

1 GEOGRAPHIC DISTRIBUTION

Population Size and Density

With a total population of 5.08 million in 2010, there was an average of 7,126 persons per square kilometer in Singapore (Table 1). This was higher than the 7,022 persons per square kilometer in 2009.

Table 1 Population Size and Density

Year	Total Population* ('000)	Resident Population ('000)	Land Area (sq km)	Population Density (per sq km)
1980	2,413.9	2,282.1	617.8	3,907
1990	3,047.1	2,735.9	633.0	4,814
2000	4,027.9	3,273.4	682.7	5,900
2005	4,265.8	3,467.8	697.9	6,112
2006	4,401.4	3,525.9	699.5	6,292
2007	4,588.6	3,583.1	705.1	6,508
2008	4,839.4	3,642.7	710.2	6,814
2009	4,987.6	3,733.9	710.3	7,022
2010	5,076.7	3,771.7	712.4	7,126

* Total population comprises Singapore residents and non-residents. Resident population comprises Singapore citizens and permanent residents.

Age Profile

In 2010, the proportion of elderly aged 65 years and over was highest among Singapore residents staying in Outram, Downtown Core, Rochor, Queenstown and Bukit Merah planning areas¹ (15 - 19 per cent) (Map 1). The proportion of elderly was lowest among Singapore residents staying in Punggol (4.8 per cent).

Highest Qualification Attained

In 2010, the proportion with at least post-secondary qualification was highest among Singapore residents staying in the Singapore River planning area (86 per cent), Tanglin (85 per cent) and Newton (84 per cent) (Map 2). The corresponding proportion was lower among Singapore residents staying in older

¹ Planning areas refer to areas demarcated in the Urban Redevelopment Authority's Master Plan 2008.

estates such as Rochor (41 per cent), Bukit Merah (41 per cent) and Outram (30 per cent).

Language Most Frequently Spoken at Home

The proportion who spoke English most frequently at home was highest among Singapore residents staying in Tanglin, Singapore River, Bukit Timah, Newton and River Valley planning areas in 2010 (67 - 75 per cent). In contrast, the proportion who spoke English most frequently at home was lowest among Singapore residents staying in Woodlands (23 per cent), Jurong West (20 per cent) and Outram (16 per cent) (Map 3).

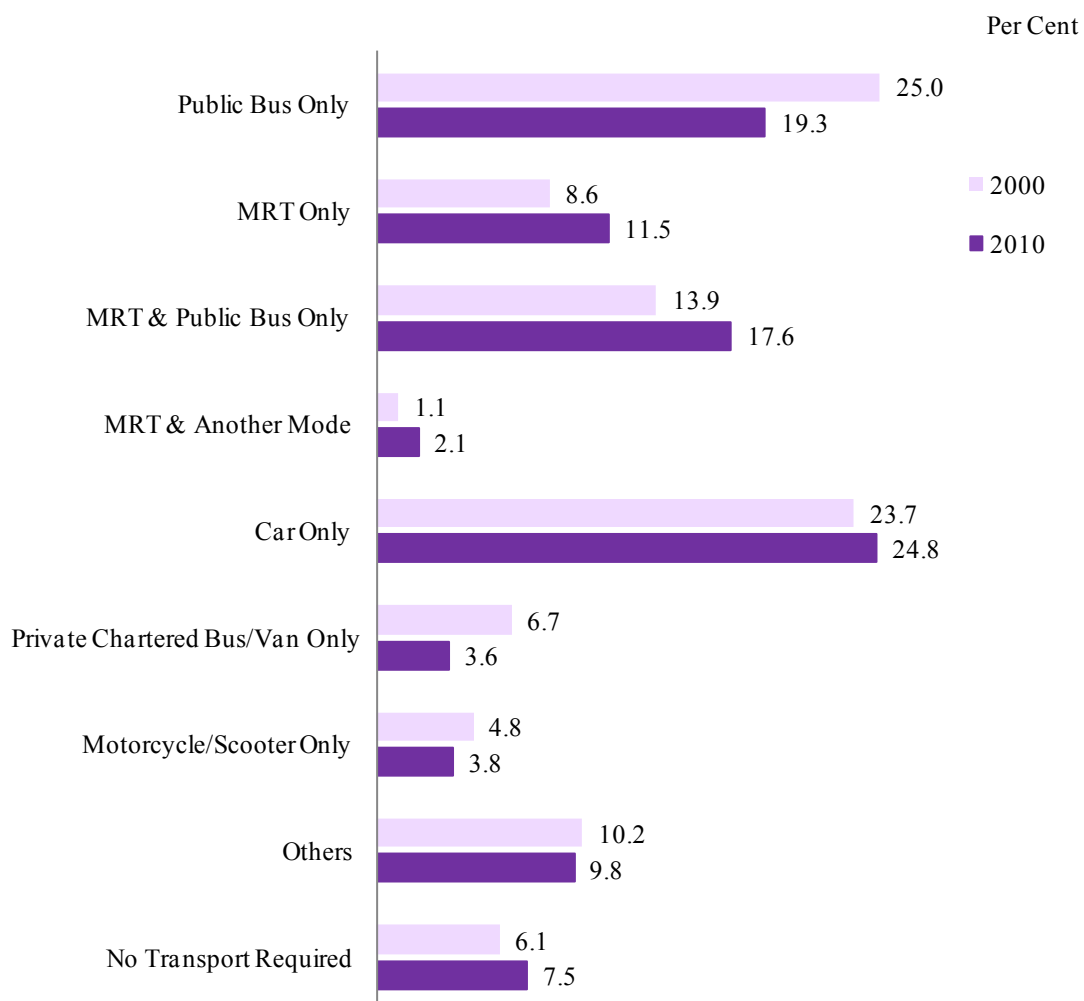
2 TRANSPORT CHARACTERISTICS

Usual Mode of Transport to Work

In tandem with the extension of the MRT network, the proportion of resident working persons who commuted to work by MRT only or MRT combined with another mode increased from 24 per cent in 2000 to 31 per cent in 2010 (Chart 1). Those who used the public bus as the only mode of transport to work declined from 25 per cent to 19 per cent over the same period.

