GAUTENG PROVINCE
ROADS AND TRANSPORT
REPUBLIC OF SOUTH AFRICA


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# GAUTENG PROVINCE
# HOUSEHOLD TRAVEL SURVEY

# 2014

**March 2016**

# TABLE OF CONTENTS

## List of Tables

## Table of Figures



## Abbreviations

- GTS2000 - Gauteng Transportation Study 2000
- GHTS2014 – Gauteng Household Travel Survey 2014
- NHTS2003 - National Household Travel Survey 2003
- NHTS2013 - National Household Travel Survey 2013

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# FOREWORD

We welcome the publication by the Department of Roads and Transport of the Gauteng Household Travel Survey (2014). The survey was conducted in partnership with the metropolitan and district municipalities and the Council for Scientific and Industrial Research (CSIR), which provided the technical support.

The survey sample consists of interviews in 29 779 households covering the following municipalities: Ekurhuleni (10 467), Johannesburg (6390), Sedibeng (2128), Tshwane (8891), and West Rand (1903).

The Gauteng Household Travel Survey (2014) provides us with a snapshot of the perceptions and travel experiences of residents in our province. How residents travel and what they think about public and other modes of transport provides critical data to government for future transport planning. Also, it highlights what is working well in the public transport system and what needs further and urgent attention.

Gauteng now has travel survey data sets for 2000 and for 2014. This allows for comparative analysis and enhances our ability to analyse trends within our public transport system. The noteworthy feature of this survey is that it presents a bird's eye view of what residents think and feel of the public transport system across the Gauteng City-Region. The survey shows that the modes of transport for daily commuting from home to work are private car (48.4 percent), minibus taxi (29.3 percent), walking all the way (11.1 percent), bus (2.9 percent), train (2.4 percent), lift club (1.7 percent), and other (4.2 percent).

Household travel surveys by their very nature provide us with a sense of the immediate and future travel needs of residents across the spectrum of issues surveyed. The current survey reveals that Gauteng residents are more reliant on private cars for daily travelling and commuting rather than public transport. It also points out that the share of public transport has not increased substantially in spite of the large investments made in the last decade in public transport infrastructure.

The fact that private car travel is on the increase in our province is a matter of concern. The principal reason why residents are not using higher capacity public transport modes is that these modes are not readily accessible across the city-region. What is equally worrying is that the average travel time for daily commuting has increased markedly in the last few years, which obviously has implications for economic productivity and personal and family time.

The Gauteng Household Travel Survey (2014) provides a composite and contextual picture of transport patterns in our province and will assist both government and transport stakeholders to make the appropriate interventions through proactive planning and allocation of resources to improve the public transport system.

I wish to thank the CSIR, the participating municipalities and the residents interviewed at their households for their active involvement in this important research project.

Dr Ismail Vadi

MEC for Department of Roads and Transport

# EXECUTIVE SUMMARY

The report is the second in the series of household travel surveys carried out by the Gauteng Province to determine household-related transport needs in the province. It presents key results from the 2014 Gauteng Household Travel Survey (GHTS2014) together with some comparisons to the 2000 Gauteng Transportation Study (GTS2000). For analysis purposes, and consistent with the presentation of the GTS2000 results, the format of the report has remained the same.

The 2014 household travel survey was administered to a random stratified sample of 29 779 households in all metropolitan and district municipalities that make up the province, resulting in a weighted total number of households of 3 910 754. The datasets comprise data pertaining to (i) households, (ii) persons in households, (iii) trips undertaken by individuals in households, and (iv) commuters' attitudes towards transport service delivery.

The survey found that, at an average household size of 2.94 persons per household in the province, the average household size is gradually declining. This is consistent with findings from other surveys such as the Census administered by Statistics South Africa. From a transport perspective, reduced household sizes translate into reduced household trips rates. There are also notably large proportions of people in the age categories 21-25 and 26-30 relative to other age groups. The proportion of households without any employed person increased markedly over the years. This reduction may also have the effect of reducing household trip generation rates.

Two-thirds of households do not own or have access to a car, and these households are on the increase. Also, more than half of households have no household member with a driver's licence, and these households are also on the increase. This implies that public transport in the province is a basic necessity for the majority of households, and increasingly so.

The average number of cars per household is 0.5. Also, at household income of about R11 000 households start owning a car.

The proportion of household income spent on public transport increased significantly. This is inconsistent with both the national and provincial policies of reducing household public transport cost to less than 10% of disposable household income.

Passenger travel demand is increasingly being absorbed by low capacity transport modes. This is demonstrated by the increased proportions of private cars and minibus taxis that serve the travel demand relative to proportionately reduced demand serviced by buses and trains. The use of private car travel, in particular, increased markedly. Buses, in particular, tended to be used more for purposes of education-related trips. The main reason for not using higher capacity public transport modes is that the modes are not accessible.

Walking is still the predominant mode of travel in the province. This demands that facilities for non-motorised transport should receive priority. Walking times to access the first public

transport mode and to access the final destination have not changed significantly. However, it is not worth noting that public transport users tend to walk longer to access the first public transport mode than to access their final destination from their last public transport stop.

Bus users were generally more satisfied (satisfied/very satisfied) (63%) than dissatisfied (dissatisfied/very dissatisfied) (22%) with the available bus services. However, the main attributes of bus services with which users were dissatisfied were the following:

- Levels of crowding on the bus
- Service frequency during peak and off-peak times
- Facilities at bus stops and ranks

Minibus taxi users were slightly more satisfied (total of 41%) than dissatisfied (total of 39%) with the service. Key attributes that emerged in respect of which users expressed dissatisfaction (dissatisfied and very dissatisfied) were the following:

- Behaviour of taxi drivers
- Roadworthiness of taxis
- Safety from accidents

Train users were generally more dissatisfied (dissatisfied/very dissatisfied) (42%) than satisfied (satisfied/very satisfied) (37%) with train services. The main attributes of bus services with which train users were dissatisfied were the following:

- Levels of crowding on the trains
- Punctuality of trains
- Distance of stations from home
- Frequency of train services

Average travel times across all modes of transport have increased. The average travel time increased by 44% from 32 minutes (GTS2000) to 46 minutes (GHTS2014). This could be the result of a combination of factors that include increased congestion and location of residential areas further away from places of work.

A third of workers do not work the usual 5 days a week. This has implications on how public transport services are designed, including ticketing. Time of departure has also been changing in line with the phenomenon of peak spreading. This shows that travel demand is elastic. The predominant form of difficulty/disability was related to the use of crutches at 0.74% of the population.

The corridor between the City of Ekurhuleni and the City of Johannesburg has the largest inter-municipal travel demand. This may have implications on the prioritisation of inter-municipal public transport infrastructure and services.

The datasets are available for further in-depth analysis. Municipalities, universities, research institutions and other stakeholders are encouraged to access the datasets.

# 1. INTRODUCTION

The report in hand presents key results from the 2014 Gauteng Household Travel Survey (GHTS2014). Household travel surveys are carried out in Gauteng to determine household-related transport needs in the province, and subsequently to facilitate proper transport service delivery. These surveys are designed and implemented by the Gauteng Provincial Department of Roads and Transport (GPDRT), as the custodian of provincial transport service delivery and infrastructure development in partnership with municipalities in the province. The current survey is a follow-up to the household travel survey carried out in the year 2000 as part of the 2000 Gauteng Transportation Study (GTS2000).

The 2014 household travel survey was administered to a random stratified sample of 29 779 households in all metropolitan and district municipalities that make up the province, namely the City of Tshwane, City of Johannesburg, Ekurhuleni Metropolitan Municipality, West Rand District Municipality and Sedibeng District municipality. The datasets comprise data pertaining to (i) households, (ii) persons in households, (iii) trips undertaken by individuals in households, and (iv) commuters' attitudes towards transport service delivery. The survey results in the current report are presented in a similar order. The data was consolidated from surveys carried out in individual municipalities within the province. Because different municipalities implemented different survey approaches despite using a similar survey instrument, the raw data needed to be consolidated and interpreted in a manner that would allow for direct comparison across municipalities.

For analysis purposes, and consistent with the presentation of the GTS2000 results, the province was divided into 45 sub-regions, whose codes and names are listed in Table 1. The location and demarcation of the municipalities are shown in Figure 1.

**Table 1: Municipalities in Gauteng Province (2014)**

| Municipality | Sub-region code | Sub-region name |
|---|---|---|
| City of Tshwane | 1 | Temba, Winterveld, Mabopane, Ga-rankuwa |
| | 2 | Soshanguve |
| | 3 | Akasia / Rosslyn |
| | 4 | Rooiwal |
| | 5 | Pretoria North |
| | 6 | Moot |
| | 7 | Mamelodi / Nellmapius |
| | 8 | Pretoria East |
| | 9 | Pretoria CBD |
| | 10 | Pretoria West / Atteridgeville |
| | 11 | Centurion |
| | 12 | Tshwane West Rural |
| | 46 | Nokeng Tsa Taemane LM Rural |

| Municipality | Sub-region code | Sub-region name |
|---|---|---|
| | 47 | Nokeng Tsa Taemane LM Urban (Cullinan / Rayton) |
| | 48 | Kungwini LM Rural West |
| | 49 | Kungwini LM Urban (Bronkhorstspruit, Zithobeni) |
| | 50 | Kungwini LM Rural East |
| City of Johannesburg | 13 | Diepsloot |
| | 14 | Midrand |
| | 15 | Alexandra/Modderfontein |
| | 16 | Randburg |
| | 17 | Roodepoort |
| | 18 | Northcliff/Rosebank |
| | 19 | Joburg Central |
| | 20 | Joburg South |
| | 21 | Diepmeadow |
| | 22 | Soweto/Doornkop |
| | 23 | Orange Farm/Ennerdale |
| City of Ekurhuleni | 24 | Tembisa / Clayville |
| | 25 | Ekurhuleni Rural |
| | 26 | Kempton Park / JIA / Boksburg North |
| | 27 | Daveyton |
| | 28 | Brakpan / Benoni / Springs |
| | 29 | Kwatsaduza |
| | 30 | Germiston / Boksburg |
| | 31 | Alberton |
| | 32 | Katorus |
| Sedibeng DM | 33 | Lesedi LM Urban (Heidelberg / Ratanda) |
| | 34 | Lesedi LM Rural |
| | 35 | Midvaal LM Rural East |
| | 36 | Midvaal LM Rural West |
| | 37 | Emfuleni LM Urban (Evaton, VdBP, Vereeniging) |
| | 38 | Emfuleni LM Rural |
| Westrand DM | 39 | Westonaria LM |
| | 40 | Merafong LM |
| | 41 | Randfontein LM Urban |
| | 42 | Randfontein LM Rural |
| | 43 | Mogale City LM Urban (Krugersdorp, Kagiso) |
| | 44 | Mogale City LM Rural |
| | 45 | Gauteng District Management Area (Cradle of Humankind) |

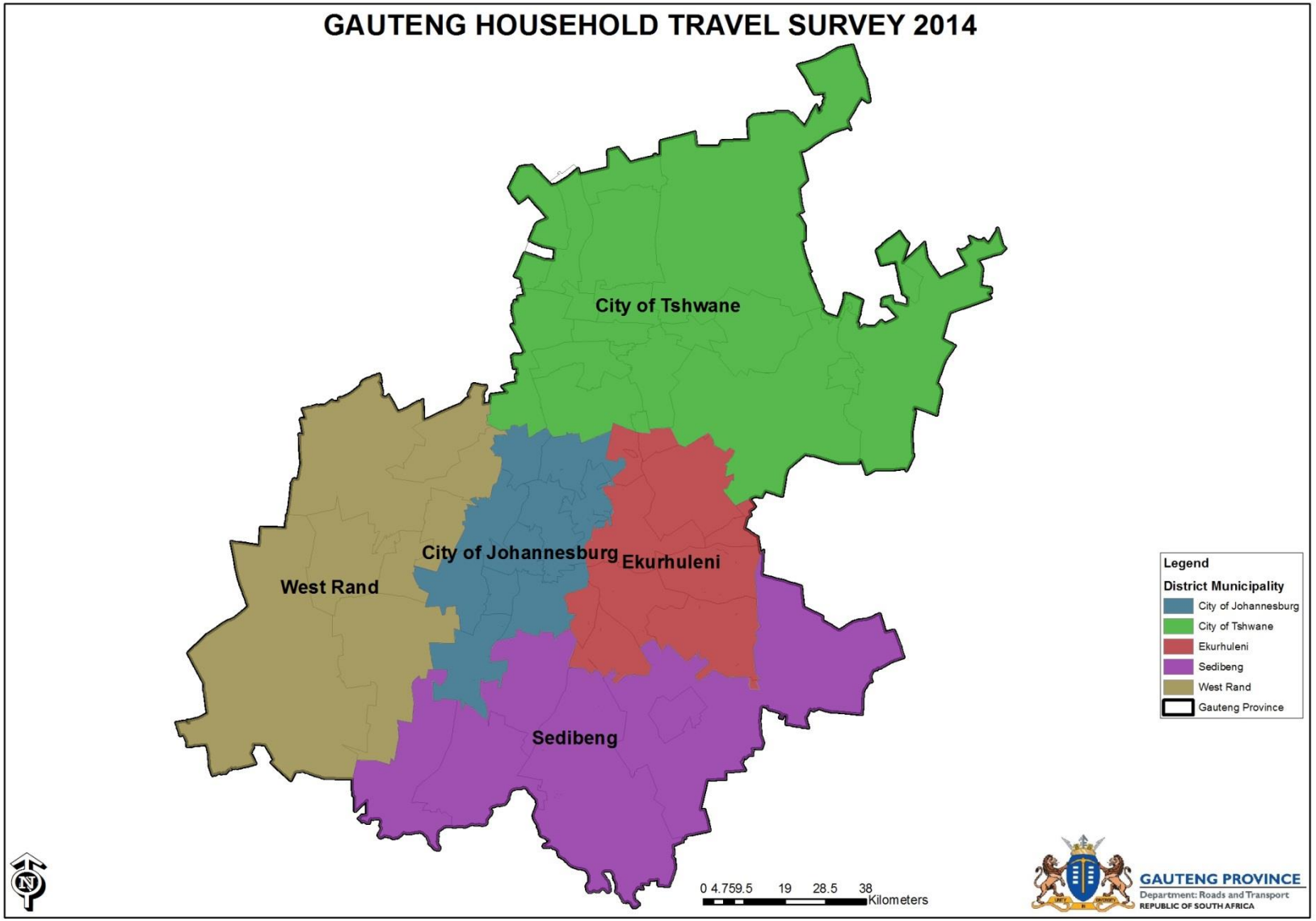
GAUTENG HOUSEHOLD TRAVEL SURVEY 2014
City of Tshwane
City of Johannesburg
Ekurhuleni
West Rand
Sedibeng
Legend
District Municipality
City of Johannesburg
City of Tshwane
Ekurhuleni
Sedibeng
West Rand
Gauteng Province
0 4.759.5 19 28.5 38
Kilometers
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Figure 1: Municipalities in the Gauteng province

# 2. 2014 RESULTS: HOUSEHOLD CHARACTERISTICS

## 2.1. Number of households by municipality

Table 2 below shows the achieved sample and weighted number of households in each municipality in 2014. The total number of sampled households in the province was 29 779, with Ekurhuleni registering the highest sample of 10 467.

