

Report on Trends in Passenger Transport in South Africa

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Preface

The Bank aims to provide information that assists in determining the status of transport in South Africa, information which will enable planning authorities to formulate plans and strategies to address problems of poverty, immobility and poor access to activities and services. The data in this report can be effectively employed to gauge prevailing transport conditions in South Africa and to serve as base data for strategic planning purposes.

In order to provide some level of trend information the data were drawn from two sources, namely, the Statistics SA October Household Surveys (OHS) of the mid-and late-1990s on the one hand, and the Department of Transport (DoT) National Household Travel Survey (NHTS) of 2003 on the other. It is hoped that the DoT will continue to survey passenger travel habits at regular intervals in the future, using the same survey instrument and household samples and within the same geographic context (provinces, municipalities and strategic planning zones). On account of the importance of transport to the economic growth of South Africa it is imperative that accurate trend information should be available, to facilitate strategic planning

Over the past two decades, transport infrastructure and services have experienced minimal extension and investment in new infrastructure, facilities and rolling stock. This together with the failure to adequately maintain infrastructure and replace aged rolling stock, has meant that the quality of the transport system has declined. Whilst this trend is being reversed to some extent by infrastructure investment programmes the Development Bank of Southern Africa is concerned that South Africa and the SADC region should be connected by means of sustainable transport systems and services. The implications of unsustainable, congested and deteriorating systems and services, both on the potential for economic growth and the choices of freight hauliers and passengers, will have long-term consequences for the international competitiveness of South Africa and the region.

This publication has been produced to provide information about trends and the current status of passenger transport in the provinces, metropolitan, urban and rural parts of South Africa. It has hitherto been difficult to obtain good-quality information about transport movements, because of the dynamic nature of traffic and travel and because of the numerous boundary changes which have occurred over the past two decades. The latter, in particular, has hampered efforts to obtain reliable information about the changing market shares of the transport modes or about trends in overall travel times. Accordingly, previous DBSA information outputs, such as the 'Infrastructure Barometer 2006' have contained a paucity of information about transport. The DBSA has not been alone in facing this problem, for example, the SA Cities Network; Statistical Almanac contains very little information on passenger transport in the cities. The DBSA has commissioned the research upon which this paper is based, in order to provide some strategic information on passenger transport in order to fill the gap.

Dr Snowy Khoza

Executive Manager: Research and Information Division

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1. BACKGROUND

1.1 Purpose

The purpose of this document is to provide information on travel behaviour and the transport experience of South African transport users. The DBSA already holds a number of datasets which are useful in comparing the relative developmental perspective of each province. The results of this study will complement the existing datasets which have relatively poor information with respect to transport.

The data for South Africa as a whole has been disaggregated to the nine provinces as well as the six metropolitan municipalities. In Appendix B the 2003 tables also cover the metropolitan, urban and rural components within each province.

1.2 Data Sources

The data sources used for the trend analysis were the following:

1. Statistics South Africa: October Household Survey (OHS), 1995, 1996, 1997. The 1995 OHS was linked to the Stats SA Income and Expenditure Survey (IES) of 1995 and thus provides information on household income which can be compared with other data sources, such as the 2000 IES and the 2001 Census. In 1996 the OHS survey was conducted in November rather than October because enumeration for the 1996 census was taking place at that time. For various reasons, only 16 000 households were visited in 1 600 enumerator areas (EA's). In the other Surveys in 1995 and 1997, conducted in October, the samples included 30 000 households.

The sampling procedures used by Stats SA, generally involved stratification by province and EA type. Independent, systematic samples of EA's were drawn for each stratum within each province. The smaller provinces were given a disproportionately larger number of EA's.

For the 1996 OHS, altogether 800 EA's were drawn. An EA on either side of the sampled EA was visited (east and west) and within these, systematic sampling was applied to select 10 households to visit. Thus 1 600 EA's were identified and sampled. The 1996 OHS was weighted to the population census of October 1996. The other OHS and IES surveys used the same method, although having larger

samples. The slight differences between the 1996 population census and the 1996 and 1997 OHS fall within 95 per cent confidence intervals.

In 1997, a sample of 30 000 households was drawn in 3 000 enumerator areas (EA's) (that is 10 households per Enumerator Area). A two stage sampling procedure was applied and the sample was stratified, clustered and selected to meet the requirement of probability sampling. The sample was based on the 1996 Population Census enumerator areas and the estimated number of people from the administrative records of the 1996 population Census. The sampled population excluded all prisoners in prisons, patients in hospitals, people residing in boarding houses and hotels (whether temporary or semi-permanent).

The data was explicitly stratified by province, Transitional Metropolitan Councils (TMC) and District Councils (DC). A square root method was used for the allocation of the sample EA's to the explicit strata.

Within each explicit stratum the EA's were stratified by simply arranging them in geographical order by magisterial district and within the magisterial district by EA. The allocated number of EA's was systematically selected with probability proportional to size in each stratum. The measure of size was the estimated number of people. In each EA, a systematic sample of 10 households was drawn.

In the 2000 IES, the Master Sample was based on the 1996 Population Census of enumeration areas (EA's) and the estimated number of dwelling units from the 1996 Population Census. All 3 000 PSU's included in the Master Sample were used in the survey. A PSU is either one EA or several EA's when the number of dwelling units in the base or originally selected EA was found to have less than 100 dwelling units. Each EA had to have approximately 150 dwelling units but it was discovered that many contained less. Thus, in some cases, it was found necessary to add EA's to the original EA to ensure that the minimum requirement of 100 dwellings, in the first stage of forming the PSU's, was met. The size of the PSU's in the Master Sample varied from 100 to 2 445 dwelling units. Special dwellings such as prisons, hospitals, boarding houses, hotels, guest houses (whether catering or self-catering), schools and churches were excluded from the sample.

Explicit stratification of the PSU's was done by province and area type (urban/rural). Within each explicit stratum, the PSU's were implicitly stratified by District Council,

Magisterial District and, within the magisterial district, by average household income (for formal urban areas and hostels) or EA's. The allocated number of EA's was systematically selected with "probability proportional to size" in each stratum.

Once the PSU's included in the sample were known, their boundaries had to be identified on the ground. After boundary identification, the next stage was to list accurately all the dwelling units in the PSU's. The second stage of the sample selection was to draw from the dwelling units listing whereby a systematic sample of 10 dwelling units was drawn from each PSU. As a result, approximately 30 000 households (units) were interviewed. However, if there was growth of more than 20 per cent in a PSU, then the sample size was increased systematically according to the proportion of growth in the PSU. The plan was to implement a 20 per cent rotation scheme. This means the same dwellings would be visited, at most, on five different occasions. After the 5th visit, new dwelling units were included to replace the ones that were dropped.

2. Statistics South Africa: National Population Census 2001, with the information being obtained from the SuperCross "Community Profiles Census 2001" package.
3. Department of Transport (assisted by Stats SA): National Household Travel Survey (NHTS), 2003. The explicit strata were the 342 travel analysis zones (TAZ), nested within, and congruent with, the boundaries of the 284 SA municipalities. A sample of 5 000 EA's was allocated using the power allocation method. EA's were selected with probability proportional to size, using the total number of households as enumerated during Census 2001. Those with less than 80 dwelling units were pooled together with another EA with similar characteristics to form primary sampling units (PSU's). An EA with 80 or more dwellings automatically qualified to become a PSU. A systematic sample of 10 dwelling units was selected in each PSU.

Because there was often more than one household at each dwelling unit, the sample of 50 000 dwelling units produced a sample of 52 376 households. The response rate was extremely good by world standards at 86.6 per cent of households fully co-operating, producing a final sample of 45 556 households.

The achieved national and provincial household samples in each of the surveys which form part of this report are listed in **Table 1**.

Table 1: SA and provincial samples achieved in the surveys used in the analysis of transport trends

Province	Number of households				
	IES 1995	OHS 1996	OHS 1997	IES 2000	NHTS 2003
Western Cape	3 231	1 400	3 465	2 566	5 008
Eastern Cape	5 345	2 887	4 099	3 476	7 309
Northern Cape	1 438	611	1 459	1 314	1 427
Free State	3 288	1 127	2 549	2 327	3 593
Kwazulu-Natal	5 264	2 412	4 668	4 424	9 127
North West	2 452	1 154	2 926	2 810	3 817
Gauteng	3 481	2 793	4 501	3 962	7 946
Mpumalanga	2 522	1 153	2 730	2 282	3 363
Limpopo	2 679	2 380	3 414	3 104	3 966
RSA	29 700	15 917	29 811	26 265	45 556

The reader is cautioned to note that for the IES and OHS surveys, the samples were designed to be representative of national and provincial households. Thus, even though data is available at Magisterial District, or Transitional Metropolitan Council or District Council level, the samples in these areas are too small to be statistically representative, particularly in disaggregate form.

The other major problem of time series comparison is that in the period 1996 to 2000, South Africa was undergoing a profound change in its institutional make up. Boundaries were drawn and redrawn, making comparisons before and after such boundary changes unreliable.

1.3 Data Reconciliation

Table 2 shows the data sources, weighting control and minimum size of analysis unit for the two surveys used for the trend analysis

Table 2: Details of the surveys used in the transport trend analysis

	IES and OHS	NHTS
Commissioned by	Statistics South Africa	Department of Transport
Fieldwork by	Statistics South Africa	Statistics South Africa
Sample weighted to	1996 Population Census	2003 Mid-year estimates
Suggested lowest reporting unit	Province	Municipality

Table 3 shows the method used to achieve a data set for the 1996 OHS, which would be comparable to the metropolitan areas sampled in the 2003 NHTS. Boundary changes which

have compromised the comparability of the time series data have made it very difficult to determine trends in the metropolitan and large urban areas.

As revealed in **Table 3**, in the case of the City of Johannesburg Metropolitan Municipality, the OHS results from the magisterial districts of Johannesburg, Randburg, Roodepoort and Soweto were included, while in the case of Vereeniging and Westonaria only those EA's sampled in the OHS surveys and which were subsequently encompassed by the boundaries of the City of Johannesburg as demarcated in terms of the Municipal Structures Act, were included. The same method was used in each of the other metropolitan municipalities.

The maps which were used to facilitate the process of boundary reconciliation are included in Appendix A for reference purposes.

Table 3: OHS 1996 EA's used to approximate metropolitan areas sampled in the NHTS 2003

Metro	1996 Magisterial district	Included
Johannesburg	Johannesburg	All sampled EAs
	Soweto	All sampled EAs
	Randburg	All sampled EAs
	Roodepoort	All sampled EAs
	Vereeniging	Sampled EAs falling in metro area
	Kempton Park	Sampled EAs falling in metro area
	Westonaria	Sampled EAs falling in metro area
Ethekwini	Inanda	All sampled EAs
	Durban	All sampled EAs
	Pinetown	All sampled EAs
	Umlazi	All sampled EAs
	Chatsworth	All sampled EAs
	Camperdown	Sampled EAs falling in metro area
	Umbumbulu	Sampled EAs falling in metro area
	Umzinto	Sampled EAs falling in metro area
	Pietermaritzburg	Sampled EAs falling in metro area
	Ndwendwe	Sampled EAs falling in metro area
Cape Town	Wynberg	All sampled EAs
	Mitchells Plain	All sampled EAs
	Goodwood	All sampled EAs
	Kuils River/Kuilsrivier	All sampled EAs
	Cape/Kaap	All sampled EAs
	Bellville	All sampled EAs
	Malmesbury	Sampled EAs falling in metro area
	Simons Town	All sampled EAs
	Strand	All sampled EAs
	Somerset West	All sampled EAs
	Stellenbosch	No EAs in metro area sampled
	Paarl	No EAs in metro area sampled
Ekurhuleni	Alberton	All sampled EAs
	Kempton Park	All sampled EAs
	Boksburg	All sampled EAs
	Brakpan	All sampled EAs
	Benoni	All sampled EAs
	Springs	Sampled EAs falling in metro area
	Germiston	All sampled EAs
	Nigel	Sampled EAs falling in metro area
	Bronkhorstspuit	Sampled EAs falling in metro area
Tshwane	Pretoria	All sampled EAs
	Soshanguve	All sampled EAs
	Ga-Rankuwa	Sampled EAs falling in metro area
	Temba	Sampled EAs falling in metro area
	Wonderboom	Sampled EAs falling in metro area
Nelson Mandela	Port Elizabeth	All sampled EAs
	Uitenhage	Sampled EAs falling in metro area

2. DEMOGRAPHICS

2.1 Population of the SA

The context for the investigation is the population of South Africa and recent demographic changes which impact on passenger travel demand and patterns in each province in general and in the metropolitan areas in particular. **Table 4** shows the distribution of population in the nine provinces according to the two most recent Census counts in 1996 and 2001. The table also shows the percentage growth in population between 1996 and 2001. Also shown is the estimated 2003 Stats SA Mid-year population and the estimated growth between 2001 and 2003.

According to Stats SA, "the largest increase in population in the five-year period between censuses was in Gauteng (20%) followed by the Western Cape (14%). The Eastern Cape and Free State each showed growth rates of less than 3 per cent, while in the Northern Cape there were 2 per cent fewer people in 2001 than in 1996. The census results show that the South African population has increased from 40.5 million people in 1996 to 44.8 million in 2001 - a growth rate of 10.4 per cent. Internal migration of people from the less industrialised to the more industrialised provinces may, in part, explain these differences in population growth." The foregoing signals the ongoing process of urbanisation which has tended to focus on the six metropolitan areas, of which three are in Gauteng. Urbanisation creates increased demand for daily travel between homes and urban activities such as work, education, shopping and recreation.

According to the Stats SA 2003 mid-year population estimates, the growth patterns are very different to those in the inter-census period, with the highest growth rates being experienced in the North West Province, Mpumalanga and the Northern Cape.

Table 4: Population of the SA 1996 to 2003

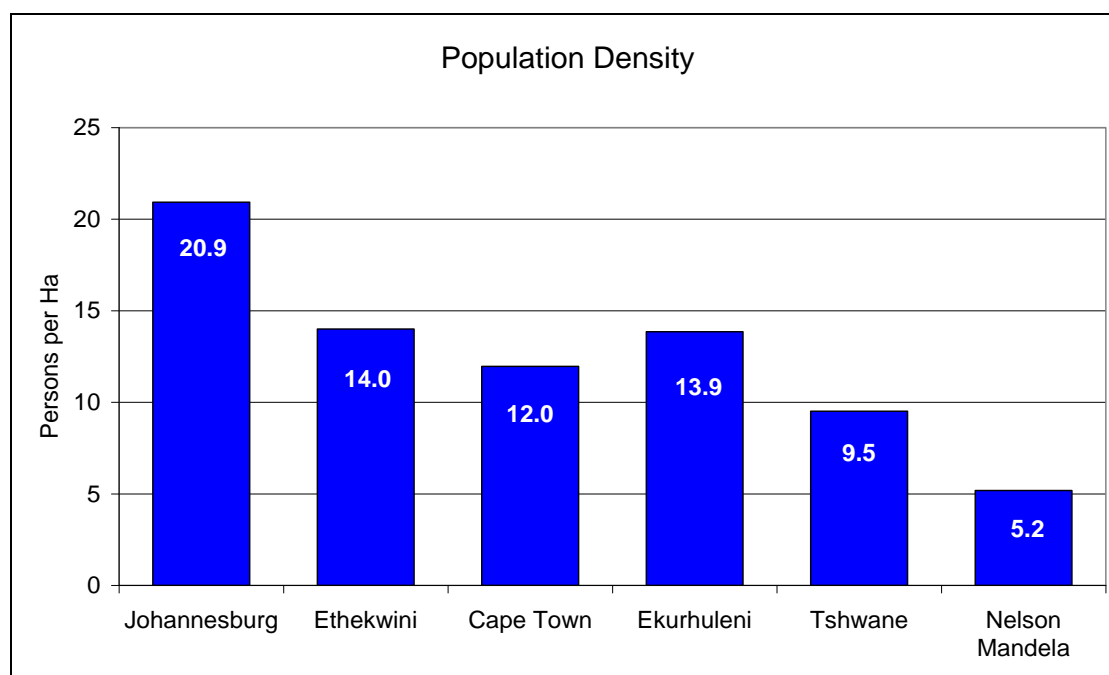
Province	1996 Census	2001 Census	% Growth 1996-2001	2003 Mid Year Estimates	% Growth 2001-2003
Western Cape	3 956 875	4 524 335	14.3	4 733 000	4.6
Eastern Cape	6 302 525	6 436 763	2.1	6 485 000	0.7
Northern Cape	840 321	822 727	-2.1	888 000	7.9
Free State	2 633 504	2 706 775	2.8	2 737 000	1.1
Kwazulu-Natal	8 417 021	9 426 017	12.0	9 806 000	4.0
North West	3 354 825	3 669 349	9.4	4 217 000	14.9
Gauteng	7 348 423	8 837 178	20.3	8 926 000	1.0
Mpumalanga	2 800 711	3 122 990	11.5	3 326 000	6.5
Limpopo	4 929 368	5 273 642	7.0	5 283 000	0.2
TOTAL	40 583 573	44 819 776	10.4	46 401 000	3.5

Sources: Stats in brief - 2004 Statistics South Africa & National Household Travel Survey - 2003, based on Stats SA 2003 Mid-Year Population estimates

2.2 Some demographic factors affecting transport

Figure 1 shows the population density in the six South African metropolitan cities. In the figure, the cities are arranged in size order, so it is evident that there is a good correlation between the size of the city and its overall population density.

Figure 1: Population density in the metropolitan areas



The following points are noteworthy:

- Johannesburg is hemmed in by neighbouring municipalities and has relatively less available land to accommodate population growth.
- Accordingly, its population densities are higher than other metropolitan areas because it has less vacant land at its periphery.
- Cape Town, which was traditionally regarded as a relatively compact city, has extensive borders with much agricultural land on its northern and north eastern periphery.

Relative differences in the densities of different parts of the metropolitan areas and variations in the household size, which affects trip generation, are shown in **Table 5**. In most cases (except Nelson Mandela municipality) the inner-city average household size is far lower than that in the outer parts of the cities.

With the exception of Nelson Mandela municipality, there are relatively small differences between the inner- and outer-city population densities. While it is acknowledged that the geographic extent of the municipality (the boundaries) affect these results, the inner-city component was selected to portray the core of the metropolitan area.

Table 5: Variations in population density and household size in the SA metropolitan cities

Metropolitan Area	Inner City		Outer City	
	Density Persons/ha	Average household size	Density Persons/ha	Average household size
Johannesburg	24.1	2.5	19.8	3.2
Ethekewini	20.5	2.8	13.0	4.0
Cape Town	21.8	3.1	10.8	3.7
Ekurhuleni	14.4	2.9	13.7	3.3
Tshwane	8.6	2.5	9.6	3.6
Nelson Mandela	56.2	3.9	4.0	3.5

By world standards, the population densities in the South African metropolitan cities are extremely low. This factor impacts negatively on the viability of public transport and results in longer travel distances and times, than in cities in the other parts of the world. **Table 6**, for example, contrasts Tshwane's population density and average trip length with four world cities.

Table 6: The impact of development density on trip lengths

Metropolitan city	Density urban pop/km ²	Average trip length (km)
Moscow	14 626	7.7
Singapore	9 353	8.0
Tokyo	8 768	10.8
London	5 907	8.6
Tshwane car users	1 276	17.6
Tshwane public transport users	1 276	25.4

Source: Cameron, JWM et. al. Transport performance indicators: benchmarking Tshwane against world cities; Southern African Transport Conference, Pretoria, July 2005

In monitoring the transport sector in South Africa, it is essential that transport authorities and the DBSA should continue to observe changes in the relationship between population density and average trip lengths or travel times. Increasing urban population densities should be one of the cornerstones of urban development policy.

3. TRENDS IN INCOME AND CAR OWNERSHIP

Changes in household income distribution are listed in **Table 7**. The sources of information are listed in the footnote. It should be noted that the methods of collecting the information differed between the Stats SA Income and Expenditure Surveys of 1995 and 2000 on the one hand and the NHTS on the other. The former is based on detailed interrogation of all household members regarding all sources of income including salaries and wages, pensions, interest received and income from all other sources. The latter is based on a straightforward question to the head of household or responsible adult about the total household income. It is possible, therefore, that the NHTS income estimates could be on the low side. Nevertheless, the NHTS income estimates are very complimentary with Census 2001 results and the recently published information on household income from the research group Eighty20.¹

¹ Business Day 14th July 2006, Johannesburg.

Table 7 and **Figures 2 and 3** show that in real terms South African households are becoming poorer. Between 1995 and 2003, the proportion of households earning less than R1 000 a month has risen from 24 to 49 per cent. At the same time, the income group earning R6 000 or more per month has shrunk from 26 to 11 per cent. The trend between 2000 and 2003 is entirely consistent with the trend between 1995 and 2000, which was established by means of Stats SA's consistent and more rigorous interrogation of household members, about all sources of income. The table and figures also reveal growth in the absolute number of households in all categories, except those earning R3 001 or more per month.

Table 7: Trends in income distribution in the SA 1995 - 2003 (2003 Rand values)²

Household income in the RSA	Up to R500	R501 - R1000	R1001 - R3000	R3001 - R6000	R6 000+
Year	% of households in each income category				
1995	7.9	16.1	32.1	18.3	25.6
2000	16.2	22.4	32.3	13.6	15.6
2003	23.8	25.1	28.6	11.1	11.4
Year	Number of households in each income group (millions)				
1995	0.7	1.4	2.7	1.6	2.2
2000	1.8	2.5	3.6	1.5	1.7
2003	2.8	3.0	3.4	1.3	1.3

² Source: Income for 1995 and 2005 is extracted from the Stats SA Income and Expenditure Surveys conducted in a sample of households. Household income for 2003 was obtained from the National Household Travel Survey conducted by the Department of Transport and Stats SA. The 1995 and 2000 incomes were converted to 2003 Rands using the relative price increases based on the CPI, published in Stats in Brief 2005, a Stats SA publication.

Figure 2: Trends in the distribution of income in the SA 1995 to 2003

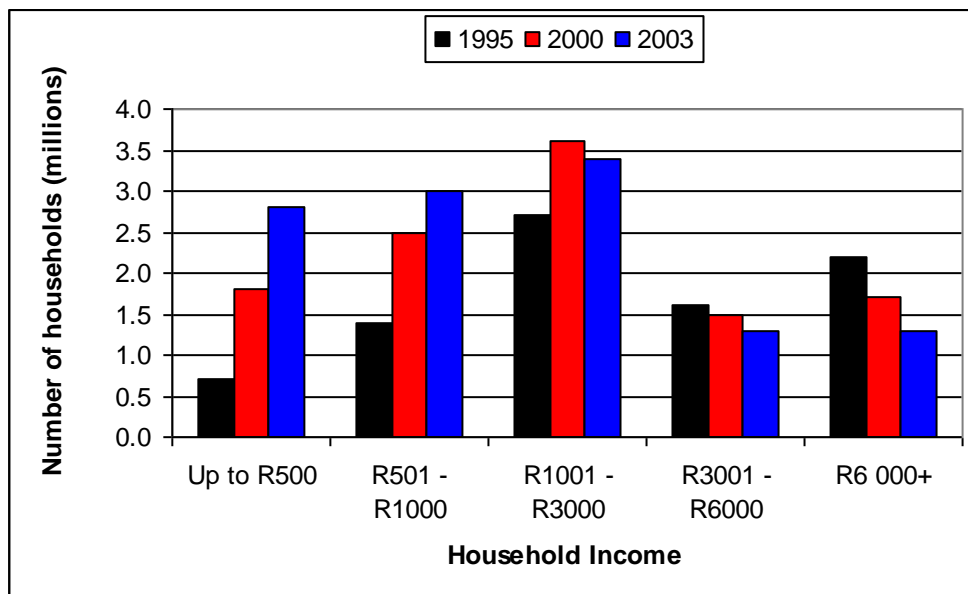
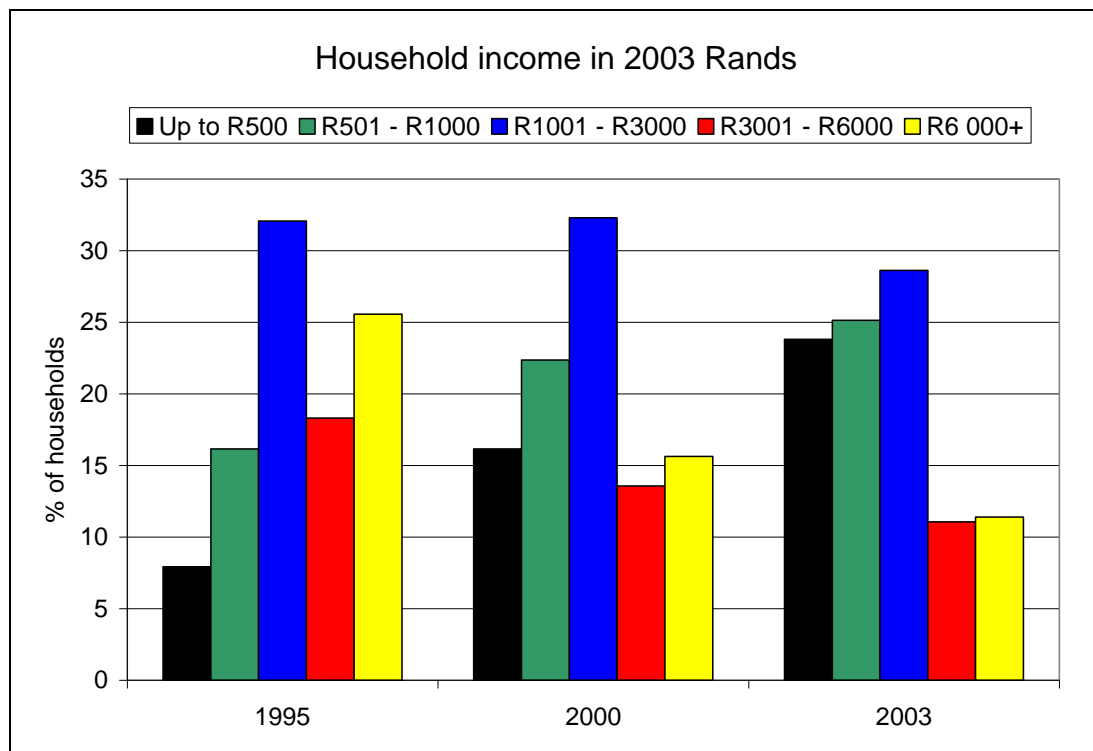


Figure 3 provides a better impression of the relative shifts in income from 1995 to 2003, indicating the increase in low-income households and the decrease in medium to high-income families.³

Simkins (2004) attempted to collate all the official estimates of household income distribution available in South Africa between 1995 and 2001 at an aggregate level, and applied appropriate corrections and adjustments to the data to ensure data comparability, in order to represent the changed distribution of income between the 1995 and 2001. The sources of data used were the national accounts, 1995 and the 2000 income and expenditure surveys as well as the 1996 and 2001 population censuses.