The proportion of resident working persons who used the car as the only mode of transport to work increased slightly from 24 per cent in 2000 to 25 per cent in 2010.

Chart 1 Resident Working Persons Aged 15 Years and Over by Mode of Transport to Work



Mode of Transport to Work by Housing Type

About 62 - 69 per cent of resident working persons staying in HDB 1 - 3 room flats commuted to work by public bus only, MRT only or MRT combined with another mode in 2010 (Table 1). The corresponding proportion was 48 - 56 per cent among those in HDB 4-room or larger flats.

In contrast, 51 per cent of resident working persons staying in condominiums and private flats and 60 per cent of resident working persons staying in landed properties relied on cars as their only mode of transport to work in 2010.

Mode of Transport to Work by Planning Area

In 2010, the proportion who commuted to work by MRT only or MRT combined with another mode was highest among resident working persons staying in Sembawang (49 per cent), followed by Yishun, Woodlands and Choa Chu Kang (40 - 42 per cent) (Map 4). The proportion who used the public bus as the only mode of transport to work was highest among those staying in Bukit Merah (31 per cent), followed by Marine Parade (29 per cent) and Bukit Panjang (26 per cent) (Map 5).

In contrast, the proportion who commuted to work by car only was highest among resident working persons staying in Tanglin (62 per cent), Bukit Timah (62 per cent), Mandai and Newton (50 - 53 per cent) (Map 6).

**Table 1 Resident Working Persons Aged 15 Years and Over
by Mode of Transport to Work and Type of Dwelling**

Transport Mode	Per Cent												
	HDB 1- and 2-Room Flats		HDB 3- Room Flats		HDB 4- Room Flats		HDB 5- Room and Executive Flats		Condominiums and Private Flats		Landed Properties		
	2000	2010	2000	2010	2000	2010	2000	2010	2000	2010	2000	2010	
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Public Bus Only	46.2	39.9	33.8	28.7	26.8	21.5	18.6	15.3	12.4	10.3	12.0	8.6	
MRT Only	6.7	10.8	9.0	12.2	9.2	12.5	9.8	12.4	5.3	8.9	3.7	5.5	
MRT & Public Bus Only	13.9	18.2	15.2	19.8	15.3	19.8	14.4	18.0	6.8	10.9	6.5	9.4	
MRT & Another Mode	0.4	0.6	0.7	1.3	1.0	1.9	1.6	2.7	1.5	2.9	1.3	2.2	
Car Only	3.4	2.2	9.3	9.3	16.0	15.6	32.1	29.3	57.2	50.6	62.4	59.6	
Private Chartered Bus/Van Only	4.1	2.3	7.7	4.1	8.8	4.7	5.7	3.6	1.6	1.5	1.5	1.2	
Motorcycle/Scooter Only	4.9	4.4	6.2	5.1	6.2	5.2	3.6	3.3	0.7	0.8	0.8	0.6	
Others	9.2	8.8	9.7	9.5	10.6	10.9	10.0	9.7	11.1	8.6	9.2	7.8	
No Transport Required	11.2	12.9	8.4	9.9	6.2	7.9	4.1	5.9	3.4	5.6	2.6	5.1	

Travelling Time to Work

In 2010, the median travelling time to work was 30 minutes for resident working persons commuting to work by car only (Table 2). The median travelling time to work was also 30 minutes for those who commuted to work by public bus only. However, while 25 per cent of those who commuted to work by public bus only had travelling time exceeding 45 minutes, a smaller 7.2 per cent of those who commuted to work by car only had travelling time exceeding 45 minutes.

**Table 2 Resident Working Persons Aged 15 Years and Over
by Travelling Time and Mode of Transport to Work, 2010**

Travelling Time (Minutes)	Public Bus Only	MRT			Car Only	Private Chartered Bus/Van Only	Per Cent
		MRT Only	MRT & Public Bus Only	MRT & Another Mode			Motorcycle/ Scooter Only
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
15 or less	12.0	6.4	1.5	3.4	22.1	15.1	24.3
16 - 30	39.9	32.8	18.9	29.1	54.0	48.2	56.5
31 - 45	22.7	30.9	27.8	31.2	16.7	19.3	14.3
46 - 60	19.5	24.5	34.9	25.9	6.2	13.9	4.3
More than 60	5.9	5.5	17.0	10.4	1.0	3.4	0.6
Average (Minutes)	39	42	53	46	28	34	27
Median (Minutes)	30	40	50	45	30	30	30

Travelling Time to Work by Planning Area

Resident working persons staying nearer to the city generally had shorter travelling time to work. In 2010, the median travelling time to work was less than 25 minutes among resident working persons staying at the Downtown Core, Outram, Newton, River Valley, Tanglin, Changi and Singapore River planning areas (Map 7).