The weighted total number of households in the province was 3 910 754. This number almost doubled since GTS2000, when it stood at 2 182 285 households.

Table 2: Sample households and weighted for municipalities

| Municipality | Household samples | % | Weighted number of households | % |
|---|---|---|---|---|
| Ekurhuleni | 10 467 | 35.1% | 1 017 965 | 26.0% |
| Johannesburg | 6 390 | 21.5% | 1 434 856 | 36.7% |
| Sedibeng | 2 128 | 7.1% | 302 712 | 7.7% |
| Tshwane | 8 891 | 29.9% | 900 736 | 23.0% |
| West Rand | 1 903 | 6.4% | 254 485 | 6.5% |
| **Total GHTS2014** | **29 779** | **100.0%** | **3 910 754** | **100.0%** |
| **GTS2000** | **22 944** | | **2 182 285** | |

## 2.2. Type of dwelling unit

Table 3 presents the types of dwelling units in which households resided in 2014. Close to two-thirds of households lived in “Dwelling/house or brick/concrete block structure on a separate stand”. “Shacks” accounted for 21% of dwelling unit types, and backyard shacks in turn constituted two-thirds of this number. Shacks in particular increased by 2% from GTS2000 to the 2014 survey.

Table 3: Distribution of dwelling type

| Dwelling Type | Weighted number of households | Weighted % GHTS2014 | Weighted % GTS 2000 |
|---|---|---|---|
| Dwelling/house or brick/concrete block structure on a separate stand | 2 408 478 | 62% | 67% |
| Cluster house in complex | 87 679 | 2% | 3% |
| Dwelling/house/flat/room in backyard | 25 447 | 1% | 1% |
| Flat or apartment in a block of flats | 232 830 | 6% | 7% |
| Informal dwelling/shack in backyard | 824 459 | 21% | 17% |
| Informal dwelling/shack – not in backyard, e.g. in an informal settlement | 57 507 | 1% | 2% |

| Dwelling Type | Weighted number of households | Weighted % GHTS2014 | Weighted % GTS 2000 |
|---|---|---|---|
| Semi-detached house | 75 682 | 2% | |
| Room/ flat to let on a property or a larger dwelling/servant's quarters | 43 909 | 1% | |
| Town house (semi-detached house in complex) | 91 716 | 2% | |
| Traditional dwelling/hut/structure made of traditional material | 36 209 | 1% | |
| Caravan/tent | 617 | 0% | |
| Formal dwelling with a shack in the yard | 453 | 0% | |
| Other | 25 768 | 1% | 4% |
| **Total** | **3 910 754** | **100%** | **100%** |

## 2.3. Number of people per household

Table 4 shows the distribution of the number of people in households in 2014. About 80% of households in the province consisted of four or fewer members. This figure was 10% higher when compared to the GTS2000, which implies that the average household size declined during the period between the surveys. The average number of persons per household for the province was 2.94 in 2014.

Table 4: Number of persons per household (2014)

| Number of persons in household | Number of households | % |
|---|---|---|
| 1 | 824 581 | 21.1% |
| 2 | 1 029 570 | 26.3% |
| 3 | 819 205 | 20.9% |
| 4 | 596 267 | 15.2% |
| 5 | 342 714 | 8.8% |
| 6 | 155 585 | 4.0% |
| 7 | 71 889 | 1.8% |
| 8 | 39 055 | 1.0% |
| 9 | 14 152 | 0.4% |
| 10 + | 17 736 | 0.5% |
| **Average number of persons per household** | | **2.94** |

## 2.4. Household income

Table 5 shows the income distribution for households in the province in 2014. Just more than 1% of the households indicated that they had no source of income, 79% disclosed

some level of income and 20% either refused to disclose income or did not know their total income.

Table 5: Income distribution

| Income distribution | Number of households | % (rounded off) |
|---|---|---|
| R0 | 52 950 | 1% |
| R1-R200 | 24 009 | 1% |
| R201-R500 | 158 277 | 4% |
| R501-R1000 | 253 979 | 6% |
| R1001-R1500 | 440 340 | 11% |
| R1501-R2500 | 414 620 | 11% |
| R2501-R3500 | 348 606 | 9% |
| R3501-R4500 | 300 967 | 8% |
| R4501-R6000 | 268 131 | 7% |
| R6001-R8000 | 229 290 | 6% |
| R8001-R11000 | 200 599 | 5% |
| R11001-R16000 | 164 034 | 4% |
| R16001-R30000 | 169 346 | 4% |
| R30001+ | 104 822 | 3% |
| Refused to answer | 564 461 | 14% |
| Don't know | 216 324 | 6% |
| **Total** | **3 910 754** | **100%** |

## 2.5. Household income by sub-region

Table 6 shows the average monthly household income by sub-region. The province had an average monthly household income of R5 767 in 2014. This figure excludes the 20% of households who did not disclose their household income. The average monthly income that was reported in 2000 was R3 247. Over the 15-year period that followed the initial survey, the actual average monthly income has not changed in real terms if an inflation rate of 4.4% per annum is used to calculate the average monthly income.

Table 6: Household income for 2014 by sub-region

| Municipality | Sub-regions | Number of households | % | Average monthly household income (Rands) |
|---|---|---|---|---|
| City of Tshwane | Temba, Winterveld, Mabopane, Ga-rankuwa | 163 276 | 5.2% | 4 085 |
| | Soshanguve | 136 482 | 4.4% | 4 990 |
| | Akasia / Rosslyn | 9 170 | 0.3% | 14 363 |
| | Rooiwal | 10 413 | 0.3% | 3 720 |
| | Pretoria North | 15 692 | 0.5% | 14 187 |
| | Moot | 27 424 | 0.9% | 12 354 |
| | Mamelodi / Nellmapius | 123 319 | 3.9% | 4 793 |

| Municipality | Sub-regions | Number of households | % | Average monthly household income (Rands) |
|---|---|---|---|---|
| | Pretoria East | 39 001 | 1.2% | 14 655 |
| | Pretoria CBD | 1 751 | 0.1% | 8 991 |
| | Pretoria West / Atteridgeville | 78 897 | 2.5% | 6 841 |
| | Centurion | 54 083 | 1.7% | 9 073 |
| | Tshwane West Rural | 4 713 | 0.2% | 9 702 |
| | Nokeng Tsa Taemane LM Rural | 12 561 | 0.4% | 3 469 |
| | Nokeng Tsa Taemane LM Urban (Cullinan / Rayton) | 12 752 | 0.4% | 7 215 |
| | Kungwini LM Rural West | 11 600 | 0.4% | 8 362 |
| | Kungwini LM Urban (Bronkhorstspruit, Zithobeni) | 9 640 | 0.3% | 5 200 |
| | Kungwini LM Rural East | 21 766 | 0.7% | 4 184 |
| City of Johannesburg | Diepsloot | 72 066 | 2.3% | 6 184 |
| | Midrand | 102 551 | 3.3% | 6 307 |
| | Alexandra/Modderfontein | 65 463 | 2.1% | 6 045 |
| | Randburg | 75 450 | 2.4% | 10 862 |
| | Roodepoort | 95 325 | 3.0% | 11 497 |
| | Northcliff/Rosebank | 66 293 | 2.1% | 10 229 |
| | Joburg Central | 97 778 | 3.1% | 6 256 |
| | Joburg South | 72 088 | 2.3% | 10 847 |
| | Diepmeadow | 197 670 | 6.3% | 4 735 |
| | Soweto/Doornkop | 269 278 | 8.6% | 4 301 |
| | Orange Farm/Ennerdale | 139 305 | 4.5% | 3 577 |
| Ekurhuleni | Tembisa / Clayville | 90 515 | 2.9% | 5 020 |
| | Ekurhuleni Rural | 35 745 | 1.1% | 3 813 |
| | Kempton Park / JIA / Boksburg North | 103 909 | 3.3% | 9 480 |
| | Daveyton | 78 407 | 2.5% | 2 236 |
| | Brakpan / Benoni / Springs | 53 782 | 1.7% | 6 948 |
| | Kwatsaduza | 134 713 | 4.3% | 3 292 |
| | Germiston / Boksburg | 52 937 | 1.7% | 5 408 |
| | Alberton | 12 011 | 0.4% | 10 787 |
| | Katorus | 170 535 | 5.4% | 2 594 |
| Sedibeng | Lesedi LM Urban (Heidelberg / Ratanda) | 12 001 | 0.4% | 4 036 |
| | Lesedi LM Rural | 16 726 | 0.5% | 3 011 |
| | Midvaal LM Rural East | 8 888 | 0.3% | 9 363 |
| | Midvaal LM Rural West | 13 101 | 0.4% | 3 202 |
| | Emfuleni LM Urban (Evaton, VdBP, Vereeniging) | 175 308 | 5.6% | 4 599 |
| | Emfuleni LM Rural | 2 777 | 0.1% | 4 954 |

| Municipality | Sub-regions | Number of households | % | Average monthly household income (Rands) |
|---|---|---|---|---|
| Westrand | Westonaria LM | 32 750 | 1.0% | 3 588 |
| | Merafong LM | 39 513 | 1.3% | 4 026 |
| | Randfontein LM Urban | 29 868 | 1.0% | 3 974 |
| | Randfontein LM Rural | 3 327 | 0.1% | 6 943 |
| | Mogale City LM Urban (Krugersdorp, Kagiso) | 58 856 | 1.9% | 5 458 |
| | Mogale City LM Rural | 17 870 | 0.6% | 3 577 |
| | Gauteng District Management Area (Cradle of Humankind) | 624 | 0.0% | 3 068 |
| GHTS2014 | **Grand total** | **3 129 970** | **100.0%** | **5 767** |
| GTS2000 | **Grand total** | **2 182 285** | | **3 247** |

## 2.6. Car ownership by income

Table 7 shows the relationship between household income and household car access. As expected, car access correlated with household income. In 2014 the average number of cars per household was 0.5, which is the same figure that had been found in GTS2000. Households who refused to disclose income had relatively high car access, which may imply that it was higher-income households who tended to refuse to answer questions on income.

Table 7: Car ownership by income and average car ownership per household (2014)

| Monthly household income | Number of households | Number of households who have access to a car | Percentage of households per income group who have access to a car | Average number of cars per household | Estimated number of cars in group |
|---|---|---|---|---|---|
| Don't know | 216 158 | 87 681 | 41% | 0.60 | 130 534 |
| Refused to answer | 564 184 | 295 370 | 52% | 0.83 | 469 023 |
| R0 | 52 826 | 5 249 | 10% | 0.13 | 6 973 |
| R1-R200 | 24 009 | 1 042 | 4% | 0.05 | 1 229 |
| R201-R500 | 158 277 | 6 233 | 4% | 0.05 | 7 435 |
| R501-R1000 | 253 711 | 23 656 | 9% | 0.12 | 29 839 |
| R1001-R1500 | 440 340 | 45 952 | 10% | 0.13 | 59 132 |
| R1501-R2500 | 413 958 | 61 811 | 15% | 0.18 | 76 527 |
| R2501-R3500 | 348 589 | 58 764 | 17% | 0.20 | 69 789 |
| R3501-R4500 | 300 938 | 64 339 | 21% | 0.26 | 79 340 |
| R4501-R6000 | 268 131 | 86 358 | 32% | 0.39 | 105 704 |
| R6001-R8000 | 229 290 | 92 545 | 40% | 0.51 | 117 678 |
| R8001-R11000 | 200 599 | 119 290 | 59% | 0.80 | 161 292 |
| R11001-R16000 | 163 956 | 119 919 | 73% | 1.04 | 171 031 |

| | | | | | |
|---|---|---|---|---|---|
| R16001-R30000 | 169 346 | 144 463 | 85% | 1.47 | 248 319 |
| R30001+ | 104 811 | 100 232 | 96% | 2.18 | 228 115 |
| **Gauteng** | **3 909 123** | **1 312 904** | **34%** | **0.50** | **1 961 961** |

## 2.7. Driver's licence

Respondents were asked if any member(s) of their household above 18 years of age had a driver's licence. Table 8 shows that in 2014 56% of the households in the province had no member with a driver's licence. Despite the fact that the absolute number of households with a driver's licence was larger in 2014, the proportion of households without a licence actually increased – from the previous 50% in GTS2000.

Table 8: Number of licensed drivers relative to households

| Number of licensed drivers in household | Number of households (GHTS2014) | % (GHTS2014) | Number of households (GTS2000) | % (GTS2000) |
|---|---|---|---|---|
| 0 | 2 194 890 | 56 | 1 093 595 | 50.1 |
| 1 | 1 077 947 | 28 | 566 476 | 26.0 |
| 2 | 504 506 | 13 | 389 611 | 17.9 |
| 3 | 105 925 | 3 | 92 524 | 4.2 |
| 4+ | 27 486 | 1 | 40 079 | 1.8 |
| **Grand Total** | **3 910 754** | **100** | **2 182 285** | **100.00** |

## 2.8. Vehicle ownership per household

Table 9 shows that the distribution of household-owned vehicles in the province (excluding motorcycles) ranged from none to four and more. In 2014 about two-thirds of households owned no vehicle, which is 2% lower than the figure that had been reported in GTS2000.

