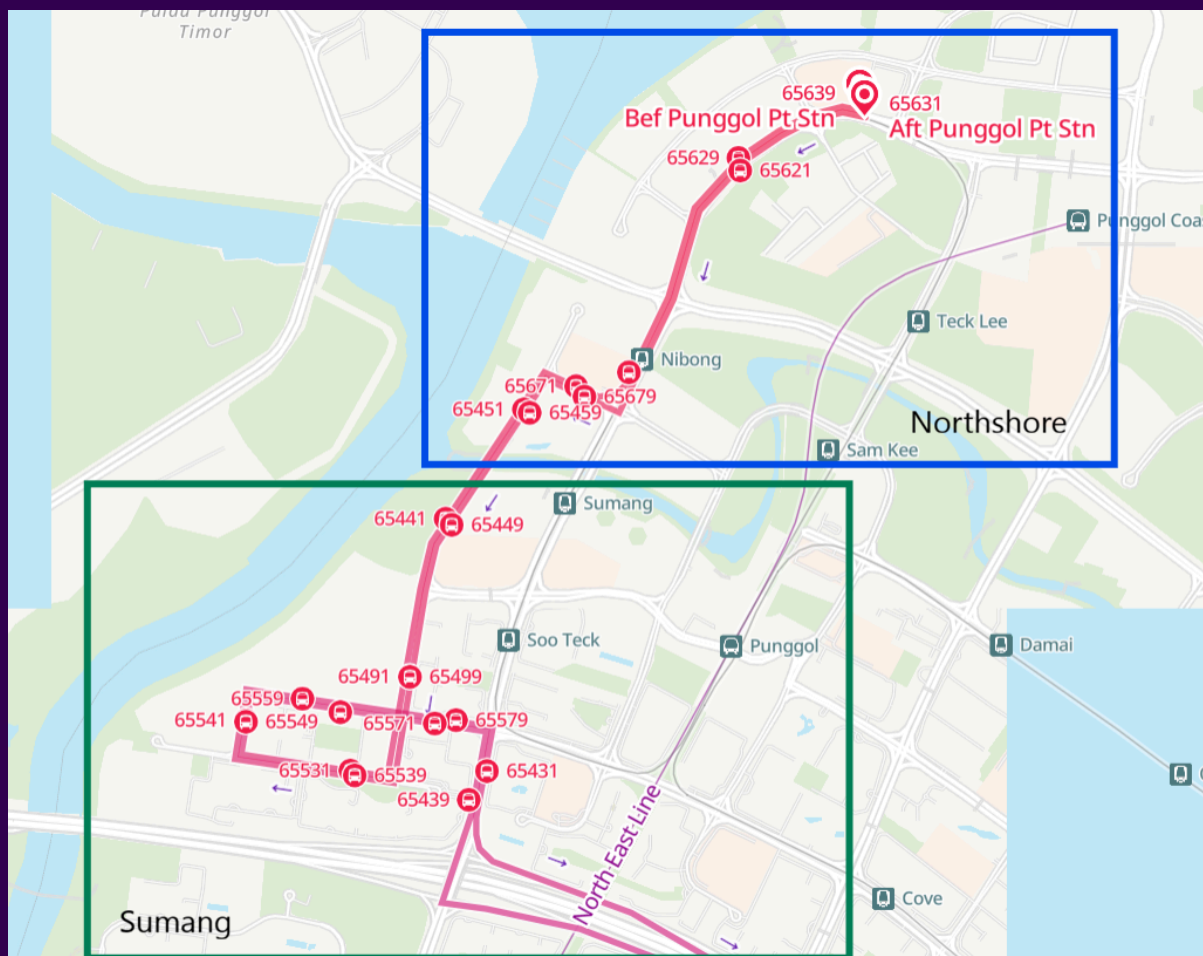
## 673 (Punggol)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
2x single-deck buses	1,102 / 55

Per trip loading: **27.5**

Sectors overview:



Shenton Way / Marina Bay

Suntec City

(Refer to Methodology section above)

### **Section Analysis**

Northshore to Shenton Way / Marina Bay: **194 / 9.7**

Sumang to Shenton Way / Marina Bay: **867 / 43.4**

Subtotal to Shenton Way / Marina Bay: **1,061 / 53.1**

Northshore to Suntec City: **10 / 0.5**

Sumang to Suntec City: **31 / 1.6**

Subtotal to Suntec City: **41 / 2.1**

Total from Northshore: **204 / 10.2**

Total from Sumang: **898 / 44.9**

Sum Total: **1,102 / 55.1**

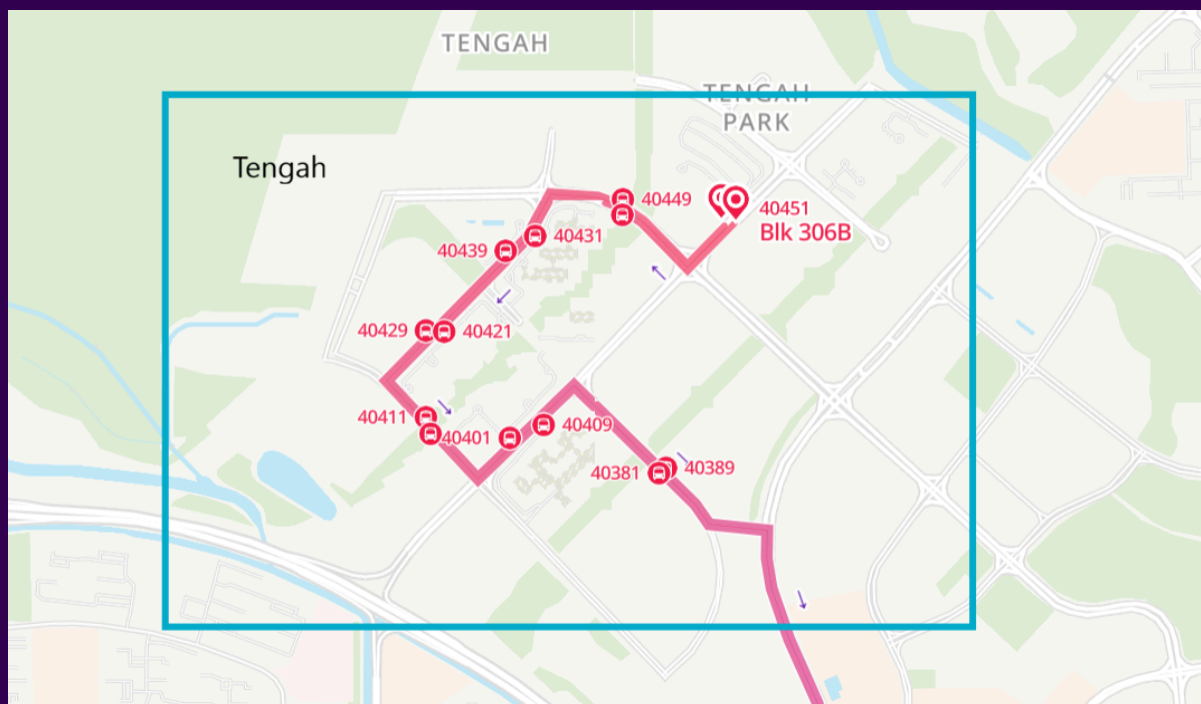
## 674 (Tengah)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
7x double-deck buses	10,020 / 501

Per trip loading: **71.6**

Sectors overview:



Shenton Way / Marina Bay

(Refer to Methodology section above)

### Section Analysis

Tengah to Shenton Way / Marina Bay: **10,020 / 501**

Sum Total: **10,020 / 501**

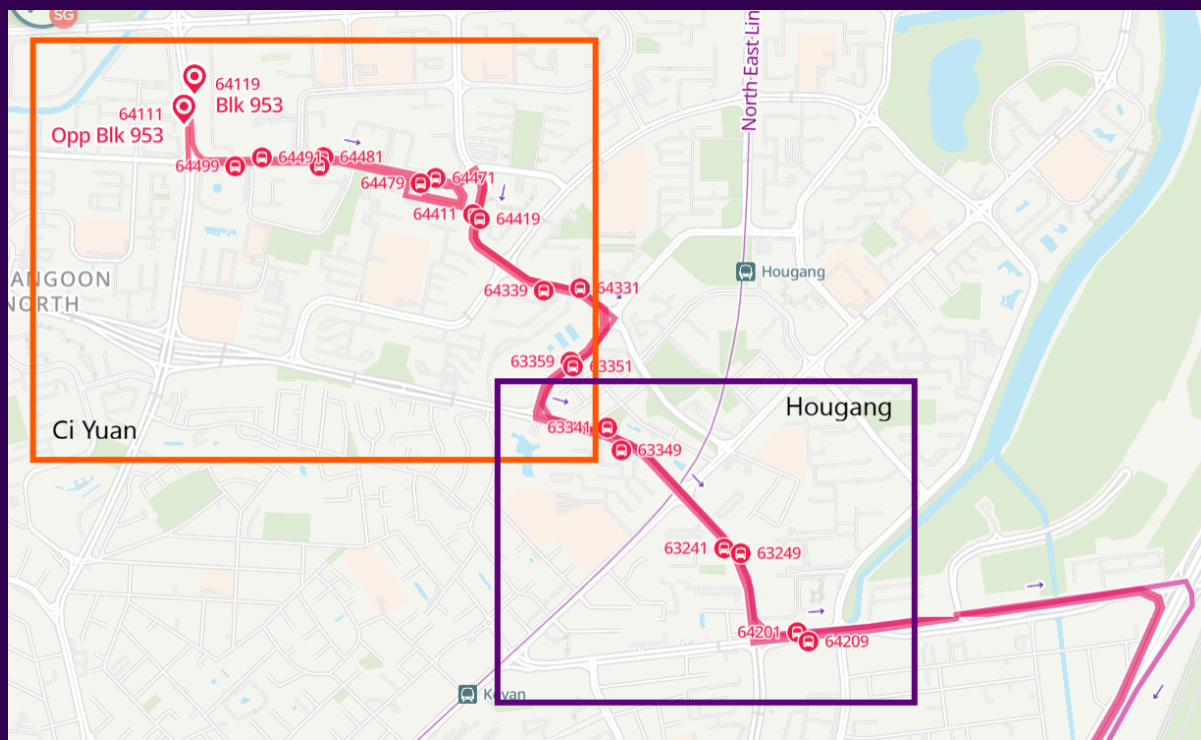
## 675 (Hougang)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
2x single-deck buses	1,632 / 82

Per trip loading: **41.0**

Sectors overview:



Shenton Way / Marina Bay

Suntec City

(Refer to Methodology section above)