In contrast, the median travelling time to work was longest at 40 minutes for resident working persons staying in Choa Chu Kang, Bukit Panjang, Woodlands, Sembawang, Yishun, Sengkang and Punggol.

Usual Mode of Transport to School

Reflecting the close proximity of the schools to their homes, 46 per cent of the pre-primary and primary school students walked to school in 2010, unchanged from 2000 (Table 3). The proportion of pre-primary and primary school students who took the school bus to school dropped from 25 per cent in 2000 to 20 per cent in 2010. There was a corresponding increase in the proportion of pre-primary and primary school students who travelled to school by car only from 8.7 per cent in 2000 to 14 per cent in 2010.

MRT emerged as an important mode of transport to school for those attending higher education. Between 2000 and 2010, the proportion who commuted to school by MRT only or MRT combined with another mode increased from 33 per cent to 54 per cent for polytechnic students, and from 41 per cent to 56 per cent for university students.

**Table 3 Resident Students Aged 5 Years and Over
by Mode of Transport to School and Level of Education Attending**

Transport Mode	Per Cent											
	Primary and Below		Secondary		Post-Secondary (Non-Tertiary)		Polytechnic		Professional Qualification and Other Diploma		University	
	2000	2010	2000	2010	2000	2010	2000	2010	2000	2010	2000	2010
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Public Bus Only	14.2	11.0	54.4	42.1	54.7	38.1	57.3	37.2	39.9	28.1	37.3	24.8
MRT Only	0.6	0.7	3.8	5.3	6.5	10.7	8.3	18.0	15.4	20.3	6.8	10.9
MRT & Public Bus Only	1.0	1.2	9.7	12.2	18.5	29.1	24.6	34.3	33.3	38.2	34.2	43.6
MRT & Another Mode	0.1	0.2	0.3	0.8	0.6	1.1	0.3	1.4	0.7	1.5	0.5	1.3
Car Only	8.7	14.3	7.7	11.7	8.3	10.1	1.2	1.7	2.6	3.6	7.3	8.5
Private Chartered Bus/Van Only	25.2	20.2	1.1	2.0	0.5	0.6	0.0	0.2	0.1	0.4	0.1	0.3
Motorcycle/Scooter Only	0.1	0.2	0.2	0.2	0.7	0.8	1.8	1.3	1.6	1.9	1.3	1.0
Others	4.5	6.0	6.3	7.5	6.3	6.0	4.1	3.4	4.8	3.5	8.5	5.7
No Transport Required	45.7	46.2	16.5	18.2	3.9	3.6	2.4	2.3	1.6	2.6	3.9	3.9

Travelling Time to School

The median travelling time to school was 45 minutes for polytechnic students and 50 minutes for university students in 2010 (Table 4). In comparison, the median travelling time was shorter for pre-primary and primary students (12 minutes) and secondary school students (20 minutes), reflecting the closer proximity of primary and secondary schools to the students' homes.

A relatively small proportion of pre-primary and primary students (3.0 per cent) and secondary school students (9.9 per cent) had travelling time to school exceeding 45 minutes in 2010. In comparison, 39 per cent of polytechnic students and 52 per cent of university students had travelling time to school exceeding 45 minutes in 2010.

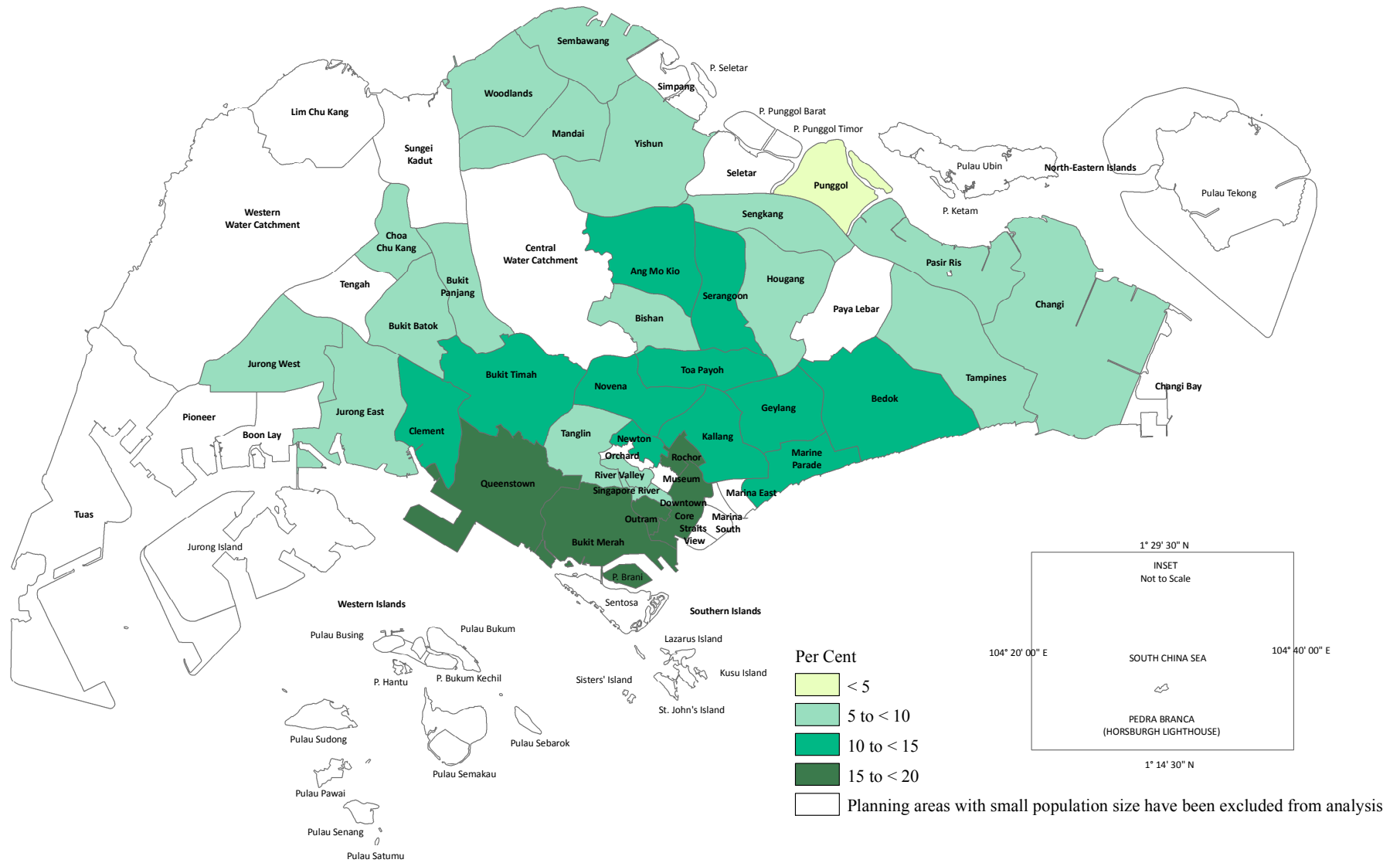
**Table 4 Resident Students Aged 5 Years and Over
by Travelling Time and Level of Education Attending, 2010**