Table 9: Vehicle ownership

| Number of vehicles owned per household | Number of households | % |
|---|---|---|
| 0 | 2 596 219 | 66% |
| 1 | 834 457 | 21% |
| 2 | 354 631 | 9% |
| 3 | 89 383 | 2% |
| 4+ | 34 433 | 1% |
| **Total** | **3 909 123** | **100%** |

Table 10 shows the distribution of households with employer-owned cars. In 2014 more than 95% of households did not have access to an employer-owned vehicle, and about 4% had access to one such car.

Table 10: Employer-owned vehicles

| Number of employer-owned vehicles | Number of households | % |
|---|---|---|
| 0 | 3 734 145 | 95.5% |
| 1 | 147 526 | 3.8% |
| 2 | 18 097 | 0.5% |
| 3 | 5 615 | 0.1% |
| 4+ | 2 890 | 0.1% |
| **Total** | **3 908 273** | **100.0%** |

## 2.9. Spatial distribution of vehicle ownership

Table 11 shows the geographical distribution of vehicle ownership (excluding motorcycles) in 2014, including the average number of licensed drivers per household. The average number of licensed drivers per household, at 0.6, was marginally higher than the average of 0.5 cars per household. Alberton, at 1.5 cars per household, had the highest average number of cars per household of all the sub-regions.

Table 11: Spatial distribution of car ownership per household

| Municipality | Sub-region | Number of households | % | Average car access per household | Average number of licensed drivers |
|---|---|---|---|---|---|
| Ekurhuleni | Tembisa / Clayville | 118 276 | 3% | 0.3 | 0.6 |
| | Ekurhuleni Rural | 41 843 | 1% | 0.4 | 0.6 |
| | Kempton Park / JIA / Boksburg North | 165 112 | 4% | 1.0 | 1.2 |
| | Daveyton | 79 422 | 2% | 0.2 | 0.4 |
| | Brakpan / Benoni / Springs | 73 344 | 2% | 0.7 | 0.9 |
| | Kwatsaduza | 160 902 | 4% | 0.4 | 0.5 |
| | Germiston / Boksburg | 102 912 | 3% | 0.6 | 0.8 |
| | Alberton | 27 913 | 1% | 1.5 | 1.5 |
| | Katorus | 244 528 | 6% | 0.3 | 0.5 |
| Johannesburg | Diepsloot | 79 357 | 2% | 0.5 | 0.5 |
| | Midrand | 127 323 | 3% | 0.4 | 0.7 |

| Municipality | Sub-region | Number of households | % | Average car access per household | Average number of licensed drivers |
|---|---|---|---|---|---|
| | Alexandra/ Modderfontein | 75 978 | 2% | 0.5 | 0.7 |
| | Randburg | 100 354 | 3% | 0.9 | 1.0 |
| | Roodepoort | 124 986 | 3% | 1.1 | 1.2 |
| | Northcliff/Rosebank | 79 612 | 2% | 0.9 | 1.0 |
| | Joburg Central | 107 983 | 3% | 0.3 | 0.5 |
| | Joburg South | 90 476 | 2% | 0.9 | 1.1 |
| | Diepmeadow | 207 807 | 5% | 0.4 | 0.5 |
| | Soweto/Doornkop | 301 449 | 8% | 0.4 | 0.5 |
| | Orange Farm/ Ennerdale | 143 246 | 4% | 0.3 | 0.4 |
| **Sedibeng** | Lesedi LM Urban (Heidelberg / Ratanda) | 15 262 | 0% | 0.4 | 0.7 |
| | Lesedi LM Rural | 18 840 | 0% | 0.2 | 0.4 |
| | Midvaal LM Rural East | 15 909 | 0% | 1.2 | 1.4 |
| | Midvaal LM Rural West | 14 381 | 0% | 0.2 | 0.3 |
| | Emfuleni LM Urban (Evaton, VdBP, Vereeniging) | 234 602 | 6% | 0.3 | 0.5 |
| | Emfuleni LM Rural | 3 717 | 0% | 0.7 | 1.1 |
| **Tshwane** | Temba, Winterveld, Mabopane, Ga-rankuwa | 183 992 | 5% | 0.2 | 0.3 |
| | Soshanguve | 157 639 | 4% | 0.3 | 0.4 |
| | Akasia / Rosslyn | 12 260 | 0% | 1.4 | 1.3 |
| | Rooiwal | 11 314 | 0% | 0.2 | 0.3 |
| | Pretoria North | 22 102 | 1% | 1.4 | 1.5 |
| | Moot | 33 791 | 1% | 1.2 | 1.4 |
| | Mamelodi / Nellmapius | 166 542 | 4% | 0.3 | 0.4 |
| | Pretoria East | 56 222 | 1% | 1.4 | 1.4 |
| | Pretoria CBD | 2 239 | 0% | 0.5 | 0.8 |
| | Pretoria West / Atteridgeville | 84 291 | 2% | 0.4 | 0.5 |

| Municipality | Sub-region | Number of households | % | Average car access per household | Average number of licensed drivers |
|---|---|---|---|---|---|
| | Centurion | 77 770 | 2% | 0.8 | 0.9 |
| | Tshwane West Rural | 5 887 | 0% | 0.7 | 0.8 |
| | Nokeng Tsa Taemane LM Rural | 15 970 | 0% | 0.2 | 0.2 |
| | Nokeng Tsa Taemane LM Urban (Cullinan / Rayton) | 12 897 | 0% | 0.3 | 0.5 |
| | Kungwini LM Rural West | 14 995 | 0% | 0.7 | 0.7 |
| | Kungwini LM Urban (Bronkhorstspruit, Zithobeni) | 14 029 | 0% | 0.4 | 0.4 |
| | Kungwini LM Rural East | 28 796 | 1% | 0.3 | 0.3 |
| West Rand | Westonaria LM | 36 948 | 1% | 0.2 | 0.4 |
| | Merafong LM | 60 373 | 2% | 0.3 | 0.5 |
| | Randfontein LM Urban | 38 640 | 1% | 0.3 | 0.5 |
| | Randfontein LM Rural | 5 214 | 0% | 0.9 | 1.1 |
| | Mogale City LM Urban (Krugersdorp, Kagiso) | 90 756 | 2% | 0.4 | 0.7 |
| | Mogale City LM Rural | 21 681 | 1% | 0.3 | 0.4 |
| | Gauteng District Management Area (Cradle of Humankind) | 873 | 0% | 0.4 | 0.5 |
| **Grand Total** | | **3 910 754** | **100%** | **0.5** | **0.6** |

## 2.10. Household expenditure on public transport

Figure 2 presents a cumulative distribution of household expenditure on public transport for 2003 and 2014 in Gauteng Province. Since GTS2000 did not measure household expenditure on public transport, the National Household Travel Survey for 2003 is used instead to provide some trend. Based on Figure 2, indications are that household expenditure on public transport is on the rise. While about 70% of households spent 10% or less on public transport in 2003, this number decreased to about 55% in 2014.

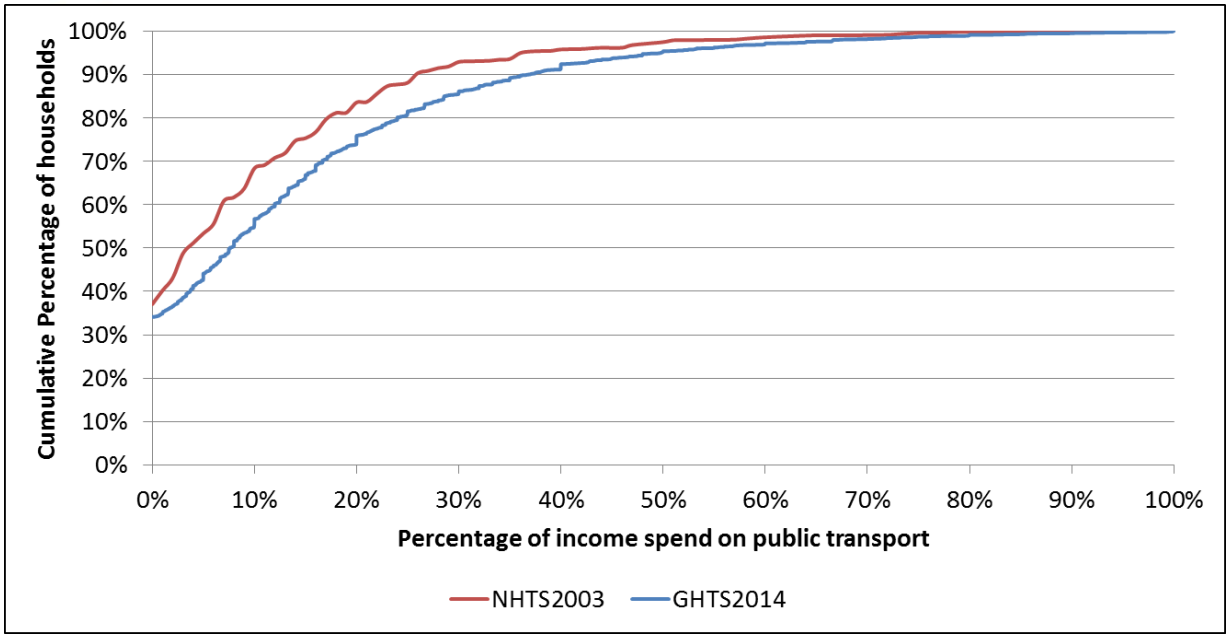


Figure 2: Household expenditure on transport (2003 and 2014)

# 3. 2014 RESULTS: PERSON ATTRIBUTES

## 3.1. Gender and race

Table 12 shows the weighted gender distribution for the different municipalities in the province. Generally, gender distribution within the province was even across municipalities in 2014.

Table 12: Gender split in Gauteng

| Municipality | Female | Male |
|---|---|---|
| Ekurhuleni | 48.7% | 51.3% |
| Johannesburg | 49.8% | 50.1% |
| Sedibeng | 50.0% | 50.0% |
| Tshwane | 50.3% | 49.7% |
| West Rand | 49.9% | 50.1% |
| **Grand Total** | **49.7%** | **50.3%** |

Table 13 shows the population group distribution in the province in 2014. According to the weighted survey results, blacks/Africans comprised 77.7% of the population, followed by whites at 15.7%. Asians/Indians and coloureds together accounted for less than 7% of the total population.

Table 13: Population groups per municipality

| Municipality | Black/African | White | Asian/Indian | Coloured | Other | Grand Total |
|---|---|---|---|---|---|---|
| Ekurhuleni | 79.02% | 15.92% | 2.16% | 2.71% | 0.19% | 25.9% |
| Johannesburg | 76.96% | 12.33% | 4.90% | 5.61% | 0.21% | 36.3% |
| Sedibeng | 81.54% | 15.62% | 1.00% | 1.21% | 0.64% | 7.5% |
| Tshwane | 75.57% | 20.50% | 1.88% | 2.05% | 0.00% | 23.5% |
| West Rand | 79.54% | 16.58% | 1.14% | 2.50% | 0.23% | 6.9% |
| **Grand Total** | **77.7%** | **15.7%** | **2.9%** | **3.5%** | **0.2%** | **100.0%** |

## 3.2. Age group

Table 14 shows the age distribution in the province in 2014 when the weighted population for the province was 12 254 771 people – in other words three million more people than the GTS2000 figure of 8 882 572 people. The 3-million increase in population over the 15-year period since 2000 suggests an average population growth rate of 2% per year.

Table 14: Age distribution in Gauteng population

| Age (Years) | Population size | % |
|---|---|---|
| **0 – 6** | 1 469 905 | **12.0%** |
| **7 – 17** | 2 131 611 | **17.4%** |
| **18 -25** | 1 866 008 | **15.2%** |
| **26 – 65** | 6 306 200 | **51.5%** |
| **65 +** | 465 413 | **3.8%** |
| **Refused to answer** | 5 566 | **0.0%** |
| **Don't know** | 10 068 | **0.1%** |
| **Grand Total** | **12 254 771** | **100.0%** |

Figure 3 depicts the graphical age distribution (in five-year intervals) for the province as reported for 2014. There are notably large proportions of people in the age categories 21-25 and 26-30 relative to other age groups.

