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Group Strategy, Policy Coordination and Relations

GENERAL TRAVEL PATTERNS OF JOBURG RESIDENTS

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https://www.expatica.com/za/living/transportation/public-transportation-in-south-africa-105982/

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INTRODUCTION

- This brief presents a selection of key findings on household travel patterns in Gauteng sourced from the National Household Travel Survey (NHTS) 2020. The survey was conducted by Statistics South Africa (Stats SA) from January 2020 to March 2020

- The survey's target population consisted of all private households and residents in workers' hostels in the nine provinces of South Africa. It did not cover other collective living quarters such as students' hostels, old-age homes, hospitals, prisons and military barracks. It is, therefore, representative only of noninstitutionalized and non-military persons in South Africa

- The purpose of this brief is to understand the transport needs and behaviors of households in the Province, with a specific focus on the City of Joburg, as well as ascertaining the costs related to accessing public transport

- This will help the City better understand how the travelling public responds to its transport policies and strategies and assist in the development of further interventions that will enable public transport to be more accessible, efficient and affordable for everyone

MAIN REASON FOR TRAVELLING

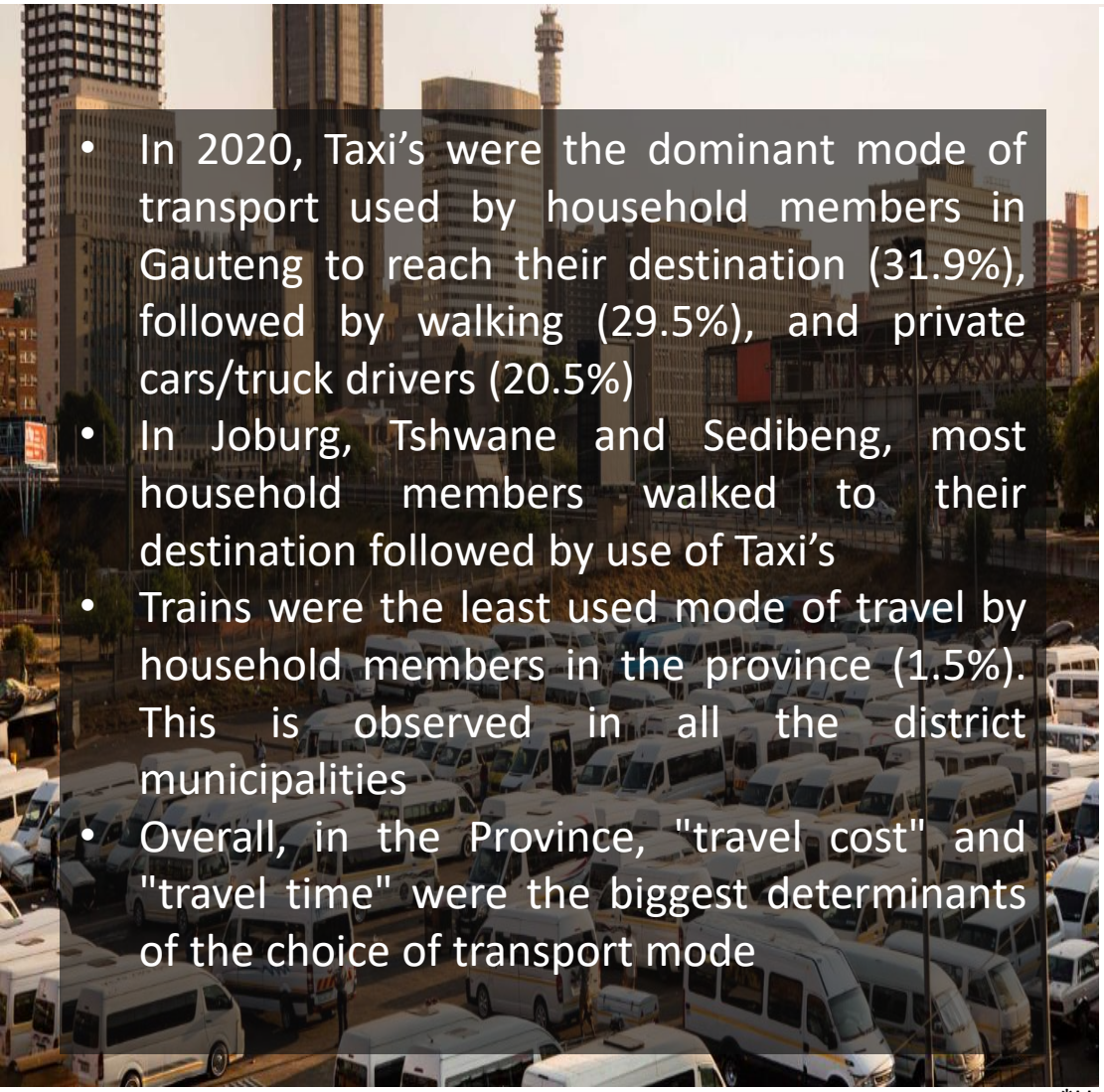
Main purposes for travelling in the seven days prior to the interview by district municipality, 2020