Travelling Time (Minutes)	Per Cent					
	Primary and Below	Secondary	Post-Secondary (Non-Tertiary)	Polytechnic	Professional Qualification and Other Diploma	University
Total	100.0	100.0	100.0	100.0	100.0	100.0
15 or less	68.7	36.2	11.7	7.7	5.8	6.6
16 - 30	23.6	40.9	34.1	28.7	28.2	21.4
31 - 45	4.7	13.1	23.6	24.6	27.5	19.9
46 - 60	2.5	7.7	21.8	28.0	27.8	26.6
More than 60	0.5	2.2	8.7	11.0	10.8	25.5
Average (Minutes)	17	27	41	46	46	54
Median (Minutes)	12	20	40	45	45	50

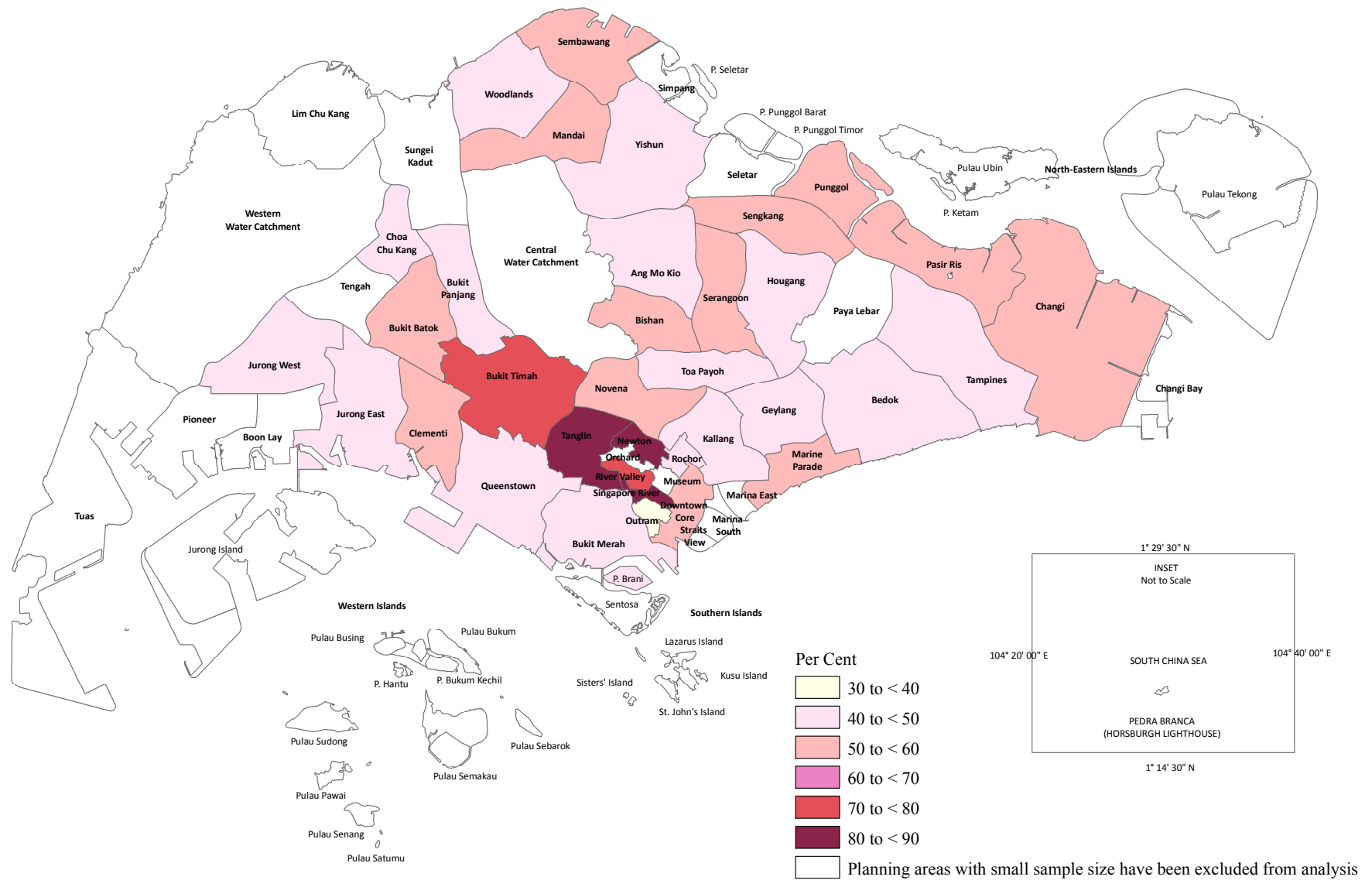
Travelling Time to School by Planning Area