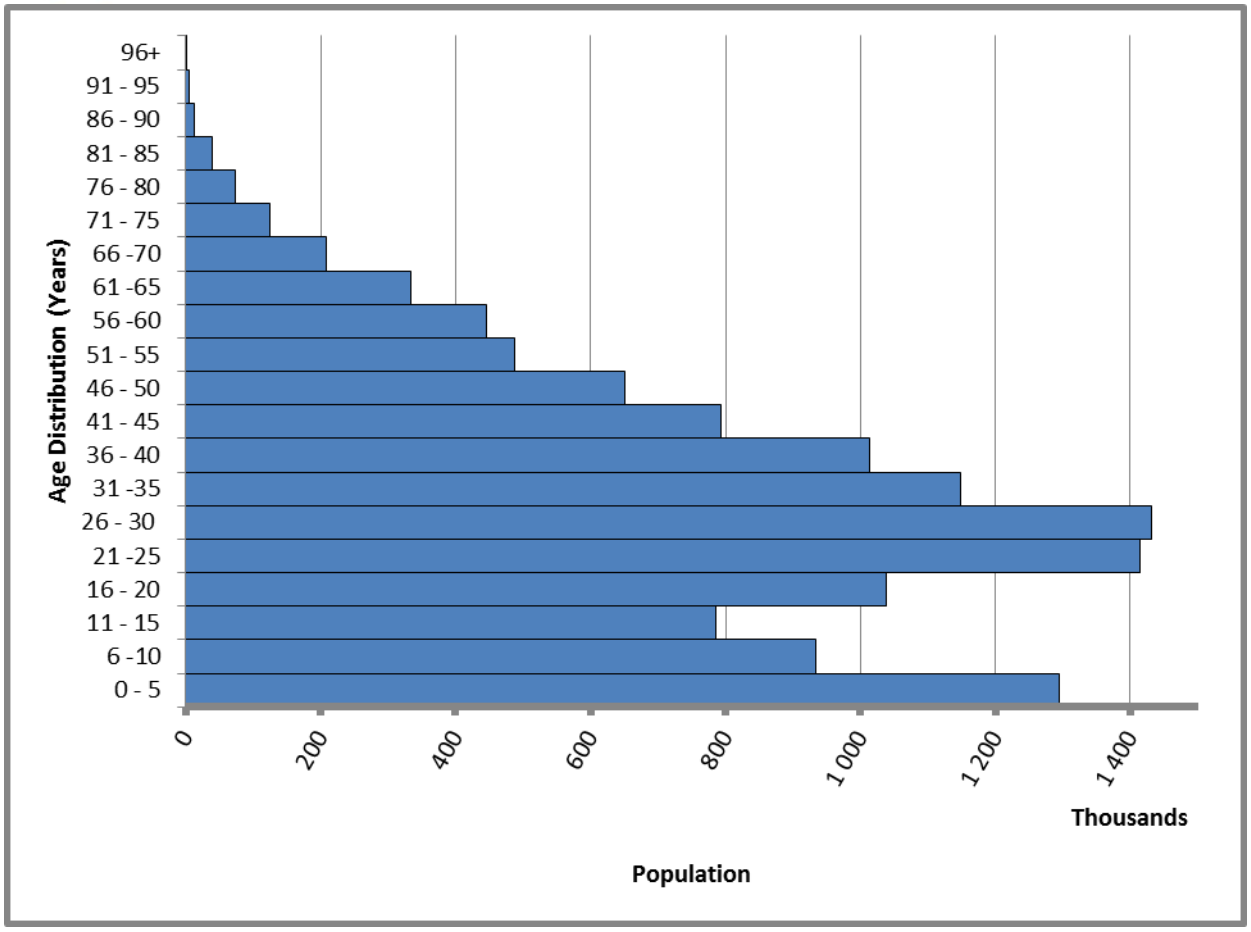


Figure 3: Age distribution of the population in Gauteng

## 3.3. Number of full-time employed persons

Table 15 shows the distribution of the number of employed persons per household in 2014. The figures presented in Table 15 exclude the number of people who were working part-time. In comparison to GTS2000, the proportion of households without a single full-time employed person increased markedly over the years. This reduction may have the effect of reducing household trip generation rates.

Table 15: Number of full-time employed persons

| Number of full-time employed persons per household | Number of households (GHTS2014) | % (GHTS2014) | % (GTS2000) |
|---|---|---|---|
| 0 | 1 773 543 | 45.4% | 29.0% |
| 1 | 1 580 602 | 40.4% | 44.5% |
| 2 | 473 237 | 12.1% | 19.9% |
| 3 | 67 612 | 1.7% | 5.0% |
| 4+ | 15761 | 0.4% | 1.6% |
| **Grand Total** | **3 910 754** | **100.0%** | **100.0%** |

## 3.4. Employment by sub-region

Table 16 shows the sub-regional distribution of employed persons in Gauteng in 2014. On average, employed persons made up 53% of the population within the working age group. The percentage of persons who were employed decreased to 53% from the 57% that had been reported in GTS2000. This implies that the work-based trip generation rates over this period may have also reduced.

Table 16: Persons employed by sub-region

| Municipality | Sub-Region | Total number of persons | % employed | % not employed |
|---|---|---|---|---|
| Tshwane | Temba, Winterveld, Mabopane, Ga-rankuwa | 314 423 | 27% | 73% |
| | Soshanguve | 274 589 | 38% | 62% |
| | Akasia / Rosslyn | 24 065 | 65% | 35% |
| | Rooiwal | 18 088 | 37% | 63% |
| | Pretoria North | 49 429 | 73% | 27% |
| | Moot | 81 759 | 75% | 25% |
| | Mamelodi / Nellmapius | 274 111 | 43% | 57% |
| | Pretoria East | 116 709 | 78% | 22% |
| | Pretoria CBD | 2 698 | 71% | 29% |
| | Pretoria West / Atteridgeville | 147 408 | 46% | 54% |
| | Centurion | 150 187 | 64% | 36% |
| | Tshwane West Rural | 9 561 | 63% | 37% |
| | Nokeng Tsa Taemane LM Rural | 28 929 | 40% | 60% |
| | Nokeng Tsa Taemane LM Urban (Cullinan / Rayton) | 24 382 | 51% | 49% |
| | Kungwini LM Rural West | 24 046 | 71% | 29% |
| | Kungwini LM Urban (Bronkhorstspruit, Zithobeni) | 24 179 | 35% | 65% |
| | Kungwini LM Rural East | 47 594 | 33% | 67% |
| Johannesburg | Diepsloot | 144 193 | 69% | 31% |
| | Midrand | 226 116 | 70% | 30% |
| | Alexandra/Modderfontein | 138 779 | 64% | 36% |
| | Randburg | 161 235 | 89% | 11% |
| | Roodepoort | 247 844 | 80% | 20% |
| | Northcliff/Rosebank | 146 011 | 70% | 30% |
| | Joburg Central | 171 402 | 69% | 31% |
| | Joburg South | 185 988 | 69% | 31% |
| | Diepmeadow | 337 157 | 48% | 52% |
| | Soweto/Doornkop | 600 475 | 48% | 52% |
| | Orange Farm/Ennerdale | 272 765 | 50% | 50% |
| EK urh ule ni | Tembisa / Clayville | 201 587 | 51% | 49% |

| Municipality | Sub-Region | Total number of persons | % employed | % not employed |
|---|---|---|---|---|
| | Ekurhuleni Rural | 73 611 | 42% | 58% |
| | Kempton Park / JIA / Boksburg North | 291 602 | 74% | 26% |
| | Daveyton | 142 895 | 28% | 72% |
| | Brakpan / Benoni / Springs | 121 644 | 58% | 42% |
| | Kwatsaduza | 259 522 | 38% | 62% |
| | Germiston / Boksburg | 186 903 | 52% | 48% |
| | Alberton | 50 316 | 83% | 17% |
| | Katorus | 416 953 | 39% | 61% |
| Sedibeng | Lesedi LM Urban (Heidelberg / Ratanda) | 26 295 | 62% | 38% |
| | Lesedi LM Rural | 24 670 | 50% | 50% |
| | Midvaal LM Rural East | 22 745 | 82% | 18% |
| | Midvaal LM Rural West | 22 767 | 38% | 62% |
| | Emfuleni LM Urban (Evaton, VdBP, Vereeniging) | 340 424 | 42% | 58% |
| | Emfuleni LM Rural | 5 919 | 68% | 32% |
| West Rand | Westonaria LM | 65 918 | 42% | 58% |
| | Merafong LM | 115 802 | 44% | 56% |
| | Randfontein LM Urban | 67 702 | 43% | 57% |
| | Randfontein LM Rural | 11 724 | 61% | 39% |
| | Mogale City LM Urban (Krugersdorp, Kagiso) | 174 954 | 56% | 44% |
| | Mogale City LM Rural | 39 181 | 62% | 38% |
| | Gauteng District Management Area (Cradle of Humankind) | 2 359 | 66% | 34% |
| | **Grand Total** | 6 909 611 | **53%** | **47%** |

## 3.5. Disability

Table 17 presents the profile of disabilities and physical difficulties disclosed by respondents in Gauteng. A total number of 230 427 persons, representing 1.88% of the population in the province, had to cope with some form of disability or difficulty. This number more than doubled from 110 646 as reported in GTS2000, which then represented 1.2% of the provincial population. The predominant form of difficulty/disability was related to the use of crutches at 0.74% of the population.

Table 17: Disability or difficulty in accessing public transport

| Disability or difficulty | Number of persons | % |
|---|---|---|
| Blindness | 25 115 | 0.20% |
| Deafness | 23 947 | 0.20% |
| Having problems with stairs | 17 665 | 0.14% |
| Mentally handicapped | 48 130 | 0.39% |
| Needing a wheelchair | 22 761 | 0.19% |
| Travelling with small children | 1 685 | 0.01% |
| Using crutches | 91 124 | 0.74% |
| **Grand Total** | **230 427** | **1.88%** |

## 3.6. Level of education

Table 18 presents the profile relating to the level of education in the province in 2014, ranging from no formal education to tertiary education. Just over 40% of people reported that they had completed high school and tertiary education. Relative to GTS2000, the proportion of people with no education had stayed the same, but the absolute number of persons with no formal education had increased by 370 621.

Table 18: Educational level in Gauteng

| Educational level | Number of persons | % |
|---|---|---|
| **None** | 1 501 920 | 12.3% |
| **Some primary school** | 1 753 106 | 14.3% |
| **Primary school** | 378 479 | 3.1% |
| **Some high school** | 3 436 822 | 28.0% |
| **High school** | 3 285 868 | 26.8% |
| **Some university** | 676 252 | 5.5% |
| **Degree/Diploma/Tertiary** | 1 126 915 | 9.2% |
| **Other** | 95 410 | 0.8% |
| **Grand Total** | **12 254 771** | **100.0%** |

## 3.7. Occupation status

Table 19 presents the profile relating to Gauteng inhabitants' occupation status in 2014. A quarter of people in the province were in full-time employment, while about 5% were employed on a part-time basis. The percentage of unemployed people increased from 21.5% in GTS2000 to 26.3% in the current survey. This trend may also have the effect of reducing work-related trip generation rates.

Table 19: Occupational status of Gauteng inhabitants

| Occupational status | Number of persons | % |
|---|---|---|
| Child staying at home | 939 685 | **7.7%** |
| Child attending pre-school/nursery school/crèche/day-mother | 366 011 | **3.0%** |
| Full-time worker | 3 093 635 | **25.2%** |
| Part-time worker | 590 646 | **4.8%** |
| Primary school learner | 1 361 659 | **11.1%** |
| High school learner | 948 395 | **7.7%** |
| Student at university or college (post-matric) | 370 499 | **3.0%** |
| Housewife/husband (homemaker) | 308 026 | **2.5%** |
| Pensioner/retired | 830 684 | **6.8%** |
| Unable to work (chronically ill/ mentally handicapped/ physically handicapped) | 93 543 | **0.8%** |
| Unemployed | 3 225 329 | **26.3%** |
| Not applicable | 2 074 | **0.0%** |
| Other | 124 252 | **1.0%** |
| Not given | 331 | **0.0%** |
| **Grand Total** | **12 254 771** | **100.0%** |

# 4. 2014 RESULTS: TRIP MAKING

## 4.1. Intra- and inter-municipal travel

Table 20 shows spatial trip distribution in the province for a typical weekday during 2014 on the basis of weighted survey data. The majority of trips were intra-municipal trips, the highest being in the City of Johannesburg with about 3.9 million trips per day. Inter-municipal trips were highest between City of Johannesburg and Ekurhuleni. Trips originating from Ekurhuleni destined to the City of Johannesburg amounted to 153 842 trips per day, while trips to Ekurhuleni from the City of Johannesburg amounted to 131 845 trips per day. The City of Johannesburg had the highest number of trips originating from outside Gauteng, followed by the City of Tshwane.

Table 20: Daily trip distribution [1]

| Origin \ Destination | City of Johannesburg | City of Tshwane | Ekurhuleni | West Rand | Sedibeng |
|---|---|---|---|---|---|
| **City of Johannesburg** | 3 985 785 | 48 892 | 131 845 | 30 047 | 22 651 |
| **City of Tshwane** | 33 203 | 1 911 613 | 9 325 | | 1507 |
| **Ekurhuleni** | 153 842 | 24 198 | 2 543 914 | | 9265 |
| **West Rand** | 23 310 | 1 537 | 1 686 | 505 221 | 422 |

[1] Disaggregation of weighted household survey data into an origin-destination matrix is very sensitive to sampling strategy. For transport modelling purposes, other datasets would be required to further refine this matrix.

| Origin \ Destination | City of Johannesburg | City of Tshwane | Ekurhuleni | West Rand | Sedibeng |
|---|---|---|---|---|---|
| **Sedibeng** | 17 369 | 544 | 6 118 | 1 046 | 523 123 |
| **From outside Gauteng** | 38 428 | 18 284 | 10 050 | 2 011 | 2 011 |

## 4.2. Morning peak-period trips according to purpose

Table 21 shows morning peak-period trips (from 06:00 to 09:00) according to trip purpose for GHTS2014, the 2013 National Household Travel Survey (NHTS2013), and GTS2000. Close to 90% of the morning peak-period trips reported in GHTS2014 were for work and education purposes. In percentage terms, the split of trip purposes did not change significantly from the GTS2000 proportions. It is however worth noting that the NHTS2013 reported a larger number of education and work trips for Gauteng than the GHTS2014. It is further worth noting that the total number of peak-period trips reduced from 4 700 000 in GTS2000 to 3 817 751 in GHTS2014.

Table 21: Morning peak-period trips according to purpose

| Trip purpose | GHTS2014 Number of trips | NHTS2013 Number of trips | GHTS2014 Percentage of trips | GTS2000 Percentage of trips |
|---|---|---|---|---|
| Education | 1 821 193 | 2 207 189 | 47.7% | 47.2% |
| Going to work at usual workplace | 1 486 522 | 2 766 207 | 38.9% | 31.2% |
| In the course of work, but not at usual workplace | 9 717 | - | 0.3% | 0.7% |
| Looking for work | 40 861 | - | 1.1% | - |
| Medical/health purposes | 27 294 | - | 0.7% | - |
| Other | 47 704 | - | 1.2% | 6.7% |
| Recreational | 10 495 | - | 0.3% | - |
| Shopping | 77 419 | - | 2.0% | 0.2% |
| Dropping someone off/picking someone up | 65 299 | - | 1.7% | - |
| Going home | 96 720 | - | 2.5% | 2.8% |
| Visiting friends/relatives | 38 697 | - | 1.0% | - |
| Worship | 51 294 | - | 1.3% | - |
| Visiting welfare office | 8 991 | - | 0.2% | - |
| Not given | 35 546 | - | 0.9% | - |
| **Grand Total** | **3 817 751** | | | 100.0% |
| **GTS2000** | **4 700 000** | | | |

Figure 4 shows the cumulative percentage of trips by trip departure time from 00:00 to 11:00. About 90% of departures reported on in GTS2000 occurred between 06:00 and 09:00. On the other hand, because whole-day travel was considered in GHTS2014, only 40% of the departures had been undertaken by 11:00 in the NHTS2014. In fact, whereas GTS2000 recorded 5.6 million trips per day, GHTS2014 recorded 10 million trips per day.