- In the seven days prior to the interview, most people in Gauteng travelled to their usual place of work (31.1%)
- In Joburg, out of 4.5 million persons in Joburg who travelled in the seven days prior to the interview, most (31.4%) were travelling to their usual workplace, followed by those travelling to the educational institution (29.1%)
- The same pattern is observed in City of Tshwane and West Rand

Main purpose of trip	Statistics (numbers in thousands)	District municipality					
		City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
Usual work place	Number	1 429	952	907	225	171	**3 684**
	Per cent	31,4	31,9	30,0	32,2	29,5	**31,1**
Visiting friends/ relatives	Number	250	182	113	30	29	**605**
	Per cent	5,5	6,1	3,7	4,4	4,9	**5,1**
Taking children to school	Number	97	46	82	24	10	**258**
	Per cent	2,1	1,5	2,7	3,4	1,7	**2,2**
Educational institution	Number	1 325	939	920	281	163	**3 628**
	Per cent	29,1	31,5	30,4	40,1	28,2	**30,7**
Shops	Number	781	370	458	82	117	**1 809**
	Per cent	17,2	12,4	15,1	11,7	20,3	**15,3**
Looking for work	Number	115	64	152	21	37	**389**
	Per cent	2,5	2,1	5,0	3,0	6,4	**3,3**
Medical services	Number	73	64	70	14	24	**245**
	Per cent	1,6	2,1	2,3	2,0	4,2	**2,1**
Welfare offices	Number	6	4	5	*	*	**18**
	Per cent	0,1	0,1	0,2	0,2	0,3	**0,2**
Religious institution (e.g. Church, Mosque, etc.)	Number	340	248	242	13	20	**864**
	Per cent	7,5	8,3	8,0	1,9	3,5	**7,3**
Holiday/ Leisure	Number	16	14	13	*	*	**45**
	Per cent	0,4	0,5	0,4	*	0,2	**0,4**
Other (specify)	Number	117	97	61	8	5	**288**
	Per cent	2,6	3,3	2,0	1,1	0,8	**2,4**
Total	**Number**	**4 549**	**2 980**	**3 025**	**700**	**579**	**11 833**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

MAIN MODE OF TRANSPORT

Main mode of transport used by household members by district municipality, 2020



- In 2020, Taxi's were the dominant mode of transport used by household members in Gauteng to reach their destination (31.9%), followed by walking (29.5%), and private cars/truck drivers (20.5%)
- In Joburg, Tshwane and Sedibeng, most household members walked to their destination followed by use of Taxi's
- Trains were the least used mode of travel by household members in the province (1.5%). This is observed in all the district municipalities
- Overall, in the Province, "travel cost" and "travel time" were the biggest determinants of the choice of transport mode

Mode of travel		Statistics (numbers in thousands)	District municipality					
			Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
Public transport	Train	Number	75	30	74	*	*	**181**
		Per cent	1,6	1,0	2,4	0,2	0,4	**1,5**
	Bus	Number	141	145	94	32	19	**430**
		Per cent	3,1	4,9	3,1	4,5	3,3	**3,6**
	Taxi	Number	1 478	1 014	957	166	164	**3 780**
		Per cent	32,5	34,0	31,6	23,7	28,4	**31,9**
Private transport	Car/truck driver	Number	815	682	635	143	148	**2 424**
		Per cent	17,9	22,9	21,0	20,5	25,6	**20,5**
	Car/truck passenger	Number	400	328	368	103	69	**1 268**
		Per cent	8,8	11,0	12,2	14,8	11,9	**10,7**
Walking all the way		Number	1 511	706	853	248	171	**3 489**
		Per cent	33,2	23,7	28,2	35,4	29,6	**29,5**
Other		Number	130	75	44	6	5	**259**
		Per cent	2,8	2,5	1,4	0,8	0,9	**2,2**
Total		**Number**	**4 549**	**2 980**	**3 025**	**699**	**579**	**11 832**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below per cent are too small to provide reliable estimates. Totals excludes unspecified cases

Image: https://www.newframe.com/

MAIN MODE OF TRANSPORT TO EDUCATIONAL INSTITUTION

Main mode of transport used to travel to educational institution (all learners) by district municipality, 2020

