

Analysis of Transport based on GHS 2019: Joburg Compared to Other Gauteng Metros



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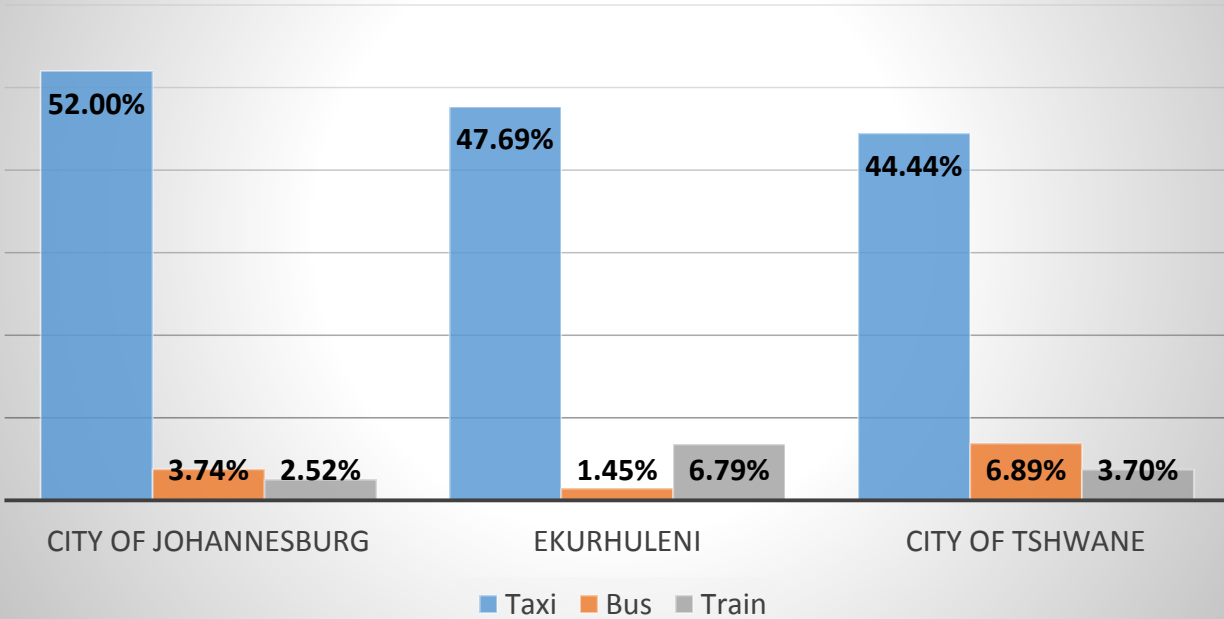
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INTRODUCTION

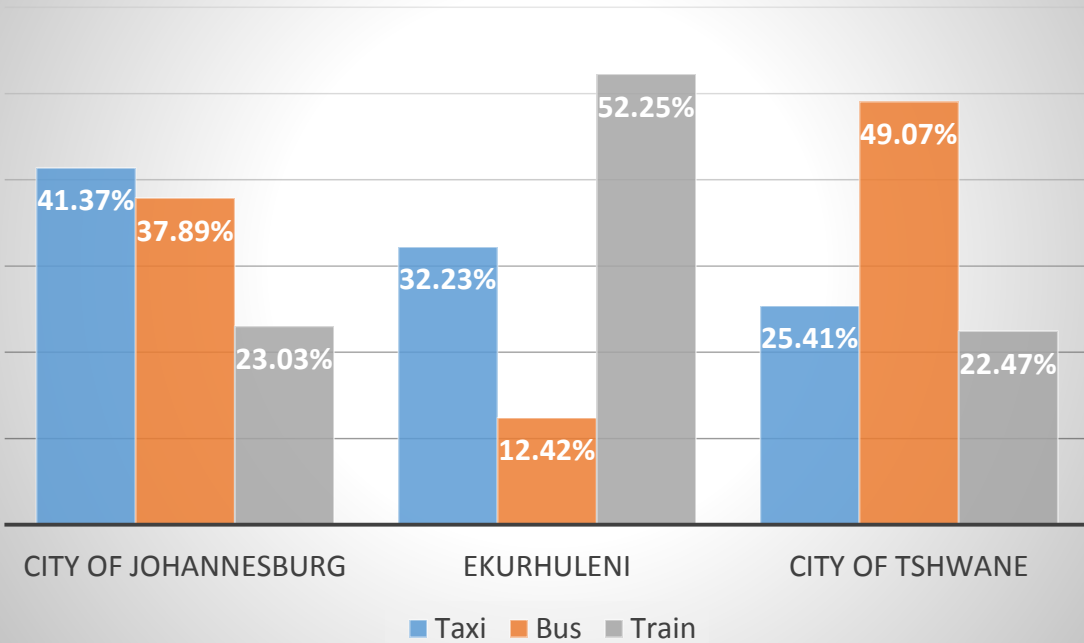
- Data used in this brief is from a General Household Survey (GHS) conducted in 2019 by Stats SA. This survey is published once every year.
- City of Johannesburg aims to be pedestrian and public transport oriented by 2040
- City's 2040 goal created the need to get insight on current transport patterns and public transport usage for City of Johannesburg