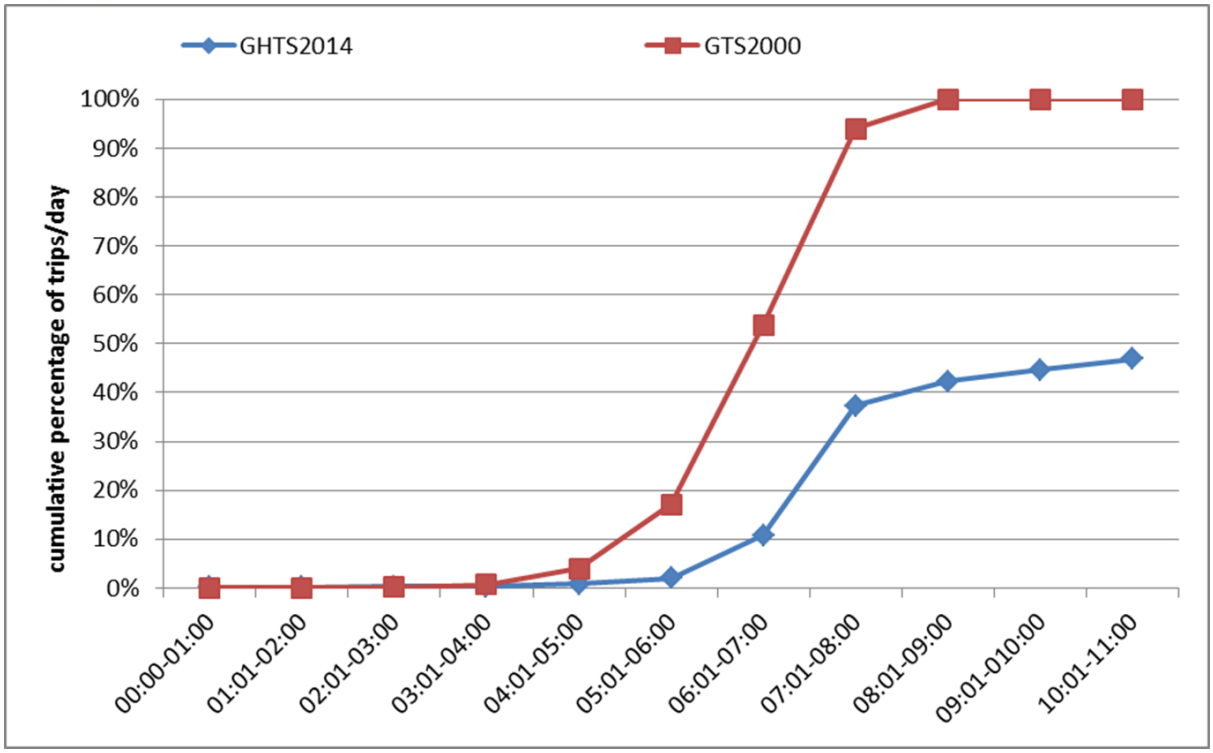


Figure 4: Cumulative percentage of trips by departure time

## 4.3. Morning peak-period trips according to mode of travel

Table 22 shows the morning peak period (06:00 - 09:00) trips by mode of travel in the province. While car and minibus taxis remained the dominant modes of travel for both GHTS2014 and GHS2000, it is worth noting that the proportion of those walking all the way reduced in 2014. In addition, buses tended to be used more for purposes of education-related trips. The proportion of trips taking place by private car also increased, and the proportion of trips taking place in the form of lift clubs was equivalent to the number of trips undertaken by train.

Table 22: Morning peak-period trips according to travel mode

| Mode of transport | GHTS2014 Number of trips | GHTS2014 % | GTS2000 % |
|---|---|---|---|
| Walk all the way | 1 299 418 | 34.0% | 37.7% |
| Bicycle | 12 609 | 0.3% | 0.6% |
| Motorcycle | 9 104 | 0.2% | 0.1% |
| School bus | 189 906 | 5.0% | - |
| Bus (BRT/Rea Vaya) | 9 611 | 0.3% | - |
| Bus (Other) | 69 151 | 1.8% | 4.3% |
| Car as a passenger | 330 518 | 8.7% | 9.8% |
| Car, as a driver | 836 717 | 21.9% | 19.0% |
| Company transport | 37 298 | 1.0% | 0.9% |
| Commuter taxi/minibus taxi | 834 388 | 21.9% | 22.4% |
| Train | 77 658 | 2.0% | 3.5% |
| Gautrain | 1 808 | 0.0% | - |
| Gautrain bus | 2 017 | 0.1% | - |

| Mode of transport | GHTS2014 Number of trips | GHTS2014 % | GTS2000 % |
|---|---|---|---|
| Lift club driver | 2 984 | 0.1% | - |
| Lift club passenger | 59 624 | 1.6% | 1.7% |
| Metered taxi | 14 248 | 0.4% | - |
| Not given | 1 075 | 0.0% | - |
| Other | 29 615 | 0.8% | - |
| **Grand Total** | **3 817 751** | **100.0%** | **100%** |

## 4.4. Mode of travel according to purpose of trip

Table 23 shows the mode of travel according to the purpose of the trip for a typical weekday in 2014. While the large proportion of trips in Gauteng were undertaken for work and education purposes, it is worth noting that buses, lift clubs and metered taxis were predominantly used for trips undertaken for education-related purposes.

Table 23: Mode of travel according to trip purpose

| Trip purpose | Bicycle | Bus | Car | Taxi/ minibus taxi | Company transport | Train | Lift club | Metered taxi | Motorcycle | Other | Walk all the way | Not given |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Education | 43% | 81% | 21% | 30% | 2% | 39% | 52% | 56% | 29% | 47% | 78% | 12% |
| Going to work at usual workplace | 53% | 16% | 62% | 52% | 92% | 45% | 40% | 34% | 65% | 35% | 13% | 54% |
| In the course of work but not at usual workplace | 1% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% |
| Looking for work | 1% | 0% | 0% | 2% | 0% | 6% | 2% | 0% | 0% | 0% | 1% | 0% |
| Medical/health purposes | 0% | 0% | 1% | 1% | 0% | 0% | 0% | 2% | 0% | 1% | 1% | 0% |
| Other | 0% | 0% | 1% | 2% | 0% | 1% | 1% | 1% | 0% | 3% | 1% | 0% |
| Recreational | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Shopping | 0% | 0% | 2% | 4% | 0% | 0% | 0% | 6% | 5% | 3% | 1% | 0% |
| Dropping someone off/ picking someone up | 2% | 0% | 5% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 1% | 0% |
| Going home | 0% | 1% | 4% | 3% | 2% | 5% | 1% | 1% | 0% | 10% | 2% | 5% |
| Visiting friends/relatives | 0% | 0% | 1% | 2% | 0% | 1% | 1% | 1% | 0% | 1% | 1% | 0% |
| Worship | 0% | 0% | 2% | 1% | 0% | 0% | 2% | 0% | 0% | 0% | 1% | 28% |
| Visiting welfare office | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Not given | 0% | 0% | 1% | 1% | 3% | 1% | 0% | 0% | 0% | 0% | 0% | 1% |
| **Grand Total** | **100%** | **100%** | **100%** | **100%** | **100%** | **100%** | **100%** | **100%** | **100%** | **100%** | **100%** | **100%** |

## 4.5. Main mode of travel to work by sub-region

Table 24 shows the main mode of travel in each sub-region for a typical weekday. There are distinct sub-regions for which above average mode use was reported in 2014. For example, while minibus taxis accounted for 24% of trips on average, almost half of the trips in the Midrand sub-region were undertaken by minibus taxi. Private cars were a popular mode of travel in sub-regions such as Pretoria East (82%), Randburg (75%) and Randfontein LM Rural (74%).

**Table 24: Mode of travel by sub-region**

| Municipality | Sub-region | Commuter taxi/minibus taxi | Walk all the way | Car | Company transport | Lift club | Bus | Train | Bicycle | Metered taxi | Motorcycle | Other | Grand Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Tshwane | Temba, Winterveld, Mabopane, Ga-rankuwa | 28% | 45% | 8% | 0% | 2% | 13% | 2% | 0% | 1% | 0% | 0% | 100% |
| | Soshanguve | 33% | 36% | 11% | 1% | 1% | 14% | 3% | 0% | 1% | 0% | 0% | 100% |
| | Akasia / Rosslyn | 13% | 7% | 69% | 0% | 1% | 8% | 1% | 2% | 0% | 0% | 0% | 100% |
| | Rooiwal | 22% | 40% | 16% | 0% | 3% | 19% | 0% | 0% | 0% | 0% | 0% | 100% |
| | Pretoria North | 4% | 12% | 73% | 1% | 1% | 6% | 1% | 2% | 0% | 1% | 0% | 100% |
| | Moot | 2% | 17% | 70% | 1% | 1% | 6% | 0% | 1% | 0% | 1% | 0% | 100% |
| | Mamelodi / Nellmapius | 37% | 33% | 11% | 0% | 2% | 8% | 6% | 0% | 3% | 0% | 0% | 100% |
| | Pretoria East | 3% | 9% | 82% | 0% | 0% | 4% | 0% | 1% | 0% | 1% | 0% | 100% |
| | Pretoria CBD | 11% | 30% | 38% | 1% | 1% | 18% | 1% | 1% | 0% | 0% | 0% | 100% |
| | Pretoria West / Atteridgeville | 32% | 21% | 22% | 1% | 2% | 16% | 5% | 0% | 0% | 0% | 0% | 100% |
| | Centurion | 13% | 18% | 59% | 1% | 3% | 4% | 1% | 1% | 0% | 1% | 0% | 100% |
| | Tshwane West Rural | 17% | 17% | 53% | 0% | 1% | 10% | 1% | 0% | 1% | 0% | 0% | 100% |
| | Nokeng Tsa Taemane LM Rural | 10% | 52% | 15% | 0% | 2% | 20% | 0% | 1% | 0% | 0% | 0% | 100% |
| | Nokeng Tsa Taemane LM Urban (Cullinan / Rayton) | 15% | 48% | 21% | 1% | 1% | 12% | 1% | 1% | 0% | 0% | 0% | 100% |
| | Kungwini LM Rural West | 7% | 15% | 63% | 0% | 2% | 12% | 0% | 0% | 0% | 0% | 0% | 100% |
| | Kungwini LM Urban (Bronkhorstspruit, Zithobeni) | 11% | 58% | 19% | 0% | 3% | 7% | 0% | 0% | 2% | 0% | 0% | 100% |
| | Kungwini LM Rural | 21% | 47% | 19% | 4% | 1% | 8% | 0% | 0% | 0% | 0% | 0% | 100% |

| Municipality | Sub-region | Commuter taxi/minibus taxi | Walk all the way | Car | Company transport | Lift club | Bus | Train | Bicycle | Metered taxi | Motorcycle | Other | Grand Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | East | | | | | | | | | | | | |
| Johannesburg | Diepsloot | 34% | 30% | 29% | 2% | 2% | 2% | 0% | 0% | 0% | 0% | 1% | 100% |
| | Midrand | 49% | 13% | 28% | 1% | 1% | 4% | 3% | 0% | 0% | 0% | 1% | 100% |
| | Alexandra/ Modderfontein | 36% | 26% | 31% | 1% | 1% | 3% | 1% | 0% | 0% | 0% | 0% | 100% |
| | Randburg | 6% | 15% | 75% | 0% | 1% | 1% | 0% | 1% | 1% | 1% | 0% | 100% |
| | Roodepoort | 11% | 19% | 62% | 1% | 2% | 4% | 0% | 0% | 0% | 0% | 0% | 100% |
| | Northcliff/Rosebank | 12% | 25% | 53% | 0% | 2% | 5% | 2% | 0% | 0% | 0% | 0% | 100% |
| | Joburg Central | 37% | 36% | 16% | 3% | 1% | 3% | 3% | 0% | 1% | 0% | 0% | 100% |
| | Joburg South | 14% | 15% | 57% | 0% | 3% | 7% | 2% | 0% | 0% | 0% | 1% | 100% |
| | Diepmeadow | 33% | 35% | 15% | 0% | 2% | 9% | 3% | 0% | 0% | 0% | 1% | 100% |
| | Soweto/Doornkop | 32% | 39% | 12% | 1% | 1% | 10% | 5% | 0% | 0% | 0% | 0% | 100% |
| | Orange Farm/Ennerdale | 23% | 46% | 12% | 1% | 1% | 8% | 8% | 0% | 0% | 0% | 0% | 100% |
| Ekurhuleni | Tembisa / Clayville | 24% | 38% | 14% | 3% | 1% | 2% | 14% | 0% | 0% | 0% | 3% | 100% |
| | Ekurhuleni Rural | 18% | 37% | 34% | 2% | 0% | 6% | 0% | 0% | 0% | 0% | 2% | 100% |
| | Kempton Park / JIA / Boksburg North | 9% | 17% | 62% | 1% | 2% | 3% | 4% | 1% | 0% | 1% | 0% | 100% |
| | Daveyton | 20% | 49% | 10% | 2% | 0% | 7% | 4% | 1% | 0% | 0% | 6% | 100% |
| | Brakpan / Benoni / Springs | 18% | 24% | 44% | 1% | 4% | 5% | 1% | 0% | 0% | 1% | 0% | 100% |
| | Kwatsaduza | 30% | 43% | 18% | 1% | 2% | 3% | 1% | 0% | 1% | 0% | 0% | 100% |
| | Germiston / Boksburg | 22% | 25% | 38% | 1% | 1% | 8% | 4% | 1% | 0% | 0% | 1% | 100% |
| | Alberton | 3% | 5% | 85% | 0% | 1% | 4% | 0% | 0% | 0% | 0% | 0% | 100% |
| | Katorus | 30% | 39% | 12% | 1% | 0% | 9% | 6% | 0% | 1% | 0% | 1% | 100% |
| Sedibeng | Lesedi LM Urban (Heidelberg / Ratanda) | 26% | 31% | 37% | 2% | 2% | 2% | 0% | 0% | 0% | 0% | 1% | 100% |
| | Lesedi LM Rural | 26% | 52% | 17% | 1% | 1% | 3% | 0% | 0% | 0% | 0% | 1% | 100% |
| | Midvaal LM Rural East | 8% | 13% | 69% | 1% | 0% | 3% | 1% | 0% | 1% | 0% | 3% | 100% |
| | Midvaal LM Rural West | 22% | 57% | 4% | 0% | 2% | 8% | 3% | 1% | 0% | 0% | 3% | 100% |
| | Emfuleni LM Urban (Evaton, VdBP, Vereeniging) | 30% | 46% | 15% | 1% | 1% | 3% | 1% | 0% | 0% | 0% | 3% | 100% |
| | Emfuleni LM Rural | 2% | 25% | 62% | 0% | 0% | 11% | 0% | 0% | 0% | 0% | 0% | 100% |