### **Section Analysis**

Ci Yuan to Shenton Way / Marina Bay: **1,059 / 53.0**

Hougang to Shenton Way / Marina Bay: **417 / 20.9**

Subtotal to Shenton Way / Marina Bay: **1,476 / 73.8**

Ci Yuan to Suntec City: **121 / 6.1**

Hougang to Suntec City: **35 / 1.8**

Subtotal to Suntec City: **156 / 7.8**

Total from Ci Yuan: **1,180 / 59.0**

Total from Hougang: **452 / 22.6**

Sum Total: **1,632 / 81.6**

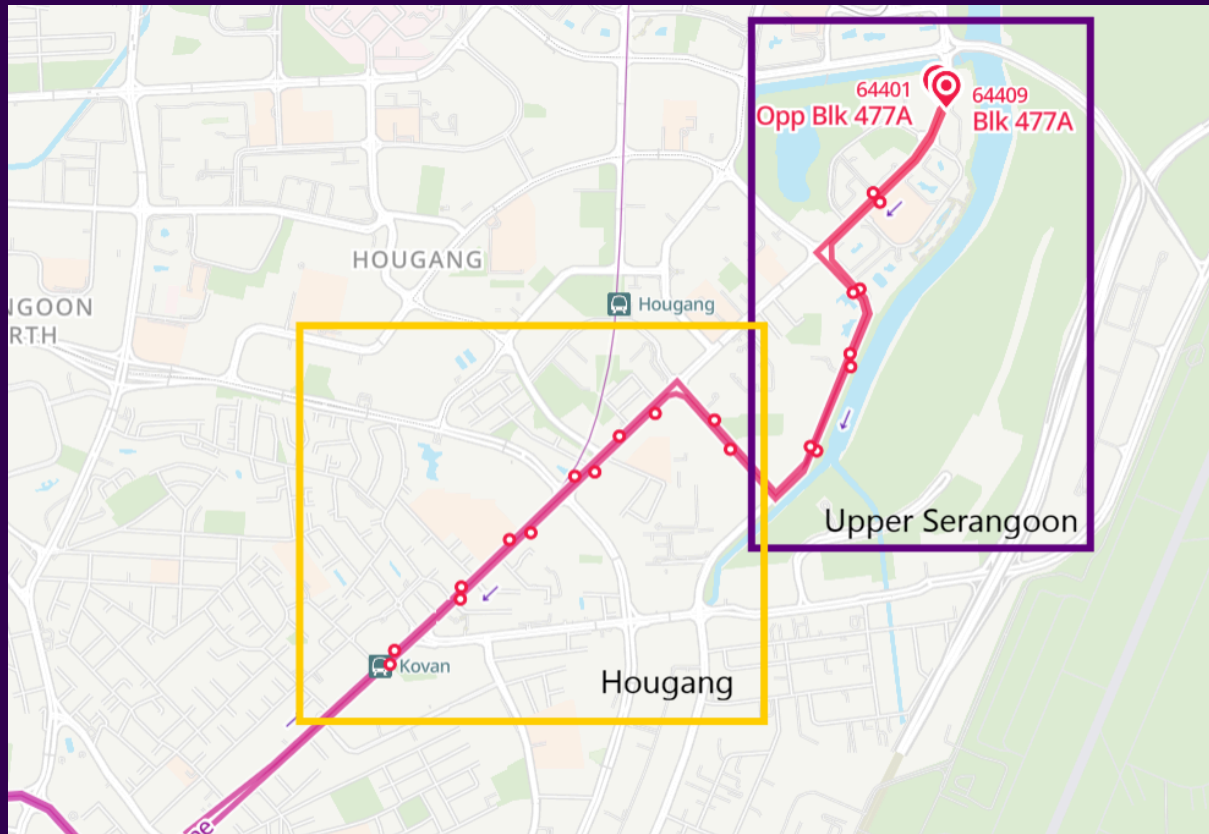
## 676 (Hougang)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
2x single-deck buses	1,462 / 73

Per trip loading: **36.5**

Sectors overview:



Shenton Way / Marina Bay

Suntec City

(Refer to Methodology section above)

### **Section Analysis**

Upper Serangoon to Shenton Way / Marina Bay: **878 / 43.9**

Hougang to Shenton Way / Marina Bay: **503 / 25.2**

Subtotal to Shenton Way / Marina Bay: **1,381 / 69.1**

Upper Serangoon to Suntec City: **46 / 2.3**

Hougang to Suntec City: **35 / 1.8**

Subtotal to Suntec City: **81 / 4.1**

Total from Upper Serangoon: **924 / 46.2**

Total from Hougang: **538 / 26.9**

Sum Total: **1,462 / 73.1**

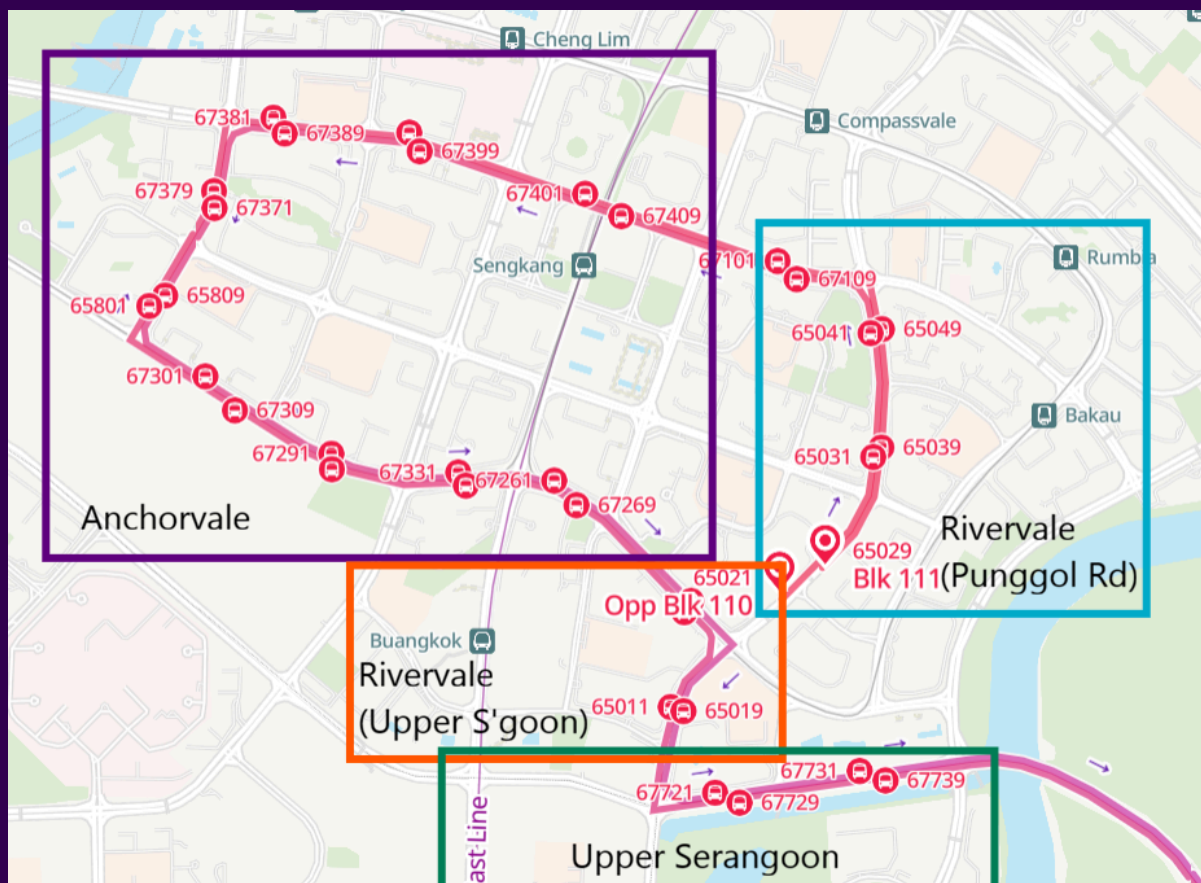
## 677 (Sengkang)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
2x single-deck buses	2,224 / 111

Per trip loading: **55.5**

Sectors overview:



Shenton Way / Marina Bay

Suntec City

(Refer to Methodology section above)

## Section Analysis

Rivervale (Punggol Rd) to Shenton Way / Marina Bay: **94 / 4.7**

Anchorvale to Shenton Way / Marina Bay: **735 / 36.8**

Rivervale (Upper Serangoon) to Shenton Way / Marina Bay: **698 / 34.9**

Upper Serangoon to Shenton Way / Marina Bay: **561 / 28.1**

Subtotal to Shenton Way / Marina Bay: **2,088 / 104.4**

Rivervale (Punggol Rd) to Suntec City: **6 / 0.3**

Anchorvale to Suntec City: **98 / 4.9**

Rivervale (Upper Serangoon) to Suntec City: **13 / 0.7**

Upper Serangoon to Suntec City: **19 / 1.0**

Subtotal to Suntec City: **136 / 6.8**

Total from Rivervale (Punggol Rd): **100 / 5.0**

Total from Anchorvale: **833 / 41.7**

Total from Rivervale (Upper Serangoon): **711 / 35.6**

Total from Upper Serangoon: **580 / 29.0**

(Total from Rivervale (combined): **811 / 40.6**)

Sum Total: **2,224 / 111.2**

## 678 (Punggol)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
2x double-deck buses	3,017 / 151

Per trip loading: **75.5**

Sectors overview:



Shenton Way / Marina Bay

Suntec City

(Refer to Methodology section above)

### **Section Analysis**

Punggol East to Shenton Way / Marina Bay: **2,003 / 100.2**

Sengkang East to Shenton Way / Marina Bay: **770 / 38.5**

Subtotal to Shenton Way / Marina Bay: **2,773 / 138.7**

Punggol East to Suntec City: **186 / 9.3**

Sengkang East to Suntec City: **58 / 2.9**

Subtotal to Suntec City: **244 / 12.2**

Total from Punggol East: **2,189 / 109.5**

Total from Sengkang East: **828 / 41.4**

Sum Total: **3,017 / 150.9**

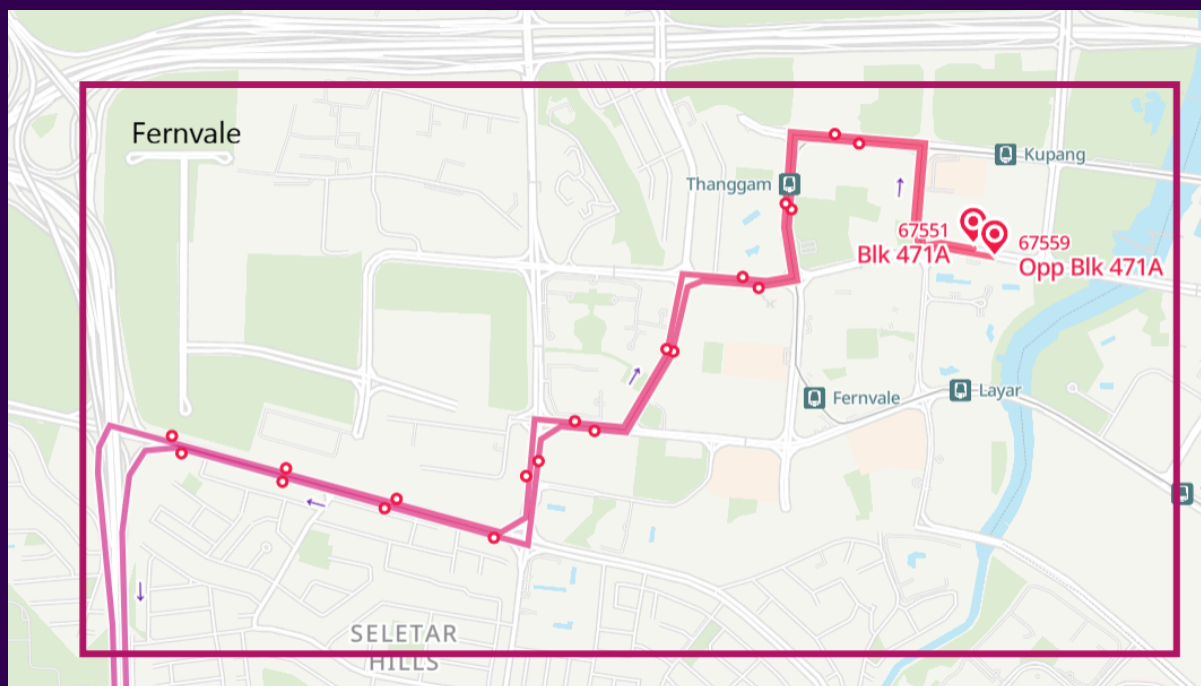
## 679 (Sengkang)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
4x single-deck buses	3,019 / 151