% of households who used any of the following means of transport during the week preceding the survey by Gauteng metros, 2019



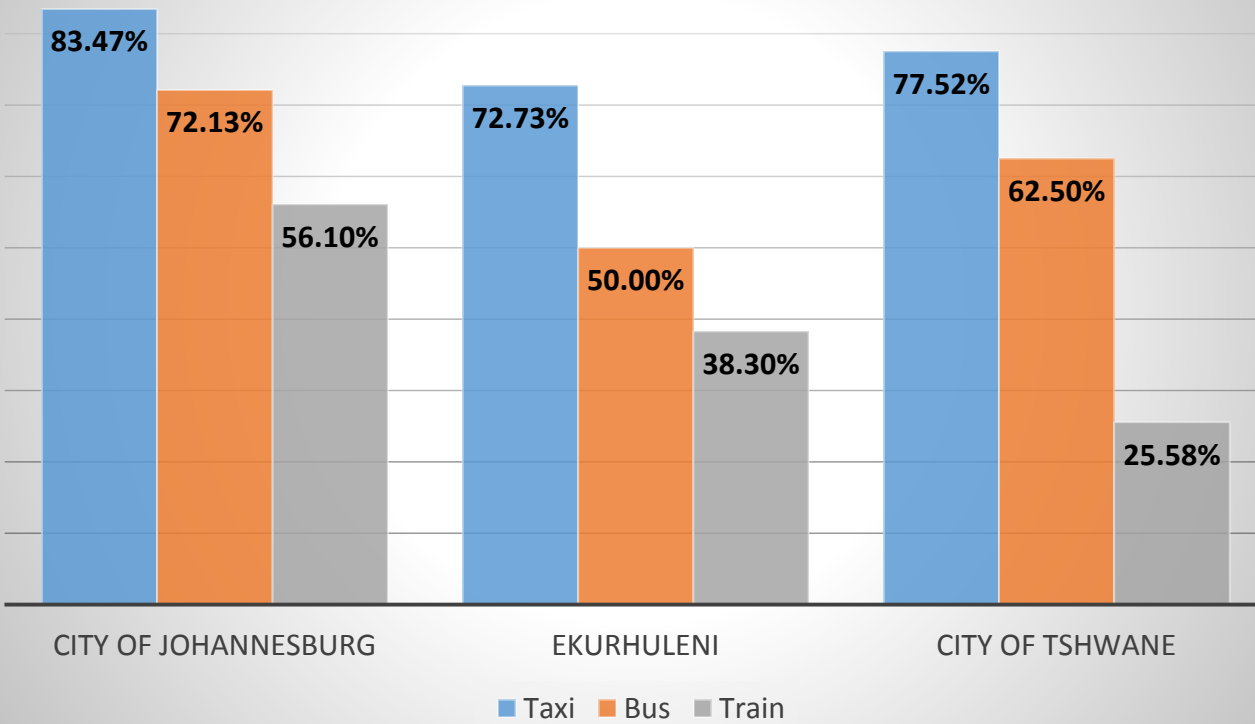
- City of Joburg reported that, 52% of household used taxi as their means of transport, followed by Ekurhuleni (47.69%) and Tshwane (44.44%).
- Ekurhuleni had the highest number of households using train as their means of transport at 6.79%
- Tshwane reported highest bus usage of 6.89% during the week preceding general household survey

Percentage of Households who spent less than R1000 by transport mode in three Gauteng metros