³ Simkins C. 2004. What happened to the distribution of income in South Africa between 1995 and 2001, Discussion document. Department of Economics, University of the Witwatersrand.

Figure 3: Relative changes in income distribution in the SA between 1995 and 2003



Simkins (2004) concludes from the analysis of the data that all the evidence indicates that inequality, in terms of Gini coefficient, increased by a substantial margin. Furthermore, although the household income increased in real terms across the country, in terms of both aggregate income and income per capita, the household income of the Black population is the only one that declined as a proportion of the total household income in the country between 1995 and 2001, and attributes it to deteriorating conditions in the lower end of the labour market. Woolard and Klasen (2004)⁴ investigated the underlying causes of income mobility and poverty among households in KwaZulu-Natal Province from a set of controlled surveys in two periods and found that demographic changes and employment changes account the most for the income mobility and poverty.

The foregoing suggests that aggregate household income in South Africa is on the increase but at the same time households with little or no income are also on the increase, implying that for transport planning purposes, transport problems emanating from both rising household incomes and increased poverty deserve the same attention. Furthermore,

⁴ Woolard I., Klasen S. 2004. Determinants of income and household poverty dynamics in South Africa Discussion paper number 1030, Institute for the Study of Labour, Germany

household income changes are dynamically and significantly linked to demographic and employment changes which in turn present other transport challenges in their own right.

Table 8 shows that all aspects of car use are strongly correlated with household income. The higher the household income (especially when it rises above R3 000 per month) the more likely it is that household members will have access to and make use of a car.

Table 8: Relationship between household income and car use

Car use	Monthly household income				
	Up to R500	R501 - R1 000	R1 001 - R3 000	R3 001 - R6 000	R6 001+
% of households having access to a car	5.7	8.1	18.7	47.9	81.9
% of persons who made at least 1 trip by car during the past 7 days	2.3	3.3	8.0	25.6	60.2
% of education trips made by car	1.0	1.0	3.1	13.2	42.3
% of work trips made by car, as driver	2.7	2.4	7.3	23.7	61.9

The changes in the distribution of household income being experienced in South Africa vary significantly from province to province. **Figure 4** contrasts Gauteng with Limpopo to illustrate the difference between the developed and under-developed parts of the country. Despite the fact that, like the rest of South Africa, Gauteng has experienced growth in the number of low-income households, the proportion and relative growth of low-income households is not nearly as high as in the Limpopo. Likewise, the medium to high-income group is much larger in Gauteng.

Figure 4: Changes in household incomes in Gauteng and Limpopo – 1995 to 2003

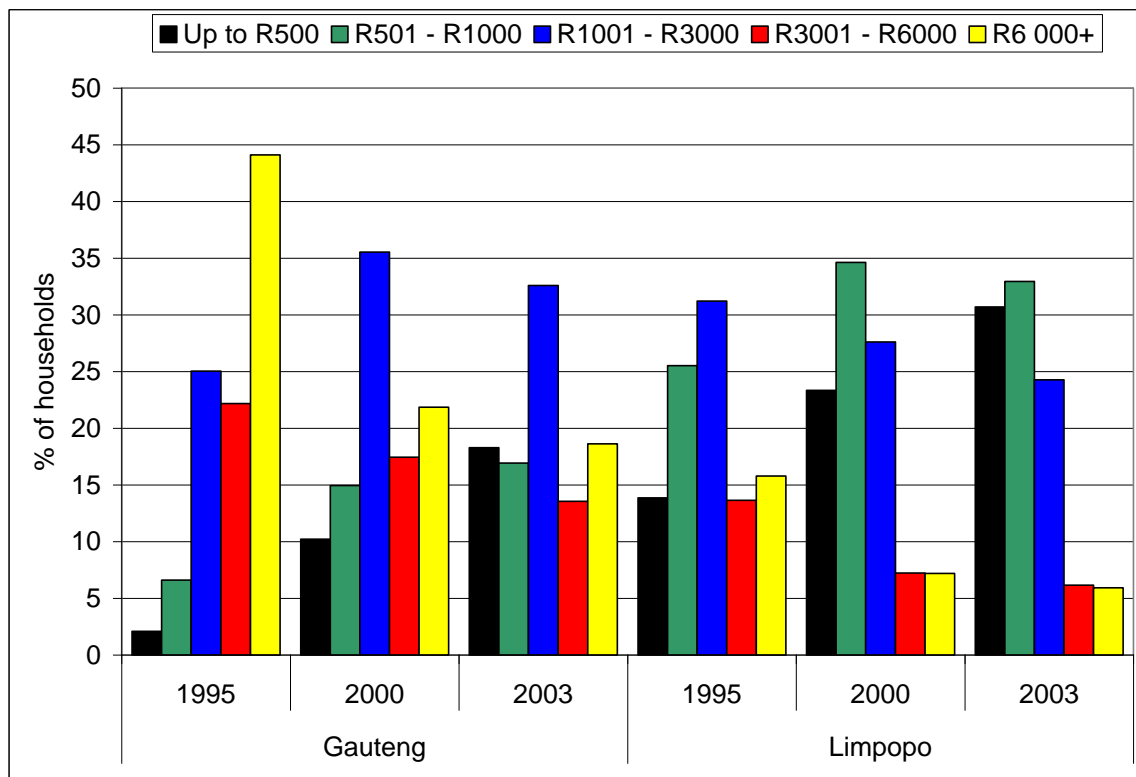


Figure 5 shows the percentage of households owning cars in 1996 and 2003 as well as the average household car ownership in 2003. The Western Cape and Gauteng stand out as having the largest proportion of households owning cars (about 45 per cent and 33 per cent respectively). Between these two years, Western Cape has overtaken Gauteng in respect of the proportion of households with cars. Between 1996 and 2003 household car ownership grew in every province except Gauteng.

Average car ownership in per household is highest in the Western Cape and Gauteng at roughly 0.6 and 0.5 cars per household respectively. This is double the rate of car ownership in all the other provinces. The reason for the differences in the proportion of households owning cars and the average car ownership rate in Western Cape and Gauteng is that the latter has more multiple-car households and a lower average household size.

Figure 5: Relative increase in car ownership, compared with the increase in population in the period 1996 to 2003

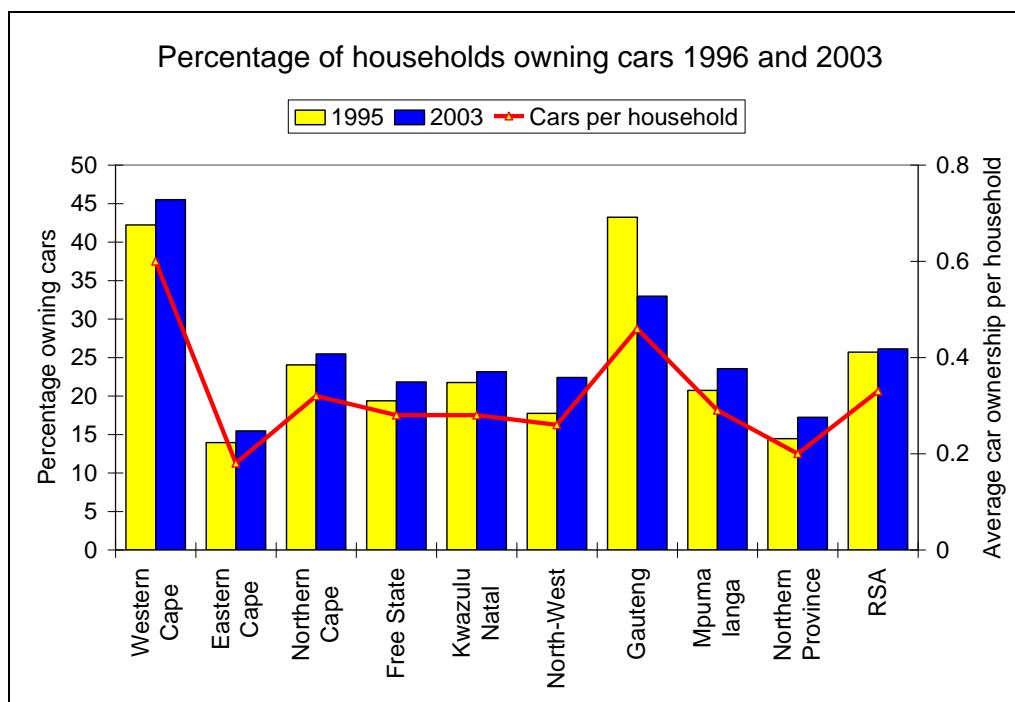
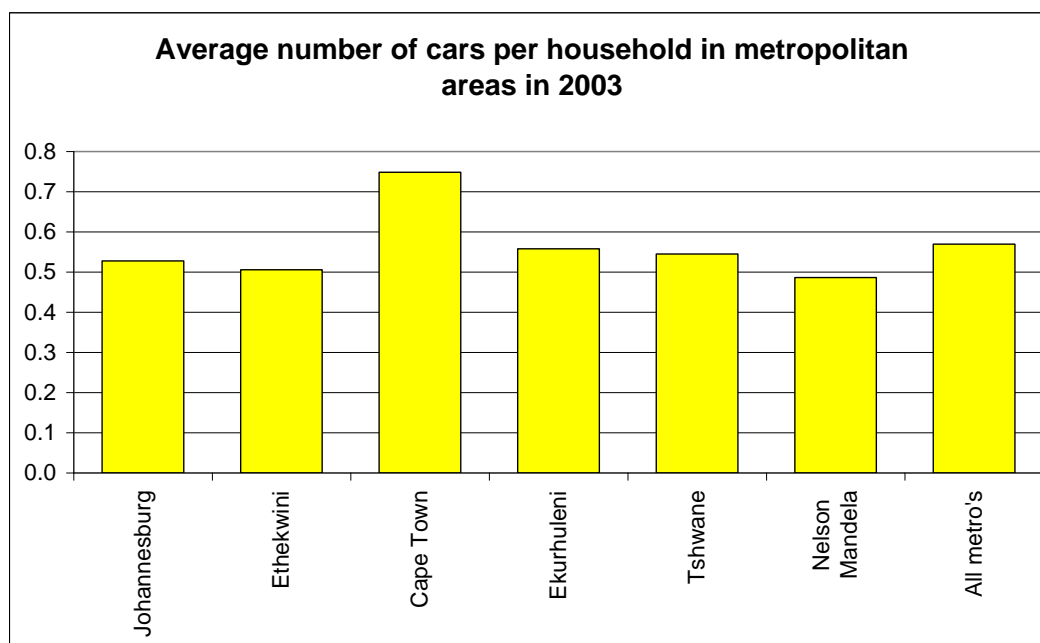


Figure 6: Household car ownership in 2003



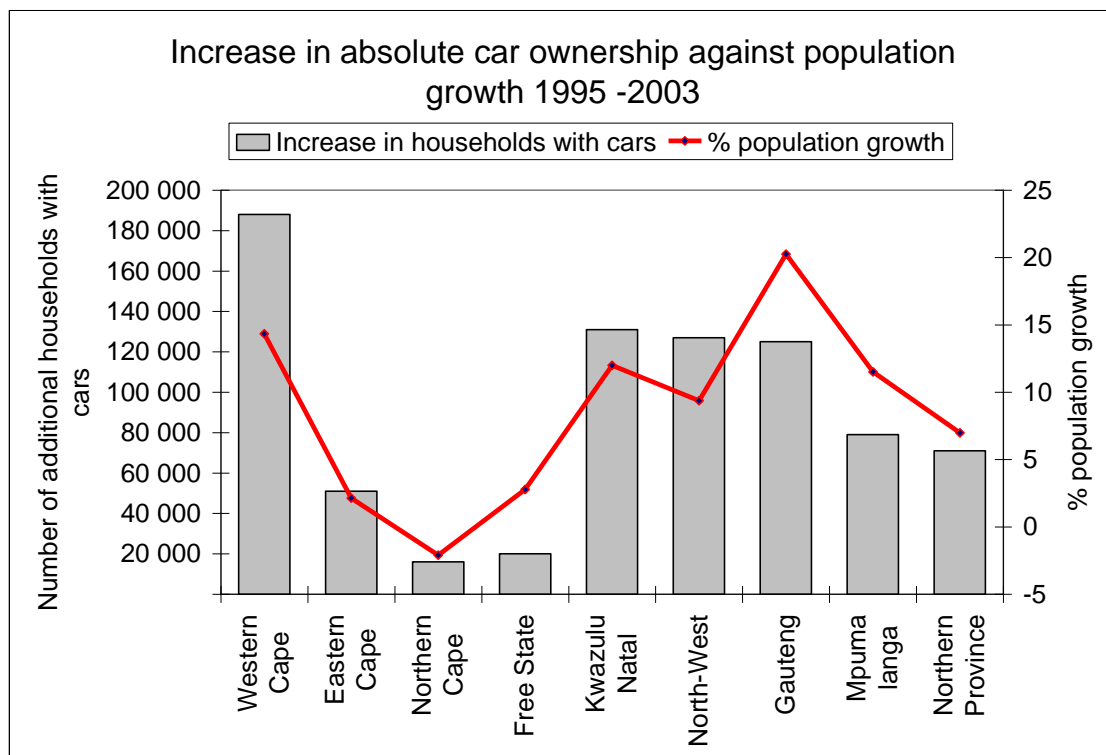
Unfortunately, the data sources did not allow a trend comparison between 1995 and 2003. Accordingly, only the picture in 2003 could be provided and this is depicted in **Figure 6**. This result can be compared with the provincial trend shown in **Figure 5**. Results in the two figures are very consistent in respect of Gauteng and the Western Cape which are

dominated by metropolitan populations. It can be assumed that the trends shown in **Figure 5**, are likely to mirror those in the metropolitan areas. This is because the metropolitan areas experienced the greatest in-migration of poor households, resulting in a drop in household car ownership, even though the number of cars in the metropolitan areas are likely to have increased significantly, as suggested in **Figure 7**.

Figure 7 shows that the Western Cape experienced the largest growth with around 190 000 new car-owning households. The fact that the proportion of households owning cars in Gauteng has dropped below the level of the Western Cape, is partially explained in the figure. The number of new households owning cars in Gauteng has risen by about 120 000, but the province has experienced the most rapid population growth (20% in the period from 1996 to 2001) and most of the new arrivals are from other provinces and rural areas, increasing the proportion of non-car-owning households.

Figures 5 to 7 should be examined concurrently in order to form an impression of what might have been happening to household car ownership in the metropolitan areas.

Figure 7: Increase in absolute car ownership against population growth between 1995 and 2003



The large increase in the number of car-owning households in North West Province is surprising and could be a combination of migration of the poor to neighbouring provinces, and increasing affluence occasioned by the strong mining and agricultural activity in the province.

In contrast to the provinces, the population growth and household car ownership in the metropolitan areas is provided in **Figure 8** and **Table 9**. The extent of population growth, particularly in Johannesburg and Tshwane (mostly low-income urbanizing migrants) helps to explain why car ownership rates have declined in the some of the metropolitan provinces.

A comparison of **Figure 7** and **Table 9** indicates how significant the increase in car ownership may have been in the metropolitan areas. For example, if there were nearly 190 000 new households owning cars in the Western Cape between 1995 and 2003, most of which would in all likelihood have been in Cape Town, then the current number of 411 000 households owning cars would have doubled since 1995. Likewise, the 120 000 additional car-owning households would largely be found in Johannesburg and Tshwane. Thus, even in those metropolitan areas affected by urbanisation, such as those in Gauteng and KwaZulu-Natal, the growth in the number of car-owning households has obviously been significant since 1996.

Figure 8: Population change and growth in the metropolitan areas (1996 to 2003)

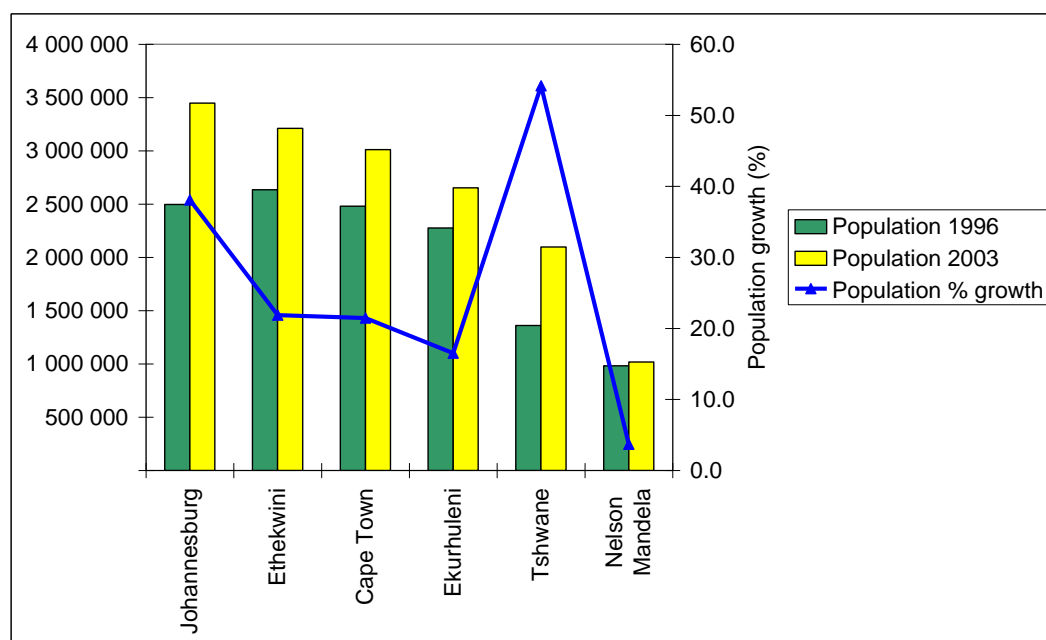


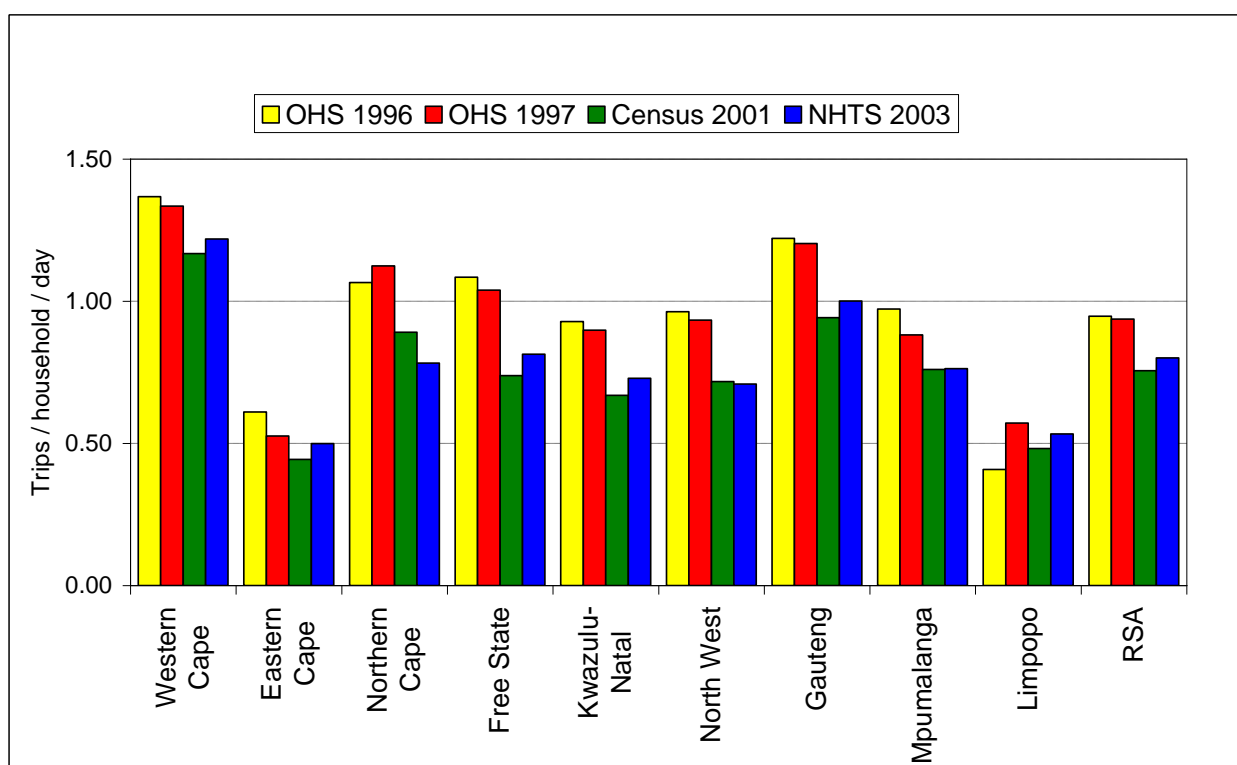
Table 9: Households having access to a car (including company cars) in the metropolitan areas - 2003

Metro	N Households owning cars	% of all Households
Johannesburg	369 000	32.1
Ethekwini	291 000	33.7
Cape Town	411 000	49.1
Ekurhuleni	269 000	32.8
Tshwane	198 000	33.0
Nelson Mandela	95 000	33.8
All metro's	1 635 000	35.9

4. NUMBER OF WORK TRIPS PER HOUSEHOLD

The average number of work trips generated per household in each of the nine provinces is shown on **Figure 9**. The number of trips is generally influenced by the size of the household, levels of employment and the life cycle of the household.

Figure 9: Household work trip generation by province - 1996 to 2003



It is apparent that the highest work trip rates occurred in the Western Cape and in Gauteng, ranging between 1 and 1.4 trips per household per day. Over the period 1996 to 2003, four provinces show similar trip generation patterns – in Northern Cape, Free State, North West and KwaZulu-Natal, the average number of work trips have ranged between roughly 0.75 and 1, being highest during 1996 and 1997 and dropping by about 0.25 trips by 2001, with little change in the pattern in 2003.

The two provinces which stand out as having a very low number of work trips per household are Limpopo and the Eastern Cape, both of which generate only about 0.5 daily household trips to work. This pattern is obviously related to the relatively low levels of economic activity in the provinces, high unemployment and absentee migrant workers.

Despite the rising numbers in employment relative to population growth, noted earlier, it is surprising to note that household work trip generation rates in almost all provinces were higher in the late 1990's than in the first five years of 2000. This suggests a change in household structure, with a reduction in the number of extended family households and an increase in smaller nuclear families.

Rates of household work trip generation in the six metropolitan areas and changes between 1996 and 2003 are highlighted in **Figure 10**. Reflecting the provincial trends, work trip generation per household is highest in Cape Town and Johannesburg. There is, however less variation in the work trip rates than in the case of the provinces. Nelson Mandela has the lowest rates, ranging around 1 per household in each of the four years for which data is available. As is the case with the provincial generation rates, there has been a drop since 2001, although the decrease is not as large as in the provinces as a whole.

Figure 10: Work trips generated by households in the metropolitan areas - 1996 to 2003

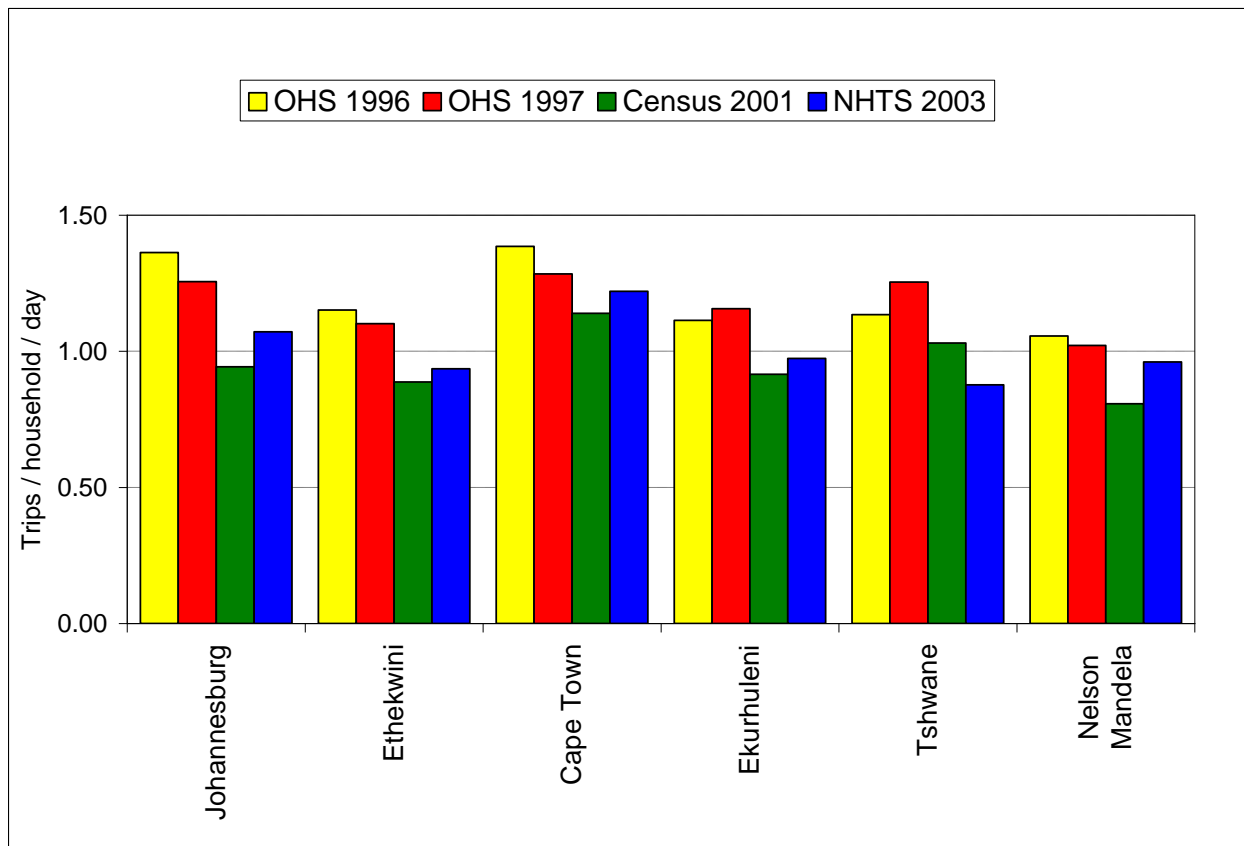


Figure 11 shows household work trip generation rates in metropolitan, urban and rural areas. It was not possible to obtain comparable rates for urban and rural areas from the 2001 Census, so that data source is excluded from the graph. Nevertheless, the overall trends are discernible and are comparable with the results of the preceding analysis.