Per trip loading: **37.8**

Sectors overview:



Shenton Way / Marina Bay

Suntec City

(Refer to Methodology section above)

### Section Analysis

Fernvale to Shenton Way / Marina Bay: **2,742 / 137.1**

Fernvale to Suntec City: **277 / 13.9**

Sum Total: **3,019 / 151.0**

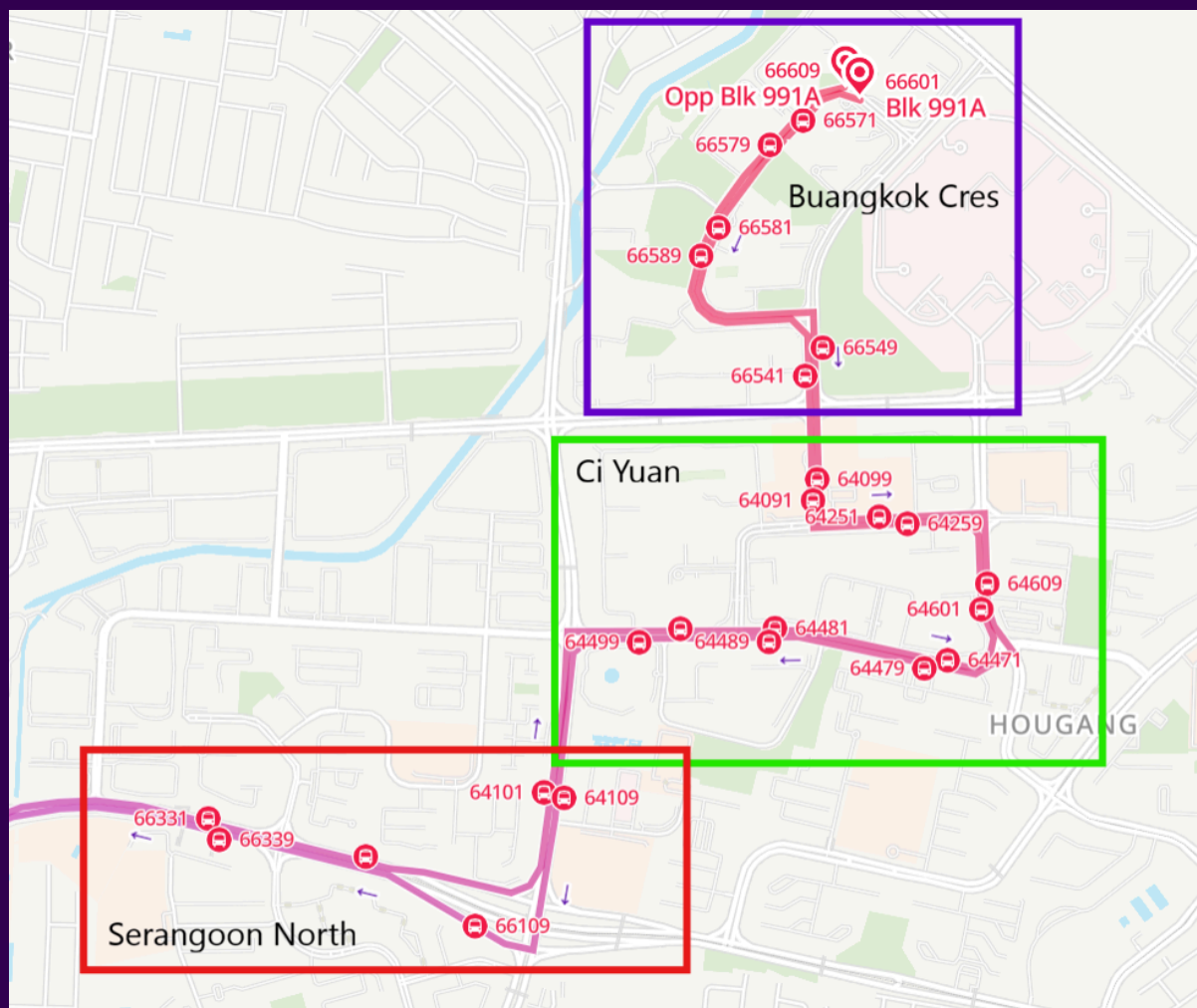
## 680 (Hougang / Buangkok)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
2x single-deck buses	1,186 / 59

Per trip loading: **29.5**

Sectors overview:



Novena

Orchard

Bras Basah

(Refer to Methodology section above)

### **Section Analysis**

Buangkok Cres to Novena: **78 / 3.9**

Ci Yuan to Novena: **211 / 10.6**

Serangoon North to Novena: **126 / 6.3**

Subtotal to Novena: **415 / 20.8**

Buangkok Cres to Orchard: **163 / 8.2**

Ci Yuan to Orchard: **298 / 14.9**

Serangoon North to Orchard: **220 / 11.0**

Subtotal to Orchard: **681 / 34.1**

Buangkok Cres to Bras Basah: **6 / 0.3**

Ci Yuan to Bras Basah: **31 / 1.6**

Serangoon North to Bras Basah: **53 / 2.7**

Subtotal to Bras Basah: **90 / 4.5**

Total from Buangkok Cres: **247 / 12.4**

Total from Ci Yuan: **540 / 27.0**

Total from Serangoon North: **399 / 20.0**

Sum Total: **1,186 / 59.3**

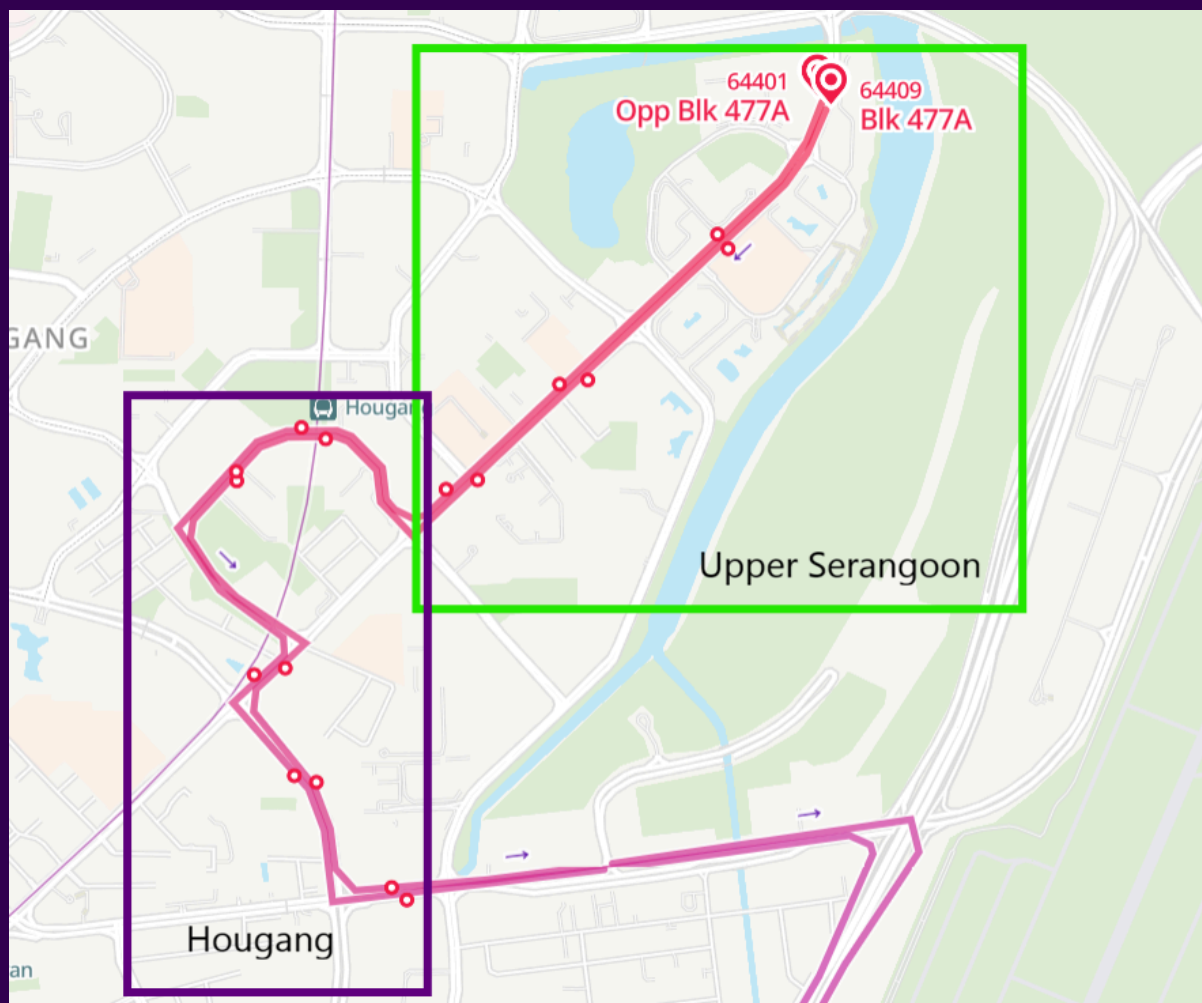
## 681 (Hougang)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
2x single-deck buses	605 / 30

Per trip loading: **15.0**

Sectors overview:



Bras Basah

Orchard

Novena

(Refer to Methodology section above)

### **Section Analysis**

Upper Serangoon to Bras Basah: **184 / 9.2**

Hougang to Bras Basah: **180 / 9.0**

Subtotal to Bras Basah: **364 / 18.2**

Upper Serangoon to Orchard: **119 / 6.0**

Hougang to Orchard: **72 / 3.6**

Subtotal to Orchard: **191 / 9.6**

Upper Serangoon to Novena: **25 / 1.3**

Hougang to Novena: **25 / 1.3**

Subtotal to Novena: **50 / 2.5**

Total from Upper Serangoon: **328 / 16.4**

Total from Hougang: **277 / 13.9**

Sum Total: **605 / 30.3**

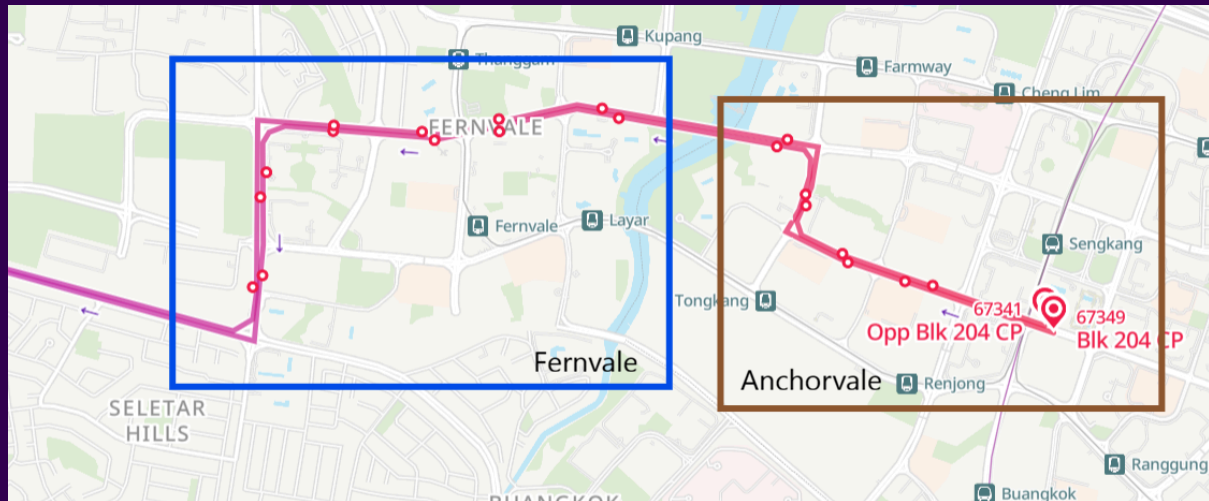
## 682 (Sengkang)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
4x single-deck buses	2,422 / 121