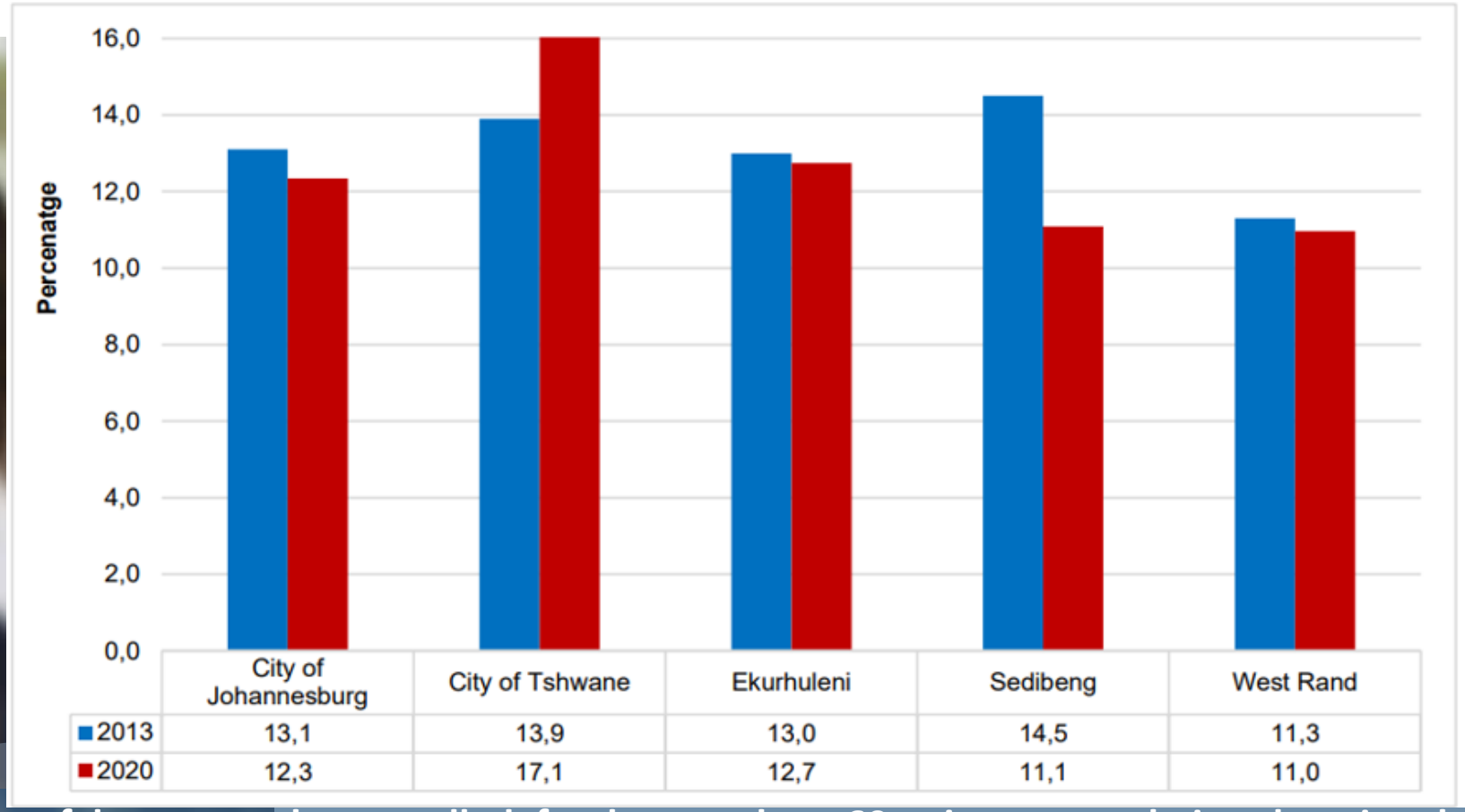
Mode of travel		Statistics ('000)	District municipality (per cent within District municipality)					
			City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
Public transport	Train	Number	7	7	4	*	*	**17**
		Per cent	0,5	0,7	0,3	*	*	**0,4**
	Bus	Number	52	78	108	28	18	**284**
		Per cent	3,6	7,7	10,2	9,7	9,0	**7,1**
	Taxi	Number	249	285	241	53	36	**864**
		Per cent	17,2	28,2	22,7	18,5	18,1	**21,6**
Private transport	Car/truck driver	Number	34	30	19	19	10	**111**
		Per cent	2,4	2,9	1,8	6,6	4,8	**2,8**
	Car/truck passenger	Number	233	190	223	45	51	**743**
		Per cent	16,1	18,8	21,1	15,8	25,5	**18,6**
Walking all the way		Number	744	377	448	141	81	**1 792**
		Per cent	51,6	37,3	42,3	49,5	40,8	**44,8**
Other		Number	124	45	17	*	*	**188**
		Per cent	8,6	4,4	1,6	*	1,7	**4,7**
Total		**Number**	**1 443**	**1 012**	**1 059**	**286**	**200**	**4 000**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