Not surprisingly, the rates of work trip generation are highest in the metropolitan areas, followed by the urban areas with the rural settlements lagging far behind. The most notable feature of **Figure 11** is a drop in the average household work trip rates from around 1.2 (metro) 1 (urban) and 0.7 (rural) to 1, 0.9 and 0.5 per household respectively. This seems to be contrary to findings about the growth in the number of workers (work trips) in South Africa relative to population growth. It may be the result of changes in household structure, people working from home or other factors.

Figure 11: Household work trip rates by settlement type - 1996 to 2003

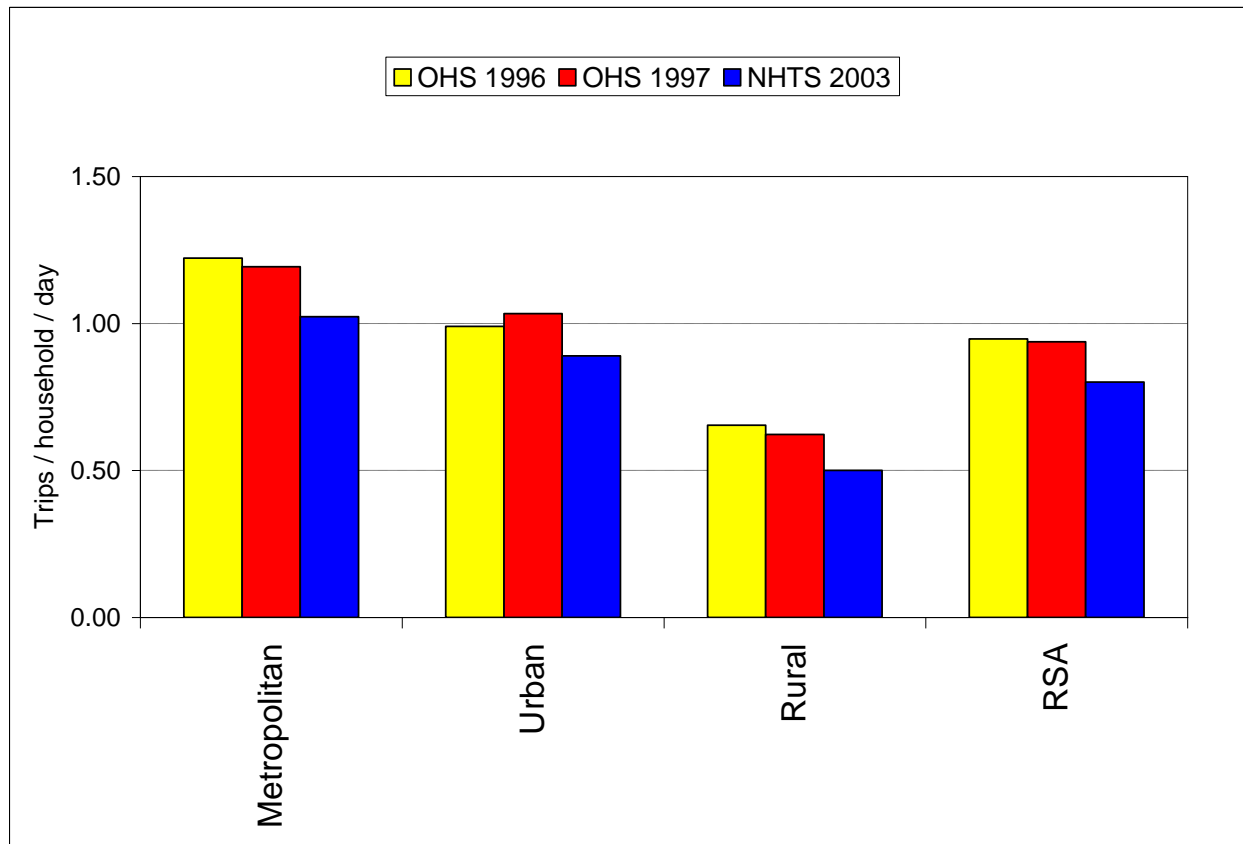


Table 10 shows that indeed there has been a major change in household growth and average size between 1996 and 2003. Whether this is the sole reason for the decline in the household trip rates is not apparent from the results. Such a large relative and absolute change has undoubtedly had a major impact on transport demand and travel patterns in South Africa. For example, smaller households could mean a smaller role for grandparents in childcare, suggesting that more pre-school children are required to make trips to day-care centres. This is but one example of the likely transport consequences of such a dramatic change. The role of HIV AIDS in this significant trend is unknown, but requires further investigation. Likewise, the role of housing subsidies is likely to have been significant. The spatial location of the hundreds of thousands of new households formed in this social adjustment, warrants detailed investigation because of its impact on land use. Provision of accessible schools, access to amenities and activities and a host of other adjustments will have been required, or are still required to satisfy new demands.

The national, provincial and metropolitan population, household and household size changes are consistent with each other. There are, however, some notable results such as the large

drop in the average household size in Johannesburg from an average of 4 in 1996 to 3 in 2003. Tshwane is the only metropolitan area which exhibits an increase in the average household size. However, the 1996 Census reported an average household size of 3.9 and the Greater Pretoria Metropolitan Council Survey an average of 3.8 in 1998. Both these figures confirm the general decline in average household size.

The most significant impact of such a major demographic shift has probably been on the demand for transport resulting in a major adjustment of travel patterns. Without adequate monitoring and regular transport surveys, it is impossible for transport authorities to track changes in origin-destination patterns for trips made for the different trip purposes. Because of the stability of employment locations relative to population migrations, work trips are likely to be least affected by the changes. Education, shopping, recreational and other trips are likely to have experienced the greatest changes in trip length, frequency, and origin destination patterns. While this change has been going on over the last 10 years, it appears that most transport planning authorities have been unaware of the extent of, and present and future impacts of such changes on the transport system and demand for services. This single social change is likely to have been responsible for the more nuanced changes in transport demand and travel patterns which have taken place between 1996 and 2003.

Table 10: Changes in average household size in the SA - 1996 to 2003

Settlement type	OHS 1996			NHTS 2003		
	Number of house-holds	Population	Ave house-hold size	Number of house-holds	Population	Ave house-hold size
Metropolitan	3 112 000	12 231 000	3.9	4 560 000	15 440 000	3.4
Urban	2 642 000	10 137 000	3.8	3 483 000	11 971 000	3.4
Rural	3 311 000	18 215 000	5.5	4 389 000	18 990 000	4.3
RSA	9 065 000	40 583 000	4.5	12 432 000	46 401 000	3.7
RSA % increase				37.1	14.3	-16.6

Province	OHS 1996			NHTS 2003		
	Number of house-holds	Population	Ave house-hold size	Number of house-holds	Population	Ave house-hold size
Western Cape	974 000	3 958 000	4.1	1 306 000	4 733 000	3.6
Eastern Cape	1 314 000	6 305 000	4.8	1 594 000	6 485 000	4.1
Northern Cape	197 000	840 000	4.3	248 000	888 000	3.6
Free State	602 000	2 633 000	4.4	772 000	2 737 000	3.5
Kwazulu-Natal	1 616 000	8 417 000	5.2	2 224 000	9 806 000	4.4
North West	704 000	3 354 000	4.8	1 185 000	4 217 000	3.6
Gauteng	1 930 000	7 346 000	3.8	2 921 000	8 926 000	3.1
Mpumalanga	620 000	2 800 000	4.5	865 000	3 326 000	3.8
Limpopo	1 110 000	4 929 000	4.4	1 317 000	5 283 000	4.0
RSA	9 065 000	40 583 000	4.5	12 432 000	46 401 000	3.7

Metro	OHS 1996			NHTS 2003		
	Number of house-holds	Population	Ave house-hold size	Number of house-holds	Population	Ave house-hold size
Johannesburg	626 000	2 497 000	4.0	1 150 000	3 448 000	3.0
Ethekwini	599 000	2 635 000	4.4	865 000	3 211 000	3.7
Cape Town	611 000	2 480 000	4.1	837 000	3 012 000	3.6
Ekurhuleni	630 000	2 276 000	3.6	826 000	2 652 000	3.2
Tshwane	412 000	1 361 000	3.3	600 000	2 098 000	3.5
Nelson Mandela	234 000	982 000	4.2	282 000	1 018 000	3.6

5. TRENDS IN TRAVEL TO WORK – USE OF TRAVEL MODES

5.1 National trends

Figure 12 shows the growth in the number of workers in South Africa between 1996 and 2003. The sources of information shown in the Figure included the now discontinued October Household Survey (OHS) in 1996 and 1997, the SA Census 2001 and the National Household Travel Survey conducted jointly by the Department of Transport and Stats SA. In the absence of information in the intervening years 1998 to 2000 and 2002, the trend has been linked directly between the years for which data is available. A trendline has been fitted to indicate the general direction of growth. In subsequent figures, the years for which there is no data will be omitted.

Figure 12: Growth in the number of workers in SA - 1996 to 2003

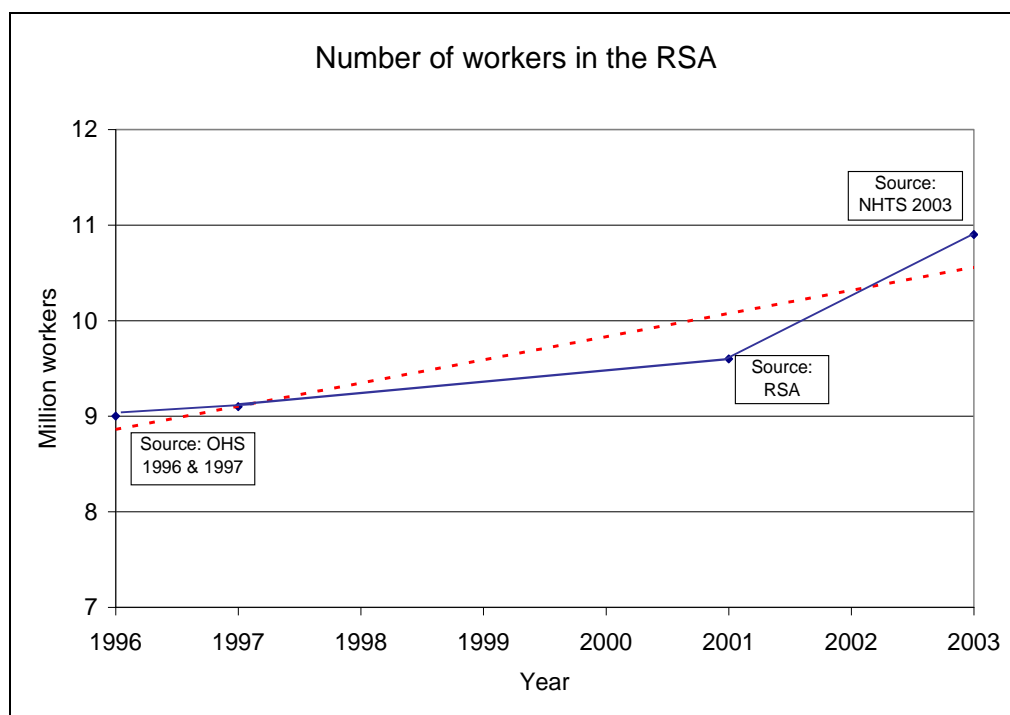
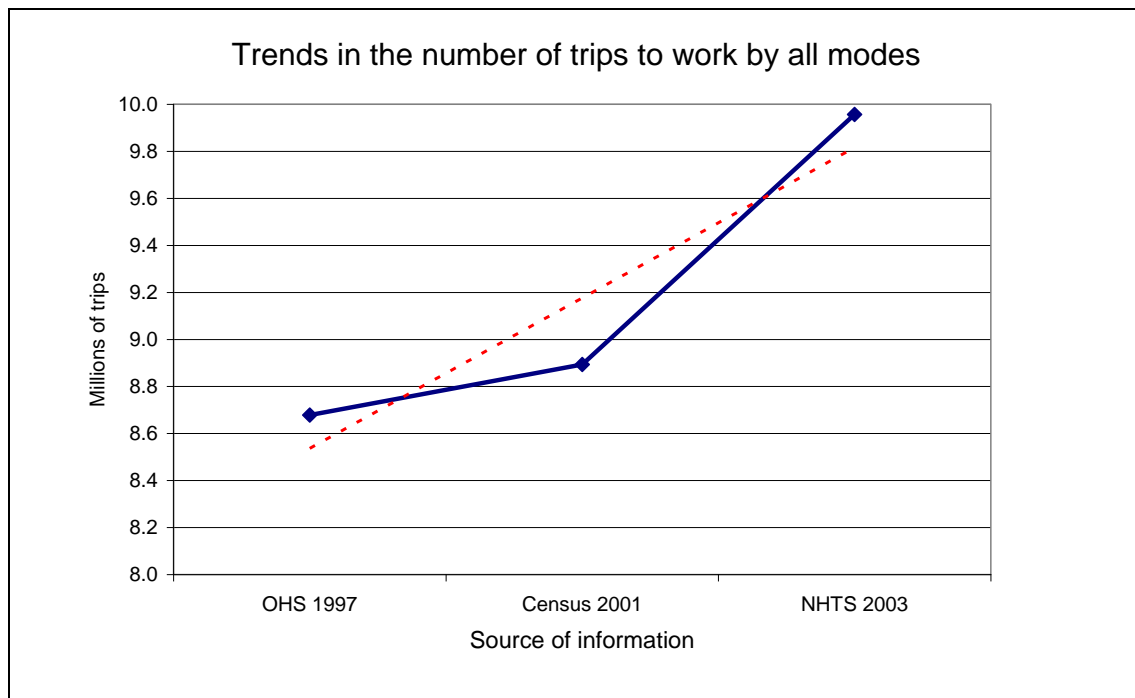


Figure 13 shows the trends in the trips to work by all modes of travel between 1997 and 2003. It is evident that the number of trips has increased substantially from about 8.7 million trips to work per day in 1997 to about 9.9 million in 2003. According to Stats SA, the number

of economically active workers of 15 to 65 years of age in the SA increased from 9.8 million in 1997 to 11.6 million in March 2003⁵. The differences in the work trip statistics and the number of workers is because of the number working from home, not working full-time or only working infrequently. The trend in work trips matches the growth in the working population.

Figure 13: Growth in the number of trips to work



Contrasting population growth with growth in the number of employed people (workers) in the period 1996 to 2003, one finds that the growth in employment has exceeded the population growth. For example, between 1996 and 2003, the SA population grew from 40.6 million to 46.4 million, an increase of 14.3 per cent, while the number of workers increased from 9 million to 10.9 million in the same period, a 22.1 per cent increase. Population and employment growth are the context within which trends and changes in travel demand and travel patterns should be analysed.

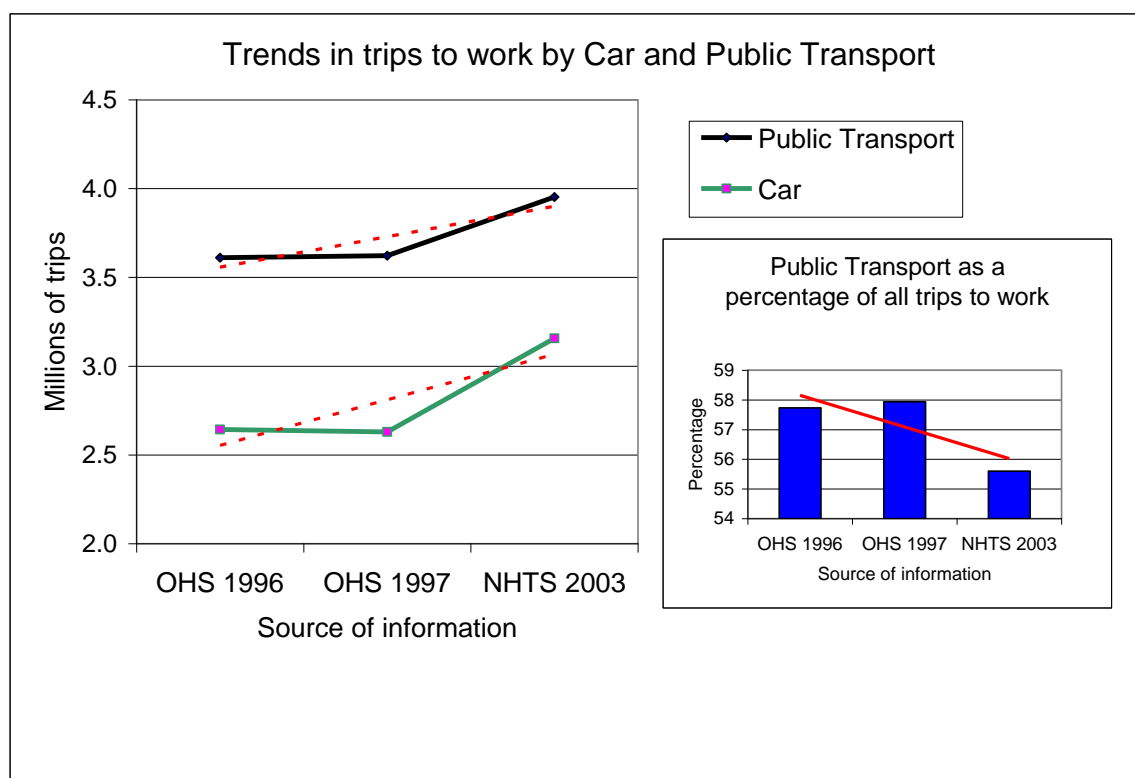
National mode share trends are shown in **Figure 14**. There may be questions about the reliability of using some of the historic information for trend analysis because the results were

⁵ Source: Stats SA **October household surveys** 1994-1999 (Statistical release P0317) and **Labour force surveys 2000-2003** (Statistical release P0210) Quoted in Stats in Brief 2004 by Stats SA.

obtained by different methods (surveys and census counts) or using different questionnaires and samples. On account of these factors, it is to be expected that there are some anomalies in the results, such as the apparent dip and rise in the number of public transport trips between the 2001 Census and the 2003 NHTS. Nevertheless, by fitting a trend line a fairly clear pattern is discernible.

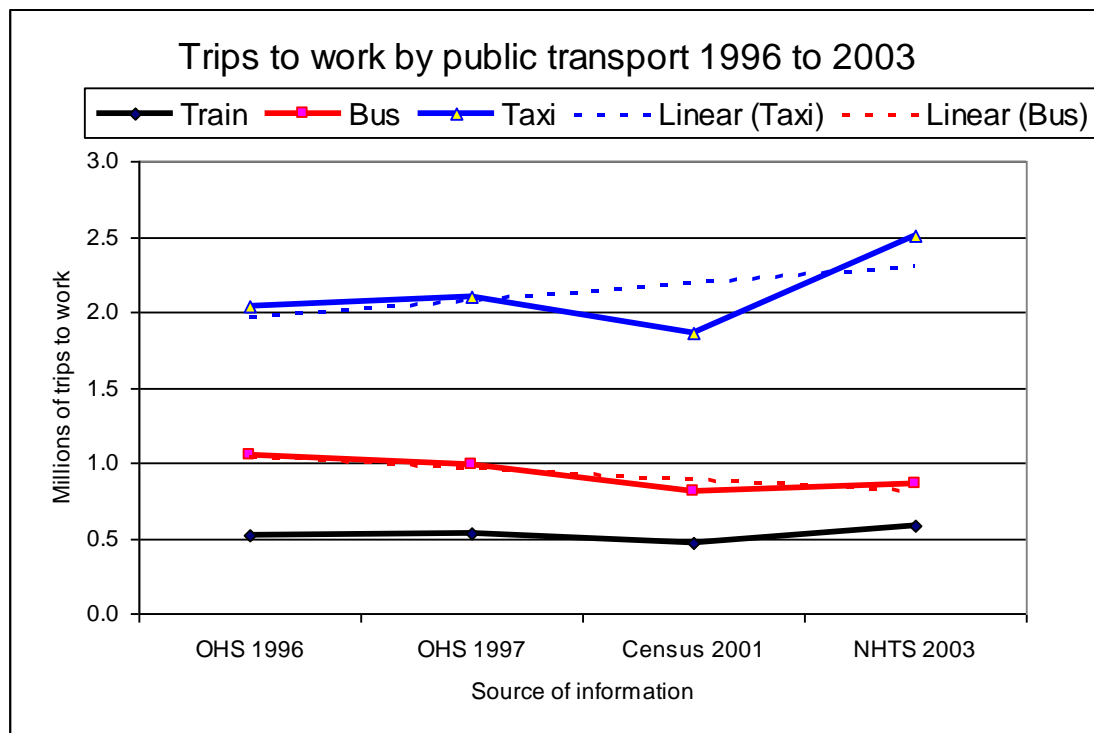
Because of the growth in population and employment, the absolute number of trips by both car and public transport are increasing. It is apparent though, that the rate of growth is higher for car use than for public transport. The bar chart in **Figure 14** indicates that public transport is in relative decline with its market share dropping from 58 to 56 per cent.

Figure 14: SA trends in trips to work by car and public transport.



Changes in the number of trips to work by public transport between 1996 and 2003 are depicted in **Figure 15**. Minibus-taxi use has continued to increase from about 2 million to 2.5 million trips to work per day. Bus use has dropped from over one million to about 850 000 while train use has remained fairly constant at around 500 000.

Figure 15: Public transport mode share for work trips



The relative change in public transport use in South Africa as a whole is apparent in **Figure 16**. It is obvious that the 2001 Census under-counted the number of trips to work, particularly by public transport modes. It is inconceivable, for example, that minibus-taxi work trips would have declined by nearly 10 per cent since 1996, in a period when the SA experienced population growth of 10 per cent (about 2 % per annum) and employment growth of about 15 per cent.

The increases in train and minibus-taxi use are entirely consistent with the population and employment growth described earlier.

Figure 16: Relative change in public transport market share for work trips - 1996 to 2003

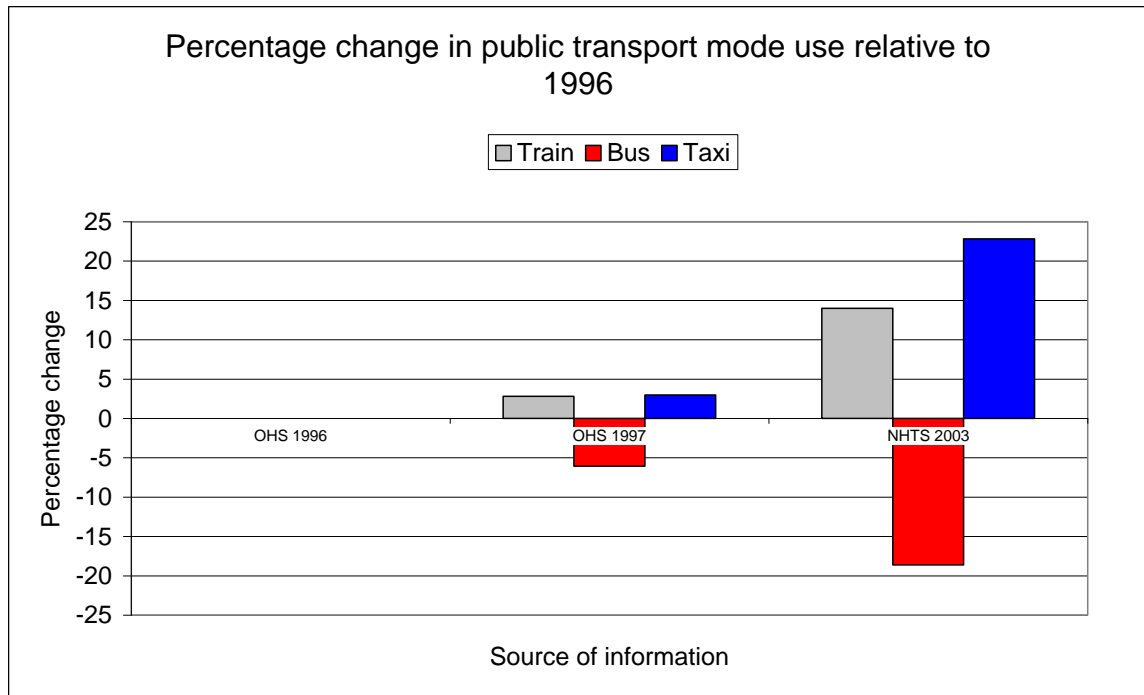
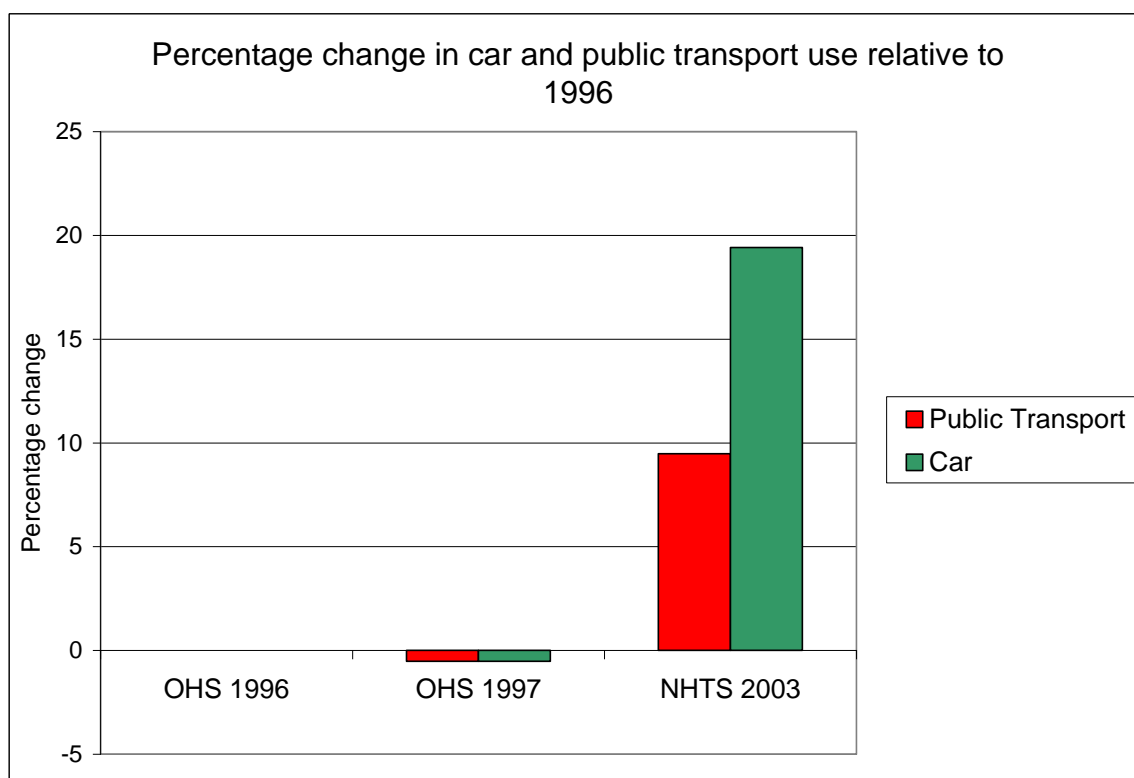


Figure 17 shows the growth or decline in the number of trips to work by car and by public transport. The problem with the 2001 Census is again apparent, so the growth in the use of both public transport and car use indicated by the NHTS of 2003 should be considered as more indicative of the trend. This is entirely consistent with the demographic changes which have taken place in South Africa. As further evidence, between December 1998 and December 2002 the number of motor cars and station wagons in South Africa increased from 3.8 million to 4.0 million, a 6.3 per cent increase in four years.⁶

⁶ Source: National Department of Transport: Annual Transport Statistics - 2002; DoT, Pretoria.