Per trip loading: **30.3**

Sectors overview:



Novena

Orchard

Bras Basah

(Refer to Methodology section above)

### **Section Analysis**

Anchorvale to Novena: **345 / 17.3**

Fernvale to Novena: **750 / 37.5**

Subtotal to Novena: **1,095 / 54.8**

Anchorvale to Orchard: **290 / 14.5**

Fernvale to Orchard: **684 / 34.2**

Subtotal to Orchard: **974 / 48.7**

Anchorvale to Bras Basah: **86 / 4.2**

Fernvale to Bras Basah: **267 / 13.4**

Subtotal to Bras Basah: **353 / 17.7**

Total from Anchorvale: **721 / 36.1**

Total from Fernvale: **1,701 / 85.1**

Sum Total: **2,422 / 121.1**

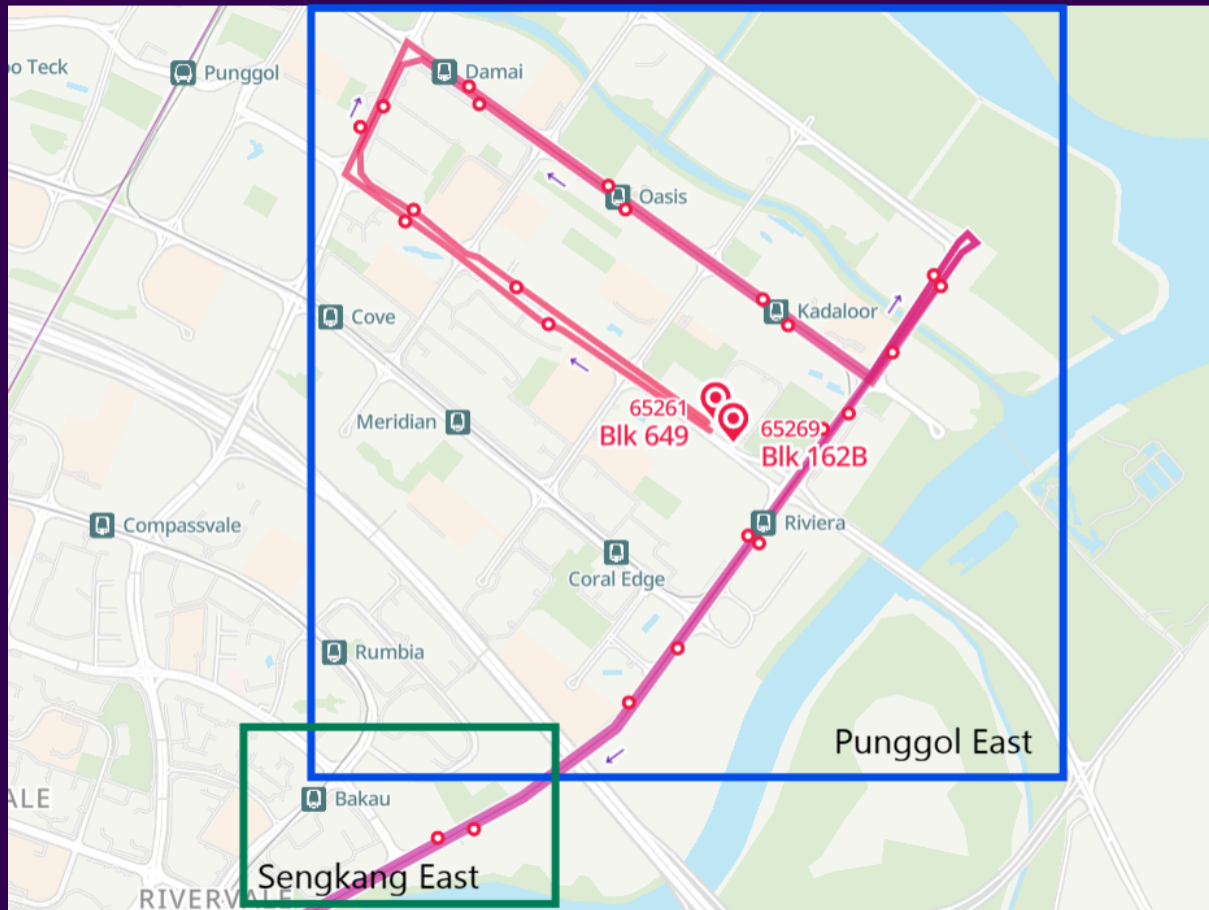
## 683 (Punggol)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
2x single-deck buses	846 / 42

Per trip loading: **21.0**

Sectors overview:



Bras Basah

Orchard

Novena

(Refer to Methodology section above)

### **Section Analysis**

Punggol East to Bras Basah: **208 / 10.4**

Sengkang East to Bras Basah: **151 / 7.6**

Subtotal to Bras Basah: **359 / 18.0**

Punggol East to Orchard: **199 / 10.0**

Sengkang East to Orchard: **205 / 10.3**

Subtotal to Orchard: **404 / 20.2**

Punggol East to Novena: **48 / 2.4**

Sengkang East to Novena: **35 / 1.8**

Subtotal to Novena: **83 / 4.2**

Total from Punggol East: **455 / 22.8**

Total from Sengkang East: **391 / 17.6**

Sum Total: **846 / 42.3**

## Analysis by respective service – Variant express services

The following pages contain information pertaining to specific ridership information between individual sectors of City Direct services. A detailed breakdown based on origin and destination segments is provided in each section.

The following variant express services are listed in the study:

- 10e (East Coast)
- 14e (Bedok / East Coast)
- 30e (Bedok) through to West Coast
- 97e (Tengah / Jurong East)
- 174e (Boon Lay / Bukit Batok)
- 196e (Marine Parade)
- 502A (Jurong West)
- 518A (Pasir Ris)

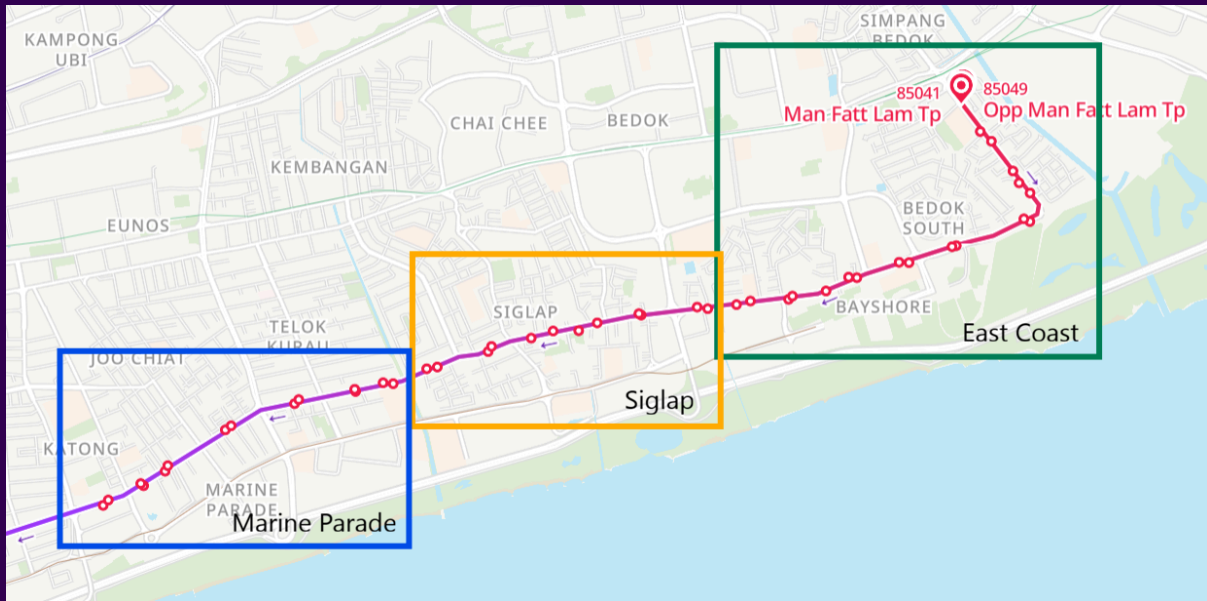
## 10e (East Coast)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
5x double-deck buses	2,858 / 143

Per trip loading: **28.6**

Sectors overview:



Suntec City

Shenton Way

(Refer to Methodology section above)

### **Section Analysis**

East Coast to Suntec City: **53.4 / 2.7**

Siglap to Suntec City: **65.2 / 3.3**

Marine Parade to Suntec City: **130.3 / 6.5**

Subtotal to Suntec City: **248.9 / 12.4**

East Coast to Shenton Way: **280.1 / 14.0**

Siglap to Shenton Way: **553.0 / 27.6**

Marine Parade to Shenton Way: **1,705.6 / 85.3**

Subtotal to Shenton Way: **2,538.7 / 126.9**

Total from East Coast (incl. others): **350.5 / 17.5**

Total from Siglap (incl. others): **630.1 / 31.5**

Total from Marine Parade (incl. others): **1,877.1 / 93.9**

Sum Total: **2,858 / 142.9**

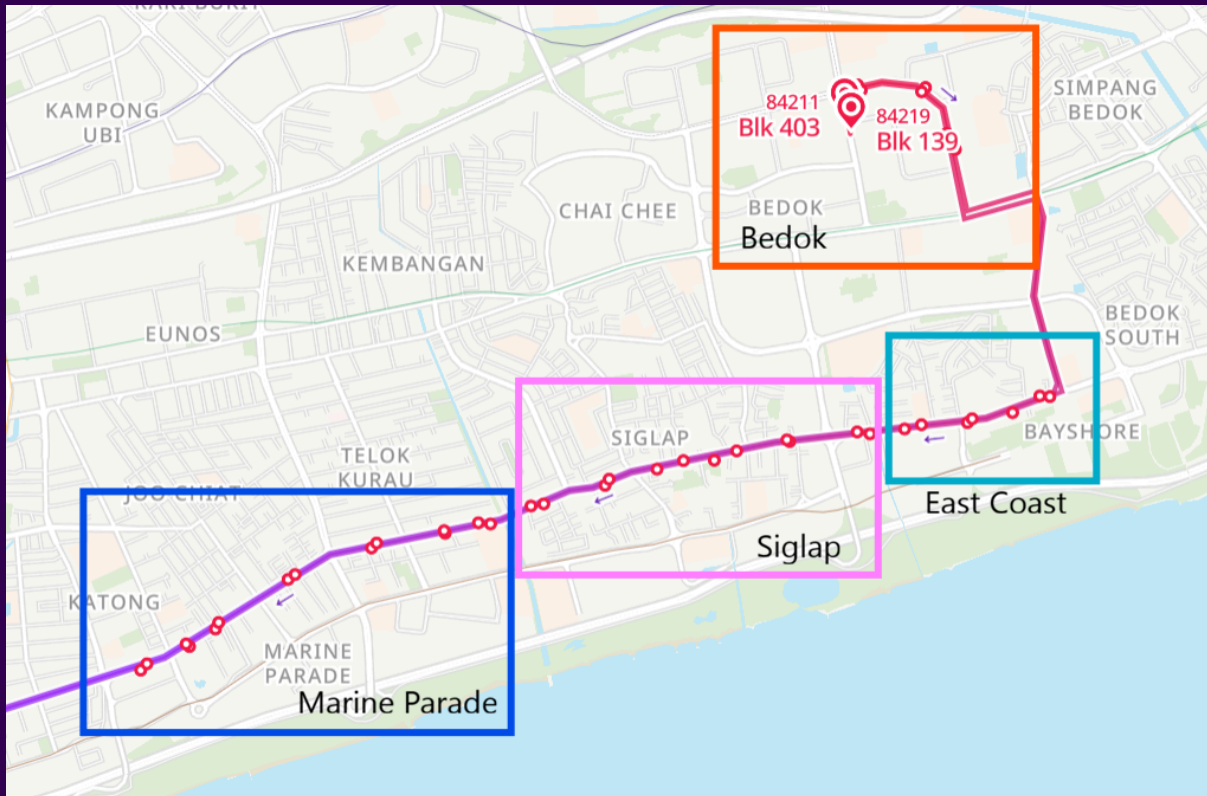
## 14e (Bedok / East Coast)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
4x single-deck buses	964 / 48