| Municipality | Sub-region | Commuter taxi/minibus taxi | Walk all the way | Car | Company transport | Lift club | Bus | Train | Bicycle | Metered taxi | Motorcycle | Other | Grand Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| West Rand | Westonaria LM | 14% | 52% | 21% | 2% | 1% | 8% | 1% | 0% | 0% | 0% | 2% | 100% |
| | Merafong LM | 16% | 43% | 18% | 7% | 1% | 11% | 0% | 0% | 0% | 0% | 4% | 100% |
| | Randfontein LM Urban | 21% | 45% | 21% | 2% | 3% | 6% | 1% | 0% | 0% | 0% | 0% | 100% |
| | Randfontein LM Rural | 8% | 8% | 74% | 3% | 0% | 8% | 0% | 0% | 0% | 0% | 0% | 100% |
| | Mogale City LM Urban (Krugersdorp, Kagiso) | 25% | 37% | 24% | 2% | 2% | 6% | 1% | 0% | 0% | 0% | 2% | 100% |
| | Mogale City LM Rural | 20% | 38% | 18% | 3% | 2% | 14% | 0% | 1% | 0% | 1% | 3% | 100% |
| | Gauteng District Management Area (Cradle of Humankind) | 11% | 50% | 10% | 0% | 3% | 27% | 0% | 0% | 0% | 0% | 0% | 100% |
| | **Total** | **24%** | **32%** | **29%** | **1%** | **1%** | **7%** | **3%** | **0%** | **0%** | **0%** | **1%** | **100%** |

## 4.6. Average total travel time for peak-period trips (one way)

Table 25 shows the average travel time for peak-period trips as reported in the province in 2014. Of all travel modes, trains had the highest average travel time (01:20:12), while motorcycles (00:31:40) and cars (00:45:03) had the lowest average travel times. The average travel time increased by 44% from 32 minutes (GTS2000) to 46 minutes (GHTS2014). Car travel in particular increased by 80% during the period 2000 and 2014.

Table 25: Average total travel time for peak-period trips (one way)

| Mode of travel | GHTS2014 Number of trips | GHTS2014 Average travel time | GTS2000 Average travel time |
|---|---|---|---|
| Car | 1 165 169 | 00:45:03 | 00:25:00 |
| Bus | 269 589 | 00:55:43 | 00:53:00 |
| Commuter taxi/minibus taxi | 832 371 | 00:59:21 | 00:49:00 |
| Company transport | 37 025 | 01:00:57 | 00:36:00 |
| Train | 81 216 | 01:20:12 | 01:13:00 |
| Lift club | 62 287 | 00:50:10 | 00:33:00 |
| Metered taxi | 14 248 | 00:48:24 | - |
| Motorcycle | 9 104 | 00:31:40 | 00:19:00 |

| | | | |
|---|---|---|---|
| Bicycle | 12 609 | 00:47:54 | 00:26:00 |
| Walk all the way | 1 293 569 | 00:33:37 | 00:23:00 |
| Not applicable | 481 | 00:15:55 | - |
| Other | 29 576 | 01:09:45 | 00:36:00 |
| **Grand Total** | **3 807 245** | **00:46:13** | 00:32:00 |

## 4.7. Walking time to access first mode of travel and reach final destination

Table 26 shows commuters' average walking time to access the first mode of public transport and to reach the final destination during the morning peak period. Trains had the longest access times while buses had the lowest access times.

Table 26: Walking time to and from nearest public transport

| Mode of transport | Number of trips | Average walking time at start (minutes) | Average walking time from trip end to destination (minutes) |
|---|---|---|---|
| **Bus** | 267 066 | 6.1 | 5.3 |
| **Commuter taxi/minibus taxi** | 789 550 | 8.7 | 7.9 |
| **Train** | 76 266 | 19.0 | 14.8 |
| **Grand Total** | **1 132 882** | **8.8** | **7.8** |

## 4.8. Public transport access times by income group

Table 27 again shows – for work trips undertaken by public transport during the morning peak period – commuters' average walking times to the first mode of public transport, as well as their average walking time to their final destination. Commuters are ranked according to the household's monthly income. Walking times as reported in 2014 tended to be lower for higher-income persons.

Table 27: Walking time before and after public transport trip by income group

| Household's monthly income | Average walking time at trip start (minutes) | Average walking time at trip end (minutes) |
|---|---|---|
| Don't know | 7.19 | 6.86 |
| R0 | 9.54 | 9.67 |
| R1-R200 | 3.98 | 3.89 |
| R201-R500 | 14.26 | 8.73 |
| R501-R1000 | 8.13 | 8.02 |
| R1001-R1500 | 11.46 | 7.82 |
| R1501-R2500 | 9.71 | 8.59 |
| R2501-R3500 | 8.36 | 8.26 |
| R3501-R4500 | 9.24 | 7.04 |
| R4501-R6000 | 7.51 | 6.72 |
| R6001-R8000 | 5.27 | 5.14 |

| Household's monthly income | Average walking time at trip start (minutes) | Average walking time at trip end (minutes) |
|---|---|---|
| R8001-R11000 | 4.89 | 4.20 |
| R11001-R16000 | 3.15 | 3.51 |
| R16001-R30000 | 2.99 | 3.22 |
| R30001+ | 1.64 | 2.23 |
| Refused to answer | 4.06 | 4.03 |
| **Average** | **5.37** | **5.06** |

## 4.9. Trips to work during peak period according to mode of public transport

Table 28 shows – for work trips during the morning peak period – access times at trip start and trip end for "branded" public transport modes. Once again people using trains (Metrorail) tended to experience the highest access times, while access times for the different brands of buses were relatively low.

Table 28: Average walking time to first mode of travel and to final destination

| Mode of travel | Average walking time at trip start (minutes) | Average walking time at trip end (minutes) |
|---|---|---|
| Bus (BRT/Rea Vaya) | 8 | 9 |
| Bus (other) | 9 | 9 |
| Commuter taxi/minibus taxi | 9 | 8 |
| Company transport | 5 | 4 |
| Gautrain | 5 | 6 |
| Gautrain bus | 7 | 6 |
| Metered taxi | 7 | 7 |
| Other | 12 | 10 |
| School bus | 6 | 5 |
| Train | 19 | 14 |
| Tshwane bus services | 7 | 5 |
| **Average** | **9** | **8** |

## 4.10. Access times for education-related trips on public transport according to household income

Table 29 shows – for education-related trips on public transport during peak-periods and for different household income groups – commuters' walking time to first public transport mode as well as their walking time at trip end. Once again, walking times tended to reduce with increased household income.

Table 29: Access times for education-related trips during peak period by household income

| Household monthly income | Average walking time at trip start (minutes) | Average walking time from trip end to destination (minutes) |
|---|---|---|
| Don't know | 5.9 | 5.7 |
| R0 | 23.2 | 25.3 |
| R1-R200 | 5.7 | 15.8 |
| R201-R500 | 8.1 | 4.5 |

| | | |
|---|---|---|
| R501-R1000 | 5.1 | 5.8 |
| R1001-R1500 | 6.8 | 5.4 |
| R1501-R2500 | 5.9 | 5.4 |
| R2501-R3500 | 5.2 | 4.6 |
| R3501-R4500 | 4.3 | 4.1 |
| R4501-R6000 | 4.0 | 3.7 |
| R6001-R8000 | 3.8 | 3.1 |
| R8001-R11000 | 4.6 | 3.4 |
| R11001-R16000 | 3.2 | 3.1 |
| R16001-R30000 | 3.0 | 2.5 |
| R30001+ | 2.1 | 2.3 |
| Refused to answer | 4.3 | 4.6 |
| **Mean** | **4.8** | **4.4** |

## 4.11. Peak-period trips for education-related purposes by public transport

Table 30 shows – for education-related trips during the morning peak period – how much time it took learners and students to access "branded" public transport modes at trip start and to reach their destination at trip end. Learners using trains tended to have the longest access times.

Table 30: Walking time for peak-period trips for education-related purposes according to mode of travel

| Mode of travel | Walking time to trip start (minutes) | Walking time from trip end to destination (minutes) |
|---|---|---|
| Train | 20 | 17 |
| Metered taxi | 5 | 8 |
| Commuter taxi/minibus taxi | 7 | 7 |
| School bus | 5 | 4 |
| Gautrain | 11 | 11 |
| Gautrain bus | 13 | 6 |
| Bus (BRT/Rea Vaya) | 17 | 13 |
| Tshwane bus services | 5 | 5 |
| Bus (other) | 6 | 5 |
| Other | 10 | 7 |
| **Mean** | **7** | **7** |

## 4.12. Departure times by trip purpose

Table 31 shows the distribution of departure times for morning peak-period trips according to the purpose of the trip. For GHTS2014, 48% peak-period trips were made between 07:00 and 07:59 in contrast to 40% in GTS2000. Apart from the decrease in the proportion of trips after 08:00, all other departure time intervals increased their share of trips from GTS2000 to GHTS2014.

Table 31: Departure times according to trip purpose

| GHTS2014 | | | | | |
|---|---|---|---|---|---|
| **Purpose of trip** | **Number of** | **Before 06:00** | **06:00 –** | **07:00 –** | **08:00 –** |

| | trips | | 06:59 | 07:59 | 09:00 |
|---|---|---|---|---|---|
| Going home | 105 853 | 9% | 28% | 40% | 23% |
| Going to work | 1 867 030 | 20% | 41% | 32% | 7% |
| Looking for work | 49 221 | 17% | 22% | 32% | 29% |
| Education | 1 849 412 | 2% | 25% | 70% | 3% |
| Shopping | 78 449 | 1% | 4% | 11% | 84% |
| Visiting friends/relatives | 40 386 | 4% | 11% | 21% | 64% |
| Medical/health purposes | 32 014 | 15% | 31% | 26% | 28% |
| Visiting welfare offices | 9 523 | 9% | 5% | 54% | 32% |
| Giving someone a ride | 67 300 | 3% | 24% | 60% | 13% |
| Other | 180 280 | 7% | 18% | 28% | 46% |
| **Total** | **4 279 470** | **11%** | **31%** | **48%** | **10%** |
| **GTS2000** | | | | | |
| **Purpose of trip** | **Number of trips** | **Before 06:00** | **06:00 – 06:59** | **07:00 – 07:59** | **08:00 – 09:00** |
| Going home | 146 133 | 3.7% | 14.7% | 50.0% | 31.4% |
| Going to work | 1 988 938 | 20% | 39.9% | 33.4% | 6.2% |
| Part of work | 40 079 | 12.9% | 20.8% | 26.8% | 39.2% |
| Education | 2 415 377 | 1.1% | 17.3% | 78.6% | 3.1% |
| Serve passenger | 277 602 | 1.4% | 27.4% | 64.7% | 6.5% |
| Going shopping | 224 235 | 1.3% | 4.9% | 18.6% | 75.2% |
| Walking, jogging, cycling | 9 037 | 9.6% | 19.0% | 31.1% | 40.3% |
| Social or recreational purposes | 72 187 | 1.8% | 9.1% | 29.1% | 59.8% |
| Other | 392 275 | 13.1% | 36.0% | 29.8% | 21.2% |
| **Total** | **5 565 863** | **7.2%** | **21.0%** | **40.2%** | **31.4%** |

## 4.13. Trip departure times by income group

Table 32 shows morning peak-period departure times according to household income. Higher-income groups tended to travel earlier than 06:00 while lower income groups travelled later than 07:00.

Table 32: Departure time by income groups

| Income group | Number of trips | Before 06:00 | 06:00 – 06:59 | 07:00 – 07:59 | 08:00 – 09:00 |
|---|---|---|---|---|---|
| **Don't know** | 311 437 | 11% | 33% | 49% | 7% |
| **R0** | 18 818 | 6% | 18% | 59% | 17% |
| **R1-R200** | 9 958 | 1% | 22% | 62% | 15% |
| **R201-R500** | 85 012 | 7% | 27% | 52% | 14% |
| **R501-R1000** | 209 956 | 5% | 18% | 68% | 9% |
| **R1001-R1500** | 308 050 | 6% | 25% | 57% | 12% |
| **R1501-R2500** | 344 090 | 9% | 28% | 53% | 10% |
| **R2501-R3500** | 330 192 | 16% | 29% | 47% | 9% |
| **R3501-R4500** | 302 598 | 15% | 34% | 42% | 9% |

| Income group | Number of trips | Before 06:00 | 06:00 – 06:59 | 07:00 – 07:59 | 08:00 – 09:00 |
|---|---|---|---|---|---|
| **R4501-R6000** | 324 248 | 17% | 32% | 44% | 8% |
| **R6001-R8000** | 294 644 | 15% | 33% | 45% | 8% |
| **R8001-R11000** | 280 799 | 16% | 33% | 43% | 9% |
| **R11001-R16000** | 276 964 | 11% | 39% | 43% | 8% |
| **R16001-R30000** | 320 148 | 8% | 36% | 44% | 11% |
| **R30001+** | 232 803 | 4% | 35% | 49% | 12% |
| **Refused to answer** | 629 753 | 9% | 31% | 49% | 10% |
| **Grand Total** | **4 279 470** | **11%** | **31%** | **48%** | **10%** |

## 4.14. Days per week worked according to household income

Table 33 shows the number of days that commuters worked per week by household income. Two-thirds of the workers worked for five days a week. Generally, the number of days worked per week did not seem to be influenced greatly by household income.