Resident students attending primary or pre-primary schools staying in Outram had the longest median travelling time to school at 20 minutes. The median travelling time to school was less than 20 minutes for those staying at other planning areas (Map 8).

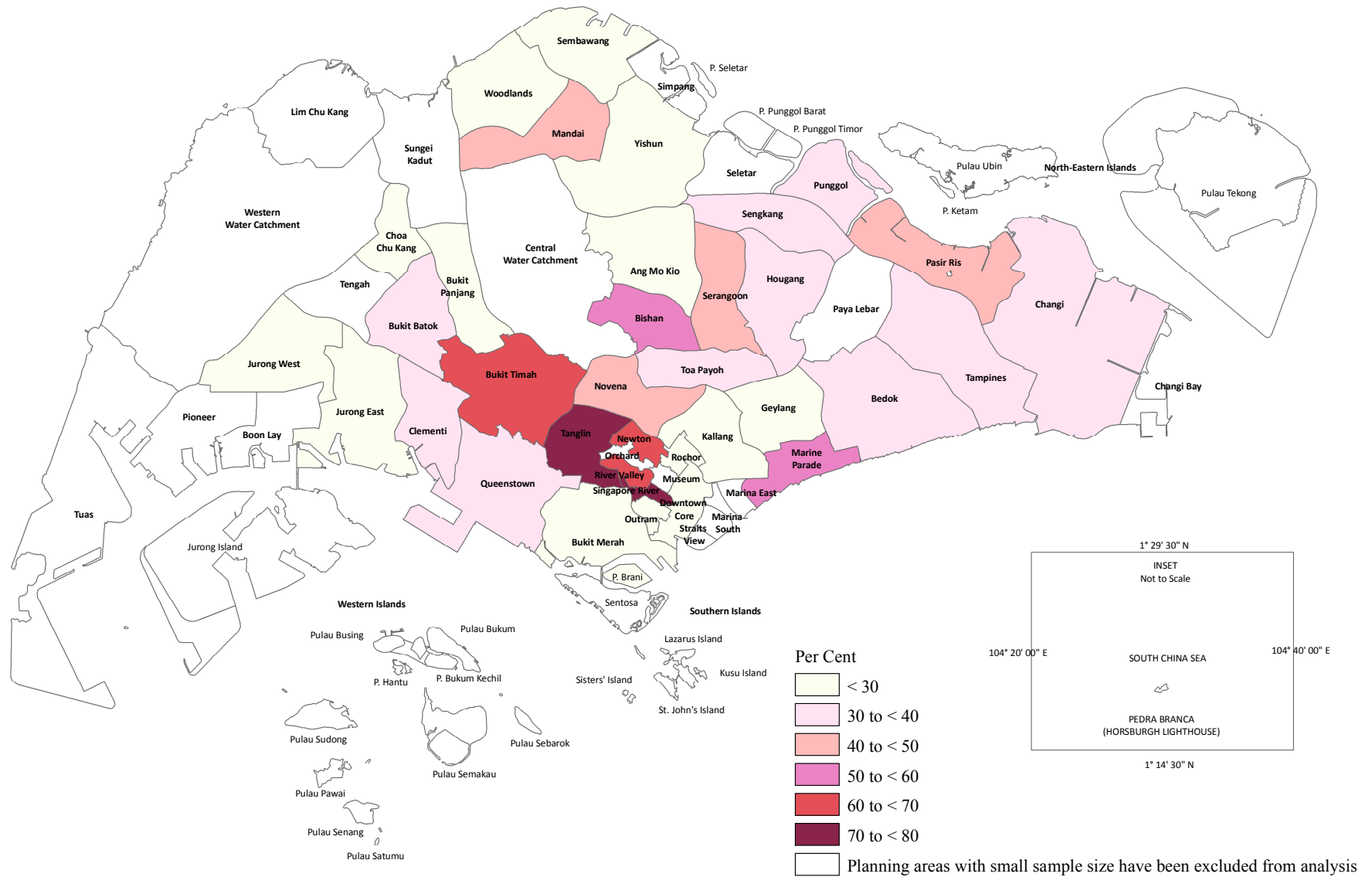
Map 1 Proportion of Singapore Residents Aged 65 Years and Over by Planning Area, June 2010