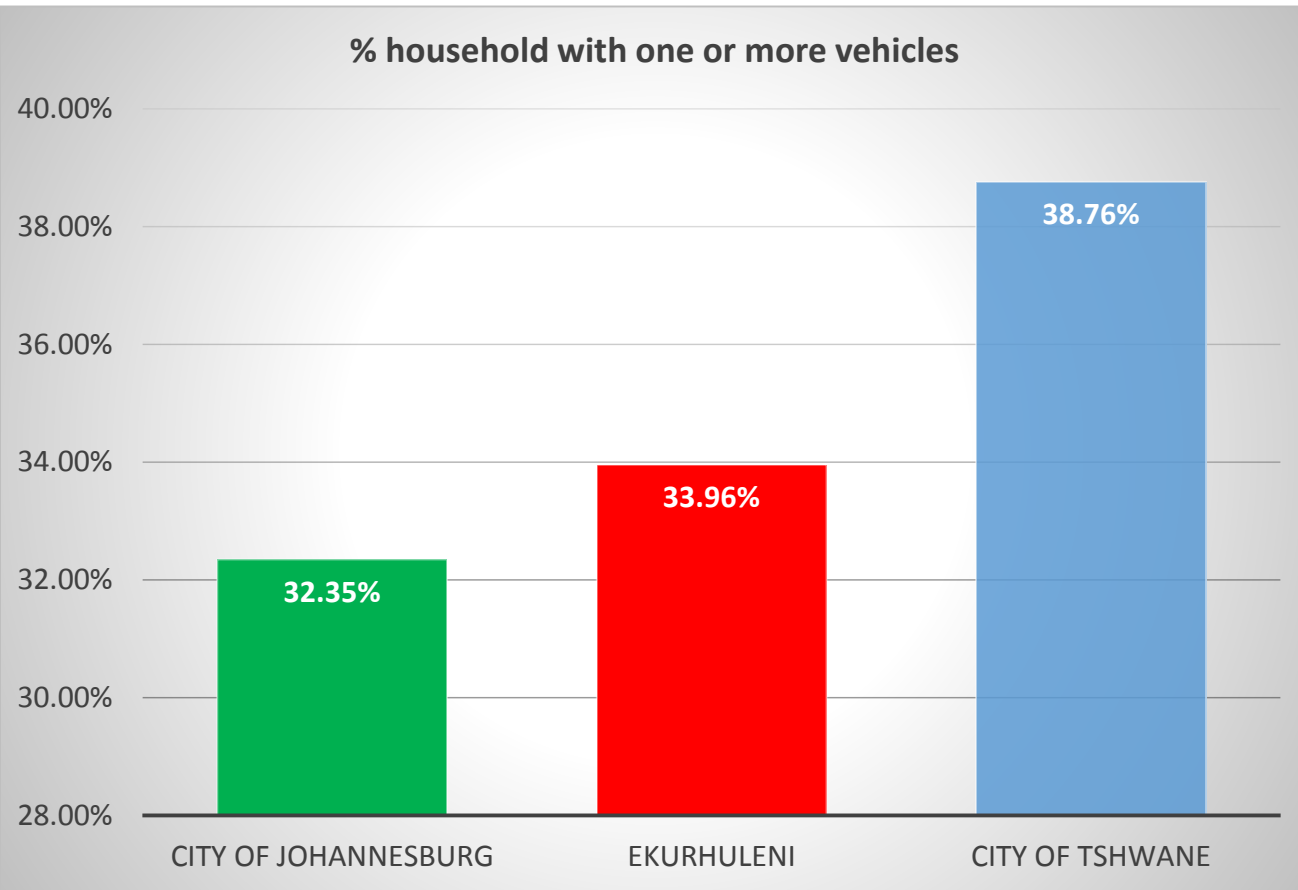


- In City of Joburg, 41.37% of household spent less than R1000 on taxi fare, 37.89% on bus and 23.03% on train.
- In Ekurhuleni, 52.25% of household spent less than R1000 on Train fare, 32.23% on taxi and 12.42% on bus
- In City of Tshwane, 49.07% spent less than R1000 on bus, 25.41% on taxi and 22.47% on train
- City of Johannesburg’s household expenditure on different modes of transport is more evenly distributed relative to other two metros where Ekurhuleni’s household expenditure on train is more dominant than other transport modes. In City of Tshwane, household expenditure on bus is more dominant than other modes of transport.