Table 33: Days worked per week by household income

| | | Number of days worked per week | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Household income** | **Number of trips** | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| **Refused to answer** | **521 539** | 0.0% | 0.8% | 3.4% | 4.5% | 70.4% | 14.7% | 6.3% |
| **Don't know** | **219 473** | 0.0% | 0.8% | 3.1% | 2.7% | 69.6% | 14.3% | 9.5% |
| **R0** | **20 727** | 0.0% | 0.0% | 6.6% | 2.6% | 68.2% | 13.2% | 9.5% |
| **R1-R200** | **7 203** | 0.0% | 0.0% | 0.0% | 0.4% | 83.2% | 7.7% | 8.8% |
| **R201-R500** | **58 954** | 0.0% | 0.1% | 1.8% | 8.0% | 65.0% | 20.4% | 4.7% |
| **R501-R1000** | **147 732** | 0.1% | 0.3% | 4.2% | 5.0% | 71.8% | 13.0% | 5.7% |
| **R1001-R1500** | **222 700** | 0.4% | 2.4% | 3.4% | 6.4% | 61.8% | 17.7% | 7.9% |
| **R1501-R2500** | **271 935** | 0.2% | 2.3% | 4.4% | 4.8% | 66.2% | 16.0% | 6.2% |
| **R2501-R3500** | **255 952** | 0.7% | 1.3% | 2.3% | 5.8% | 67.1% | 13.6% | 9.3% |
| **R3501-R4500** | **238 317** | 0.0% | 1.7% | 4.0% | 4.0% | 68.8% | 16.0% | 5.5% |
| **R4501-R6000** | **239 198** | 0.3% | 0.9% | 5.2% | 5.7% | 67.7% | 12.9% | 7.2% |
| **R6001-R8000** | **212 799** | 0.1% | 1.5% | 2.9% | 5.8% | 65.9% | 16.6% | 7.3% |
| **R8001-R11000** | **199 116** | 1.1% | 1.1% | 2.6% | 4.3% | 68.7% | 13.0% | 9.1% |
| **R11001-R16000** | **195 381** | 0.1% | 0.1% | 3.4% | 4.3% | 65.6% | 15.3% | 11.1% |
| **R16001-R30000** | **246 439** | 0.8% | 0.5% | 1.7% | 4.0% | 71.0% | 12.5% | 9.5% |
| **R30001+** | **207 991** | 1.1% | 1.0% | 2.4% | 3.5% | 77.6% | 9.7% | 4.8% |
| **Grand Total** | **3 265 457** | 0.3% | 1.1% | 3.3% | 4.7% | 68.7% | 14.5% | 7.5% |

## 4.15. Average number of trips per household by income group

Table 34 shows the average number of trips – for various purposes – that were made during the morning peak period per household and by income group. The average number of trips per household increased with increased income for all trip purposes except for educational purposes. The latter remained fairly constant with increased income.

Table 34: Average number of trips per household by income group

| Household income | Average number of trips | Going home | Going to work | Going to school/education | Shopping | Other |
|---|---|---|---|---|---|---|
| Don't know | 1.28 | 0.02 | 0.54 | 0.63 | 0.02 | 0.08 |
| R0 | 0.33 | 0.00 | 0.04 | 0.23 | 0.01 | 0.05 |
| R1-R200 | 0.41 | 0.01 | 0.07 | 0.21 | 0.02 | 0.09 |
| R201-R500 | 0.50 | 0.01 | 0.04 | 0.34 | 0.02 | 0.09 |
| R501-R1000 | 0.79 | 0.02 | 0.08 | 0.58 | 0.02 | 0.09 |
| R1001-R1500 | 0.66 | 0.01 | 0.11 | 0.44 | 0.02 | 0.08 |
| R1501-R2500 | 0.75 | 0.01 | 0.19 | 0.46 | 0.02 | 0.07 |
| R2501-R3500 | 0.80 | 0.03 | 0.26 | 0.42 | 0.02 | 0.08 |
| R3501-R4500 | 0.86 | 0.03 | 0.32 | 0.43 | 0.02 | 0.06 |
| R4501-R6000 | 1.01 | 0.02 | 0.39 | 0.50 | 0.03 | 0.07 |
| R6001-R8000 | 1.10 | 0.03 | 0.50 | 0.48 | 0.02 | 0.07 |
| R8001-R11000 | 1.18 | 0.03 | 0.58 | 0.46 | 0.02 | 0.09 |
| R11001-R16000 | 1.51 | 0.05 | 0.77 | 0.59 | 0.01 | 0.09 |
| R16001-R30000 | 1.73 | 0.07 | 0.91 | 0.55 | 0.03 | 0.17 |
| R30001+ | 2.14 | 0.04 | 1.31 | 0.58 | 0.03 | 0.17 |
| Refused to answer | 1.01 | 0.03 | 0.50 | 0.39 | 0.02 | 0.07 |
| **Grand Total** | 0.98 | 0.02 | 0.38 | 0.47 | 0.02 | 0.08 |

## 4.16. Average trip generation rates per household and sub-region

Table 35 shows the average household trip generation rates by sub-region in 2014. The trip generation rate for the entire province was 0.98 trips per household per day. Most of the trips were for work or education purposes.

Table 35: Average trip generation rates per household and sub-region

| Municipality | Sub-region | Number of households | All trips | Going home | Work | Part of work | Education | Shop | Other |
|---|---|---|---|---|---|---|---|---|---|
| Johannesburg | Diepsloot | 79 357 | 1.05 | 0.06 | 0.46 | 0.00 | 0.38 | 0.02 | 0.12 |
| | Midrand | 127 323 | 0.94 | 0.01 | 0.44 | 0.00 | 0.25 | 0.11 | 0.13 |
| | Alexandra/ Modderfontein | 75 978 | 1.15 | 0.05 | 0.51 | 0.00 | 0.38 | 0.04 | 0.16 |
| | Randburg | 100 354 | 0.77 | 0.03 | 0.43 | 0.00 | 0.18 | 0.03 | 0.10 |
| | Roodepoort | 124 986 | 1.24 | 0.04 | 0.66 | 0.00 | 0.38 | 0.05 | 0.12 |
| | Northcliff/Roseban k | 79 612 | 1.11 | 0.05 | 0.52 | 0.00 | 0.35 | 0.03 | 0.15 |
| | Joburg Central | 107 983 | 0.65 | 0.04 | 0.35 | 0.00 | 0.18 | 0.02 | 0.07 |
| | Joburg South | 90 476 | 1.30 | 0.04 | 0.61 | 0.00 | 0.43 | 0.02 | 0.19 |

| Municipality | Sub-region | Number of households | All trips | Going home | Work | Part of work | Education | Shop | Other |
|---|---|---|---|---|---|---|---|---|---|
| | Diepmeadow | 207 807 | 0.62 | 0.03 | 0.19 | 0.00 | 0.29 | 0.02 | 0.10 |
| | Soweto/Doornkop | 301 449 | 1.05 | 0.03 | 0.26 | 0.00 | 0.55 | 0.02 | 0.19 |
| | Orange Farm/Ennerdale | 143 246 | 1.24 | 0.04 | 0.28 | 0.00 | 0.73 | 0.04 | 0.15 |
| Tshwane | Temba, Winterveld, Mabopane, Ga-rankuwa | 183 992 | 0.68 | 0.01 | 0.17 | 0.00 | 0.45 | 0.01 | 0.03 |
| | Soshanguve | 157 639 | 0.88 | 0.02 | 0.21 | 0.00 | 0.58 | 0.02 | 0.05 |
| | Akasia / Rosslyn | 12 260 | 1.35 | 0.05 | 0.68 | 0.01 | 0.56 | 0.01 | 0.04 |
| | Rooiwal | 11 314 | 0.73 | 0.01 | 0.25 | 0.01 | 0.44 | 0.01 | 0.02 |
| | Pretoria North | 22 102 | 1.61 | 0.04 | 0.84 | 0.01 | 0.64 | 0.01 | 0.07 |
| | Moot | 33 791 | 1.98 | 0.08 | 1.07 | 0.01 | 0.71 | 0.02 | 0.10 |
| | Mamelodi / Nellmapius | 166 542 | 0.78 | 0.00 | 0.30 | 0.00 | 0.44 | 0.00 | 0.03 |
| | Pretoria East | 56 222 | 1.53 | 0.03 | 0.89 | 0.01 | 0.52 | 0.01 | 0.08 |
| | Pretoria CBD | 2 239 | 0.95 | 0.03 | 0.56 | 0.00 | 0.36 | 0.00 | 0.00 |
| | Pretoria West / Atteridgeville | 84 291 | 0.97 | 0.01 | 0.41 | 0.00 | 0.51 | 0.00 | 0.03 |
| | Centurion | 77 770 | 1.11 | 0.02 | 0.61 | 0.01 | 0.42 | 0.01 | 0.04 |
| | Tshwane West Rural | 5 887 | 0.75 | 0.03 | 0.44 | 0.00 | 0.26 | 0.00 | 0.03 |
| | Nokeng Tsa Taemane LM Rural | 15 970 | 0.82 | 0.01 | 0.29 | 0.00 | 0.51 | 0.00 | 0.01 |
| | Nokeng Tsa Taemane LM Urban (Cullinan / Rayton) | 12 897 | 1.18 | 0.01 | 0.46 | 0.00 | 0.70 | 0.00 | 0.00 |
| | Kungwini LM Rural West | 14 995 | 0.96 | 0.04 | 0.42 | 0.01 | 0.42 | 0.07 | 0.07 |
| | Kungwini LM Urban (Bronkhorstspruit, Zithobeni) | 14 029 | 0.74 | 0.00 | 0.26 | 0.00 | 0.48 | 0.00 | 0.01 |
| | Kungwini LM Rural East | 28 796 | 0.75 | 0.01 | 0.22 | 0.00 | 0.51 | 0.01 | 0.01 |
| Ekurhuleni | Tembisa / Clayville | 118 276 | 1.10 | 0.02 | 0.41 | 0.00 | 0.60 | 0.01 | 0.06 |
| | Ekurhuleni Rural | 41 843 | 0.79 | 0.01 | 0.30 | 0.00 | 0.43 | 0.01 | 0.05 |
| | Kempton Park / JIA / Boksburg North | 165 112 | 1.43 | 0.04 | 0.81 | 0.00 | 0.47 | 0.01 | 0.08 |
| | Daveyton | 79 422 | 0.95 | 0.02 | 0.18 | 0.00 | 0.68 | 0.01 | 0.06 |
| | Brakpan / Benoni / Springs | 73 344 | 0.98 | 0.01 | 0.55 | 0.00 | 0.38 | 0.01 | 0.03 |
| | Kwatsaduza | 160 902 | 1.01 | 0.02 | 0.31 | 0.00 | 0.54 | 0.02 | 0.11 |
| | Germiston / Boksburg | 102 912 | 1.10 | 0.02 | 0.48 | 0.00 | 0.51 | 0.03 | 0.07 |
| | Alberton | 27 913 | 0.97 | 0.02 | 0.62 | 0.00 | 0.26 | 0.01 | 0.06 |
| | Katorus | 244 528 | 0.98 | 0.01 | 0.28 | 0.00 | 0.64 | 0.00 | 0.04 |

| Municipality | Sub-region | Number of households | All trips | Going home | Work | Part of work | Education | Shop | Other |
|---|---|---|---|---|---|---|---|---|---|
| Sedibeng | | 302 712 | 0.75 | 0.02 | 0.24 | 0.01 | 0.41 | 0.02 | 0.05 |
| | Lesedi LM Urban (Heidelberg / Ratanda) | 15 262 | 0.97 | 0.05 | 0.45 | 0.02 | 0.35 | 0.02 | 0.07 |
| | Lesedi LM Rural | 18 840 | 1.02 | 0.06 | 0.32 | 0.01 | 0.48 | 0.04 | 0.12 |
| | Midvaal LM Rural East | 15 909 | 1.30 | 0.06 | 0.67 | 0.03 | 0.35 | 0.04 | 0.16 |
| | Midvaal LM Rural West | 14 381 | 0.96 | 0.06 | 0.21 | 0.02 | 0.54 | 0.05 | 0.09 |
| | Emfuleni LM Urban (Evaton, VdBP, Vereeniging) | 234 602 | 0.66 | 0.01 | 0.20 | 0.01 | 0.40 | 0.01 | 0.03 |
| | Emfuleni LM Rural | 3 717 | 0.56 | 0.00 | 0.35 | 0.00 | 0.14 | 0.02 | 0.05 |
| West Rand | Westonaria LM | 36 948 | 0.82 | 0.01 | 0.22 | 0.00 | 0.51 | 0.02 | 0.07 |
| | Merafong LM | 60 373 | 0.68 | 0.00 | 0.21 | 0.01 | 0.43 | 0.00 | 0.02 |
| | Randfontein LM Urban | 38 640 | 0.74 | 0.00 | 0.26 | 0.00 | 0.45 | 0.02 | 0.01 |
| | Randfontein LM Rural | 5 214 | 0.59 | 0.02 | 0.33 | 0.00 | 0.22 | 0.00 | 0.02 |
| | Mogale City LM Urban (Krugersdorp, Kagiso) | 90 756 | 1.06 | 0.01 | 0.44 | 0.02 | 0.52 | 0.01 | 0.05 |
| | Mogale City LM Rural | 21 681 | 1.13 | 0.02 | 0.54 | 0.03 | 0.46 | 0.01 | 0.07 |
| | Gauteng District Management Area (Cradle of Humankind) | 873 | 1.46 | 0.00 | 0.64 | 0.00 | 0.82 | 0.00 | 0.00 |
| | **Grand Total** | **3 910 754** | **0.98** | **0.02** | **0.38** | **0.00** | **0.47** | **0.02** | **0.08** |

# 5. USE OF AND ATTITUDES TOWARDS PUBLIC TRANSPORT SERVICES

## 5.1. Usage of buses

### 5.1.1. Satisfaction with buses

Table 36 shows bus users' overall levels of satisfaction with bus services in the province in 2014. Bus users were generally more satisfied (satisfied/very satisfied) (63%) than dissatisfied (dissatisfied/very dissatisfied) (22%) with the available bus services. However, the main attributes of bus services with which users were dissatisfied were the following:

- Levels of crowding on the bus
- Service frequency during peak and off-peak times
- Facilities at bus stops and ranks