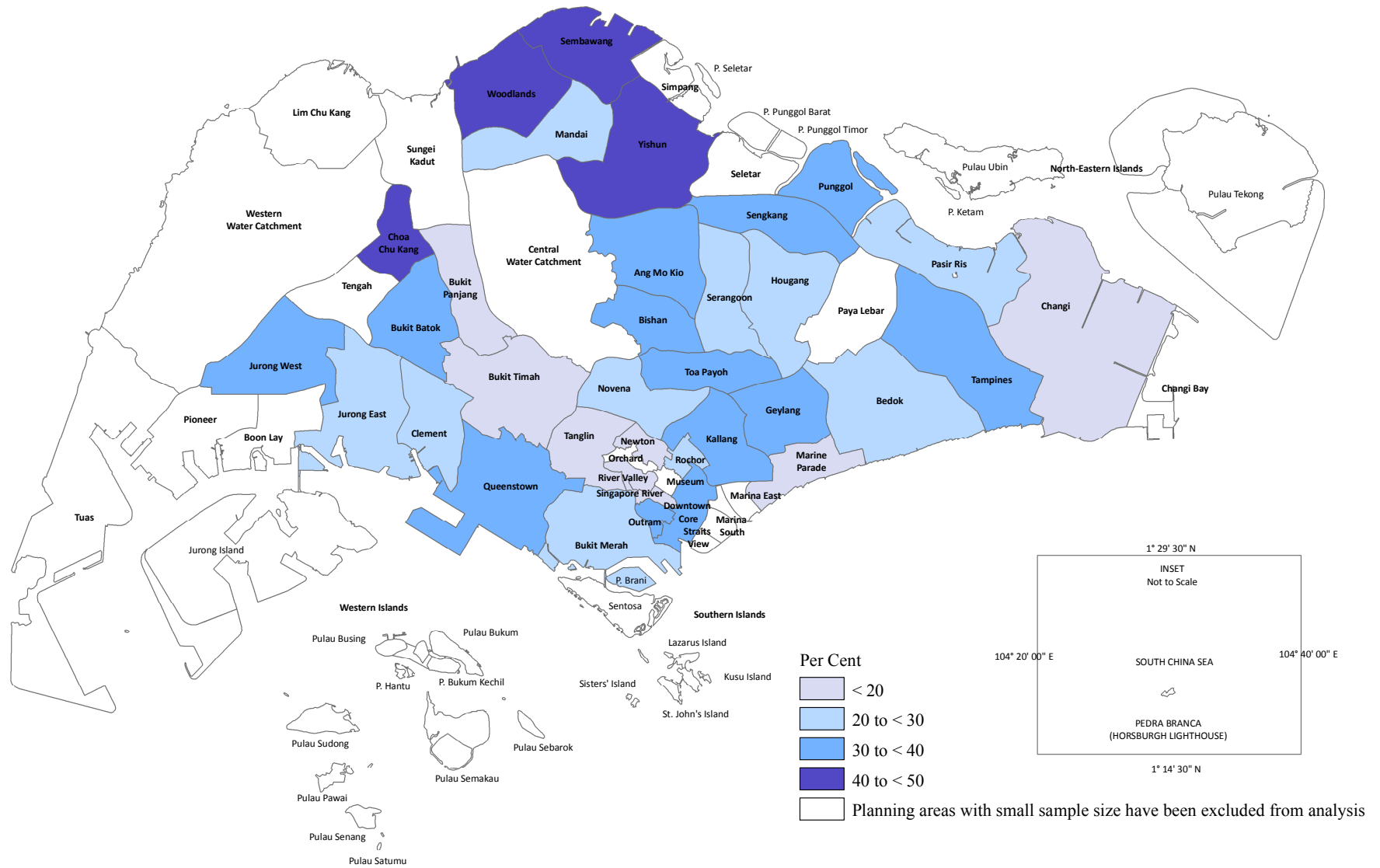
Map 2 Proportion of Resident Non-Students Aged 15 Years and Over with at Least Post-Secondary Qualification by Planning Area, June 2010