- Most learners in Gauteng walked all the way to their educational institutions (44.8%), followed by those who used taxis (21.6%) and those who were passengers in a car/truck (18.6%). Only, 0,4% of learners used trains as their mode of travel
- The same pattern is reflected in all the district municipalities in the Province, with the exception of the West Rand where passengers in a car/truck is the second most used method of travelling by learners
- In Joburg, 51.6% walk all the way to their educational institutions, 17.2% use Taxi's, and 16.1% were passengers in cars/trucks. Only 0.5% of learners used trains

Image: https://reviewonline.co.za/

TIME TAKEN TO GET TO EDUCATIONAL INSTITUTION

Percentage of learners travelling for longer than 60 minutes to their educational institution by district municipality, 2013 and 2020



	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand
2013	13,1	13,9	13,0	14,5	11,3
2020	12,3	17,1	12,7	11,1	11,0

- Between 2013 and 2020, the percentage of learners who travelled for longer than 60 minutes to their educational institution decreased across all Gauteng district municipalities, excluding the City of Tshwane
- In the City of Joburg, 12.3% of learners travelled for longer than an hour in 2020, compared to 13.1% in 2013
- More learners in the City of Tshwane travelled for longer than an hour in 2020 (17.1%) than any other district municipality in the Province

Image: https://www.newframe.com/

MODES OF TRAVEL TO WORK

Workers, who walked, cycled, drove and hitchhiked all the way to work, by district municipality, 2020

District municipality	Walked to work			Cycled to work			Drove to work			Hitchhiked all the way		
	Number ('000)	% within Gauteng	% within district municipality	Number ('000)	% within Gauteng	% within district municipality	Number ('000)	% within Gauteng	% within district municipality	Number ('000)	% within Gauteng	% within district municipality
City of Johannesburg	255	44,6	11,3	6	28,5	0,3	543	33,2	24,1	9	36,1	0,4
City of Tshwane	99	17,3	7,2	*	4,4	0,1	460	28,1	33,6	6	23,2	0,4
Ekurhuleni	129	22,7	8,9	10	48,3	0,7	447	27,4	30,8	8	34,6	0,6
Sedibeng	41	7,3	13,6	*	10,4	0,7	98	6,0	32,1	*	*	0,1
West Rand	46	8,1	15,5	*	8,5	0,6	86	5,3	28,8	*	5,2	0,4
Gauteng	**570**	**100,0**	**10,0**	**20**	**100,0**	**0,4**	**1 634**	**100,0**	**28,8**	**24**	**100,0**	**0,4**