Per trip loading: **12.1**

Sectors overview:



Suntec City

Bras Basah

Orchard

(Refer to Methodology section above)

## Section Analysis

Bedok to Suntec City: **26.7 / 1.3**  
East Coast to Suntec City: **30.0 / 1.5**  
Siglap to Suntec City: **70.5 / 3.5**  
Marine Parade to Suntec City: **147.4 / 7.4**  
Subtotal to Suntec City: **274.5 / 13.4**

Bedok to Bras Basah: **12.0 / 0.6**  
East Coast to Bras Basah: **49.3 / 2.5**  
Siglap to Bras Basah: **109.8 / 5.5**  
Marine Parade to Bras Basah: **192.0 / 9.6**  
Subtotal to Bras Basah: **363.3 / 18.2**

Bedok to Orchard: **46.6 / 2.3**  
East Coast to Orchard: **15.3 / 0.8**  
Siglap to Orchard: **45.1 / 2.3**  
Marine Parade to Orchard: **219.3 / 11.0**  
Subtotal to Orchard: **326.2 / 16.3**

Total from Bedok: **85.3 / 4.3**  
Total from East Coast: **94.6 / 4.7**  
Total from Siglap: **225.4 / 11.3**  
Total from Marine Parade: **558.7 / 28.9**

Sum Total: **964 / 48.2**

## 30e (Bedok) through to West Coast

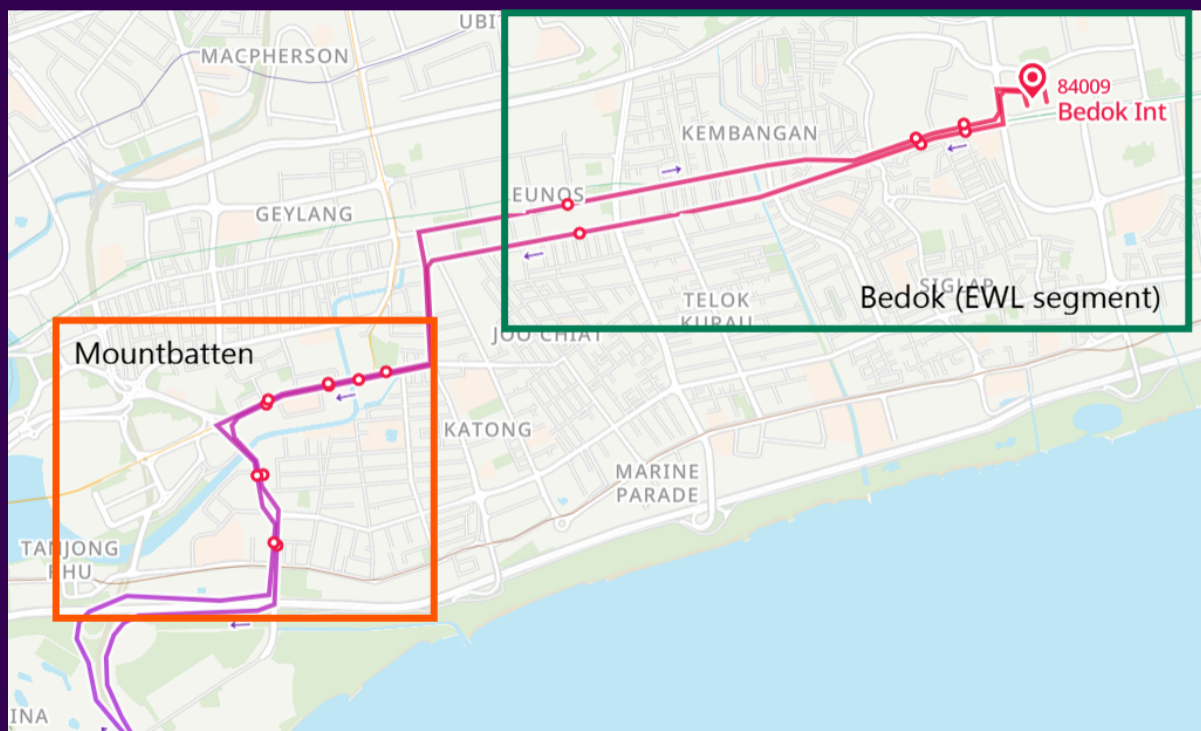
**Special note: Published figures include ridership into West Coast**  
**Individual sector component breakdown is provided in this section.**

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
5x single-deck buses	1,751 / 88

Per trip loading: **17.6**

Sectors overview:



HarbourFront (Includes Pasir Panjang / Alexandra office park sector)

West Coast

(Refer to Methodology section above)

### **Section Analysis**

Bedok to HarbourFront: **991.6 / 50.0**

Mountbatten to HarbourFront: **505.2 / 25.3**

Subtotal to HarbourFront: **1,496.8 / 74.8**

Bedok to West Coast: **179.8 / 9.0**

Mountbatten to West Coast: **74.0 / 3.7**

Subtotal to West Coast: **253.8 / 12.7**

Total from Bedok: **1,171.4 / 58.6**

Total from Mountbatten: **579.2 / 28.0**

Sum Total: **1,751 / 87.6**

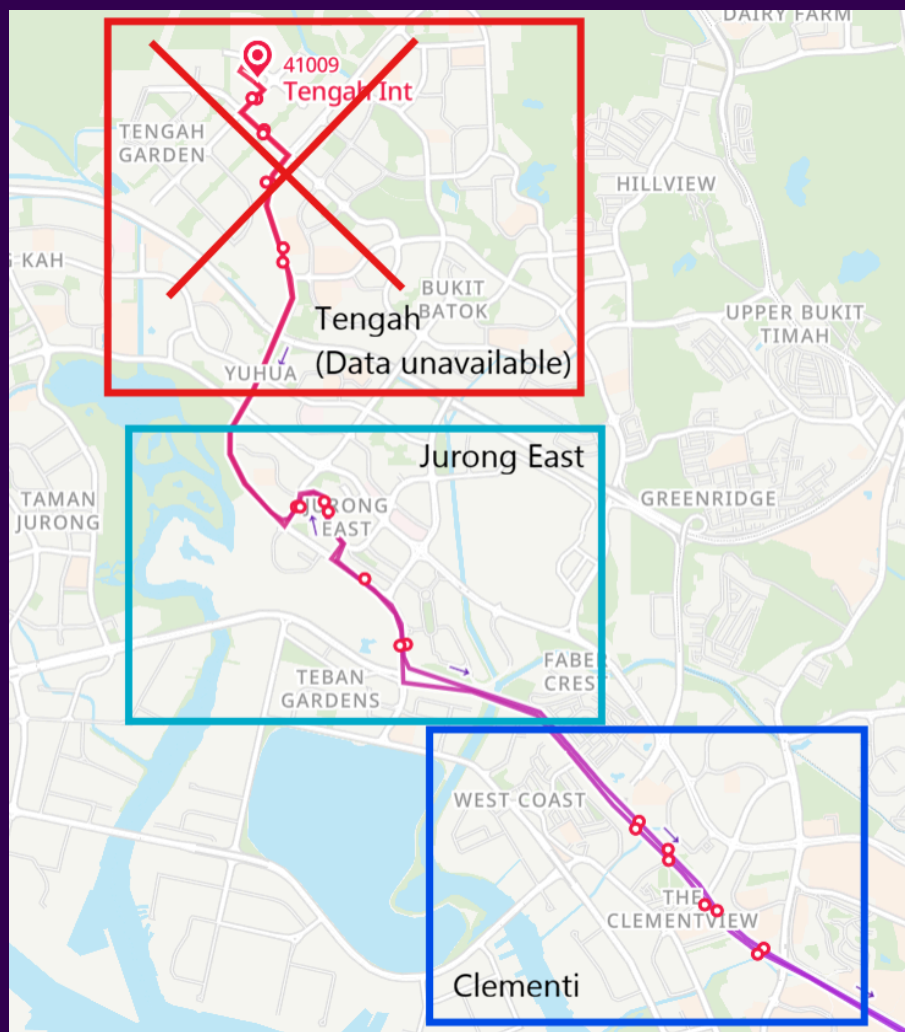
## 97e (Tengah / Jurong East)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
6x buses (Single-deck + double-deck)	679 / 34

Per trip loading: **5.7\***

Sectors overview:



Keppel (Defined as two stops along Keppel Rd)

Shenton Way / Marina Bay

Suntec City

(Refer to Methodology section above)

**Important note:** Due to time lag in updating LTA DataMall, the extension of 97e to Tengah Interchange (wef 8th March 2026) is not reflected in available ridership statistics. Per trip loadings continue to be calculated based on 6 trips

Singapore Transport Collective, 2026.

post-extension as tap-in data is unaffected by non-updated route information in LTA DataMall. This data error lies beyond STC's control. Figures for service 97e have been excluded from all summarised ranking lists produced as part of this report.