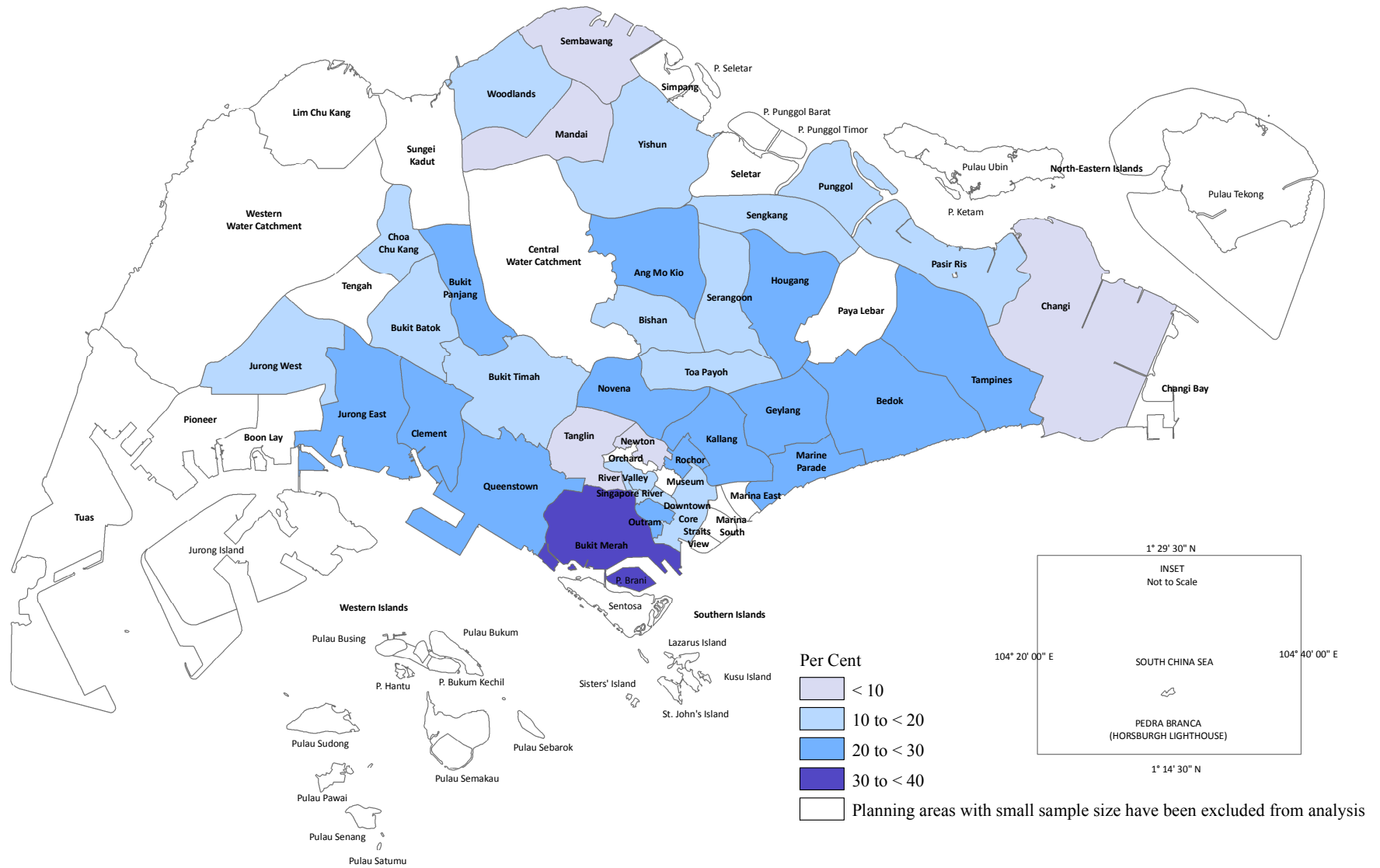
Map 3 Proportion of Resident Population Aged 5 Years and Over who Spoke English Most Frequently at Home by Planning Area, June 2010



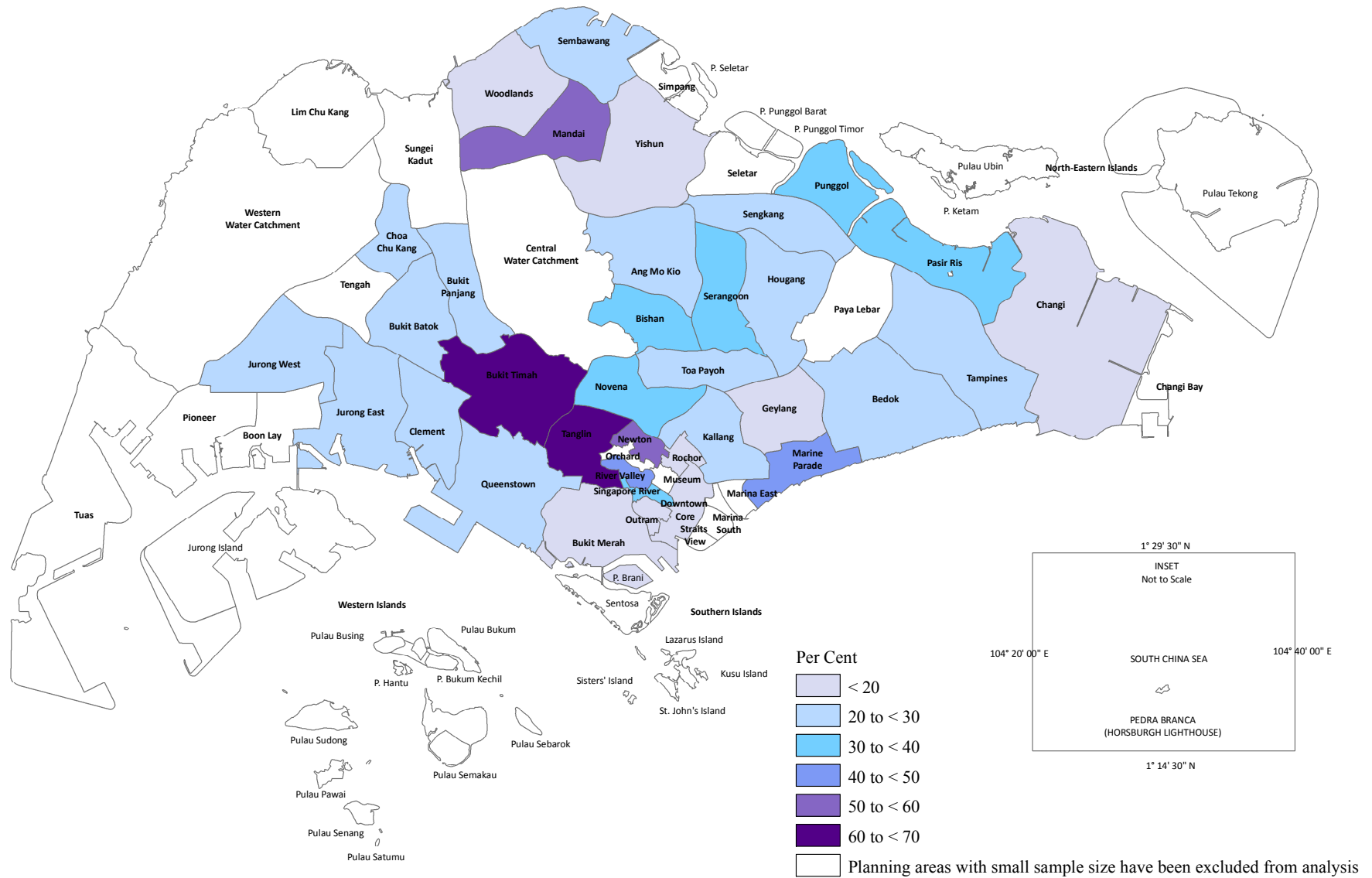
Map 4 Proportion of Resident Working Persons Aged 15 Years and Over Using MRT Only/MRT & Another Mode to Work by Planning Area, June 2010