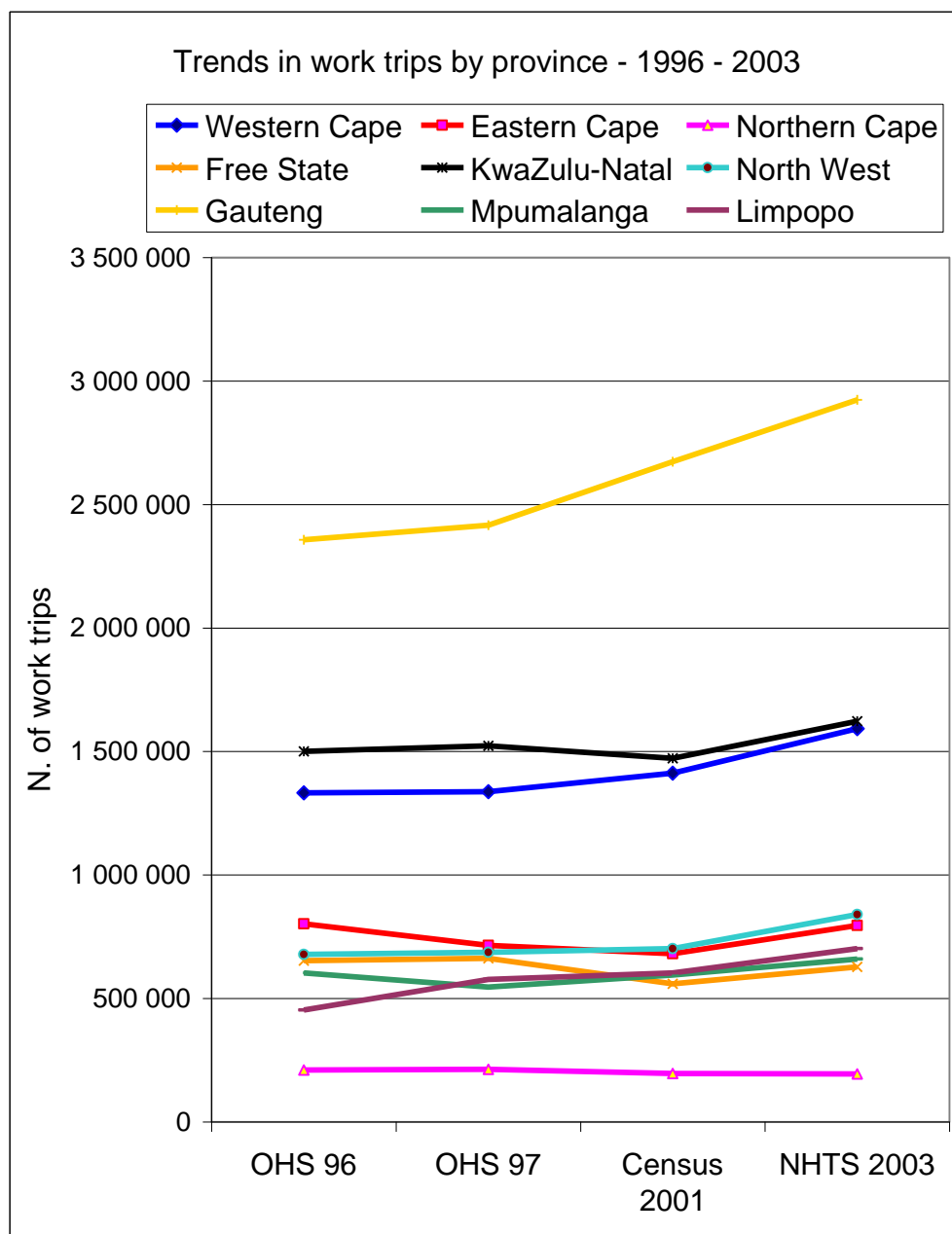
Figure 17: Changes in public transport and car use for travel to work - 1996 to 2003



5.2 Provincial trends

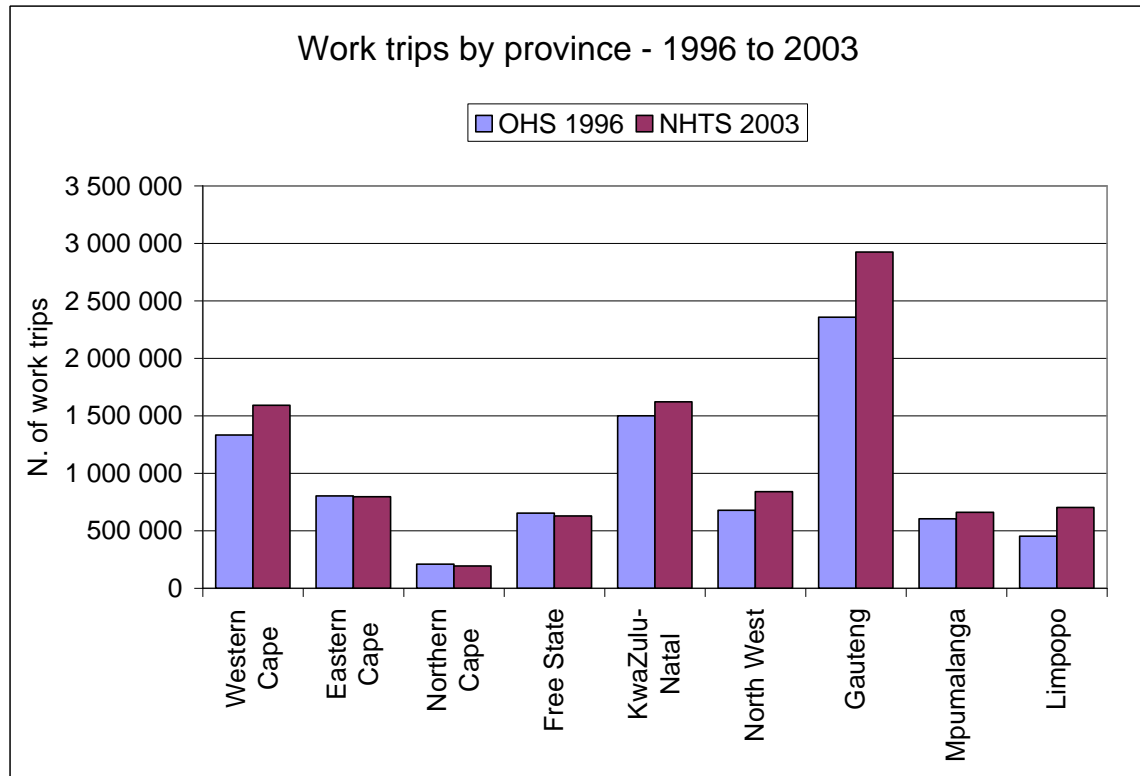
Figure 18 shows trends in the number of work trips made in each of the nine provinces. It is evident that the greatest increase in the number of trips has occurred in Gauteng, followed by the other provinces with the highest levels of economic development, namely KwaZulu-Natal and the Western Cape. In the other provinces, minor growth is evident in North West, Limpopo, Mpumalanga and North West. A decline in the number of trips to work is evident in Free State and the Northern Cape.

Figure 18: Trends in the number of work trips by province - 1996 to 2003



The contrast between work trips made in 1996, in comparison with 2003 is shown in **Figure 19**. Some provinces, notably Gauteng, Western Cape and Limpopo have experienced significant growth in the number of workers (job opportunities) in the province, while others have experienced a relative decline. This applies particularly to the Free State and Eastern Cape, although it should be noted that population has grown in all provinces.

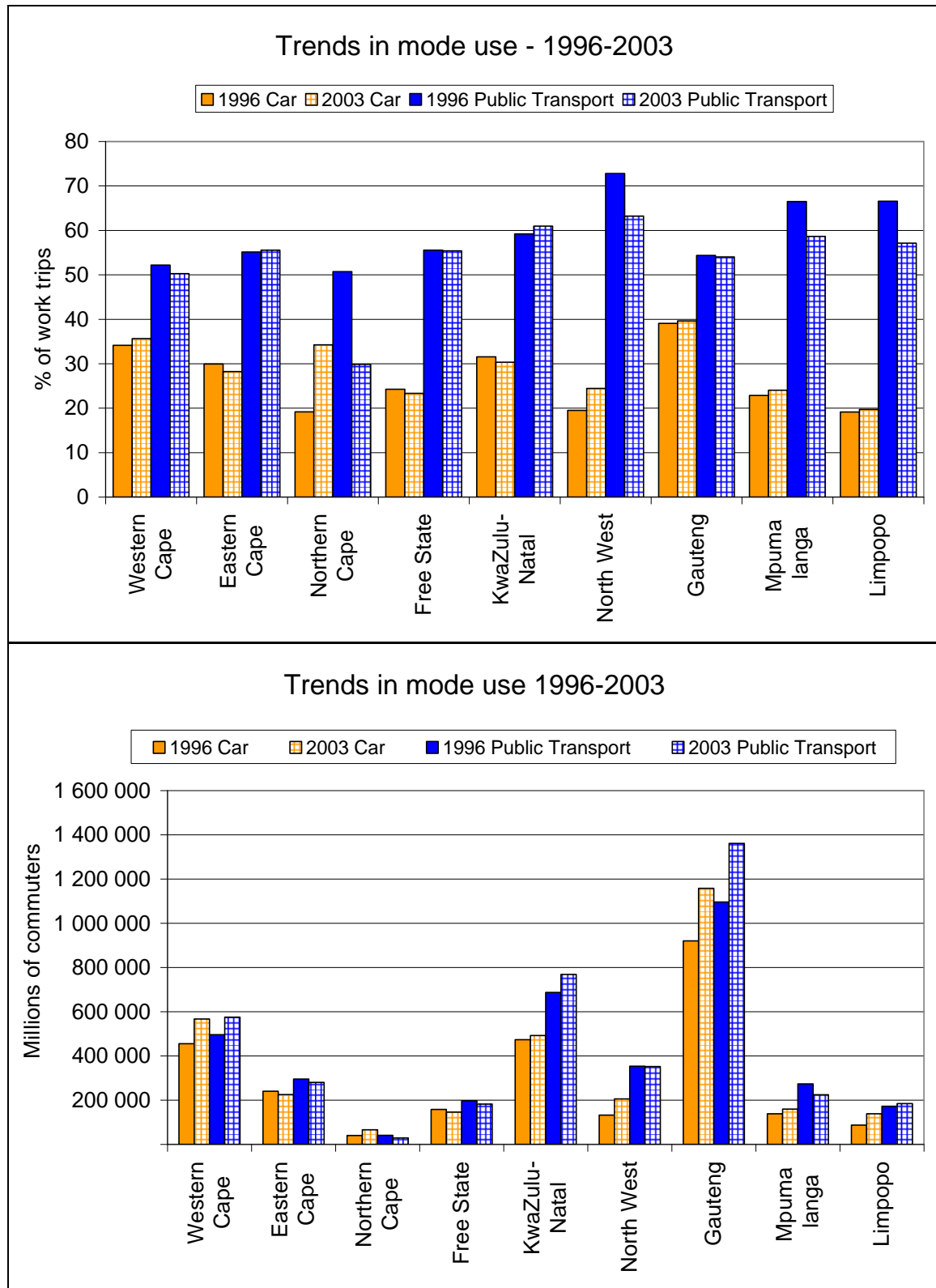
Figure 19: Work trips by province in 1996 and 2003



The relative and absolute changes which affect transport demand are illustrated in the figures and tables which follow.

Absolute and relative trends in the use of public transport and car modes for work trips are illustrated in **Figure 20**. In absolute terms, it is apparent that the largest growth in work trip travel has occurred in Gauteng, KwaZulu-Natal and the Western Cape. The number of car trips appears to have increased significantly in North West and to a lesser extent in Limpopo.

Figure 20: Relative and absolute trends in public transport and car use - 1996 to 2003



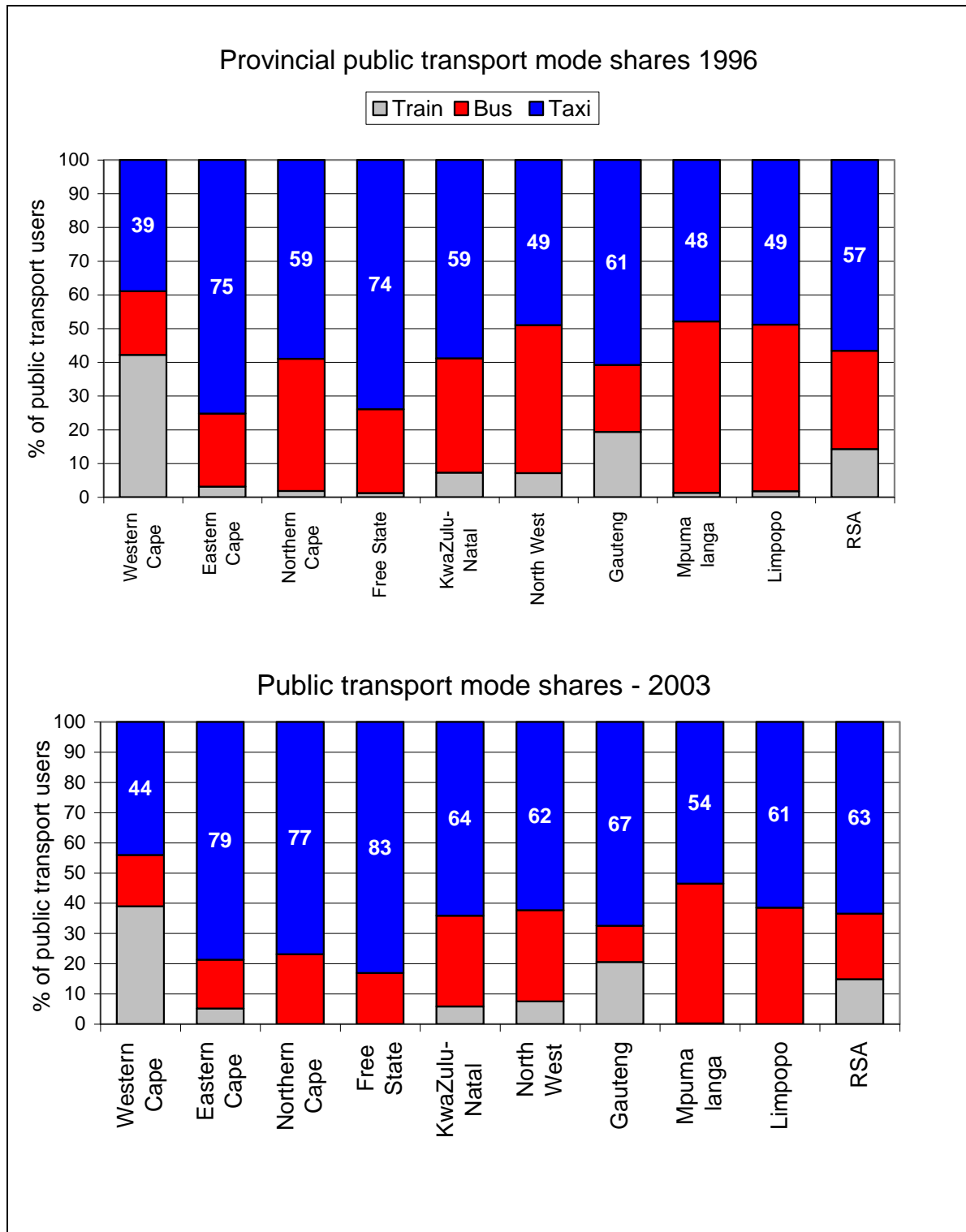
Relatively speaking, car use for trips to work has increased most significantly in the Northern Cape. The only provinces where there has been a relative decline in the proportion of work trips by car, are the Eastern Cape and the Free State. Public transport use has declined significantly in relative terms in the Northern Cape, North West, Mpumalanga and Limpopo.

Changes in the use of public transport modes for trips to work in the period 1996 to 2003 in the SA's nine provinces are reflected in **Figure 21**. The most significant feature is the growth in minibus-taxi use. For the SA as a whole, it has increased its market share from 57 per cent to 63 per cent in 2003. The largest increases in minibus-taxi use have taken place in the Northern Cape, Free State, North West and Limpopo. In these provinces, the mode share gains have largely been at the expense of bus transport.

In every province, the bus market share has declined significantly in contrast to train services, which have generally retained their market share, except in the Western Cape.

Considering the absolute growth in the number of public transport commuters, the growth in minibus-taxi patronage confirms the 1998 Moving South Africa Vision 2020 findings about the effects of “destructive competition” on the subsidised public transport modes. This trend also reflects badly on government’s legislative efforts to restructure public transport, for which efforts have been under way since the publication of the White Paper in 1996.

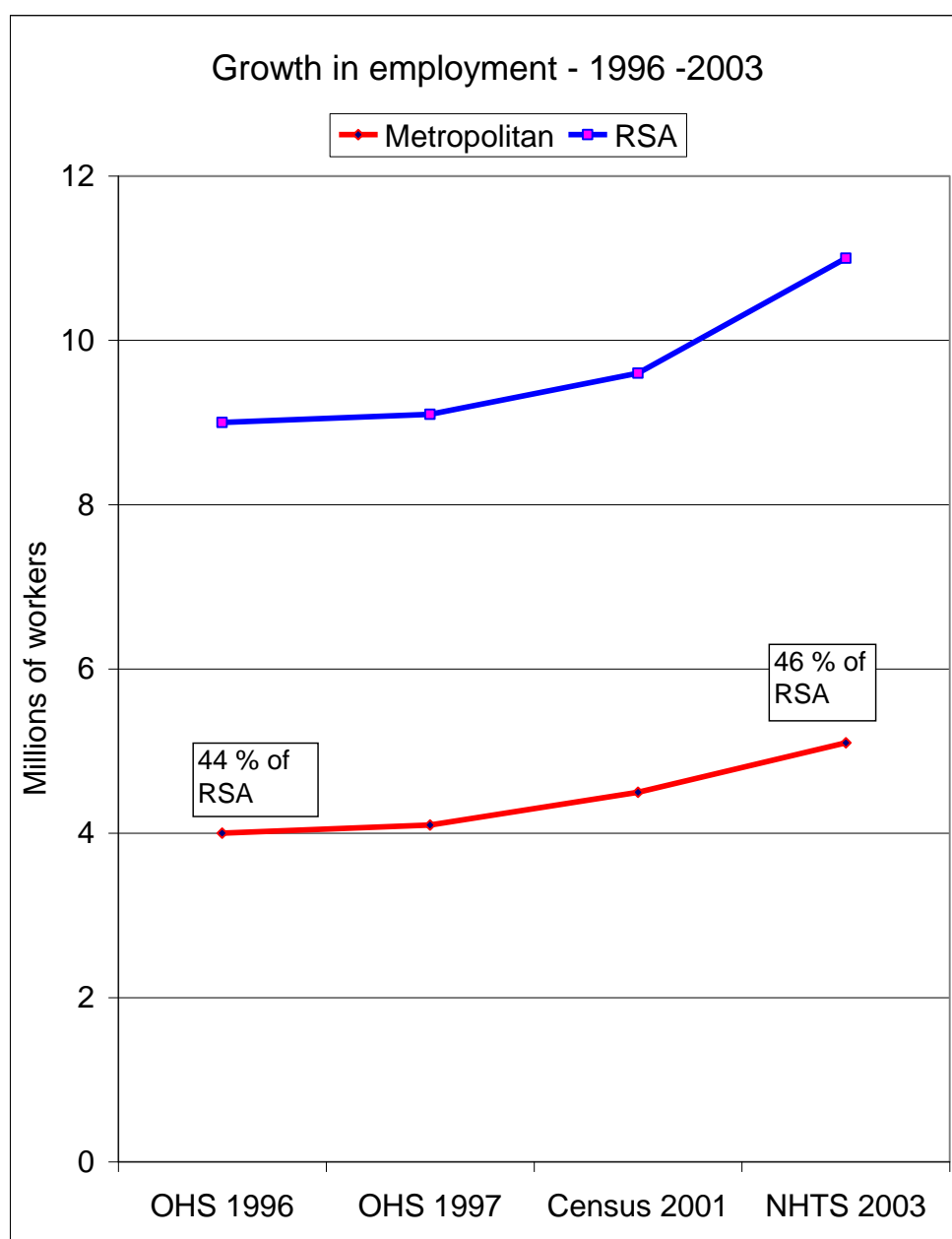
Figure 21: Trends in public transport mode share for work trips - 1996 to 2003



5.3 Trends by settlement type

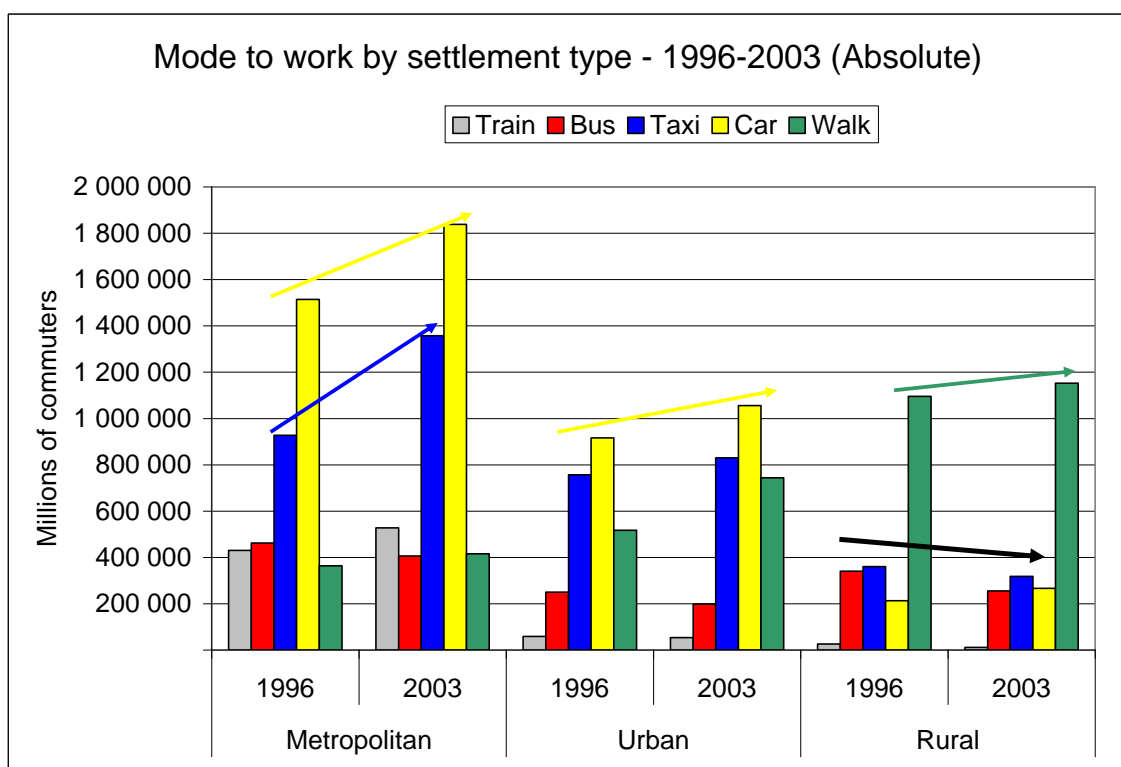
In view of the urbanisation dynamics which are prevalent in SA, it is necessary to consider the changes which have taken place in population and employment since 1996. This information is contained in **Figure 22**, which shows the growth in employment in SA and the metropolitan areas. While the number of employed has increased from nine to 11 million, the relative share in the metropolitan areas has risen from 44 to 47 per cent.

Figure 22: Growth in employment in SA and metropolitan areas - 1996 to 2003



Changes in the market share of the main mode of travel to work between 1996 and 2003, in the metropolitan, urban and rural parts of South Africa are shown in **Figure 23**. In absolute terms, the most significant growth has taken place in the metropolitan, but to a lesser extent, urban areas. The rate of increase has been higher amongst minibus-taxi users than any other mode, even car. The car use increase can be attributed to changes in income, associated with a growing middle-class population. The minibus-taxi increase is the result of growth in the number of employed persons and the ongoing urbanisation process resulting in large numbers of relatively poor people migrating to metropolitan and urban areas where most of the new jobs are being created.