% of households staying less than 1 km from taxi/bus/train station

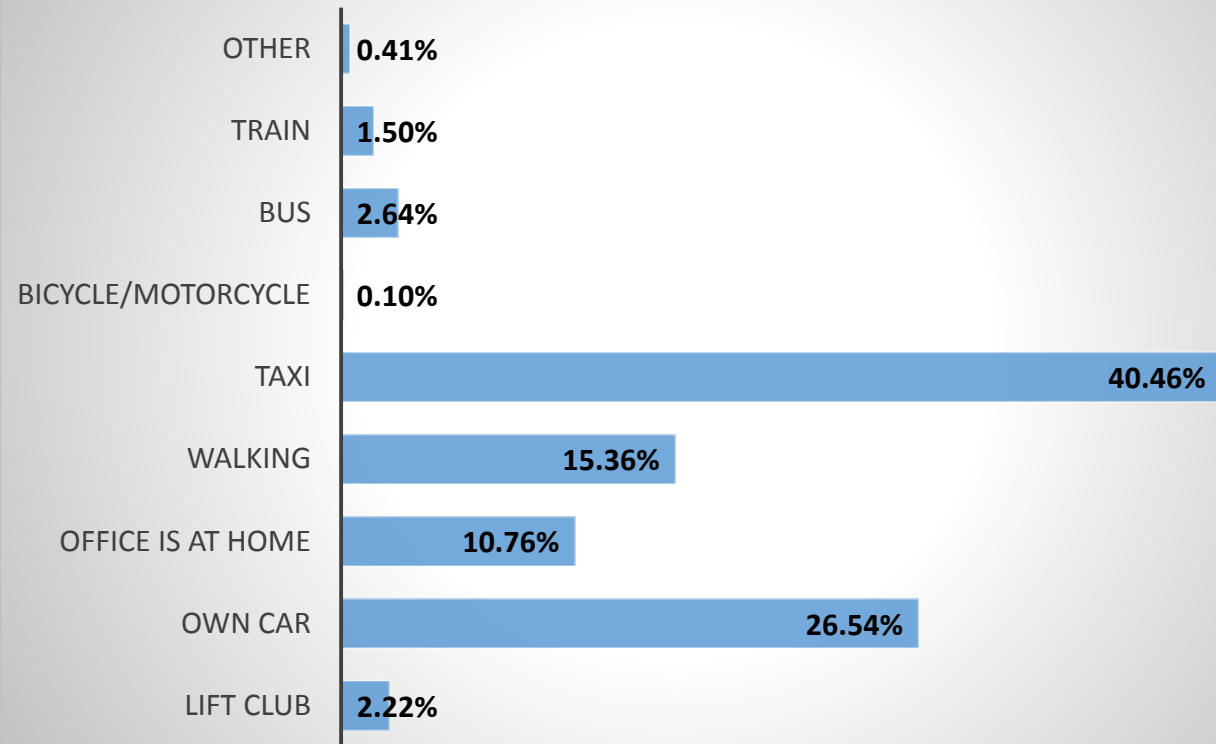


- In City of Joburg, a higher percentage of households stay closer to a place where they can catch a taxi (83.47%), bus (72.13%) and train (56.10%).
- In City of Tshwane 62.5% of households stay closer to a place where they can catch a bus, yet it has higher bus usage than City of Johannesburg.
- It would be interesting to find out why people still prefer using taxi over bus if 72.13% of households stay closer to a place where they can catch a bus.



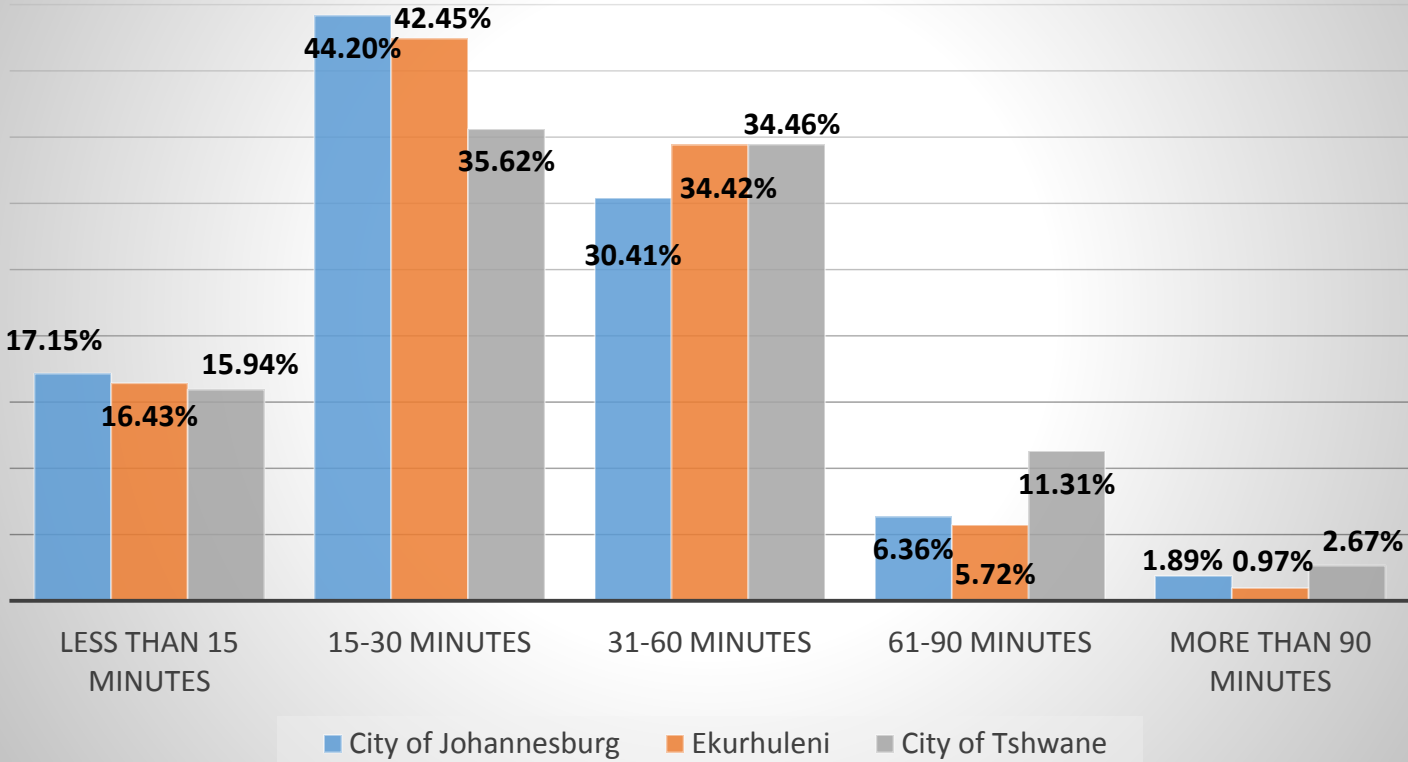
- City of Tshwane has the highest number of households who own one or more vehicles at 38.76%, followed by Ekurhuleni at 33.96% and City of Joburg with 32.35%
- What causes congestion in City of Johannesburg if it has the lowest car ownership compared to other metros? Is it people from other metros who work in City of Johannesburg?