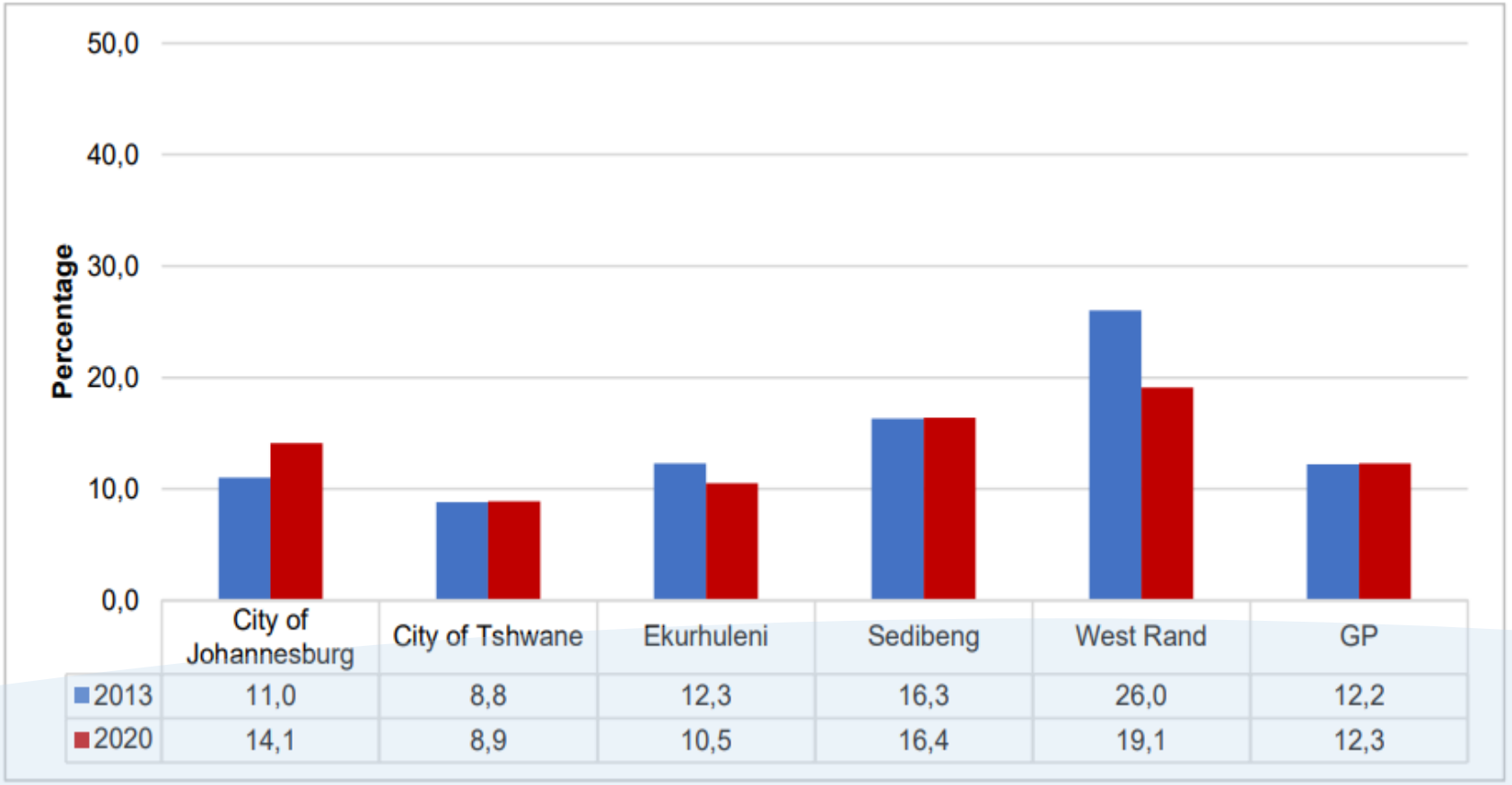
- Of the 1.6 million workers who drove all the way to work, 33.2% were in the City of Johannesburg, followed by the City of Tshwane (28,1%), and Ekurhuleni (27.4%). The smallest percentage of workers who drove all the way to work lived in the West Rand (5.3%)
- Approximately 570 000 workers reported to have walked all the way to work in Gauteng. 44.6% of workers who walked to work in the Province resided in Joburg, followed by Ekurhuleni (22.7%)
- There are less workers that cycle to work (20 000) than any other mode of travel

Image: https://randburgsun.co.za/

MODES OF TRAVEL TO WORK

Percentage of workers who walked all the way to work by district municipality, 2013 and 2020

- There was a negligible increase in the proportion of workers who walked all the way to work in Gauteng (12.2% in 2013 to 12.3% in 2020)
- In Joburg, the proportion of respondents who walked all the way to work increased from 11% in 2013 to 14.1% in 2020
- Most workers in the Province walked all the way to their places of work because it is nearby/close enough to walk (72.3%). More than one-tenth of workers indicated that public transport was too expensive (11.1%)



	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	GP
2013	11,0	8,8	12,3	16,3	26,0	12,2
2020	14,1	8,9	10,5	16,4	19,1	12,3

DEPARTURE, ARRIVAL, WAITING AND WALKING TIMES

Time workers leave home and arrival at work by district municipality, 2020

District municipality	Number of persons who completed the question (`000)	Time workers leave (percentage of workers within district municipality)					
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
City of Johannesburg	1 805	25,2	18,3	16,8	23,8	16,0	100,0
City of Tshwane	1 114	31,5	21,0	13,1	24,6	9,8	100,0
Ekurhuleni	1 228	28,1	17,5	16,1	26,7	11,5	100,0
Sedibeng	252	23,9	22,3	17,1	30,1	6,6	100,0
West Rand	243	28,1	17,2	20,7	25,6	8,4	100,0
Gauteng	**4 641**	**27,5**	**18,9**	**16,0**	**25,2**	**12,4**	**100,0**

- In 2020, most workers in Gauteng left for work before 6am (27.5%) followed by those that left between 7am to 07:59 (25.2%).
- This pattern is the same in all the Gauteng district municipalities, excluding Sedibeng where the majority of workers left between 7am to 07:59 (30.1%)
- In the City of Joburg, most workers left for work before 6am (25.2%) followed by those that left between 7am to 07:59 (23.8%). Only 16% of workers left for work at 8am or later