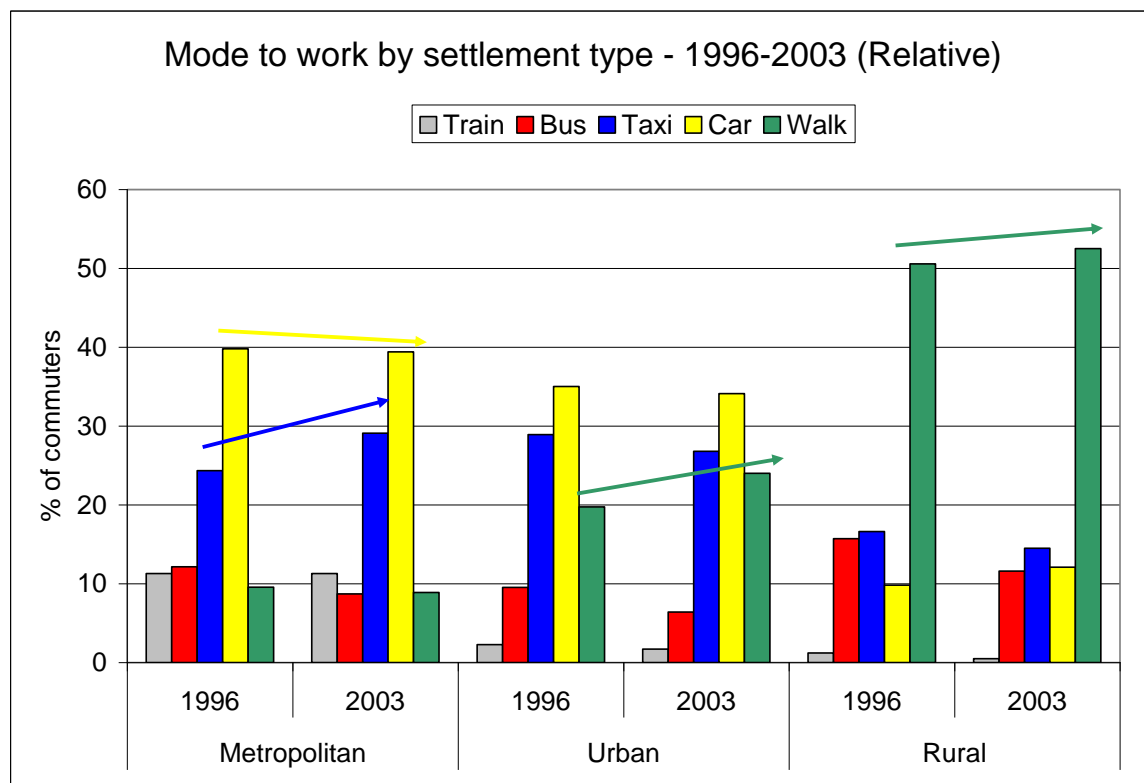
Figure 23: Absolute trends in the use of travel modes in settlements in SA - 1996 to 2003



The point about comparative changes in the use of cars and minibus-taxis is even more apparent in **Figure 24**, which shows relative changes in the use of travel modes for work trips. Despite absolute growth in car use, the relative share of the car mode declined slightly in the seven-year period. At the same time, the taxi market share climbed from about 24 to 29 per cent. In the urban and rural areas the only mode to significantly increase its market share is walking, with most other modes declining. Although the car market share increased

slightly in rural areas, at only around 10 per cent, car travel is not a significant feature in rural South Africa.

Figure 24: Relative changes in market share by settlement type - 1996 to 2003

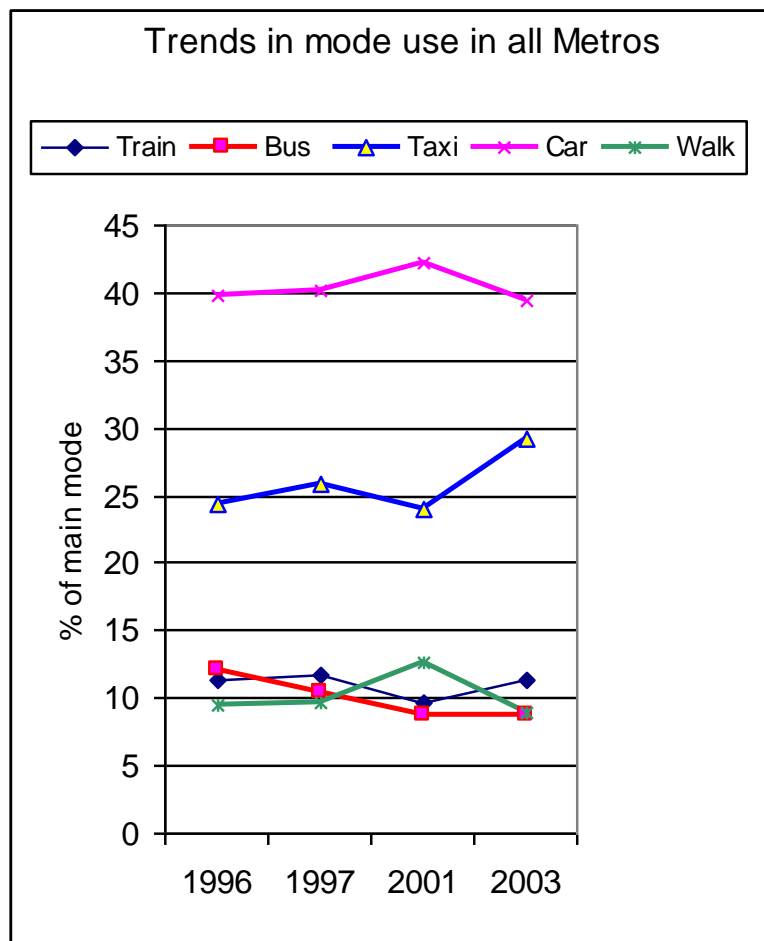


5.4 Metropolitan trends

While the number of work trips in metropolitan areas has increased fairly dramatically, the market share of the travel modes has remained fairly constant. Only minibus-taxi services have increased their relative share as is evident from **Figure 25** (from 24 to 29 per cent). The minibus-taxi market size has, however, risen from 928 000 in 1996 to 1.36 million in 2003 which is a 47 per cent increase.

The car share has remained fairly constant at around 40 per cent, train and bus services have hovered around the 10 per cent mark and walking has on average accounted for about 10 per cent of the trips to work in metropolitan areas.

Figure 25: Mode shares of trips to work in metropolitan areas - 1996 to 2003

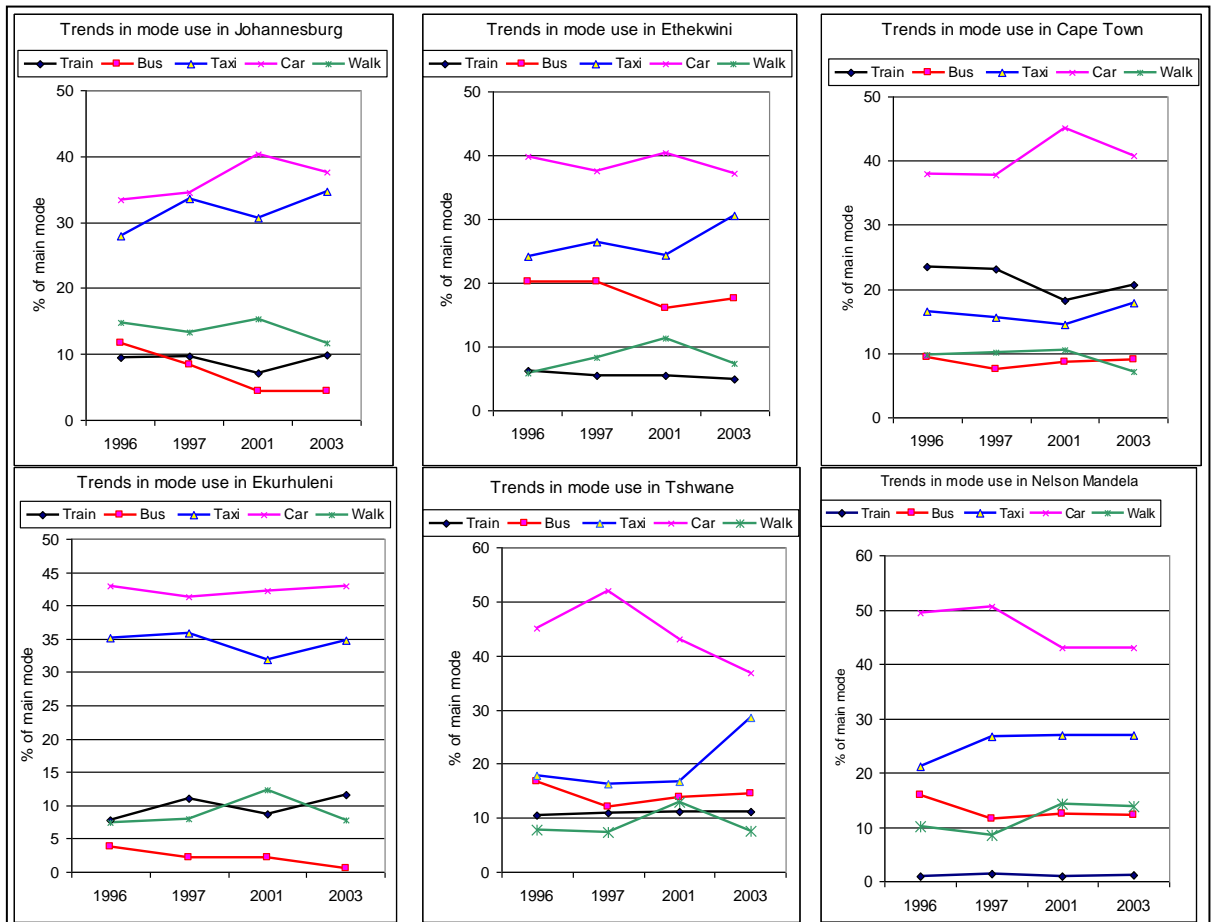


Differences between the main mode use in the six metropolitan areas are highlighted in **Figure 26**. The following trends are noteworthy:

- Car use has increased quite significantly in Johannesburg and Cape Town while remaining constant in Ekurhuleni. In the other three cities, the car market share has decreased, particularly in Tshwane and Nelson Mandela where the drop has been quite pronounced. These changes are probably due to demographic and income changes in the cities in question.
- Minibus-taxi use has increased in Johannesburg, Ethekwini, Cape Town and most notably in Tshwane, where the mode share has risen from about 18 per cent in 1996 to 28 per cent in 2003. In all these cities the gap between the minibus-taxi market share, and those of the other public transport modes has widened except in Cape Town, where the gap between trains, the leading mode, and taxis has progressively narrowed. The mode share of minibus-taxis has remained fairly constant in Ekurhuleni and Nelson Mandela. In the latter between 1996 and 1997, there was an

upward adjustment in the minibus-taxi share, mirrored by a downward adjustment affecting bus services. Both have remained constant since 1997.

Figure 26: Metropolitan trends in mode share for work trips - 1996 to 2003



- Train use is in decline everywhere except Ekurhuleni and Tshwane.
- Walking peaked in all cities in 2001, but since then appears to be on a downward trend.

The current mode share for trips to work in the metropolitan areas is shown in **Figure 27**. The dominant modes in all metropolitan areas are car and minibus-taxi. Train use for trips to work is only significant in Cape Town. The subsidised modes are relatively insignificant reaching a high of about 30 per cent of all work trips in Cape Town. Even in Tshwane and Ekurhuleni the major beneficiaries of transport subsidies, the mode share of subsidised modes is low at about 25 and 21 per cent respectively.

Figure 27: Mode shares for work trips in the metropolitan areas in 2003

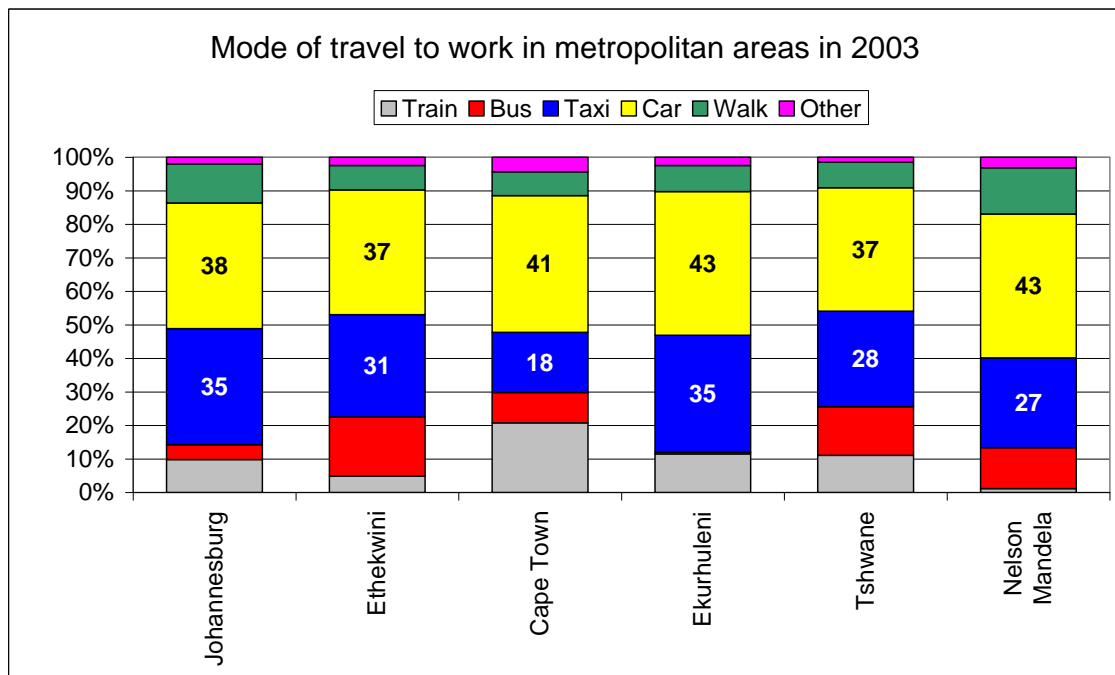
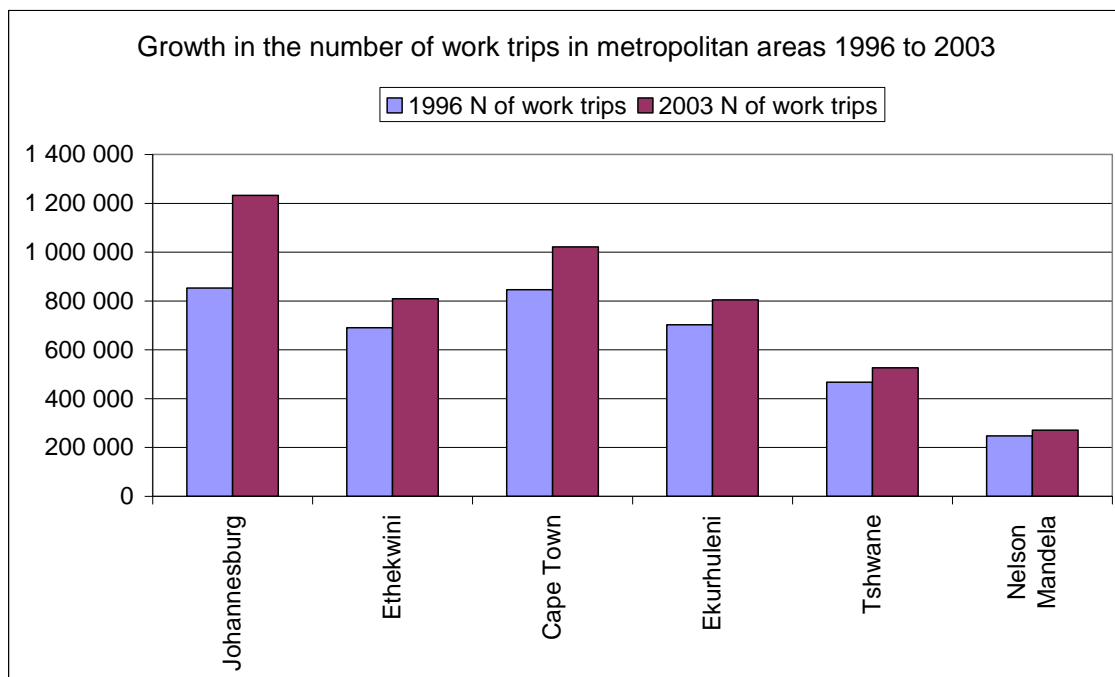


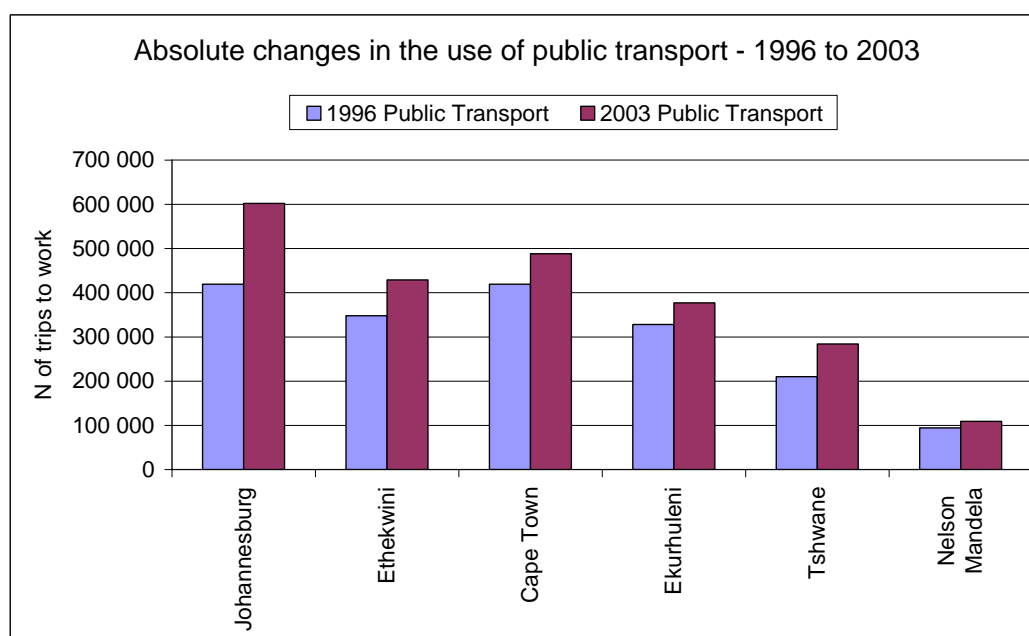
Figure 28: Absolute changes in the number of metropolitan work trips (1996 to 2003)



Absolute changes in the number of work trips in metropolitan areas between 1996 and 2003 are shown in **Figure 28**. These results confirm the demographic changes in the same period, namely that Johannesburg and Cape Town have experienced the most urban population (and economic) growth. All of the metropolitan areas have, however, experienced significant growth in commuter travel. The least change has been in Nelson Mandela.

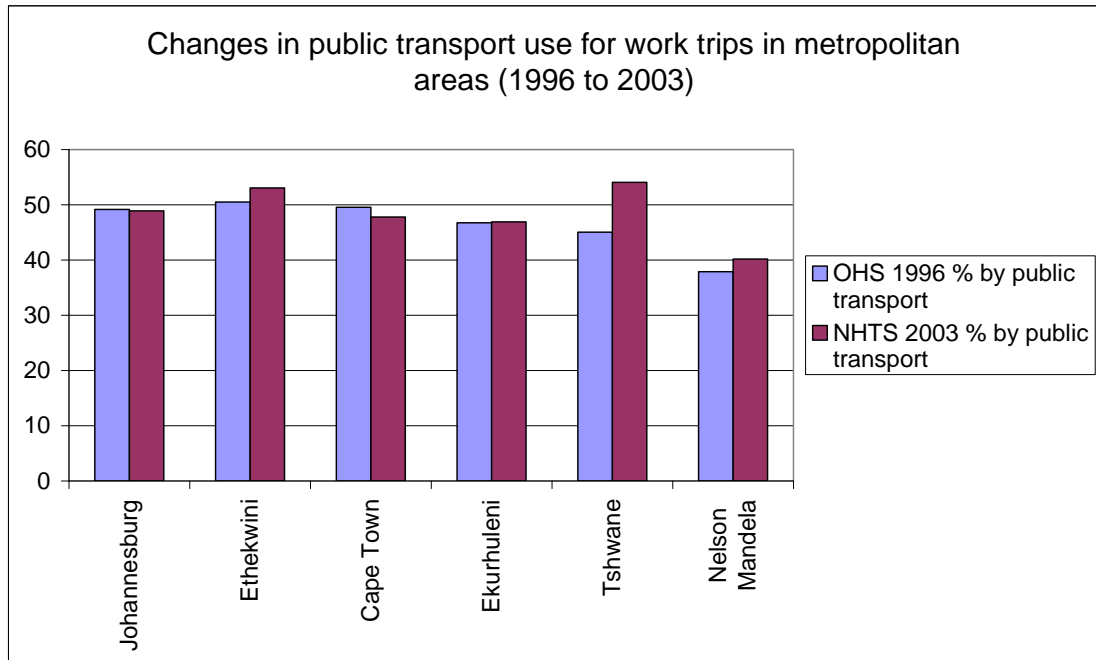
Absolute changes in the use of public transport are shown in **Figure 29**. Absolute numbers have increased in all the metropolitan areas, mainly on account of the growth in the number of work trips.

Figure 29: Absolute changes in the use of public transport for metropolitan work trips (1996 to 2003)



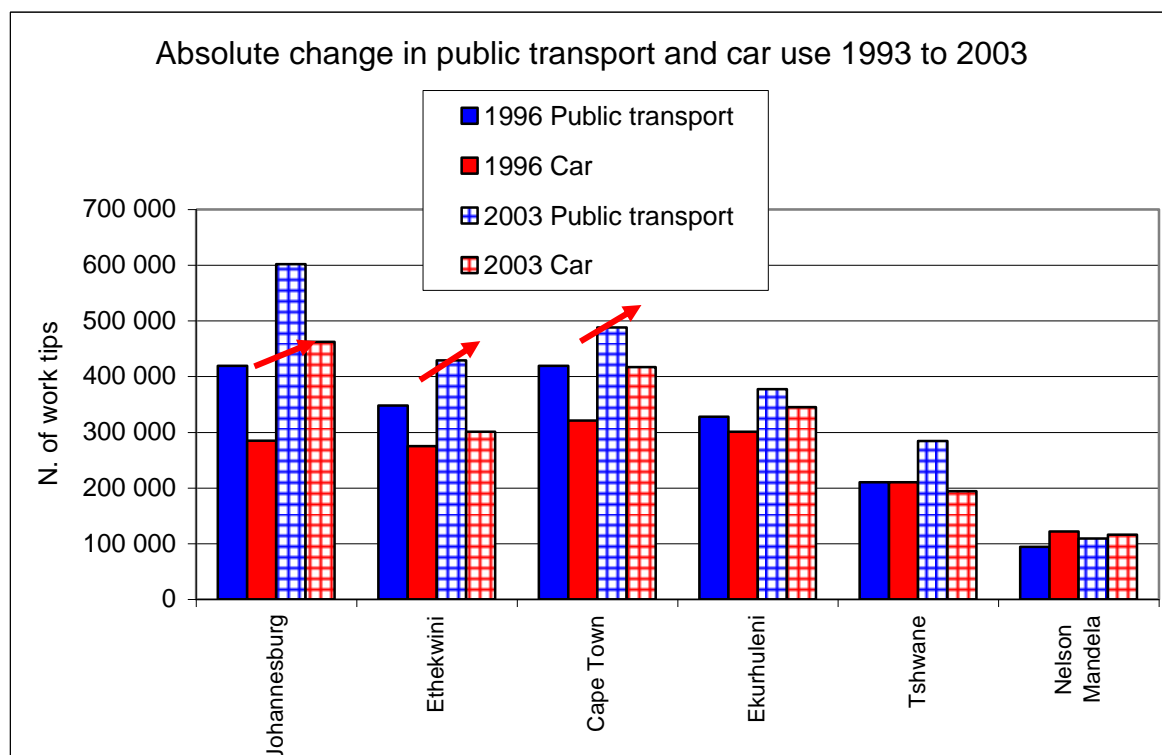
Relative changes in the use of public transport for work trips in metropolitan areas between 1996 and 2003 are shown in **Figure 30**. The public market share increased slightly in the period. However, in the significant cities experiencing the greatest urban growth (Johannesburg and Cape Town) public transport market share has declined.

Figure 30: Relative public transport market share in metropolitan areas between 1996 and 2003



Another dimension of the change in market share for work trips in metropolitan areas is provided by **Figure 31**. This shows that the car market shares have increased in all the four largest metropolitan areas, while declining in Tshwane and remaining static in Nelson Mandela. (It should be remembered that Tshwane has been severely impacted by boundary changes).

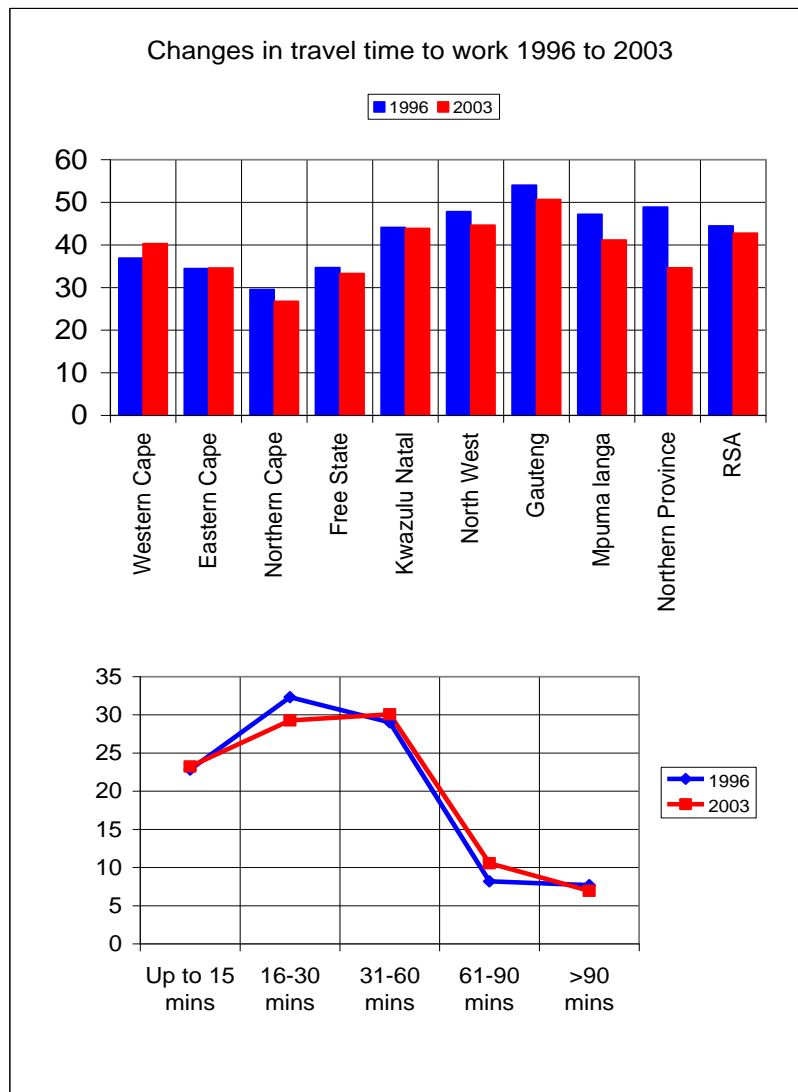
Figure 31: Absolute change in public transport and car use in the metropolitan areas between 1996 and 2003



6. TRAVEL TIME TRENDS

Figure 32 shows changes in the travel time to work between 1996 and 2003 in each of the nine provinces as well as in the SA as a whole. Contrary to expectations, travel times have decreased in all provinces except the Western Cape. It might be expected that, with urban expansion and rising car ownership and use, resulting in the increasing congestion, travel times might have increased, particularly for road-based modes. Working against the foregoing trends, however, is the fact that employment is increasingly dispersed, and is therefore closer to homes, and more people are working from home.