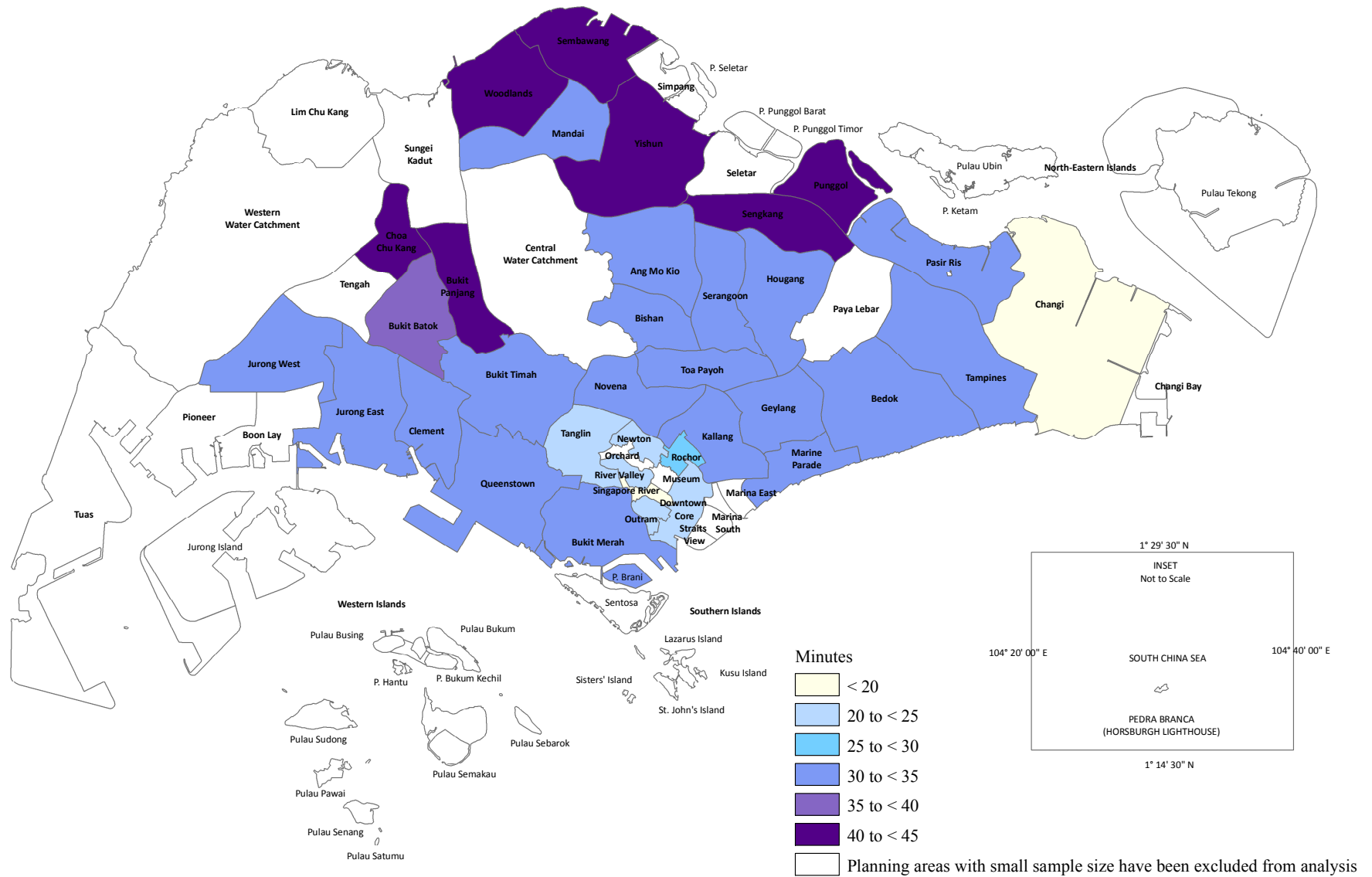
Map 5 Proportion of Resident Working Persons Aged 15 Years and Over Using Public Bus Only to Work by Planning Area, June 2010



Map 6 Proportion of Resident Working Persons Aged 15 Years and Over Using Car Only to Work by Planning Area, June 2010



Map 7 Median Travelling Time to Work of Resident Working Persons Aged 15 Years and Over by Planning Area, June 2010



Map 8 Median Travelling Time to School of Resident Students Aged 5 Years and Over Attending Primary School and Below by Planning Area, June 2010