Image: https://www.groundup.org.za/

DEPARTURE, ARRIVAL, WAITING AND WALKING TIMES

Time it takes workers to walk to the first public transport, by district municipality, 2020

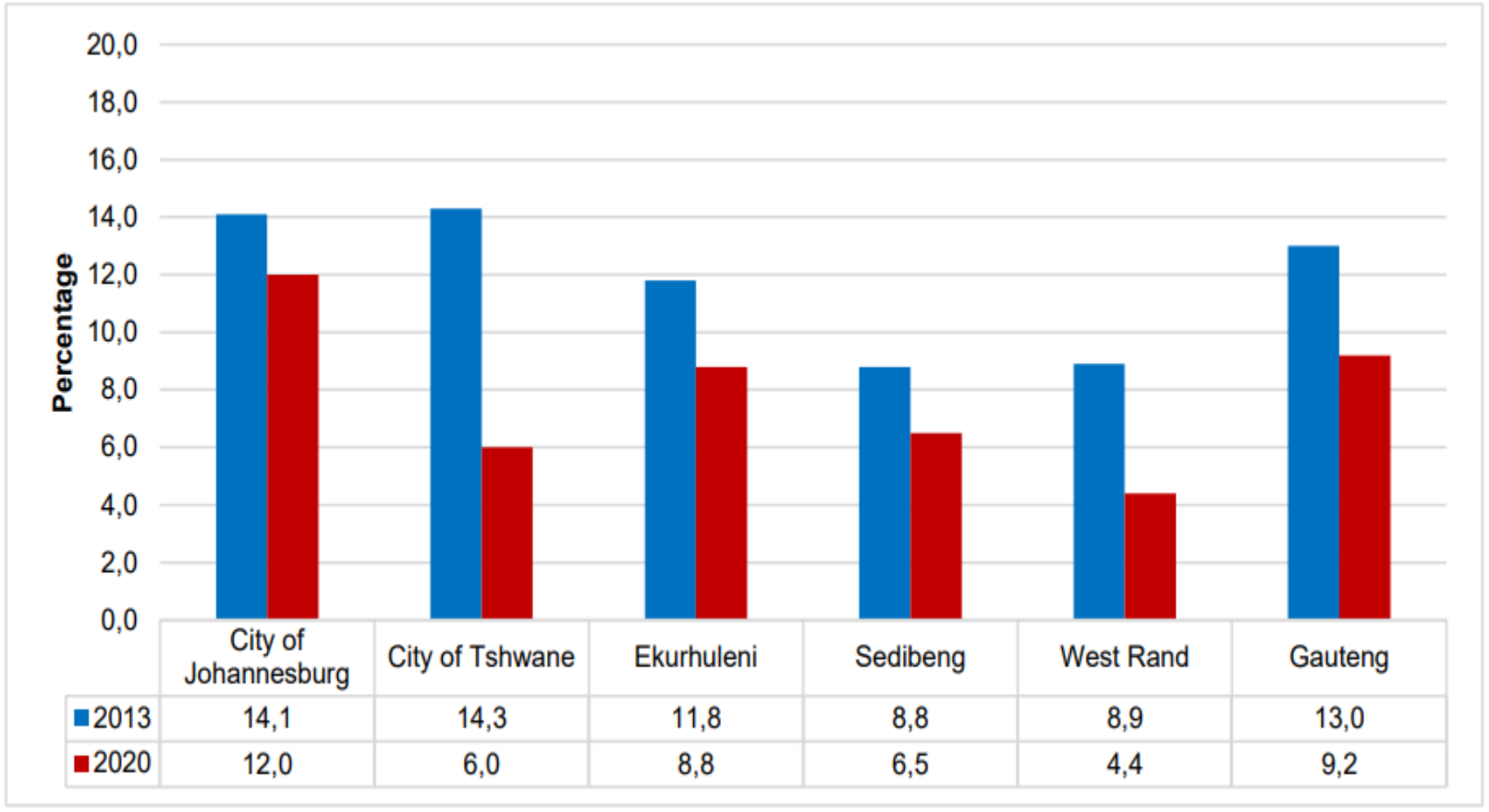
District municipality	Number of workers who walked to first public transport ('000)	Walking time (per cent within district municipality)				
		Up to 5 min	6–10 min	11–15 min	>15 min	Total
City of Johannesburg	718	43,5	26,0	15,4	15,1	100,0
City of Tshwane	364	47,8	26,6	12,4	13,2	100,0
Ekurhuleni	456	46,3	22,1	13,7	17,9	100,0
Sedibeng	68	52,8	27,9	10,1	9,2	100,0
West Rand	71	45,8	34,6	10,8	8,8	100,0
Gauteng	**1 677**	**45,7**	**25,5**	**13,9**	**14,9**	**100,0**

