

# Transport

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## HIGHLIGHTS

Car usage as a mode of transport has declined from 44% to 32%



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Movement in the City of Johannesburg is an important indicator of peoples' access to economic opportunity and their quality of life, and it reflects the City's urban structure, social and economic inequality and prospects for sustainability.

Over the past decade, Johannesburg has seen significant investment into transport infrastructure aimed at integrating the fragmented urban form, improving the quality of transport and reducing commuting times.

The GCRO's 2015 Quality of Life survey suggests that some of this investment is having a positive impact, but it is not all good news. Most notably while new public transport investments are slowly changing commuting habits, car use has increased.

# Purpose of most frequent trip

The purpose of respondents' most frequent trip reflects numerous social and economic dynamics across the province.

Overall for Joburg, residents' majority of trips are trips to work (38%) and to shop (28%) (**Figure1**).

The trips to look for work have increased from 7% in 2013 to 9% in 2015, and trips to places of study have stayed relatively constant (5% in 2015 versus 6% in 2013).

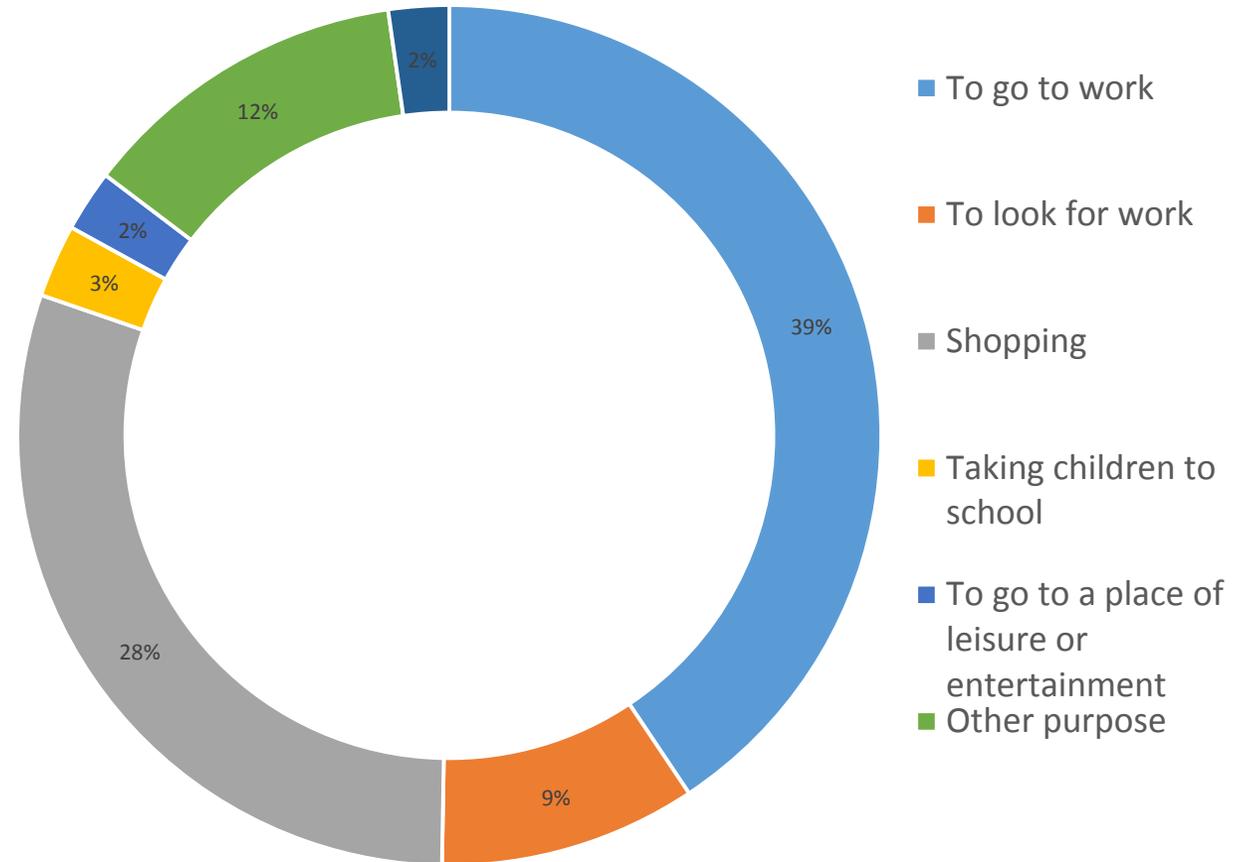


Figure 1: Purpose of most frequent trips

# Mode of Transport to work

Building on previous GCRO research, the QoL 2015 results show that the mode used for trips to work is split between private vehicles (32%) and taxis (47%). The proportion of private vehicle use has declined from 44% in 2013, whereas taxi use has increased from 37% in 2013 (**Table 1**).

Interestingly, new forms of publicly-provided public transport (Gautrain and Bus Rapid Transit (BRT)) are starting to feature in respondents' reported work commutes. Respondents using either Gautrain or BRT as their main mode to work has drastically increased since 2013, from 0.4% to 0.9% (**Table 1**).

Mode	2013	2015
Walk	9	19.5
Car ( as a driver , passenger, or lift club, motorbike)	44	31.7
Taxi	37	43.6
Train	4	2.8
New Public transport ( Gautrain and BRT )	0.4	0.9
Other buses	4	1.2

**Table 1: Modes of transport to work (%)**

**Travel times to work** - The results indicate that more time is spent traveling to *look for work* than all other commutes, with a majority (61%) of job seekers arriving within 30 minutes compared to 24% of work commutes that take between 31 and 45 minutes , 11% that take 46 to 60 minutes and 3% that take longer than 60 minutes .