Means of transport used to get to place of employment, CoJ



- 40.46% of households in Johannesburg use taxi to get to work and 26.54% use their own car
- 15.36% walk to work
- Bicycle/Motorcycle usage to work remains relatively low at 0.1%
- With rising fuel cost, it is expected that there would be an increase in lift club
- Number of people working from home is expected to have increased during lockdown and to further increase even post-pandemic.

How many minutes does it take to get to place of employment?



- 17.15% of people in Johannesburg get to work in less than 15 minutes followed by Ekurhuleni (16.43%) and Tshwane (15.94%)
- 44.20% of people in Johannesburg take between 15-30 minutes to get to work.
- Only 0.97% of people in Ekurhuleni take more than 90 minutes to get to work
- Commuters in City of Johannesburg travel relatively quicker than other Gauteng metros to get to work

SUMMARY

- Taxi usage is high for all Gauteng metros with Joburg reporting the highest figure of 52%.
- Train usage in Johannesburg is relatively low compared to other metros in Gauteng.
- Bus usage in Ekurhuleni is very low (1.45%) compared to Tshwane(6.89%) where it is the highest of the three metros.
- A high number of households in City of Johannesburg are well located near a place where they can catch a taxi, bus or a train.
- A higher number of households in Tshwane have one or more vehicle compared to other 2 metros
- 40.46% of people in City of Johannesburg use taxi to get to their place of employment and 26.54% use their own cars.
- 61.34% of people in City of Johannesburg are able to get to work within 30 minutes.
- City of Johannesburg would need to come up with better incentives to increase bus usage currently at 2.64%.

CONCLUSION

- The 2019 General Household Survey (GHS) was conducted before the pandemic started, it would be interesting to see how transport patterns have shifted during and after pandemic.
- Municipal public transport usage is substantially low compared to taxi usage
 - Perhaps the City needs to look at how to best incorporate taxis as part of public transport system
 - Learn from other metros on how to increase public transport usage
 - Given that there is good accessibility to public transport, the City needs to make sure that drop-off locations are safe and closer to place of work or shopping centers
- More households in City of Johannesburg find it cheaper to use taxis compared to other metros in Gauteng
- Car ownership is the lowest in City of Johannesburg compared to other Gauteng metros
- Commuters in City of Johannesburg travel relatively quicker than other Gauteng metros to get to work
- Private car as a means to get to place of employment is relatively high (26.54%) ranking second behind taxi usage. The City aims to reduce private car usage to below 5% by 2040
- Number of people that walk to work ranks third compared to other means used to get to place of employment . Increased police visibility and reduction in crime in the city could result in more people walking to work.
- Number of people working from home is expected to have increased during lockdown and to further increase even post-pandemic.