- The majority of workers in Gauteng walked up to five minutes to their first public transport (45.6%), followed by 25.5% who walked between six minutes to ten minutes. Approximately 15% of workers in the Province walked for more than 15 minutes.
- In Ekurhuleni, almost 18% of workers walk for longer than 15 minutes compared with only 8.8% in the West Rand, 9.2% in Sedibeng, 13.2% in the City of Tshwane and 15.1% in the City of Joburg
- In Joburg, 43.5% of workers walk up to 5 minutes, 26% walk for about 6-10 minutes, and 15.4% walk for between 11-15 minutes to get to the first public transport

Image: https://www.iol.co.za/

DEPARTURE, ARRIVAL, WAITING AND WALKING TIMES

Percentage of workers who waited for more than 15 minutes for the first public transport by district municipality, 2013 and 2020



	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
2013	14,1	14,3	11,8	8,8	8,9	13,0
2020	12,0	6,0	8,8	6,5	4,4	9,2

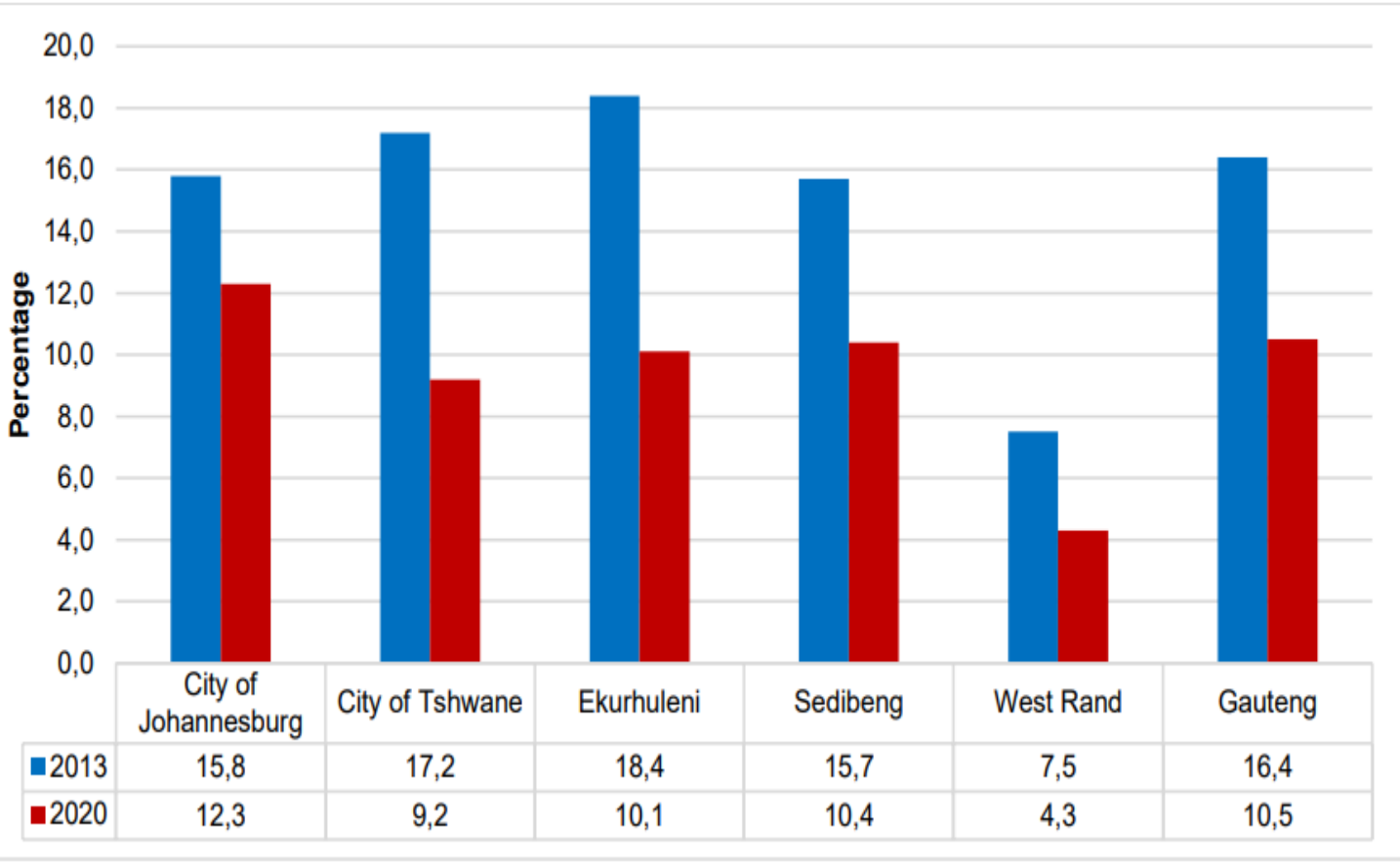
- The percentage of workers who waited more than 15 minutes for the first public transport decreased between 2013 and 2020 across all district municipalities
- In 2013, 14.1% of workers in Joburg waited for more than 15 minutes. This went down to 12% in 2020
- In 2020, Joburg recorded the highest waiting time (12%) compared to the other Gauteng district municipalities. West Rand recorded the lowest (4.4%)