Figure 32: Changes in travel times to work between 1996 and 2003



Travel time increases in the Western Cape reflect the fact that the majority of commuters (about three quarters) are in Cape Town, which has not experienced the same extent of job decentralisation as many other metropolitan areas. Furthermore, the Western Cape has experienced the largest increase in the number of new households owning cars as noted in Section 3. Studies in Cape Town have demonstrated that, because the central area has remained dominant and because it is dependent on access via the N1 and N2 freeways, as the population has grown, the freeways have become increasingly congested.⁷ Frieslar and

⁷ Frieslar, A and J Jones; The N1 corridor Cape Town: Transport strategy for the corridor. Southern African Transport Conference, CSIR, Pretoria, July 2006

Jones found an average annual peak period growth in traffic of 2.5 per cent on the N1, the capacity of which will be exceeded in five to seven years. Daily annual increases in traffic amount to 3.5 per cent for the inbound lanes and 5 per cent for the outbound lanes, indicating a spreading of peak period traffic

The national and provincial trends in travel time are not significantly different to those in the different settlement types as is evident in **Figure 33**.

Figure 33: Trends in travel times by settlement type - 1996 to 2003

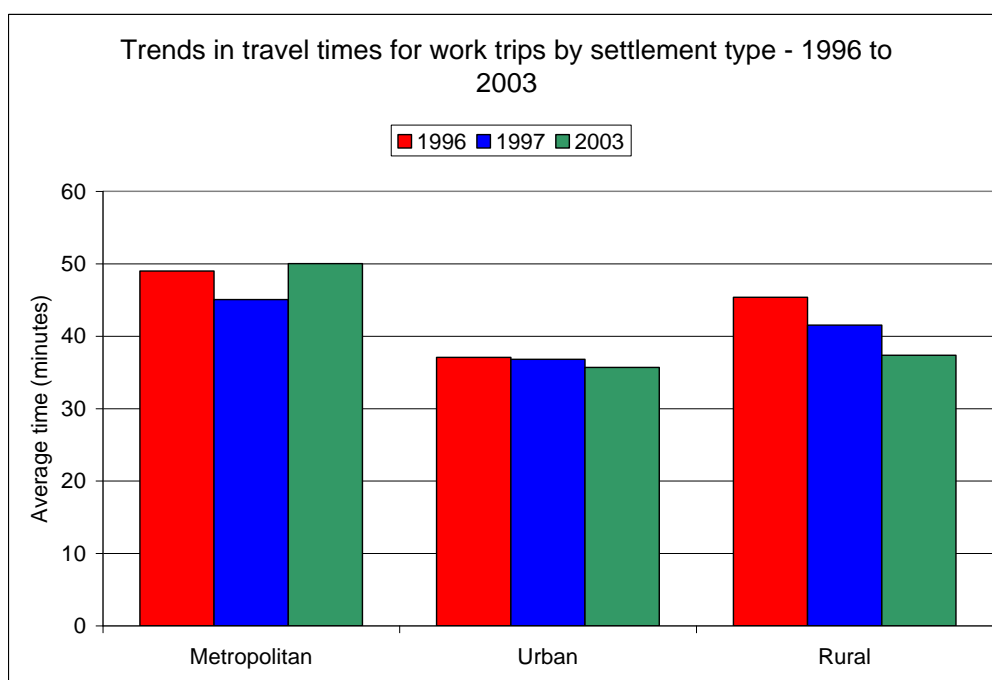
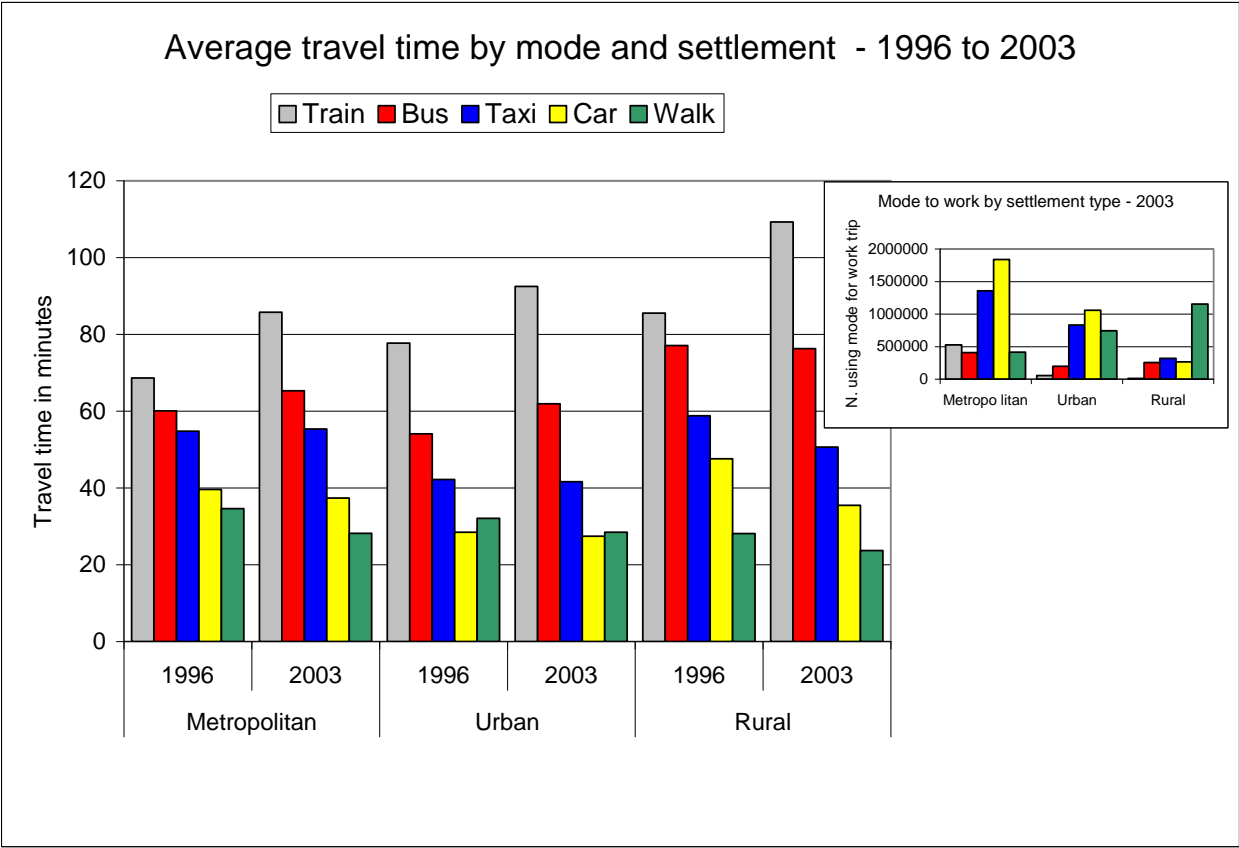


Figure 33 shows that travel times have decreased slightly in the urban and rural parts of South Africa, with the largest decrease in the latter. In the metropolitan areas, the fluctuation between 1996 and 1997 can be discounted, but the overall trend shows a slight increase from about 48 to 50 minutes for trips to work.

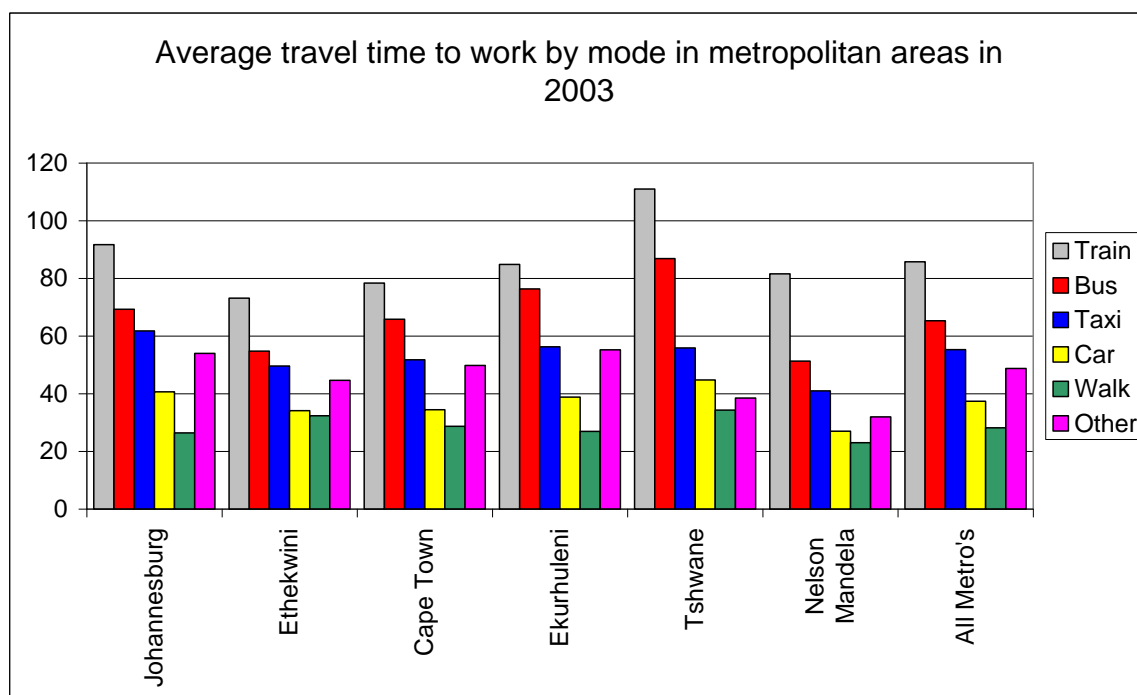
The average travel times by main modes in each of the three settlement types between 1996 and 2003 are shown in **Figure 34**. Train travel times have increased quite significantly in all areas, although the relative absence of train travel in the urban and rural areas should be noted (see figure inset).

Figure 34: Trends in travel times by mode and settlement type between 1996 and 2003



Bus travel times have increased in metropolitan and urban areas, possibly indicating the impact of increasing road congestion, while minibus-taxi travel times have remained constant. In rural areas, both bus and minibus-taxi times to work have decreased, but so has the number of trips to work. Average travel times to work by car have decreased in all areas, as have walking times.

Figure 35: Average travel time to work by mode in the metropolitan areas in 2003



The average travel times to work by mode in the metropolitan areas are shown in **Figure 35**, which indicates that travel times are longest for the public transport modes in the order train, bus and then minibus-taxi. Travel times, as in the case of the average times for car travel, are an indication of levels of congestion, or urban sprawl and the density of the settlement. This explains why amongst all modes Tshwane is generally higher than all other metropolitan areas and the case of congestion why, apart from Tshwane, Johannesburg has the longest average travel times amongst motorised travel modes.

Figure 36: Changes in travel time in metropolitan areas - 1996 to 2003

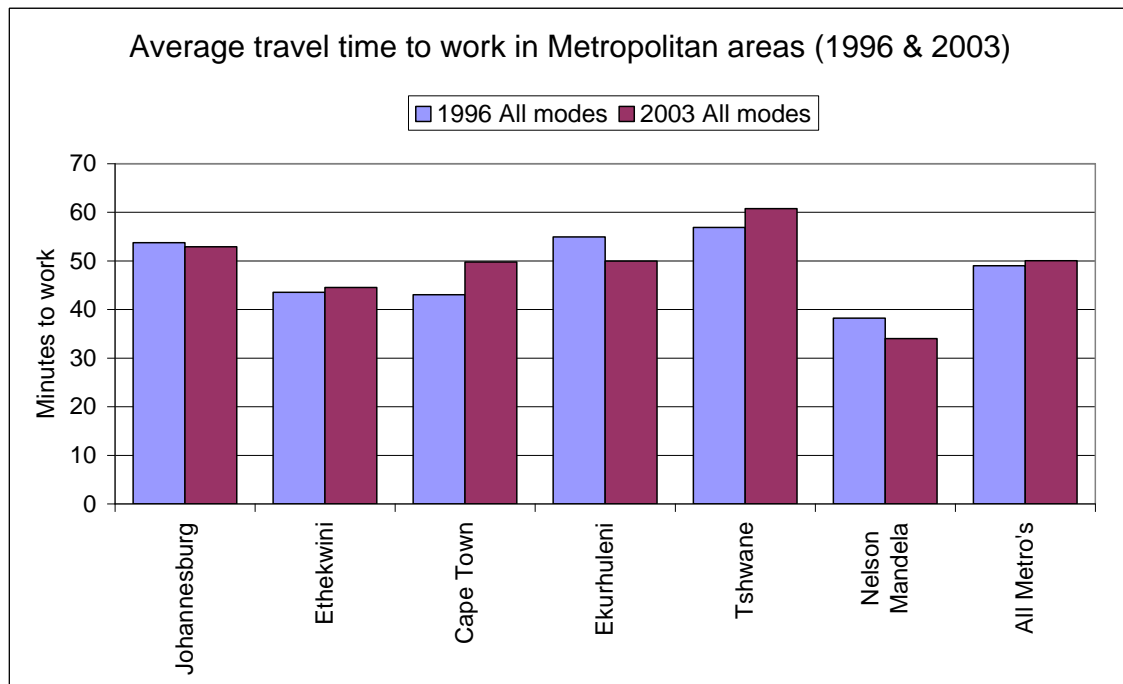


Figure 36 shows changes in the average travel times to work in the six metropolitan areas. Longest average times are experienced in Tshwane (averaging around 60 minutes) followed by Ekurhuleni (around 53 minutes). Shortest travel times are in Nelson Mandela, ranging between 35 and 40 minutes. Nelson Mandela and Ekurhuleni have experienced a slight decrease in the average work trip travel times, while Tshwane and Cape Town have experienced a lengthening of average times, the latter being most significant, and possibly the only area influenced significantly by increasing road congestion. In the case of Tshwane, dispersal of employment activities to the south-east has impacted on the large public transport captive population in the north.

Average travel times to work have remained constant in Johannesburg and Ekurhuleni, the two largest metropolitan areas.

Changes in the distribution of travel times for work trips in the metropolitan areas are highlighted in **Figure 37**. The figure shows the percentage of workers in each of three time bands for 1996 and 2003. Thus, in Nelson Mandela, the vast majority of workers (60 per cent) can get to work within 30 minutes and this proportion has remained constant in the period 1996 to 2003.

In Tshwane, more people are traveling longer in 2003 than was the case in 1996. In that city, in 2003, roughly one third of all the commuters were found in each of the three time bands. Cape Town experienced a decrease in the proportion traveling for 30 minutes or less but a large increase in the proportion traveling for 60 minutes or more to get to work. In most cities, the largest proportion of workers travel 30 minutes or less to get to work. The exception is Ekurhuleni, where the largest proportion travels for 31 to 60 minutes.

Figure 37: Changes in the distribution of work trip travel times in the metropolitan areas 1996 to 2003

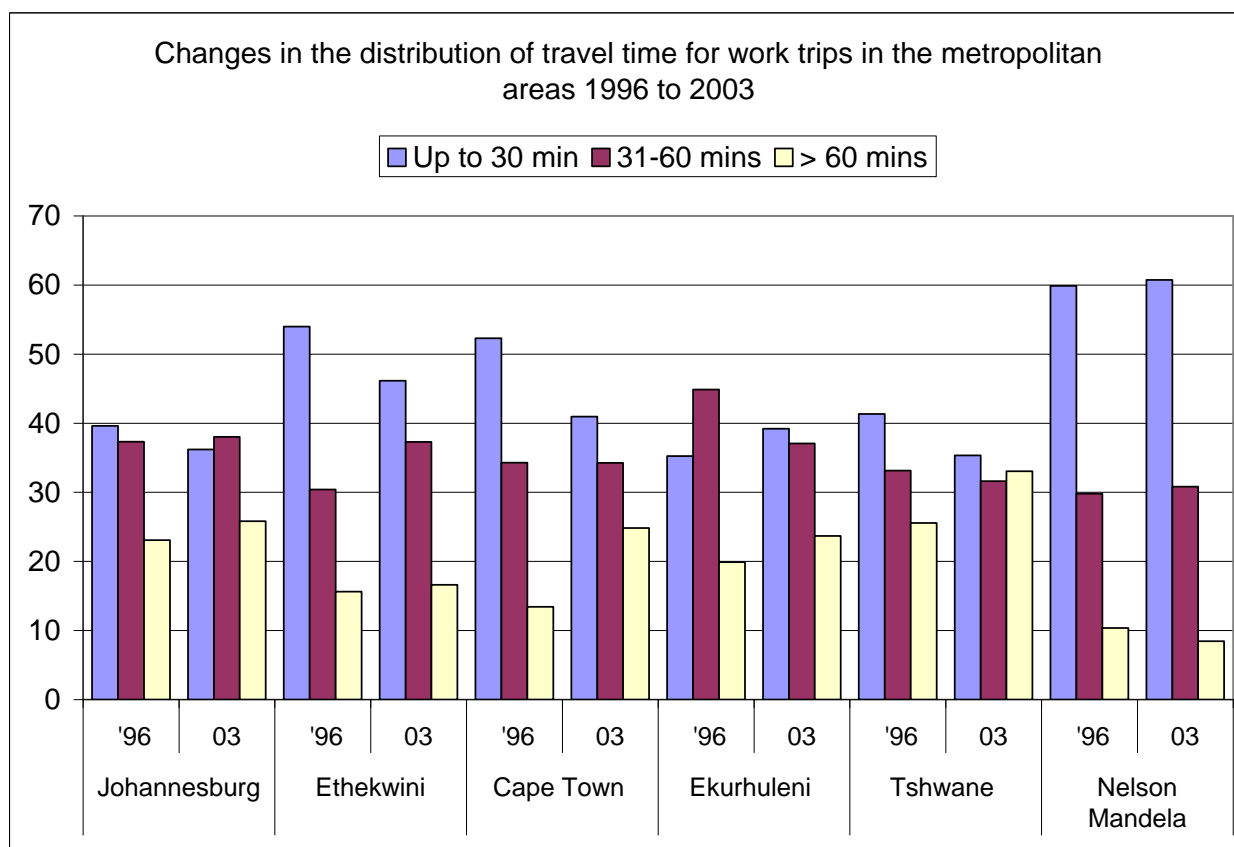


Figure 38: Changes in travel time by car in the metropolitan areas between 1996 and 2003.

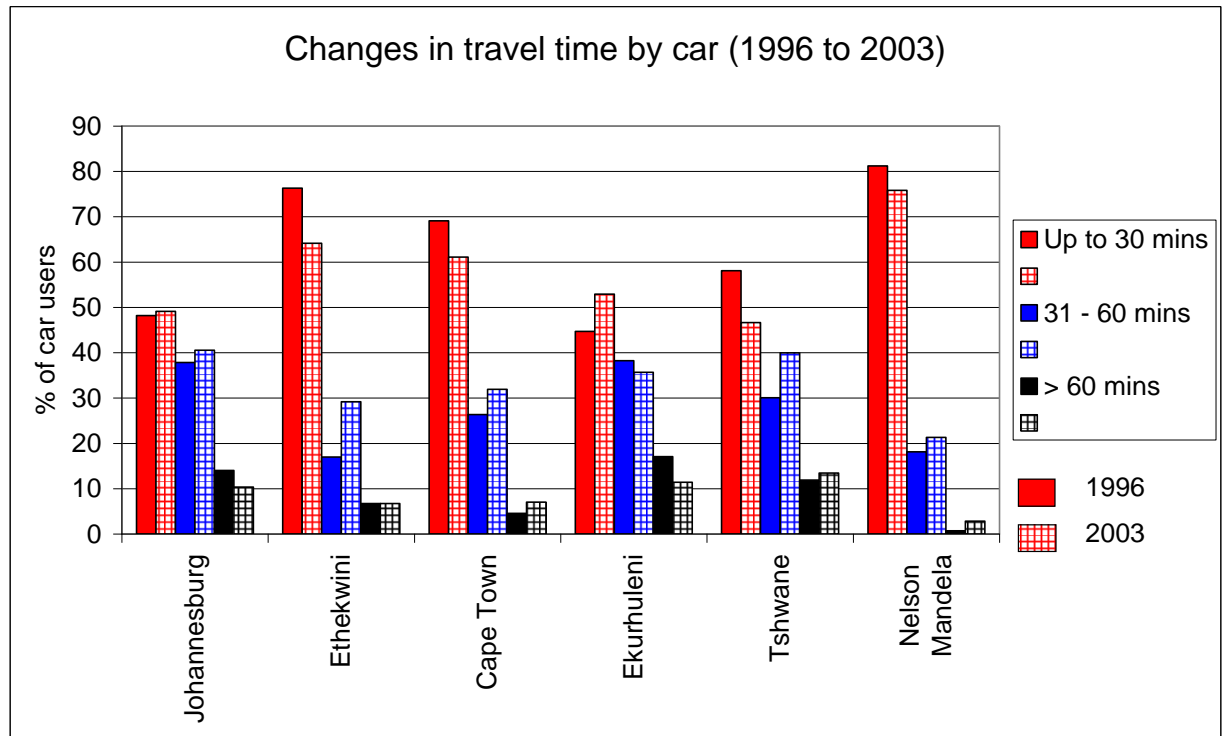
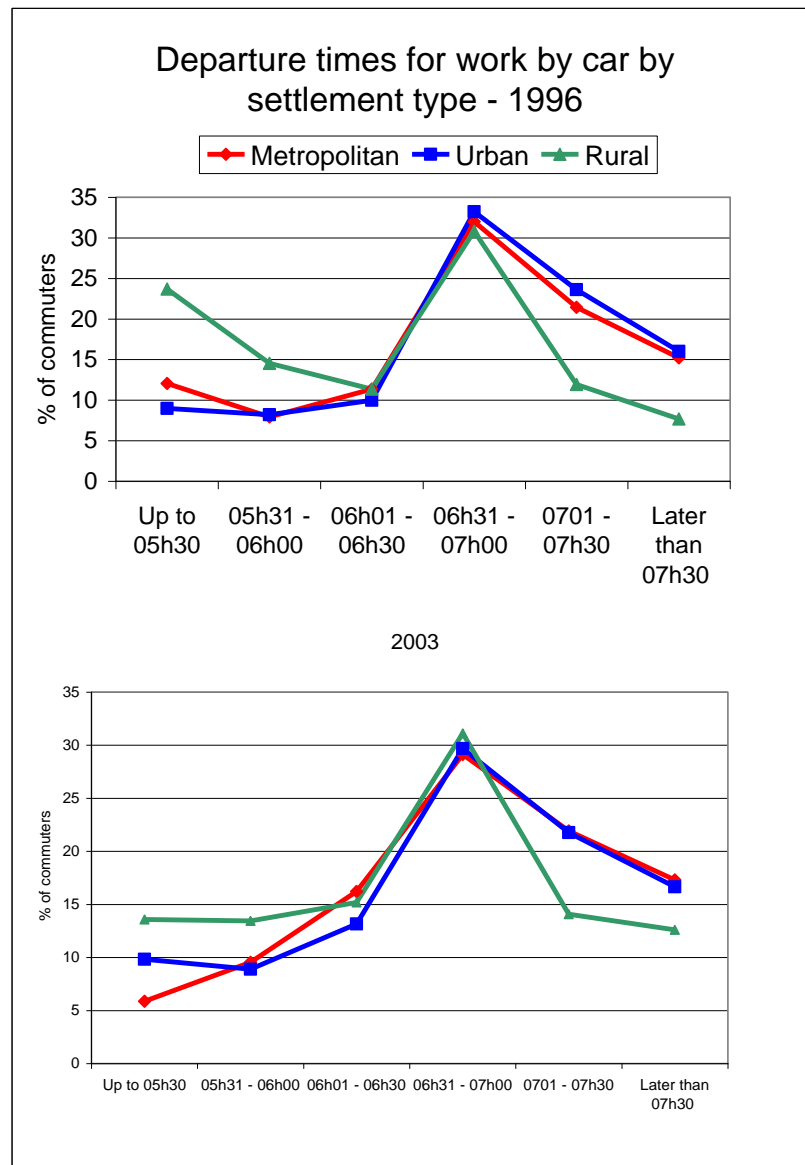


Figure 38 reveals that in the main, fewer people traveling by car to work travel for less than 30 minutes and many more travel for between 31 and 60 minutes. The exception is Johannesburg where contrary to expectation, fewer car users are traveling more than 30 minutes to work and more are traveling in the shorter travel time categories. This is one of those cases where relative changes mask the true situation. All other cities show a decline in the proportion of shorter journeys (up to 30 minutes) and an increase in longer car journeys (31 minutes or more).

In order to examine the hypothesis that more people are departing from home earlier to avoid congestion, an investigation was made of the departure times to work by car for trips in the three settlement types. The results for 1996 and 2003 are shown in **Figure 39**.

Figure 39: Departure times for work by car users - 1996 and 2003



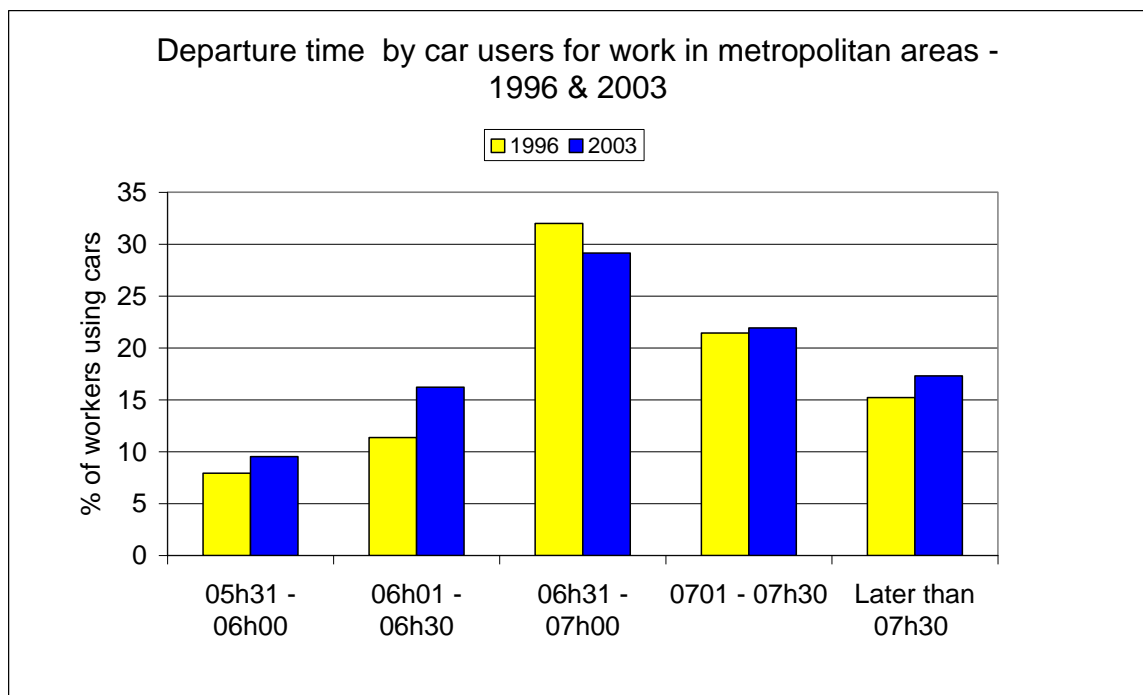
In 1996, there was little difference in the pattern in metropolitan and urban areas with the largest group (about one third) departing for work between 6h30 and 7h00. In both cases, about 70 per cent of workers left home for work after 6h30. Although the peak departure time in rural areas is the same, many more rural workers left home before 6h00 than in metropolitan and urban areas.