### **Section Analysis**

Jurong East to Keppel: **17.2 / 0.86**

Clementi to Keppel: **40.7 / 2.0**

Subtotal to Keppel: **57.9 / 2.9**

Jurong East to Shenton Way / Marina Bay: **54.0 / 2.7**

Clementi to Shenton Way / Marina Bay: **490.4 / 24.5**

Subtotal to Shenton Way / Marina Bay: **544.4 / 27.2**

Jurong East to Suntec City: **8.2 / 0.4**

Clementi to Suntec City: **68.3 / 3.4**

Subtotal to Suntec City: **76.5 / 3.8**

Total from Jurong East: **79.4 / 4.0**

Total from Clementi: **599.4 / 30.0**

Sum Total: **678.8 / 34.0**

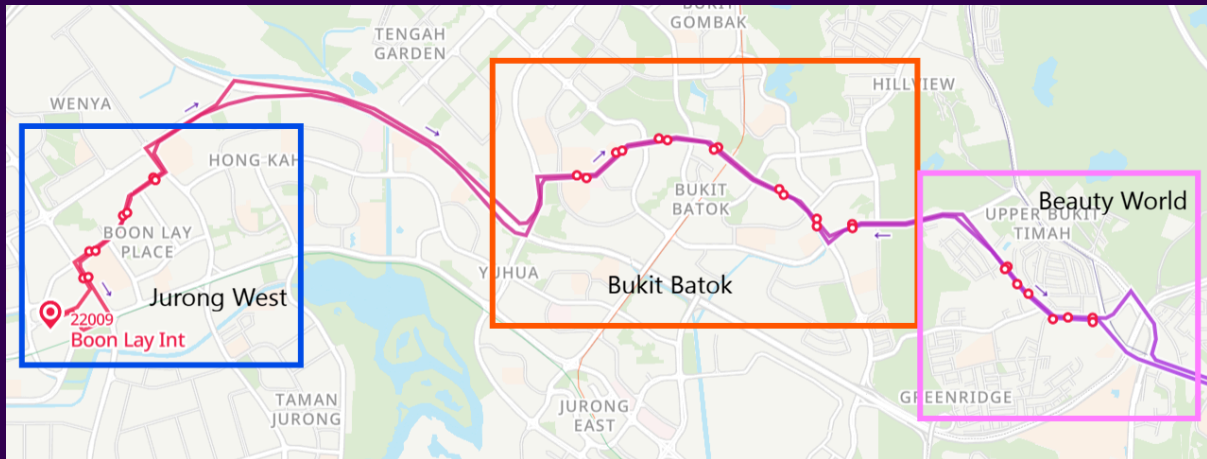
## 174e (Boon Lay / Bukit Batok)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
5x single-deck buses	1,324 / 66

Per trip loading: **13.2**

Sectors overview:



Orchard

Bras Basah

Chinatown (Defined as any remaining stop along 174e outside the above zones)

(Refer to Methodology section above)

### Section Analysis

Jurong West to Orchard: **143.7 / 7.2**

Bukit Batok to Orchard: **542.9 / 27.1**

Beauty World to Orchard: **128.9 / 6.4**

Subtotal to Orchard: **815.5 / 40.8**

Jurong West to Bras Basah: **53.4 / 2.7**

Bukit Batok to Bras Basah: **196.8 / 9.8**

Beauty World to Bras Basah: **52.2 / 2.6**

Subtotal to Bras Basah: **302.3 / 15.1**

Jurong West to Chinatown: **24.2 / 1.2**

Bukit Batok to Chinatown: **150.9 / 7.5**

Beauty World to Chinatown: **31.2 / 1.6**

Subtotal to Chinatown: **206.4 / 10.3**

(Items noted below do not count towards reported figures)

Jurong West to Bukit Batok: **1,337.2 / 66.9**

Jurong West to Beauty World: **269.8 / 13.5**

Total from Jurong West: **221.3 / 11.1**

Total from Bukit Batok: **890.6 / 44.5**

Total from Beauty World: **212.3 / 10.6**

Sum Total: **1,324 / 66.2**

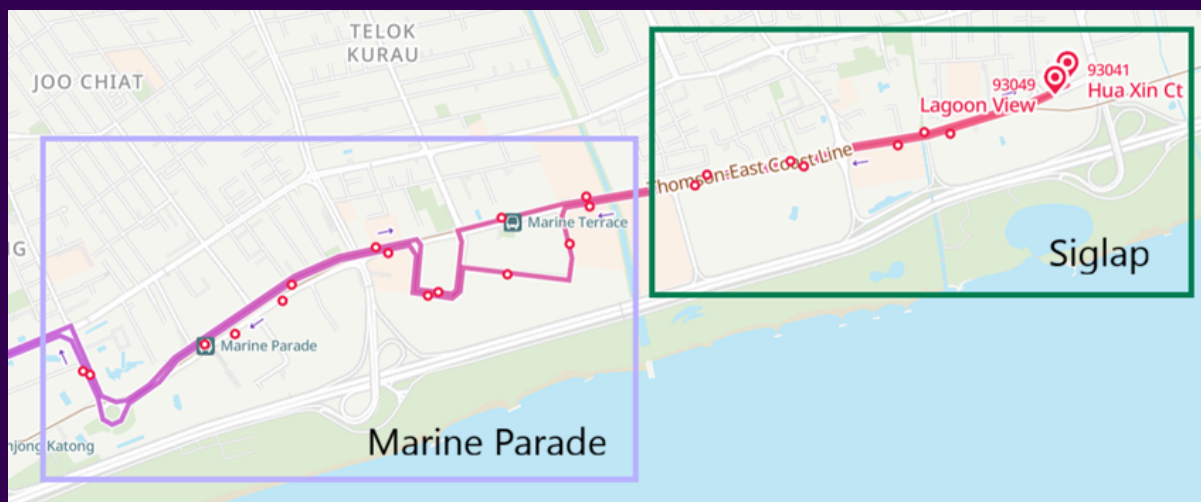
## 196e (Marine Parade)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
4x single-deck buses	760 / 38

Per trip loading: **9.5**

Sectors overview:



Shenton Way

(Refer to Methodology section above)

### Section Analysis

Siglap to Shenton Way: **89.1 / 4.6**

Marine Parade to Shenton Way: **640.3 / 32.0**

Total from Siglap (incl. others): **94.3 / 4.7**

Total from Marine Parade (incl. others): **665.6 / 33.3**

Sum Total: **760 / 38.0**

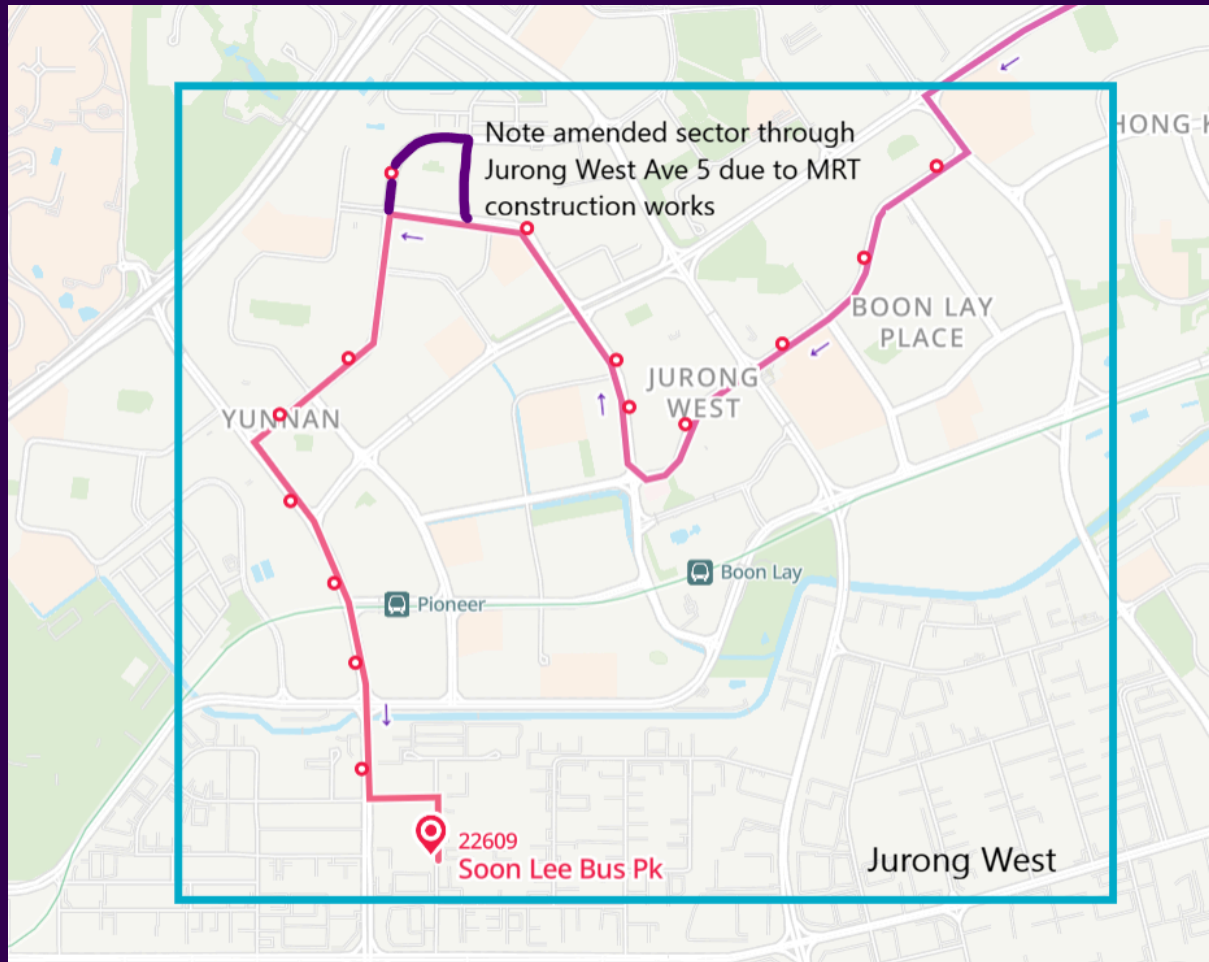
## 502A (Jurong West)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
3x buses (Single-deck + double-deck)	393 / 20

Per trip loading: **6.7**

Sectors overview:



Orchard

Bras Basah

Suntec City

Marina Bay

(Refer to Methodology section above)

### **Section Analysis**

Jurong West to Orchard: **212.2 / 10.6**

Jurong West to Bras Basah: **81.5 / 4.1**

Jurong West to Suntec City: **80.1 / 4.0**

Jurong West to Marina Bay: **19.0 / 1.0**

Sum Total: **393 / 19.7**

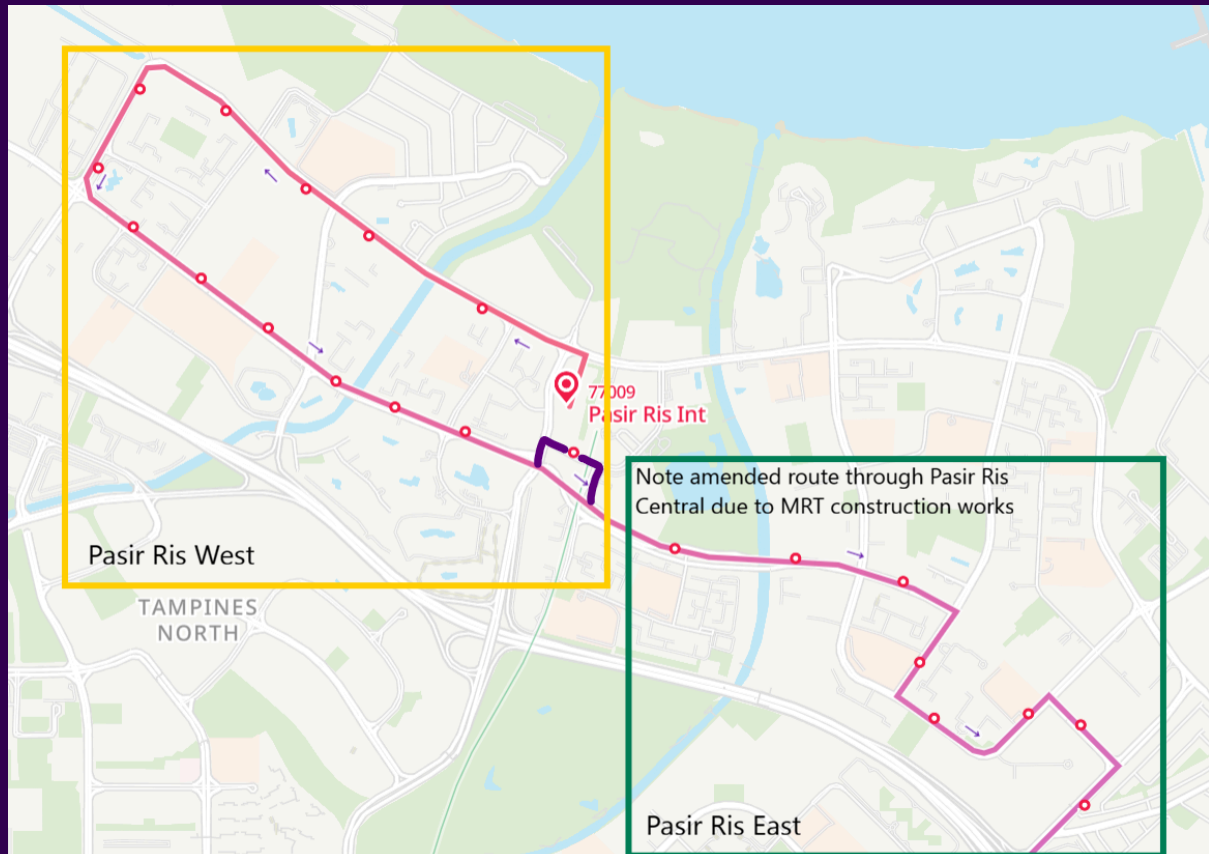
## 518A (Pasir Ris)