Table 36: Satisfaction with bus service

| Attributes of bus service | Very dissatisfied | Dissatisfied | Neither satisfied nor dissatisfied | Satisfied | Very satisfied |
|---|---|---|---|---|---|
| Distance of bus stop from home | 6% | 15% | 7% | 48% | 25% |
| Distance of bus stop from work | 6% | 16% | 16% | 43% | 20% |
| Travel time in bus | 5% | 17% | 12% | 48% | 18% |
| Security during walk to bus | 6% | 18% | 13% | 46% | 16% |
| Security at bus ranks and stops | 7% | 20% | 13% | 45% | 15% |
| Security on the bus | 4% | 14% | 12% | 53% | 17% |
| Levels of crowding on the bus | 14% | 25% | 9% | 37% | 14% |
| Safety from bus accidents | 6% | 17% | 18% | 45% | 15% |
| Peak-period frequency of buses | 8% | 22% | 16% | 41% | 13% |
| Off-peak frequency of buses | 10% | 22% | 20% | 36% | 12% |
| Punctuality of buses | 10% | 22% | 12% | 40% | 16% |
| Bus fares | 9% | 18% | 10% | 45% | 18% |
| Facilities at bus stops and ranks | 10% | 21% | 17% | 37% | 14% |
| Roadworthiness of buses | 7% | 14% | 15% | 47% | 17% |
| Behaviour of bus drivers | 6% | 12% | 13% | 49% | 20% |
| **Overall quality of bus service** | **6%** | **16%** | **16%** | **46%** | **17%** |

## 5.2. Importance of attributes of bus services

Table 37 shows the importance of the bus service attributes as rated by respondents in 2014. They considered the following attributes of bus services as very important:

- Roadworthiness of buses
- Safety from bus accidents
- Levels of crowding on the bus
- Punctuality of buses
- Overall quality of bus service
- Bus fares

Table 37: Rating of attributes of bus service

| Attributes of bus service | Not important | Important | Very important |
|---|---|---|---|
| Distance of bus stop from home | 5.3% | 36.3% | 58.4% |
| Distance of bus stop from work | 7.4% | 37.5% | 55.1% |
| Travel time in bus | 3.2% | 38.9% | 57.9% |
| Security during walk to bus | 4.5% | 42.1% | 53.4% |
| Security at bus ranks and stops | 3.8% | 38.9% | 57.3% |
| Security on the bus | 6.1% | 40.4% | 53.4% |
| Levels of crowding on the bus | 4.1% | 32.7% | 63.3% |
| Safety from bus accidents | 2.6% | 31.8% | 65.6% |
| Peak-period frequency of buses | 4.0% | 37.7% | 58.3% |
| Off-peak frequency of buses | 6.5% | 43.4% | 50.1% |
| Punctuality of buses | 3.2% | 33.7% | 63.2% |
| Bus fares | 3.1% | 35.6% | 61.3% |
| Facilities at stops and ranks | 3.9% | 40.4% | 55.8% |

| | | | |
|---|---|---|---|
| Roadworthiness of buses | 2.9% | 28.9% | 68.2% |
| Behaviour of bus drivers | 3.8% | 36.6% | 59.6% |
| **Overall quality of bus service** | **2.8%** | **35.5%** | **61.6%** |

## 5.3. Reasons for not using buses

Table 38 shows the reasons that respondents disclosed for not using bus services in the province. The reasons that they mentioned more often were the following:

- Bus is not available at all
- Prefer taxi
- Prefer private transport
- Buses do not go where needed
- Bus is not available often enough

Table 38: Reasons for not using a bus service

| Reasons for not using buses | % |
|---|---|
| Prefer taxi | 13% |
| No bus available at all | 28% |
| Prefer private transport | 11% |
| Buses don't go where needed | 6% |
| No knowledge of timetable and routes | 5% |
| Bus stop too far from home | 4% |
| Other | 4% |
| Bus not available often enough | 6% |
| Bus not available at the right times | 5% |
| Can walk | 3% |
| Bus too crowded | 2% |
| Travel time too long/too slow | 3% |
| Bus stop too far from destination | 2% |
| Bus always late | 2% |
| Bus too expensive | 2% |
| Prefer train | 2% |
| Too much crime (Too dangerous) | 1% |
| Too many accidents | 1% |
| Have to change transport (transfer) | 1% |

## 5.4. Usage of minibus taxis

### 5.4.1. Satisfaction with minibus taxis

Table 39 shows minibus taxi users' levels of satisfaction with taxis in the province in 2014. Minibus taxi users were slightly more satisfied (total of 41%) than dissatisfied (total of 39%) with the service. Key attributes that emerged in respect of which users expressed dissatisfaction (dissatisfied and very dissatisfied) were the following:

- Behaviour of taxi drivers

- Roadworthiness of taxis
- Safety from accidents

Table 39: Satisfaction with taxi service

| Attributes of taxi service | Very dissatisfied | Dissatisfied | Neither satisfied nor dissatisfied | Satisfied | Very satisfied |
|---|---|---|---|---|---|
| Distance of taxi service from home | 8% | 19% | 8% | 45% | 20% |
| Distance of taxi service from work | 7% | 18% | 20% | 43% | 13% |
| Travel time in taxi | 6% | 18% | 12% | 50% | 14% |
| Security during walk to taxi | 9% | 25% | 15% | 40% | 11% |
| Security at taxi ranks and stops | 9% | 26% | 16% | 39% | 10% |
| Security in the taxi | 5% | 12% | 10% | 66% | 6% |
| Levels of crowding on the taxi | 13% | 25% | 15% | 37% | 9% |
| Safety from taxi accidents | 15% | 29% | 22% | 27% | 7% |
| Peak-period frequency of taxis | 9% | 22% | 17% | 41% | 11% |
| Off-peak frequency of taxis | 9% | 22% | 19% | 40% | 10% |
| Punctuality of taxis | 12% | 24% | 12% | 41% | 11% |
| Taxi fares | 12% | 17% | 6% | 60% | 5% |
| Facilities at stops and ranks | 7% | 16% | 11% | 61% | 5% |
| Roadworthiness of taxis | 17% | 28% | 19% | 28% | 8% |
| Behaviour of taxi drivers | 21% | 25% | 20% | 27% | 7% |
| **Taxi service overall** | **15%** | **24%** | **20%** | **33%** | **8%** |

### 5.4.2. Importance of attributes of taxi services

Table 40 shows the importance of service attributes as rated by minibus taxi users. The following attributes seemed to stand out:

- Roadworthiness of taxis
- Safety from taxi accidents
- Behaviour of taxi drivers
- Taxi fares

Table 40: Important attributes of a taxi service

| Attributes of taxi service | Not important | Important | Very important |
|---|---|---|---|
| Distance of taxi stop from home | 4.8% | 40.4% | 54.9% |
| Distance of taxi stop from work | 8.6% | 45.7% | 45.6% |
| Travel time in taxi | 4.3% | 46.8% | 48.9% |
| Security during walk to taxi | 4.3% | 43.3% | 52.4% |
| Security at taxi ranks and stops | 3.9% | 41.9% | 54.1% |
| Security on the taxi | 5.8% | 42.1% | 52.1% |
| Levels of crowding on the taxi | 5.3% | 40.6% | 54.1% |

| Attributes of taxi service | Not important | Important | Very important |
|---|---|---|---|
| Safety from taxi accidents | 2.1% | 35.7% | 62.2% |
| Peak-period frequency of taxis | 6.3% | 45.9% | 47.8% |
| Off-peak frequency of taxis | 8.9% | 49.6% | 41.5% |
| Punctuality of taxis | 4.3% | 45.2% | 50.5% |
| Taxi fares | 3.0% | 37.9% | 59.1% |
| Facilities at stops and ranks | 4.9% | 44.3% | 50.8% |
| Roadworthiness of taxis | 2.0% | 32.9% | 65.1% |
| Behaviour of taxi drivers | 3.0% | 36.1% | 60.9% |
| **Taxi service overall** | **2.0%** | **38.2%** | **59.7%** |

### 5.4.3. Reasons for not using taxis

Table 41 shows the reasons that respondents disclosed for not using minibus taxis. Two reasons seemed to stand out:

- Prefer using private transport
- Taxi service too expensive

**Table 41: Reasons for not using a taxi**

| Reasons for not using taxis | % |
|---|---|
| Prefer private transport | 33.8% |
| Taxi too expensive | 10.8% |
| No taxi available at all | 7.9% |
| Other | 5.7% |
| Drivers drive recklessly | 4.6% |
| Too much crime (too dangerous) | 3.9% |
| Drivers are rude | 3.9% |
| Taxis too crowded | 3.5% |
| Taxis not available often enough | 3.2% |
| Have to pay cash | 3.2% |
| Taxis don't go where needed | 3.2% |
| Have to wait for too long for/in taxi | 3.0% |
| Too much violence/taxi wars | 2.4% |
| Taxis not roadworthy | 2.3% |
| Taxis not available at the right times | 2.0% |
| Too many accidents | 1.9% |
| Taxis too far from home | 1.9% |
| Travel time too long/too slow | 1.8% |
| Prefer bus | 1.3% |
| **Grand Total** | **100%** |

## 5.5. Usage of trains

### 5.5.1. Satisfaction with trains

Table 42 presents the satisfaction rating of train services by train users in 2014. Train users were generally more dissatisfied (dissatisfied/very dissatisfied) (42%) than satisfied (satisfied/very satisfied) (37%) with train services. Users seemed to be particularly dissatisfied with the following service attributes:

- Levels of crowding on the trains
- Punctuality of trains
- Distance of stations from home
- Frequency of train services

**Table 42: Satisfaction with train service**

| Attributes of train services | Very dissatisfied | Dissatisfied | Neither satisfied nor dissatisfied | Satisfied | Very satisfied |
|---|---|---|---|---|---|
| Distance of station from home | 22% | 27% | 7% | 30% | 14% |
| Distance of station from work | 15% | 27% | 21% | 29% | 9% |
| Travel time in train | 20% | 30% | 14% | 29% | 7% |
| Security during walk to station | 15% | 30% | 13% | 33% | 9% |
| Security at stations | 12% | 23% | 14% | 41% | 11% |
| Security on the train | 18% | 29% | 13% | 31% | 8% |
| Levels of crowding in the train | 39% | 31% | 11% | 14% | 4% |
| Safety from train accidents | 9% | 18% | 19% | 42% | 11% |
| Peak-period frequency of trains | 16% | 29% | 19% | 28% | 7% |
| Off-peak frequency of trains | 18% | 31% | 20% | 24% | 7% |
| Punctuality of trains | 30% | 29% | 15% | 19% | 6% |
| Train fares | 7% | 12% | 9% | 48% | 25% |
| Facilities at stations | 9% | 17% | 18% | 45% | 11% |
| **Train service overall** | **16%** | **21%** | **21%** | **34%** | **8%** |

### 5.5.2. Importance of train service attributes

Table 43 shows the importance of train service attributes as expressed and rated by train users. Attributes that particularly stood out in this regard were the following:

- Punctuality of a train services
- Levels of crowding on trains
- Distance of station from home
- Security on the trains

**Table 43: Important attributes for a train service**

| Attributes | Not important | Important | Very important |
|---|---|---|---|
| Distance of station from home | 4.0% | 32.8% | 63.3% |
| Distance of station from work | 6.4% | 40.2% | 53.4% |

| Attributes | Not important | Important | Very important |
|---|---|---|---|
| Travel time in train | 4.3% | 38.1% | 57.5% |
| Security on walk to station | 4.7% | 36.2% | 59.0% |
| Security at stations | 4.8% | 35.2% | 60.0% |
| Security on the train | 4.8% | 32.5% | 62.8% |
| Level of crowding in the train | 5.8% | 30.7% | 63.5% |
| Safety from train accidents | 4.2% | 37.5% | 58.2% |
| Peak-period frequency of trains | 5.7% | 41.8% | 52.5% |
| Off-peak frequency of trains | 8.1% | 49.1% | 42.8% |
| Punctuality of trains | 0.9% | 90.9% | 8.2% |
| Train fares | 9.8% | 41.0% | 49.2% |
| Facilities at stations | 7.8% | 45.6% | 46.6% |
| **Train service overall** | **4.6%** | **35.0%** | **60.4%** |

### 5.5.3. Reasons for not using trains

Table 44 presents reasons disclosed by respondents why they did not use trains. The following reason was found to be most important:

- No train available at all

Table 44: Reasons for not using train service

| Reasons for not using trains | % |
|---|---|
| No train available at all | 37.87% |
| Other | 9.79% |
| Station too far from home | 8.85% |
| Prefer private transport | 7.29% |
| Prefer taxi | 6.85% |
| Too much crime (too dangerous) | 5.49% |
| Trains too crowded | 5.41% |
| Trains don't go where needed | 4.67% |
| Travel time to long/too slow | 3.65% |
| Trains not available often enough | 2.51% |
| Trains not available at the right times | 1.95% |
| No knowledge of timetable and routes | 1.67% |
| Station too far from destination | 1.67% |
| Can walk | 1.06% |
| Train too expensive | 0.77% |
| Have to change transport (transfer) | 0.49% |
| **Grand Total** | **100.00%** |

# 6. CONCLUSIONS

This report provides a summary of basic information that was obtained from the 2014 Gauteng Household Travel Survey (GHTS2014). The information presented here included travel patterns, trip characteristics and attitudes of users and potential users of various transport services. Much more detailed information may be extracted from the data collected and can be used for transport planning purposes. However, future work would need to be tailored to address specific transport requirements and shortcomings, as were revealed by the 2014 survey.

The following findings are worth noting:

- Household sizes are gradually declining.
- Zero car owning households on the increase. Also, households with no driver's licence increased.
- Proportion of household income spent on public transport increased significantly.
- Low capacity modes are absorbing increased demand.
- Proportion of trips by private car is on the increase.
- Household trip generation rates reduced significantly.
- Average travel time increased markedly.
- Walking still the most predominant mode of travel.
- Access time to public transport did not change significantly.
- A third of workers do not work the usual 5 days a week.
- There is a large latent demand for public transport. The main reason for not using higher capacity public transport modes is that the modes are not accessible.
- Travel demand is travel time elastic.
- Ekurhuleni-Johannesburg corridor has the largest inter-municipal travel demand.