In 2003, the major differences were that in the rural areas, far fewer people departed before 5h30 (about 10 %) and a much bigger portion left for work after 7h00 (18 % in 1996 and 27% in 2003). Likewise, fewer metropolitan workers left home before 5h30, a drop from 11 to 6 per cent. There was, however, a large increase in the numbers leaving home between

6h00 and 6h30 (from 11% in 1996 to 16% in 2003) which in numerical terms was a large increase, from 172 000 up to 296 000. Taken as a whole, however, in 1996 some 475 000 metropolitan car users left home before 6h30 compared with 577 000 in 2003, an increase of 21.5 per cent. There was also an increase in the numbers who left home after 6h30 in 2003, from 1.1 to 1.3 million, a lower but still significant increase of 20 per cent. Thus, in the metropolitan areas overall, there is evidence of an increase in the intensity of car uses in the morning peak period, resulting in a 1.5 percentage point shift towards starting the trip earlier, that is, before 6h30. Although the shift was small in percentage terms, by 2003, it still resulted in an additional 100 thousand car trips starting before 6h30.

The relative shift in departure times in metropolitan areas is further exemplified in **Figure 40**, which highlights changes in the time bands of departures from home up to 7h30. There is clear evidence of the spreading of the peak around the traditional peak hour of 6h30 to 7h30. By 2003, there was clearly relatively more traffic both after 6h30 and after 7h30.

Figure 40: Peak period departures for work in metropolitan areas - 1996 & 2003



7. CONCLUSIONS

Despite concerns about the comparability of the different data sets used in the analysis, on account of different survey sizes and data collection methods, the few indicators available for the description of trends have proved to be consistent and fairly reliable. In all cases, for example, within mode shares, or income or travel time bands and car ownership, there has been a persistent pattern between the three or four time periods (data sources) used. In most cases, while there may have been relative variations between the indicators by a few percentage points, the absolute values have shown consistent and intuitively correct growth trends from the earliest to the most recent surveys.

The following conclusions have been drawn from the analysis.

1. Ongoing urbanisation is creating increased demand for daily travel between homes and urban activities. The brunt of the pressure of urban growth is being experienced in Gauteng, where population grew by 20 per cent between 1996 and 2003. Lower but still significant urban growth occurred in the Western Cape and KwaZulu-Natal.
2. Population densities in the SA cities are extremely low by world standards, impacting negatively on the viability of public transport, particularly on train and bus services. Travel distance is significantly higher than in more densely populated cities elsewhere in the world.
3. Between 1995 and 2003, the proportion of households earning less than R1 000 per month rose from 24 to 49 per cent.
4. Car ownership is rising, most rapidly in the Western Cape, where between 1996 and 2003 an additional 190 000 households acquired ownership of cars. In Gauteng, the equivalent figure was 120 000 households and was lower because of income differences, despite the more rapid growth of population in Gauteng. Most new growth comprises poor new arrivals from smaller urban areas and in particular from rural South Africa.
5. Household trip generation rates were lower in 2003 than in the mid-1990s on account of changes in household structure, resulting in smaller average household sizes. Trip generation rates are highest in the metropolitan areas, particularly Johannesburg.
6. Trips to work have increased substantially from about 8.6 million per day in 1996, to about 9.9 million in 2003. In the period 1996 to 2003 work trips increased by 22.1 per cent compared with a population increase of 14.3 per cent.
7. Public transport market share for trips to work has dropped from 58 to 56 per cent between 1996 and 2003. Minibus-taxi use has increased from 2 to 2.5 million, while

bus use has dropped from 1 million to 850 000. Train users remained constant at around 500 000.

8. The most significant feature of public transport is the increase in the market share of minibus-taxis for work trips from 57 to 63 percent of public transport trips, mostly at the expense of bus services. In the metropolitan areas the minibus-taxi market share for work trips increased by 47 per cent between 1996 and 2003.
9. There have been only relatively minor change in the travel times for work trips by all modes of travel. Indications are that in some cases travel times have been reduced by decentralisation of employment activities.
10. There is evidence of an increasing intensity of car use in the morning peak period in the metropolitan areas, and a 1.5 percentage point shift towards starting trips earlier, that is, before 6h30. There is also evidence of a spreading of the peak on either side of the traditional peak hour of 6h30 to 7h30.
11. Metropolitan areas have undoubtedly experienced the most significant changes in terms of population growth, increases in car ownership, modal adjustments and lengthening of travel times.

The appendices to this report contain the data used for the trend analysis and detailed tabulations of the results of the 2003 NHTS which provide a detailed insight into travel patterns and transport problems in provinces, different settlement types and metropolitan areas in South Africa.

In view of the ongoing demographic changes occurring in and between provinces and settlements in the SA, it is imperative that comparable information should be collected going forward into the future, to facilitate the monitoring of progress in implementing transport policy and achieving transport and development goals.

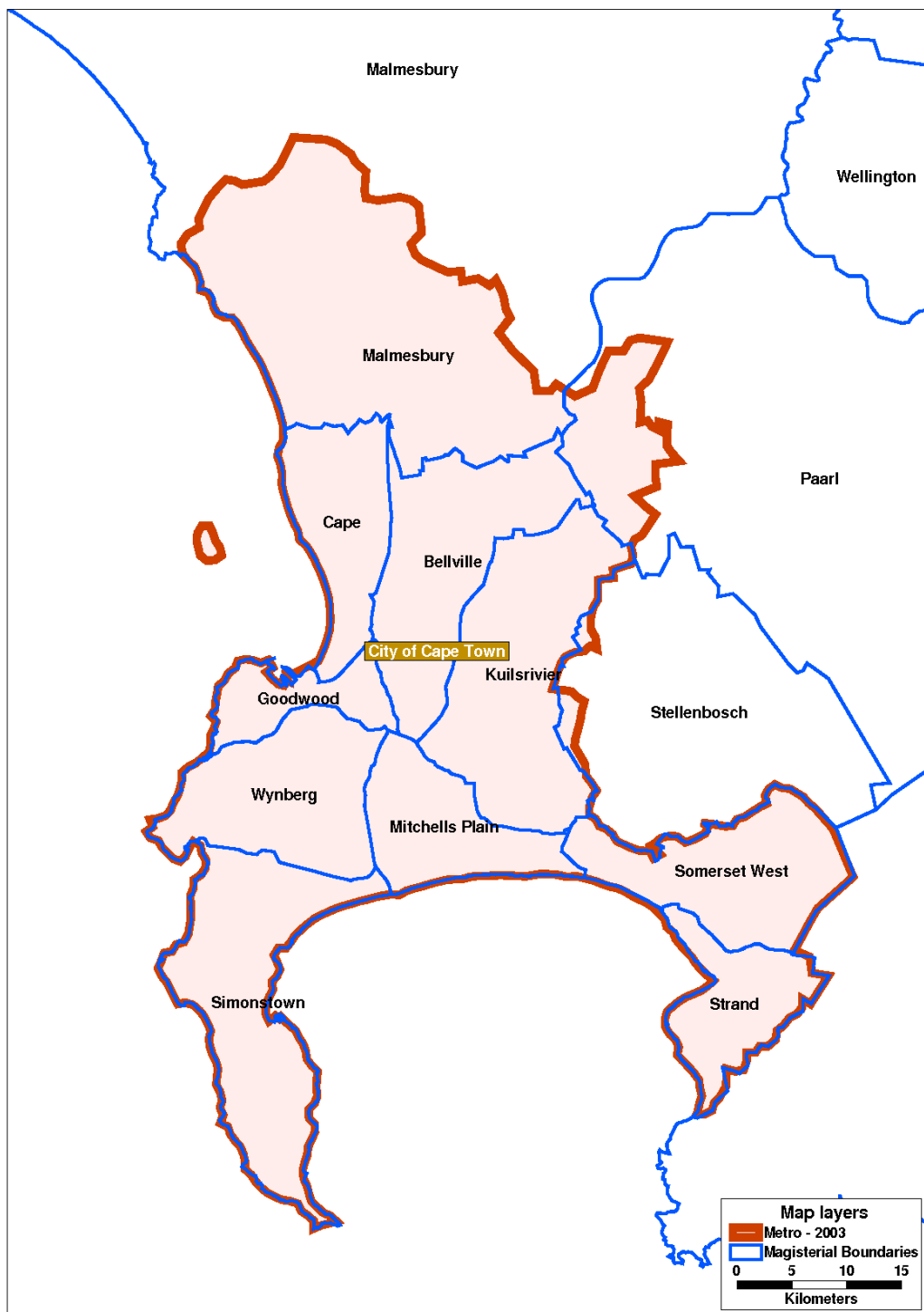
APPENDIX A – MAPS AND DATA TABLES USED IN THE TREND ANALYSIS

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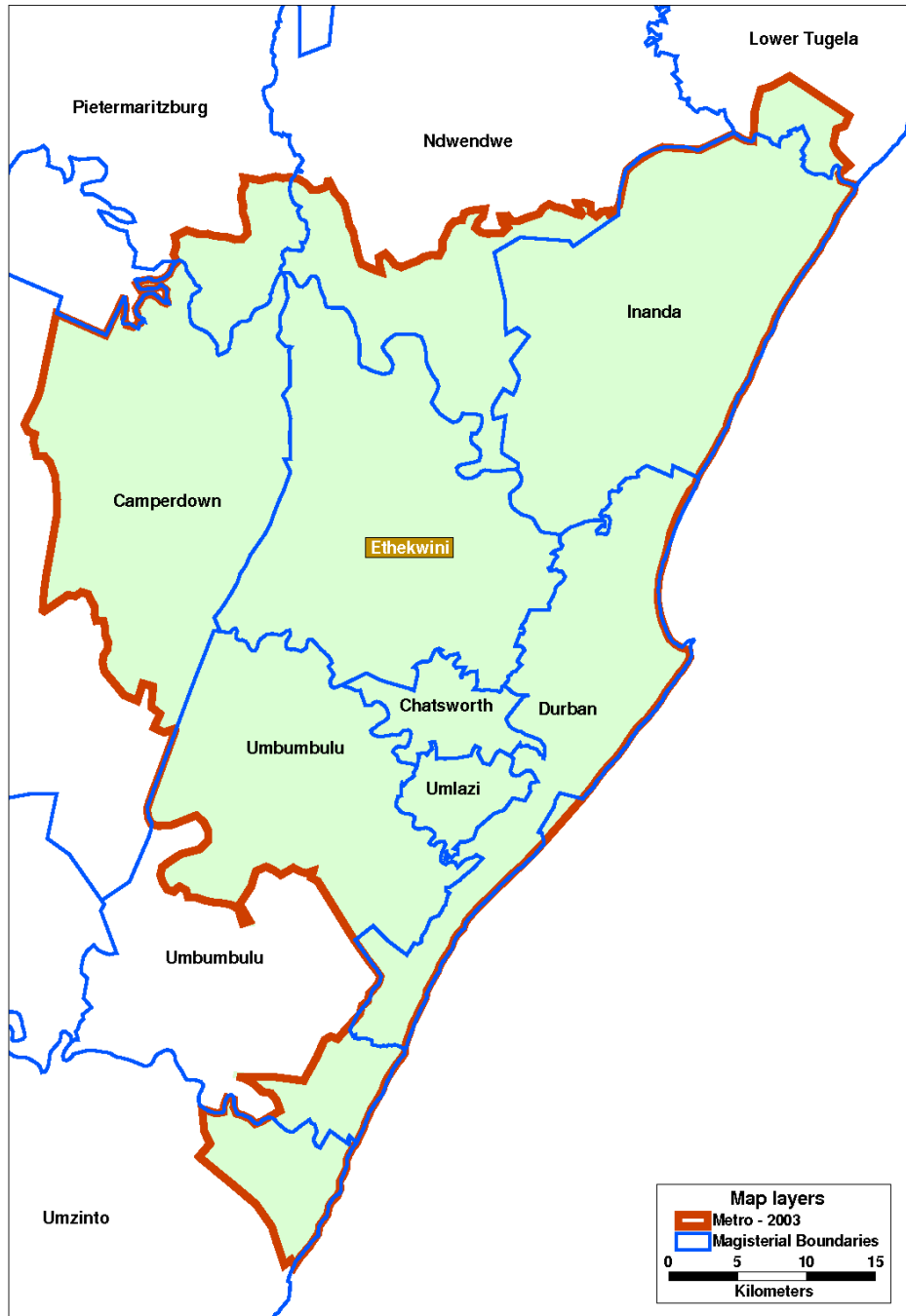
A1 – CITY OF CAPE TOWN MAP

City of Cape Town



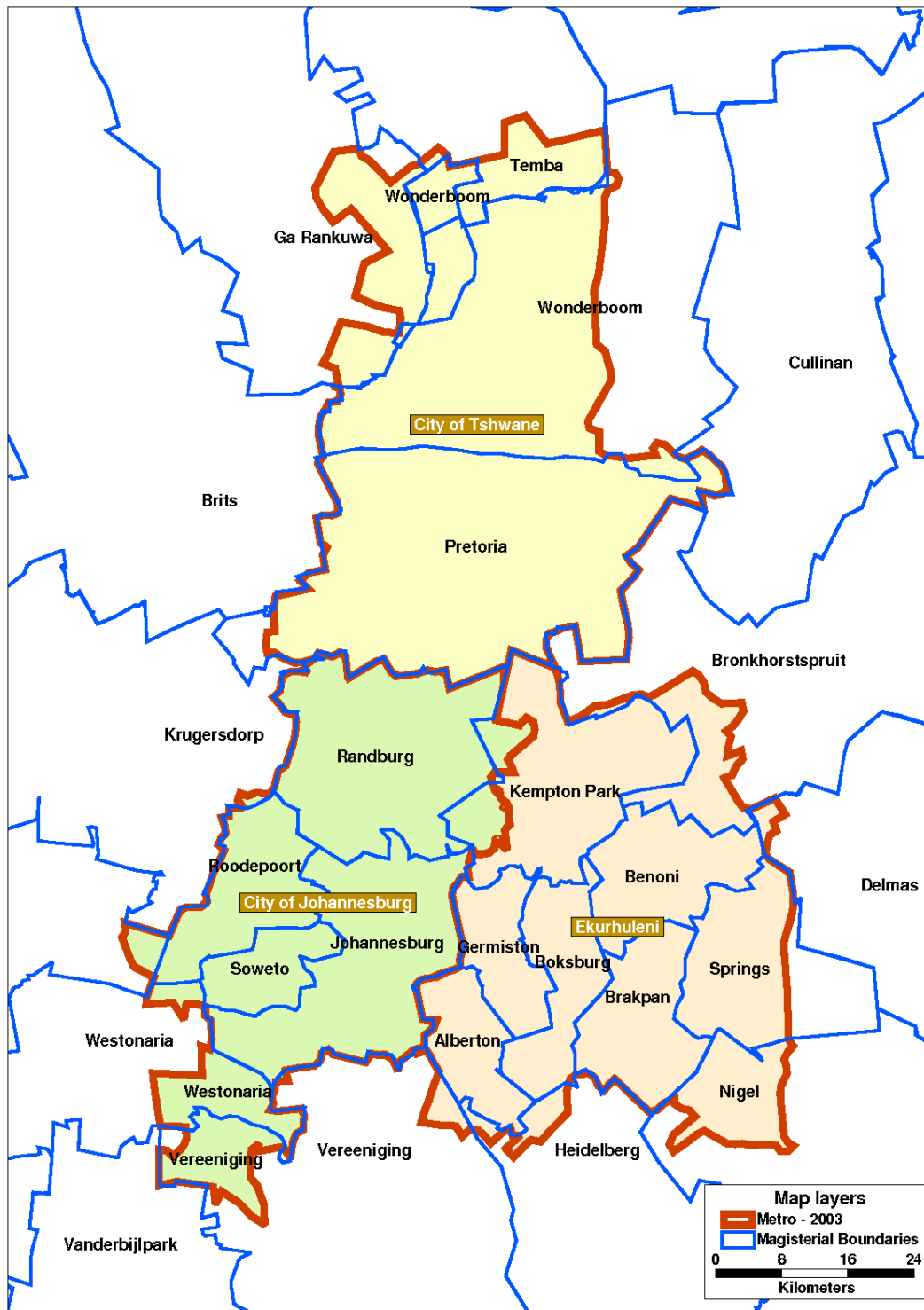
A2 – ETHEKWINI MAP

Ethekeweni



A3 – GAUTENG MAPS

Gauteng Metro's



A4 – NELSON MANDELA MAP

Nelson Mandela



A5 - INCOME AND CAR OWNERSHIP

Household income - 2003 Rands

IES 1995

Province	Household income				
	Up to R500	R501 - R1000	R1001 - R3000	R3001 - R6000	R6 000+
Western Cape	2.0	8.3	33.3	23.5	32.9
Eastern Cape	10.7	28.3	35.3	12.3	13.4
Northern Cape	12.8	22.2	33.6	13.4	18.0
Free State	20.3	21.1	29.7	13.5	15.5
KwaZulu-Natal	6.4	13.4	35.9	21.3	23.1
North West	13.2	21.0	32.2	15.8	17.7
Gauteng	2.1	6.6	25.0	22.2	44.1
Mpumalanga	5.6	16.8	42.1	18.1	17.4
Limpopo	13.8	25.5	31.2	13.6	15.8
RSA	7.9	16.1	32.1	18.3	25.6

Province	Household income				
	Up to R500	R501 - R1000	R1001 - R3000	R3001 - R6000	R6 000+
Western Cape	19 000	79 000	318 000	224 000	314 000
Eastern Cape	130 000	344 000	429 000	149 000	162 000
Northern Cape	24 000	41 000	62 000	25 000	33 000
Free State	127 000	132 000	185 000	84 000	97 000
KwaZulu-Natal	94 000	198 000	530 000	314 000	342 000
North West	96 000	153 000	234 000	115 000	129 000
Gauteng	42 000	132 000	499 000	442 000	879 000
Mpumalanga	28 000	85 000	213 000	91 000	88 000
Limpopo	113 000	208 000	254 000	111 000	129 000
RSA	674 000	1 373 000	2 726 000	1 557 000	2 173 000

IES 2000

Province	Regular income inflated to 2003 values				
	Up to R500	R501 - R1000	R1001 - R3000	R3001 - R6000	R6 000+
Western Cape	7.2	8.8	34.2	21.1	28.7
Eastern Cape	24.8	33.5	24.5	7.7	9.5
Northern Cape	14.8	25.6	27.5	12.5	19.6
Free State	24.2	23.3	29.8	10.3	12.4
KwaZulu-Natal	16.1	25.3	32.8	12.9	13.0
North West	18.8	21.5	37.6	13.1	9.0
Gauteng	10.2	14.9	35.5	17.4	21.9
Mpumalanga	17.1	25.7	34.7	12.2	10.4
Limpopo	23.3	34.6	27.6	7.2	7.2
RSA	16.2	22.4	32.3	13.6	15.6

Province	Regular income inflated to 2003 values				
	Up to R500	R501 - R1000	R1001 - R3000	R3001 - R6000	R6 000+
Western Cape	77 000	94 000	366 000	226 000	308 000
Eastern Cape	359 000	484 000	354 000	111 000	137 000
Northern Cape	28 000	48 000	52 000	23 000	37 000
Free State	171 000	164 000	210 000	72 000	87 000
KwaZulu-Natal	330 000	520 000	673 000	265 000	266 000
North West	149 000	171 000	299 000	105 000	71 000
Gauteng	316 000	462 000	1 099 000	540 000	676 000
Mpumalanga	111 000	167 000	225 000	79 000	68 000
Limpopo	241 000	357 000	285 000	75 000	74 000
RSA	1 782 000	2 467 000	3 563 000	1 496 000	1 724 000

NHTS 2003

Province	Monthly household income				
	Up to R500	R501 to R1 000	R1 001 to R3 000	R3 001 to R6 000	R6 001+
Western Cape	8.7	15.7	35.5	20.0	20.1
Eastern Cape	31.3	32.9	22.7	7.3	5.8
Northern Cape	19.7	30.8	27.0	11.1	11.4
Free State	28.3	27.9	26.6	8.1	9.1
KwaZulu-Natal	24.4	27.8	27.9	10.4	9.6
North West	26.4	24.1	30.9	11.5	7.2
Gauteng	18.3	16.9	32.6	13.6	18.6
Mpumalanga	29.2	27.8	25.5	9.4	8.1
Limpopo	30.7	32.9	24.3	6.2	5.9
RSA	23.8	25.1	28.6	11.1	11.4

Province	Monthly household income				
	Up to R500	R501 to R1 000	R1 001 to R3 000	R3 001 to R6 000	R6 001+
Western Cape	96 000	173 000	391 000	221 000	222 000
Eastern Cape	481 000	506 000	348 000	113 000	89 000
Northern Cape	48 000	75 000	66 000	27 000	28 000
Free State	213 000	210 000	201 000	61 000	68 000
KwaZulu-Natal	519 000	593 000	595 000	221 000	204 000
North West	297 000	271 000	348 000	130 000	81 000
Gauteng	491 000	455 000	876 000	364 000	500 000
Mpumalanga	246 000	234 000	215 000	79 000	68 000
Limpopo	399 000	428 000	315 000	80 000	77 000
RSA	2 790 000	2 945 000	3 354 000	1 296 000	1 336 000

Car access (1995 and 2000 deduced from expenditure on cars)

IES 1995

Province	% of Households	
	Yes	No
Western Cape	42.2	57.8
Eastern Cape	13.9	86.1
Northern Cape	24.0	76.0
Free State	19.4	80.6
Kwazulu Natal	21.8	78.2
North-West	17.7	82.3
Gauteng	43.2	56.8
Mpumalanga	20.7	79.3
Northern Province	14.4	85.6
RSA	25.7	74.3

Province	N of households	
	Yes	No
Western Cape	406 000	555 000
Eastern Cape	195 000	1 201 000
Northern Cape	47 000	149 000
Free State	148 000	615 000
Kwazulu Natal	383 000	1 379 000
North-West	138 000	638 000
Gauteng	836 000	1 098 000
Mpumalanga	125 000	478 000
Northern Province	156 000	926 000
RSA	2 433 000	7 039 000

IES 2000

Province	% of Households	
	Yes	No
Western Cape	39.9	60.1
Eastern Cape	11.9	88.1
Northern Cape	25.7	74.3
Free State	19.4	80.6
KwaZulu-Natal	17.5	82.5
North West	14.1	85.9
Gauteng	26.8	73.2
Mpumalanga	15.6	84.4
Northern Province	10.0	90.0
RSA	20.7	79.3

Province	N of households	
	Yes	No
Western Cape	427 000	643 000
Eastern Cape	173 000	1 273 000
Northern Cape	48 000	139 000
Free State	137 000	568 000
KwaZulu-Natal	360 000	1 697 000
North West	113 000	684 000
Gauteng	828 000	2 265 000
Mpumalanga	102 000	551 000
Northern Province	103 000	929 000
RSA	2 291 000	8 751 000

NHTS 2003

Province	% of Households	
	Yes	No
Western Cape	45.5	54.5
Eastern Cape	15.5	84.5
Northern Cape	25.4	74.6
Free State	21.8	78.2
KwaZulu-Natal	23.2	76.8
North West	22.4	77.6
Gauteng	33.0	67.0
Mpumalanga	23.5	76.5
Northern Province	17.2	82.8
RSA	26.1	73.9

Province	N of households	
	Yes	No
Western Cape	594 000	712 000
Eastern Cape	246 000	1 347 000
Northern Cape	63 000	184 000
Free State	168 000	601 000
KwaZulu-Natal	514 000	1 706 000
North West	265 000	918 000
Gauteng	961 000	1 954 000
Mpumalanga	204 000	662 000
Northern Province	227 000	1 089 000
RSA	3 241 000	9 173 000

Households with access to cars 1996 & 2003

Province	% of Households		Cars per household
	1995	2003	
Western Cape	42.2	45.5	0.6
Eastern Cape	13.9	15.5	0.18
Northern Cape	24.0	25.4	0.32
Free State	19.4	21.8	0.28
Kwazulu Natal	21.8	23.2	0.28
North-West	17.7	22.4	0.26
Gauteng	43.2	33.0	0.46
Mpumalanga	20.7	23.5	0.29
Northern Province	14.4	17.2	0.2
RSA	25.7	26.1	0.33

Province	Number of households		Increase
	1995	2003	
Western Cape	406 000	594 000	188 000
Eastern Cape	195 000	246 000	51 000
Northern Cape	47 000	63 000	16 000
Free State	148 000	168 000	20 000
Kwazulu Natal	383 000	514 000	131 000
North-West	138 000	265 000	127 000
Gauteng	836 000	961 000	125 000
Mpumalanga	125 000	204 000	79 000
Northern Province	156 000	227 000	71 000
RSA	2 433 000	3 241 000	808 000

Province	Increase in households with cars	% population growth	% ownership growth
Western Cape	188 000	14.3	46.3
Eastern Cape	51 000	2.1	26.2
Northern Cape	16 000	-2.1	34.0
Free State	20 000	2.8	13.5
Kwazulu Natal	131 000	12.0	34.2
North-West	127 000	9.4	92.0
Gauteng	125 000	20.3	15.0
Mpumalanga	79 000	11.5	63.2
Northern Province	71 000	7.0	45.5
RSA	808 000	10.4	33.2

A6 – WORK TRIPS PER HOUSEHOLD

Number of work trips per household

Province	OHS 1996	OHS 1997	Census 2001	NHTS 2003
Western Cape	1.368	1.335	1.168	1.219
Eastern Cape	0.610	0.526	0.443	0.499
Northern Cape	1.066	1.124	0.891	0.782
Free State	1.085	1.039	0.738	0.813
Kwazulu-Natal	0.928	0.898	0.669	0.729
North West	0.963	0.933	0.718	0.709
Gauteng	1.221	1.203	0.942	1.001
Mpumalanga	0.973	0.881	0.760	0.763
Limpopo	0.408	0.571	0.482	0.533
RSA	0.947	0.937	0.756	0.801