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
2x buses (Single-deck + double-deck)	355 / 18

Per trip loading: **8.9**

Sectors overview:



Novena

Orchard

Bras Basah

Suntec City

Marina Bay

(Refer to Methodology section above)

### Section Analysis

Pasir Ris West to Novena: **64.2 / 3.2**

Pasir Ris East to Novena: **151.5 / 7.6**

Subtotal to Novena: **215.7 / 10.8**

Pasir Ris West to Orchard: **11.4 / 0.6**

Pasir Ris East to Orchard: **90.2 / 4.5**

Subtotal to Orchard: **101.6 / 5.1**

Pasir Ris West to Bras Basah: **0.8 / 0.0**

Pasir Ris East to Bras Basah: **24.0 / 1.2**

Subtotal to Bras Basah: **24.8 / 1.2**

Pasir Ris West to Suntec City: **2.3 / 0.1**

Pasir Ris East to Suntec City: **7.4 / 0.4**

Subtotal to Suntec City: **9.7 / 0.5**

Pasir Ris West to Marina Bay: **0.0 / 0.0**

Pasir Ris East to Marina Bay: **3.5 / 0.2**

Subtotal to Marina Bay: **3.5 / 0.2**

Total from Pasir Ris West: **78.6 / 3.9**

Total from Pasir Ris East: **276.7 / 13.9**

Sum Total: **355 / 17.8**

## Analysis by respective service – Branded express routes

The following pages contain information pertaining to specific ridership information between individual sectors of branded express bus routes. A detailed breakdown based on origin and destination segments is provided in each section.

**Note:** From 15th June 2026, these branded express routes will be renumbered between 646 and 650, and merged into the City Direct branding.

The following branded express routes are listed in the study:

- 513 (Tampines)
- 850E (Yishun)
- 868E (Bukit Gombak)
- 951E (Woodlands)
- 982E (Choa Chu Kang)

## 513 (Tampines)

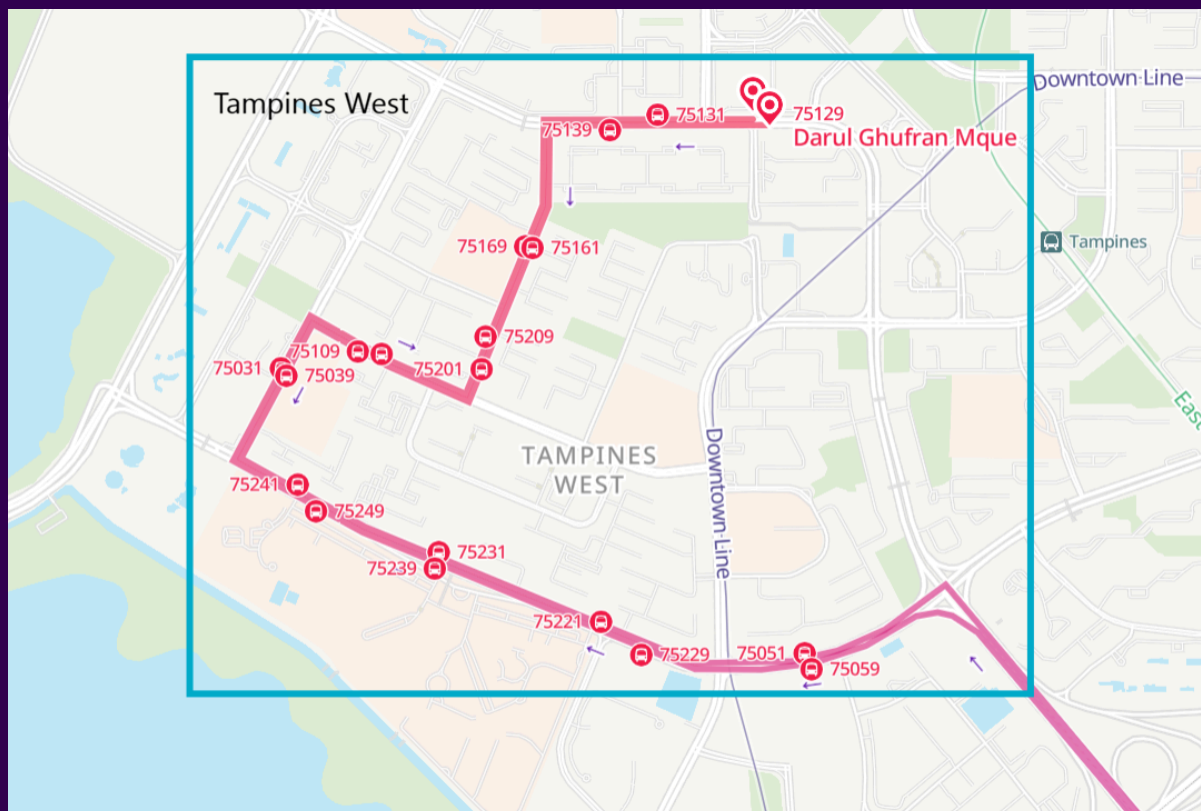
**Note:** 513 was renumbered to City Direct 646 from 15th June 2026

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
2x double-deck + 1x single-deck bus	2,494 / 125

Per trip loading: **41.7**

Sectors overview:



Shenton Way / Marina Bay

(Refer to Methodology section above)

### Section Analysis

Tampines West to Shenton Way / Marina Bay: **2,494 / 124.7**

Sum Total: **2,494 / 124.7**

## 850E (Yishun)

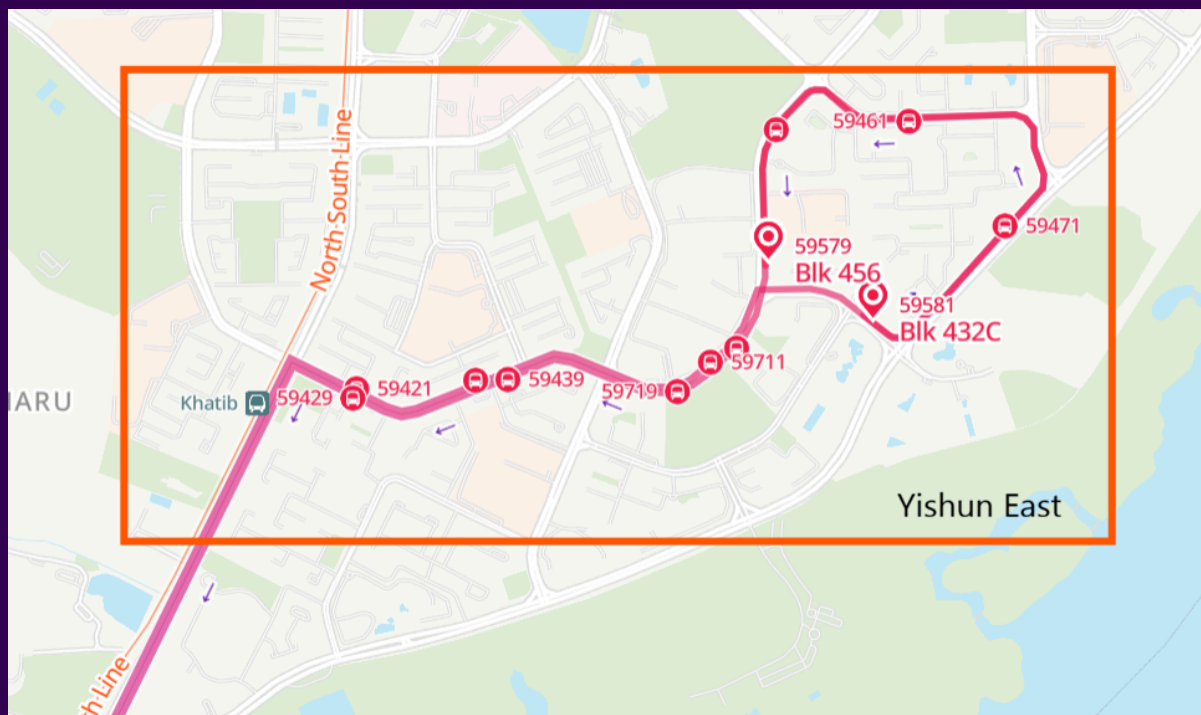
**Note:** 850E was renumbered to City Direct 650 from 15th June 2026

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
8x double-deck buses	11,640 / 582

Per trip loading: **72.8**

Sectors overview:



Bras Basah

Shenton Way

(Refer to Methodology section above)

### Section Analysis

Yishun East to Bras Basah: **5,606 / 280.3**

Yishun East to Shenton Way: **5,534 / 276.7**

Sum Total (incl. others): **11,640 / 582.0**

## 868E (Bukit Gombak)

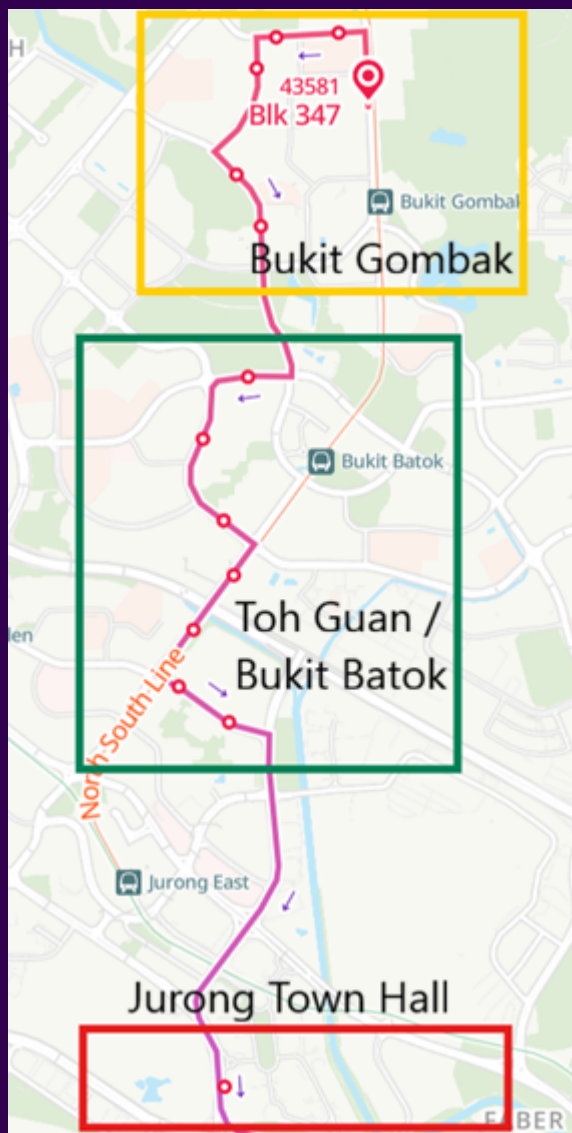
**Note:** 868E was renumbered to City Direct 647 from 15th June 2026