**Satisfaction with transport** - In general, respondents display high levels of satisfaction with their main mode of transport with 94% satisfaction for Gautrain users, followed by private vehicle (91%) and BRT (90%). Levels of dissatisfaction are highest among train users with 40% either dissatisfied or very dissatisfied, followed by cyclists (26%). Dissatisfaction is lowest among those who use Gautrain (1%), private vehicles (4%) and BRT (5%). A solid 74% of taxi users reported being satisfied or very satisfied, while 16% were dissatisfied.

A third of all respondents (33%) agree that public transport has improved for them and their household over the past year. Respondents in lower income groups report highest levels of public transport improvement.

# Access to walkability

Walkability to transport and services is a measure of both socioeconomic access and urban sustainability. When asked if transport was available within easy walking distance, 65% of respondents answered affirmatively.

In terms of access to a range of services (e.g. supermarkets, banks, internet cafes, etc.), 7% responded that *none* were within walking distance. This differed across dwelling type, where very few residents of flats or apartments reported no services within walking distance (4%). 7% of those in formal standalone houses said they had no access to services in easy walking distance. Residents of informal dwellings *not* in backyards reported the least walkability to any services (12%), followed by residents of cluster complexes (at 11%).

While the latter can access services through private transport, this points to a double planning challenge: increasing access to services for poor households in informal settlements as well as making more affluent areas less reliant on cars.



# Effects and perceptions of e-tolls



The implementation of e-tolls has been highly contested and the QoL 2015 survey provides some insight into the opinions of the City's residents towards the new system.

Interestingly, fewer respondents changed their routes because of e-tolls (14%) than had anticipated they would before the gantries were turned on (19% in 2013).

However, the actual impact of e-tolls on changing modes (11%) is only slightly lower than anticipated (12% in 2013). Of the respondents who use freeways in the jurisdiction of Johannesburg, those that are satisfied with the quality of the roads are more likely to pay. 25% of those who are satisfied with roads agree with the statement "I will never pay e-tolls", and 42% disagree, indicating a willingness to pay. By contrast, those who are dissatisfied with roads show an equal tendency (33%) to agree or disagree with the statement "I will never pay e-tolls".

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