Image: https://www.iol.co.za/

DEPARTURE, ARRIVAL, WAITING AND WALKING TIMES

Percentage of workers who used public transport and walked for 15 minutes or more at the end of a trip to reach their place of work by district municipality, 2013 and 2020

- Between 2013 and 2020, all 5 district municipalities observed a decrease in the percentage of individuals who walked for 15 minutes or more
- The largest decrease was observed in Ekurhuleni where the percentage of workers who walked for more than 15 minutes decreased by 8.3% points
- In the City of Joburg, the percentage of workers who walked for more than 15 minutes decreased from 15.8% in 2013 to 12.3% in 2020
- In Joburg, 50% of workers who used taxis were more likely to walk for more than 15 minutes after the trip, 40.2% of workers who used buses were more likely to walk for more than 15 minutes from the dropping point to the workplace.



	City of Johannesburg	City of Tshwane	Ekurhuleni	Sedibeng	West Rand	Gauteng
2013	15,8	17,2	18,4	15,7	7,5	16,4
2020	12,3	9,2	10,1	10,4	4,3	10,5

Image: https://use.metropolis.org/

HOUSEHOLD EXPENDITURE ON PUBLIC TRANSPORT

Monthly household expenditure for public transport trips to work, by district municipality, 2020

District municipality	Number of households who completed question (`000)	Monthly household expenditure on public transport (percentage within district municipality)						
		R1–R100	R101–R200	R201–R300	R301–R500	R501–R1 000	R1 001 or more	Total
City of Johannesburg	1 090	6,9	5,5	6,0	17,7	29,5	34,4	**100,0**
City of Tshwane	609	2,3	5,8	8,8	11,1	31,2	40,7	**100,0**
Ekurhuleni	643	4,4	6,2	5,1	13,0	35,8	35,5	**100,0**
Sedibeng	112	6,0	4,0	5,6	16,3	35,7	32,3	**100,0**
West Rand	115	5,1	11,7	13,1	23,4	25,8	21,0	**100,0**
Gauteng	**2 569**	**5,1**	**6,0**	**6,7**	**15,1**	**31,6**	**35,5**	**100,0**

- **Of the 2.6 million households in the Province that provided their monthly expenditure on public transport and who used public transport to travel to work in the morning, 82.2% spent R300 and more, while 17.8% spent less than R300**
- **In the City of Joburg, 34.4% of households that provided their monthly expenditure on public transport and who used public transport to travel to work in the morning spent more than R1000, while 29.5% spent between R501-R1000.**

Image: https://www.iol.co.za/

SUMMARY

The 2020 Gauteng NHTS provides insights into the travel patterns of households in the Province. Below is a summary of the key findings:

- Going to work, travelling to an educational institution, and trips to the shops were identified as the main reasons of travelling in Gauteng. The same pattern is observed in the City of Joburg
- 'Taxis' were the primary mode of transport used by household members to reach their destination in the Province, followed by individuals who walked all the way to their destination. The biggest determinants of transport mode choice were travel cost and travel time. Households in Johannesburg (35.3%), Sedibeng (34.2%) and Ekurhuleni (33.8%) cited that travel cost influenced their mode of transport, while 32.4% of households in Tshwane were most concerned about travel time and 24.8% in the West Rand were concerned with flexibility.
- The data shows that 'walking all the way' was the main method used by learners to reach their schools. Car/truck as a passenger was the second most used transport mode, followed by taxis
- Most workers in the Province walked all the way to their workplace because it was nearby/close enough to walk. In Joburg, the proportion of respondents who walked all the way to work increased from 11% in 2013 to 14.1% in 2020
- The majority of workers in Gauteng walk up to five minutes to get to their first public transport (45.6%) Only 14.9% of workers walk for more than 15 minutes to get to their first public transport
- In Tshwane, 40.7% of households that use public transport for travelling to work spent more than R1000 on transport, followed by households in Ekurhuleni (35.5%), Johannesburg (32.4%), Sedibeng (32.3%) and the West Rand (21%).