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
2x double-deck buses	4,748 / 237

Per trip loading: **118.5**

Sectors overview:



Shenton Way / Marina Bay

Suntec City

(Refer to Methodology section above)

## Section Analysis

Bukit Gombak to Shenton Way / Marina Bay: **738 / 36.9**

Toh Guan/Bukit Batok to Shenton Way / Marina Bay: **2,379 / 119.0**

Jurong Town Hall to Shenton Way / Marina Bay: **225 / 11.3**

Subtotal to Shenton Way / Marina Bay: **3,342 / 167.1**

Bukit Gombak to Suntec City: **50 / 2.5**

Toh Guan / Bukit Batok to Suntec City: **1,295 / 64.8**

Jurong Town Hall to Suntec City: **15 / 0.8**

Subtotal to Suntec City: **1,360 / 68**

(Items noted below do not count towards reported figures)

Bukit Gombak to Jurong Town Hall: **48 / 2.4**

Toh Guan / Bukit Batok to Jurong Town Hall: **1,332 / 66.6**

Subtotal to Jurong Town Hall: **1,380 / 69.0**

Total from Bukit Gombak (incl. others): **799 / 40.0**

Total from Toh Guan / Bukit Batok (incl. others): **3,709 / 185.5**

Total from Jurong Town Hall (incl. others): **240 / 12.0**

Sum Total: **4,748 / 237.4**

## 951E (Woodlands)

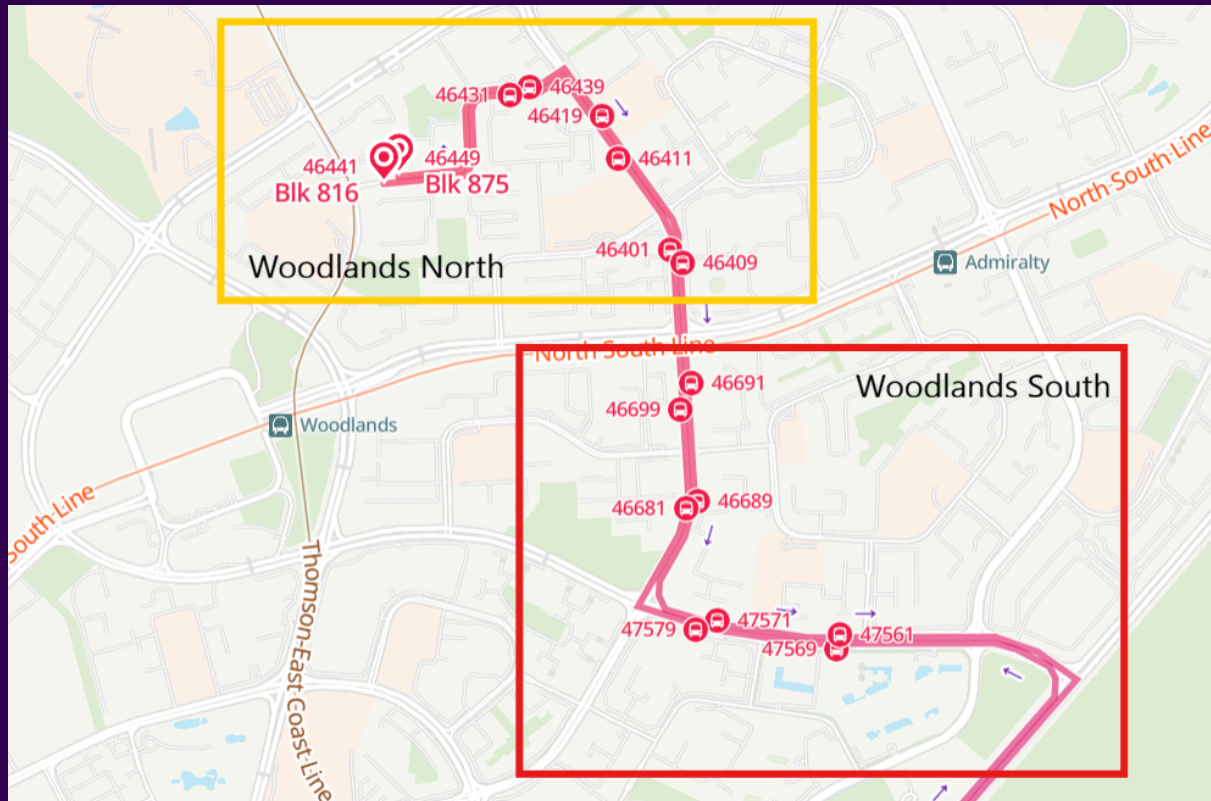
**Note:** 951E was renumbered to City Direct 648 from 15th June 2026

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
5x double-decker buses	3,854 / 193

Per trip loading: **38.6**

Sectors overview:



Bras Basah

Shenton Way

(Refer to Methodology section above)

### **Section Analysis**

Woodlands North to Bras Basah: **1,020 / 51.0**

Woodlands South to Bras Basah: **922 / 46.1**

Subtotal to Bras Basah: **1,942 / 97.1**

Woodlands North to Shenton Way: **1,019 / 51.0**

Woodlands South to Shenton Way: **732 / 36.6**

Subtotal to Shenton Way: **1,751 / 87.6**

Total from Woodlands North (incl. others): **2,108 / 105.4**

Total from Woodlands South (incl. others): **1,746 / 87.3**

Sum Total: **3,854 / 192.71**

## 982E (Choa Chu Kang)

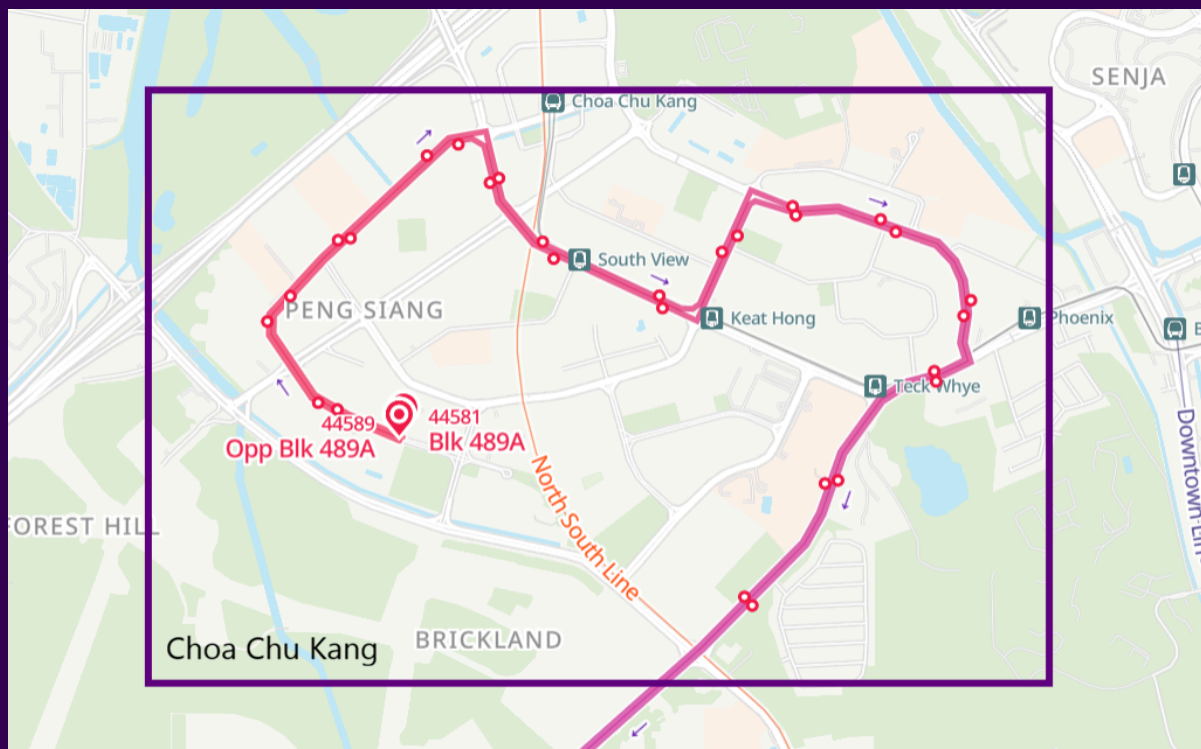
**Note:** 982E was renumbered to City Direct 649 from 15th June 2026

Basic route information:

Deployed fleet (AM Peak)	Ridership figures (Monthly / Daily)
2x double-deck buses	1,875 / 94

Per trip loading: **47.0**

Sectors overview:



Shenton Way / Marina Bay

(Refer to Methodology section above)

### Section Analysis

Choa Chu Kang to Shenton Way / Marina Bay: **1,875 / 93.8**

Sum Total: **1,875 / 93.8**

## Annex Document – O-D ridership data from LTA DataMall

Raw data obtained from DataMall and organised by STC-BRDV into heatmaps at this link below:

[📄 \(04/2026\) Peak Hour Express Service Ridership](#)

Compiled using [STC-BRDV \(v1.0\)](#) by Belvis134

STC-BRDV may also be alternatively accessed through the Discord bot extension in the [official Singapore Transport Collective Discord server](#).

## Annex Document – Infographic Illustrations of Data

Infographic illustrations of data presented in this report can be found here:

 [0426 peak express ridership report infographics.pdf](#)

In sequence:

- Ranked total monthly / average daily ridership numbers
- Ranked per trip bus loading
- Flow charts of nationwide peak express ridership (w/o service distinction)
- Flow charts of nationwide peak express ridership (with service distinction)
- Flow charts of northeast peak express ridership (with service distinction)

## Other source materials

For map references:

- [BusRouter.SG](#) by Lim Chee Aun

For bus deployment information:

- [City Direct Services 651 - 660](#) by SGWiki
- [City Direct Services 661 - 668](#) by SGWiki
- [City Direct Services 670 - 679](#) by SGWiki
- [City Direct Services 680 - 683](#) by SGWiki
- [Express Services 10e - 196e](#) by SGWiki
- [Express Services 502 - 518](#) by SGWiki
- [Express Services 850E - 982E](#) by SGWiki

For bus schedule references:

- [Land Transport Guru](#)

## Contact Us

This report is a document produced by the Singapore Transport Collective, a local youth-led group for a better future of Singapore's transportation system. You may contact the STC Team through the following channels, or join our Discord server to discover our vibrant community.

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**Facebook:** one.stc

**TikTok:** @one.stc

**Website:** [oneSTC.org](http://oneSTC.org)

**Discord server link:** <https://discord.gg/kPtAqyecd6>

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