Number of worktrips per household

Metro	OHS 1996	OHS 1997	Census 2001	NHTS 2003
Johannesburg	1.363	1.256	0.943	1.071
Ethekwini	1.151	1.101	0.887	0.935
Cape Town	1.385	1.284	1.140	1.220
Ekurhuleni	1.114	1.156	0.916	0.973
Tshwane	1.135	1.254	1.030	0.877
Nelson Mandela	1.056	1.021	0.807	0.961
All metro's	1.222	1.193	0.967	1.023

Number of worktrips per household

Metro	OHS 1996	OHS 1997	NHTS 2003
Metropolitan	1.368	1.193	1.023
Urban	0.610	1.034	0.889
Rural	1.066	0.623	0.500
RSA	0.947	0.937	0.801

A7 – USE OF TRAVEL MODES

Trends in main mode to work - RSA

Main mode		OHS 1996	OHS 1997	Census 2001	NHTS 2003
Train		6.0	6.1	5.2	5.9
Bus		12.3	11.4	9.1	8.6
Taxi		23.8	24.2	20.9	25.2
Car		30.8	30.3	34.5	31.7
Walk		23.0	23.5	27.1	23.2
Other		4.2	4.5	3.2	5.4
Public transport		42.0	41.7	35.2	39.7
Public as % of all motorised trips		57.7	57.9	50.5	55.6
% of public transport	Train	14.3	14.6	14.8	14.9
	Bus	29.1	27.3	25.9	21.7
	Taxi	56.6	58.1	59.4	63.5
N of work trips		8 587 000	8 678 000	8 893 000	9 957 000

All trips to work				
Main mode	OHS 1996	OHS 1997	Census 2001	NHTS 2003
N of trips to work (million per day)	8.59	8.68	8.89	9.96

OHS 1996											
Main mode		Metro	Urban	Rural	RSA	Main mode		Metro	Urban	Rural	RSA
Train		11.3	2.3	1.2	6.0	Train		430 000	59 000	26 000	515 000
Bus		12.1	9.5	15.7	12.3	Bus		462 000	250 000	340 000	1 052 000
Taxi		24.4	28.9	16.6	23.8	Taxi		927 000	757 000	360 000	2 043 000
Car		39.8	35.0	9.8	30.8	Car		1 514 000	916 000	213 000	2 643 000
Walk		9.6	19.7	50.6	23.0	Walk		364 000	517 000	1 095 000	1 975 000
Other		2.8	4.5	6.1	4.2	Other		108 000	118 000	132 000	358 000
Public transport		47.8	40.7	33.5	42.0	Public transport		1 819 000	1 066 000	726 000	3 610 000
Public as % of all		54.6	53.8	77.4	57.7	N of work trips		3 804 000	2 617 000	2 165 000	8 587 000
% of public transport	Train	23.6	5.6	3.6	14.3						
	Bus	25.4	23.4	46.9	29.1						
	Taxi	51.0	71.0	49.5	56.6						
N of work trips		3 804 000	2 617 000	2 165 000	8 587 000						

OHS 1997											
Main mode		Metro	Urban	Rural	RSA	Main mode		Metro	Urban	Rural	RSA
Train		11.7	2.0	1.1	6.1	Train		453 000	53 000	24 000	530 000
Bus		10.4	8.4	17.0	11.4	Bus		402 000	223 000	363 000	988 000
Taxi		25.8	28.8	15.8	24.2	Taxi		1 001 000	766 000	338 000	2 104 000
Car		40.2	32.2	10.1	30.3	Car		1 560 000	855 000	215 000	2 629 000
Walk		9.7	23.1	48.9	23.5	Walk		375 000	615 000	1 045 000	2 035 000
Other		2.4	5.5	7.1	4.5	Other		93 000	146 000	152 000	391 000
Public transport		47.8	39.2	33.9	41.7	Public transport		1 856 000	1 042 000	725 000	3 622 000
Public as % of all		54.3	54.9	77.1	57.9	N of work trips		3 883 000	2 658 000	2 136 000	8 678 000
% of public transport	Train	24.4	5.0	3.3	14.6						
	Bus	21.7	21.5	50.1	27.3						
	Taxi	53.9	73.5	46.6	58.1						
N of work trips		3 883 000	2 658 000	2 136 000	8 678 000						

NHTS 2003											
Main mode		Metro	Urban	Rural	RSA	Main mode		Metro	Urban	Rural	RSA
Train		11.3	1.7	0.5	5.9	Train		526 000	52 000	11 000	589 000
Bus		8.7	6.4	11.6	8.6	Bus		404 000	197 000	254 000	856 000
Taxi		29.1	26.8	14.5	25.2	Taxi		1 359 000	832 000	319 000	2 509 000
Car		39.4	34.1	12.1	31.7	Car		1 835 000	1 056 000	266 000	3 157 000
Walk		8.9	24.0	52.5	23.2	Walk		415 000	742 000	1 153 000	2 310 000
Other		2.7	7.1	8.8	5.4	Other		125 000	219 000	192 000	536 000
Public transport		49.1	34.9	26.6	39.7	Public transport		2 289 000	1 081 000	584 000	3 954 000
Public as % of all		55.5	50.6	68.7	55.6	N of work trips		4 664 000	3 098 000	2 195 000	9 957 000
% of public transport	Train	23.0	4.9	1.9	14.9						
	Bus	17.7	18.3	43.6	21.7						
	Taxi	59.3	76.8	54.5	63.5						
N of work trips		4 664 000	3 098 000	2 195 000	9 957 000						

Mode by province

OHS 96										
Main mode	Western Cape	Eastern Cape	Northern Cape	Free State	KwaZulu-Natal	North West	Gauteng	Mpumalanga	Limpopo	RSA
Train	15.7	1.2	0.4	0.4	3.3	3.7	9.0	0.6	0.7	6.0
Bus	7.0	8.0	7.7	7.5	15.5	22.8	9.2	23.1	18.8	12.3
Taxi	14.5	27.7	11.6	22.4	26.9	25.5	28.3	21.7	18.6	23.8
Car	34.1	29.9	19.2	24.3	31.5	19.5	39.1	22.9	19.1	30.8
Walk	23.1	29.6	52.4	40.1	18.7	25.7	11.8	25.6	37.5	23.0
Other	5.5	3.6	8.7	5.4	4.0	2.8	2.6	6.2	5.3	4.2
Public transport	37.2	36.8	19.7	30.3	45.7	52.1	46.5	45.3	38.0	42.0
Public as % of all motorised trips	52.2	55.1	50.7	55.5	59.2	72.8	54.4	66.5	66.5	57.7
% of all public transport	Train	42.2	3.1	1.8	1.2	7.2	19.4	1.3	1.8	14.3
	Bus	18.9	21.6	39.2	24.9	33.9	19.9	50.9	49.4	29.1
	Taxi	38.9	75.2	59.0	73.9	58.8	60.8	47.9	48.9	56.6
N of work trips	1 332 000	802 000	210 000	653 000	1 500 000	678 000	2 357 000	603 000	453 000	8 587 000

OHS 97										
Main mode	Western Cape	Eastern Cape	Northern Cape	Free State	KwaZulu-Natal	North West	Gauteng	Mpumalanga	Limpopo	RSA
Train	15.7	1.0		0.1	3.1	4.9	9.4	0.2	0.3	6.1
Bus	7.0	5.6	6.9	8.6	17.4	17.4	6.4	24.6	19.2	11.4
Taxi	14.0	30.0	11.1	24.2	27.5	23.1	30.2	18.4	19.3	24.2
Car	33.2	26.2	26.2	25.3	29.8	19.4	39.3	23.2	19.3	30.3
Walk	21.3	33.5	46.9	37.7	19.1	31.5	13.1	24.3	35.7	23.5
Other	8.9	3.7	8.9	4.1	3.1	3.7	1.6	9.4	6.2	4.5
Public transport	36.7	36.6	18.0	32.9	48.0	45.4	46.0	43.1	38.8	41.7
Public as % of all motorised trips	52.5	58.3	40.7	56.6	61.7	70.0	53.9	65.0	66.7	57.9
% of all public transport	Train	42.8	2.8	0.0	0.4	6.5	10.8	20.5	0.4	14.6
	Bus	19.1	15.2	38.1	26.1	36.2	13.9	57.0	49.6	27.3
	Taxi	38.1	82.0	61.9	73.5	57.3	50.9	42.6	49.7	58.1
N of work trips	1 337 000	715 000	213 000	662 000	1 523 000	687 000	2 416 000	546 000	577 000	8 678 000

Census 2001										
Main mode	Western Cape	Eastern Cape	Northern Cape	Free State	KwaZulu-Natal	North West	Gauteng	Mpumalanga	Limpopo	RSA
Train	12.1	1.3	0.2	0.3	3.2	3.2	7.6	0.3	0.5	5.2
Bus	7.2	6.0	6.3	6.2	12.6	15.3	5.6	18.5	10.8	9.1
Taxi	12.9	22.5	9.5	21.5	22.0	23.4	26.7	15.7	14.7	20.9
Car	40.3	32.2	31.5	23.8	35.2	23.0	40.8	26.5	25.4	34.5
Walk	23.4	35.2	46.1	45.3	23.7	32.3	16.7	34.6	44.7	27.1
Other	4.2	2.8	6.5	2.8	3.3	2.8	2.6	4.4	3.8	3.3
Public transport	32.2	29.8	16.0	28.0	37.8	41.9	40.0	34.5	26.0	35.1
Public as % of all motorised trips	44.4	48.0	33.7	54.1	51.7	64.5	49.5	56.6	50.5	50.5
% of all public transport	Train	37.6	4.4	1.2	1.0	8.4	7.6	19.0	0.9	14.7
	Bus	22.2	20.0	39.2	22.2	33.3	14.1	53.5	41.6	25.8
	Taxi	40.2	75.6	59.6	76.8	58.3	66.9	45.6	56.4	59.5
N of work trips	1 412 000	681 000	196 000	559 000	1 472 000	702 000	2 673 000	595 000	603 000	8 893 000

NHTS 2003										
Main mode	Western Cape	Eastern Cape	Northern Cape	Free State	KwaZulu-Natal	North West	Gauteng	Mpumalanga	Limpopo	RSA
Train	14.0	1.8	0.0	0.0	2.8	3.2	9.5	0.1	0.0	5.9
Bus	6.1	5.7	3.4	4.9	14.2	12.7	5.6	15.8	10.1	8.6
Taxi	15.9	27.7	11.2	24.1	30.4	26.1	31.4	18.3	16.1	25.2
Car	35.6	28.2	34.2	23.3	30.3	24.4	39.6	24.0	19.7	31.7
Walk	20.5	32.3	41.4	41.1	18.0	25.6	11.5	31.5	48.3	23.2
Other	7.9	4.2	9.7	6.6	4.4	8.0	2.4	10.4	5.7	5.4
Public transport	36.0	35.3	14.6	28.9	47.4	42.0	46.5	34.1	26.2	39.7
Public as % of all motorised trips	50.3	55.5	29.9	55.4	61.0	63.2	54.0	58.6	57.1	55.6
% of all public transport	Train	39.0	5.2	0.0	0.0	5.9	7.5	20.5	0.0	14.9
	Bus	17.0	16.2	23.1	16.9	30.0	12.0	46.2	38.5	21.6
	Taxi	44.0	78.7	76.9	83.1	64.1	62.3	53.6	61.5	63.5
N of work trips	1 592 000	796 000	194 000	628 000	1 622 000	839 000	2 924 000	660 000	702 000	9 957 000

OHS 96										
Main mode	Western Cape	Eastern Cape	Northern Cape	Free State	KwaZulu-Natal	North West	Gauteng	Mpumalanga	Limpopo	RSA
Train	209 000	9 000	1 000	2 000	50 000	25 000	212 000	3 000	3 000	515 000
Bus	94 000	64 000	16 000	49 000	233 000	155 000	218 000	139 000	85 000	1 052 000
Taxi	193 000	222 000	24 000	146 000	404 000	173 000	666 000	131 000	84 000	2 043 000
Car	455 000	240 000	40 000	158 000	473 000	132 000	920 000	138 000	87 000	2 643 000
Walk	308 000	238 000	110 000	262 000	281 000	174 000	279 000	154 000	170 000	1 975 000
Other	74 000	29 000	18 000	35 000	60 000	19 000	61 000	37 000	24 000	358 000
Public transport	496 000	295 000	41 000	197 000	687 000	353 000	1 096 000	273 000	172 000	3 610 000
N of work trips	1 332 000	802 000	210 000	653 000	1 500 000	678 000	2 357 000	603 000	453 000	8 587 000

OHS 97										
Main mode	Western Cape	Eastern Cape	Northern Cape	Free State	KwaZulu-Natal	North West	Gauteng	Mpumalanga	Limpopo	RSA
Train	210 000	7 000	0	1 000	48 000	34 000	228 000	1 000	2 000	530 000
Bus	94 000	40 000	15 000	57 000	265 000	119 000	154 000	134 000	111 000	988 000
Taxi	187 000	215 000	24 000	160 000	419 000	159 000	729 000	100 000	111 000	2 104 000
Car	443 000	188 000	56 000	167 000	454 000	134 000	950 000	127 000	112 000	2 629 000
Walk	285 000	239 000	100 000	250 000	290 000	216 000	316 000	132 000	206 000	2 035 000
Other	119 000	26 000	19 000	27 000	48 000	25 000	39 000	52 000	36 000	391 000
Public transport	491 000	262 000	39 000	218 000	732 000	312 000	1 111 000	235 000	224 000	3 622 000
N of work trips	1 337 000	715 000	213 000	662 000	1 523 000	687 000	2 416 000	546 000	577 000	8 678 000

Census 2001										
Main mode	Western Cape	Eastern Cape	Northern Cape	Free State	KwaZulu-Natal	North West	Gauteng	Mpumalanga	Limpopo	RSA
Train	171 000	9 000	0	2 000	47 000	22 000	203 000	2 000	3 000	458 000
Bus	101 000	41 000	12 000	35 000	185 000	108 000	150 000	110 000	65 000	807 000
Taxi	183 000	153 000	19 000	120 000	324 000	164 000	715 000	94 000	88 000	1 860 000
Car	569 000	220 000	62 000	133 000	519 000	162 000	1 091 000	158 000	153 000	3 066 000
Walk	330 000	240 000	90 000	253 000	348 000	227 000	446 000	206 000	270 000	2 410 000
Other	59 000	19 000	13 000	16 000	49 000	20 000	68 000	26 000	23 000	292 000
Public transport	455 000	203 000	31 000	157 000	556 000	294 000	1 068 000	206 000	156 000	3 125 000
N of work trips	1 412 000	681 000	196 000	559 000	1 472 000	702 000	2 673 000	595 000	603 000	8 893 000

NHTS 2003										
Main mode	Western Cape	Eastern Cape	Northern Cape	Free State	KwaZulu-Natal	North West	Gauteng	Mpumalanga	Limpopo	RSA
Train	224 000	14 000	0	0	45 000	26 000	279 000	0	0	589 000
Bus	98 000	45 000	7 000	31 000	230 000	106 000	164 000	104 000	71 000	856 000
Taxi	253 000	221 000	22 000	151 000	493 000	220 000	918 000	120 000	113 000	2 509 000
Car	567 000	225 000	66 000	146 000	492 000	205 000	1 158 000	159 000	138 000	3 157 000
Walk	326 000	257 000	80 000	258 000	291 000	215 000	335 000	208 000	339 000	2 310 000
Other	125 000	34 000	19 000	41 000	71 000	67 000	71 000	68 000	40 000	536 000
Public transport	575 000	280 000	29 000	182 000	768 000	352 000	1 361 000	224 000	184 000	3 954 000
N of work trips	1 592 000	796 000	194 000	628 000	1 622 000	840 000	2 924 000	660 000	702 000	9 957 000

Metropolitan trends							
OHS 1996							
Main mode	Johannesburg	Ethekwin	Cape Town	Ekurhuleni	Tshwane	Nelson Mandela	All metro's
Train	9.5	6.3	23.6	7.9	10.5	0.8	11.3
Bus	11.7	20.1	9.4	3.8	16.8	15.8	12.1
Taxi	28.0	24.1	16.6	35.1	17.8	21.2	24.4
Car	33.4	39.9	37.9	42.8	45.1	49.5	39.8
Walk	14.9	5.9	9.8	7.4	7.8	10.2	9.6
Other	2.6	3.7	2.8	3.1	2.1	2.5	2.8
Public transport	49.2	50.5	49.5	46.7	45.0	37.9	47.8
Public as % of all motorised trips	59.6	55.9	56.6	52.2	50.0	43.3	54.6
% of all public transport	Train	19.3	12.4	47.6	16.9	23.2	2.2
	Bus	23.8	39.9	19.0	8.1	37.2	41.8
	Taxi	56.9	47.7	33.4	75.1	39.5	56.0
N of work trips	853 000	690 000	846 000	702 000	467 000	247 000	3 804 000
OHS1997							
Main mode	Johannesburg	Ethekwin	Cape Town	Ekurhuleni	Tshwane	Nelson Mandela	All metro's
Train	9.6	5.6	23.1	11.1	10.9	1.4	11.7
Bus	8.3	20.3	7.6	2.1	12.0	11.4	10.4
Taxi	33.6	26.5	15.5	35.9	16.2	26.7	25.8
Car	34.4	37.6	37.8	41.3	51.9	50.5	40.2
Walk	13.3	8.4	10.1	8.0	7.3	8.6	9.7
Other	0.7	1.8	5.8	1.6	1.7	1.4	2.4
Public transport	51.5	52.3	46.2	49.1	39.1	39.5	47.8
Public as % of all motorised trips	60.0	58.2	55.0	54.3	42.9	43.9	54.3
% of all public transport	Train	18.7	10.6	50.0	22.6	27.8	3.5
	Bus	16.2	38.8	16.4	4.4	30.8	28.9
	Taxi	65.2	50.6	33.6	73.1	41.4	67.6
N of work trips	840 000	824 000	869 000	622 000	494 000	234 000	3 883 000
Census 2001							
Main mode	Johannesburg	Ethekwin	Cape Town	Ekurhuleni	Tshwane	Nelson Mandela	All metro's
Train	7.0	5.5	18.3	8.7	11.2	1.0	9.8
Bus	4.5	16.1	8.6	2.1	13.7	12.5	8.8
Taxi	30.7	24.3	14.5	31.9	16.7	26.9	24.1
Car	40.4	40.4	45.2	42.1	43.1	43.0	42.2
Walk	15.3	11.4	10.6	12.3	12.9	14.3	12.7
Other	2.1	2.3	2.9	2.9	2.4	2.3	2.5
Public transport	42.3	45.9	41.4	42.7	41.6	40.4	42.6
Public as % of all motorised trips	51.1	53.2	47.8	50.3	49.1	48.5	50.2
% of all public transport	Train	16.7	12.1	44.1	20.3	26.9	2.6
	Bus	10.6	35.0	20.7	4.9	33.0	31.0
	Taxi	72.8	53.0	35.1	74.8	40.1	66.5
N of work trips	990 000	731 000	886 000	711 000	616 000	214 000	4 149 000
NHTS 2003							
Main mode	Johannesburg	Ethekwin	Cape Town	Ekurhuleni	Tshwane	Nelson Mandela	All metro's
Train	9.8	4.9	20.8	11.5	11.1	1.2	11.3
Bus	4.5	17.6	9.1	0.6	14.5	12.2	8.7
Taxi	34.6	30.5	17.9	34.8	28.5	26.8	29.1
Car	37.5	37.2	40.8	42.9	36.8	42.9	39.4
Walk	11.6	7.3	7.1	7.8	7.6	13.8	8.9
Other	2.0	2.5	4.3	2.4	1.5	3.1	2.7
Public transport	48.9	53.0	47.8	46.9	54.1	40.1	49.1
Public as % of all motorised trips	56.6	58.7	53.9	52.2	59.5	48.3	55.5
% of all public transport	Train	20.1	9.2	43.5	24.6	20.4	2.9
	Bus	9.1	33.2	19.0	1.2	26.9	30.4
	Taxi	70.8	57.6	37.5	74.2	52.7	66.7
N of work trips	1 232 000	809 000	1 021 000	804 000	526 000	271 000	4 664 000

OHS 1996												
Metro	Main mode						All public transport	Public as a % of all motorised	% of public transport			N of work trips
	Train	Bus	Taxi	Car	Walk	Other			Train	Bus	Taxi	
Johannesburg	9.5	11.7	28.0	33.4	14.9	2.6	49.2	59.6	19.3	23.8	56.9	853 000
Ethekwini	6.3	20.1	24.1	39.9	5.9	3.7	50.5	55.9	12.4	39.9	47.7	690 000
Cape Town	23.6	9.4	16.6	37.9	9.8	2.8	49.5	56.6	47.6	19.0	33.4	846 000
Ekurhuleni	7.9	3.8	35.1	42.8	7.4	3.1	46.7	52.2	16.9	8.1	75.1	702 000
Tshwane	10.5	16.8	17.8	45.1	7.8	2.1	45.0	50.0	23.2	37.2	39.5	467 000
Nelson Mandela	0.8	15.8	21.2	49.5	10.2	2.5	37.9	43.3	2.2	41.8	56.0	247 000
All metro's	11.3	12.1	24.4	39.8	9.6	2.8	47.8	54.6	23.6	25.4	51.0	3 804 000

OHS 1997												
Metro	Main mode						All public transport	Public as a % of all motorised	% of public transport			N of work trips
	Train	Bus	Taxi	Car	Walk	Other			Train	Bus	Taxi	
Johannesburg	9.6	8.3	33.6	34.4	13.3	0.7	51.5	60.0	18.7	16.2	65.2	840 000
Ethekwini	5.6	20.3	26.5	37.6	8.4	1.8	52.3	58.2	10.6	38.8	50.6	824 000
Cape Town	23.1	7.6	15.5	37.8	10.1	5.8	46.2	55.0	50.0	16.4	33.6	869 000
Ekurhuleni	11.1	2.1	35.9	41.3	8.0	1.6	49.1	54.3	22.6	4.4	73.1	622 000
Tshwane	10.9	12.0	16.2	51.9	7.3	1.7	39.1	42.9	27.8	30.8	41.4	494 000
Nelson Mandela	1.4	11.4	26.7	50.5	8.6	1.4	39.5	43.9	3.5	28.9	67.6	234 000
All metro's	11.7	10.4	25.8	40.2	9.7	2.4	47.8	54.3	24.4	21.7	53.9	3 883 000

Census 2001												
Metro	Main mode						All public transport	Public as a % of all motorised	% of public transport			N of work trips
	Train	Bus	Taxi	Car	Walk	Other			Train	Bus	Taxi	
Johannesburg	7.0	4.5	30.7	40.4	15.3	2.1	42.3	51.1	16.7	10.6	72.8	990 000
Ethekwini	5.5	16.1	24.3	40.4	11.4	2.3	45.9	53.2	12.1	35.0	53.0	731 000
Cape Town	18.3	8.6	14.5	45.2	10.6	2.9	41.4	47.8	44.1	20.7	35.1	886 000
Ekurhuleni	8.7	2.1	31.9	42.1	12.3	2.9	42.7	50.3	20.3	4.9	74.8	711 000
Tshwane	11.2	13.7	16.7	43.1	12.9	2.4	41.6	49.1	26.9	33.0	40.1	616 000
Nelson Mandela	1.0	12.5	26.9	43.0	14.3	2.3	40.4	48.5	2.6	31.0	66.5	214 000
All metro's	9.8	8.8	24.1	42.2	12.7	2.5	42.6	50.2	22.9	20.6	56.5	4 149 000

NHTS 2003												
Metro	Main mode						All public transport	Public as a % of all	% of public transport			N of work trips
	Train	Bus	Taxi	Car	Walk	Other			Train	Bus	Taxi	
Johannesburg	9.8	4.5	34.6	37.5	11.6	2.0	48.9	56.6	20.1	9.1	70.8	1 232 000
Ethekwini	4.9	17.6	30.5	37.2	7.3	2.5	53.0	58.7	9.2	33.2	57.6	809 000
Cape Town	20.8	9.1	17.9	40.8	7.1	4.3	47.8	53.9	43.5	19.0	37.5	1 021 000
Ekurhuleni	11.5	0.6	34.8	42.9	7.8	2.4	46.9	52.2	24.6	1.2	74.2	804 000
Tshwane	11.1	14.5	28.5	36.8	7.6	1.5	54.1	59.5	20.4	26.9	52.7	526 000
Nelson Mandela	1.2	12.2	26.8	42.9	13.8	3.1	40.1	48.3	2.9	30.4	66.7	271 000
All metro's	11.3	8.7	29.1	39.4	8.9	2.7	49.1	55.5	23.0	17.6	59.4	4 664 000

Metropolitan trends

OHS 1996							
Main mode	Johannesburg	Ethekwini	Cape Town	Ekurhuleni	Tshwane	Nelson Mandela	All metro's
Train	81 000	43 000	200 000	55 000	49 000	2 000	430 000
Bus	100 000	139 000	80 000	26 000	78 000	39 000	462 000
Taxi	239 000	166 000	140 000	246 000	83 000	52 000	926 000
Car	285 000	275 000	321 000	301 000	210 000	122 000	1 514 000
Walk	127 000	41 000	83 000	52 000	36 000	25 000	364 000
Other	22 000	26 000	23 000	22 000	10 000	6 000	108 000
Public transport	419 000	348 000	419 000	328 000	210 000	94 000	1 818 000
N of work trips	853 000	690 000	846 000	702 000	467 000	247 000	3 804 000

OHS1997							
Main mode	Johannesburg	Ethekwini	Cape Town	Ekurhuleni	Tshwane	Nelson Mandela	All metro's
Train	81 000	46 000	201 000	69 000	54 000	3 000	453 000
Bus	70 000	167 000	66 000	13 000	59 000	27 000	402 000
Taxi	282 000	218 000	135 000	223 000	80 000	62 000	1 000 000
Car	289 000	310 000	329 000	257 000	257 000	118 000	1 559 000
Walk	112 000	69 000	88 000	50 000	36 000	20 000	375 000
Other	6 000	15 000	51 000	10 000	8 000	3 000	93 000
Public transport	433 000	431 000	402 000	305 000	193 000	92 000	1 856 000
N of work trips	840 000	824 000	869 000	622 000	494 000	234 000	3 883 000

Census 2001							
Main mode	Johannesburg	Ethekwini	Cape Town	Ekurhuleni	Tshwane	Nelson Mandela	All metro's
Train	70 000	40 000	162 000	62 000	69 000	2 000	405 000
Bus	44 000	117 000	76 000	15 000	85 000	27 000	364 000
Taxi	304 000	178 000	129 000	227 000	103 000	58 000	998 000
Car	400 000	295 000	400 000	300 000	265 000	92 000	1 752 000
Walk	151 000	83 000	94 000	88 000	79 000	31 000	526 000
Other	21 000	17 000	25 000	20 000	15 000	5 000	103 000
Public transport	418 000	335 000	367 000	304 000	257 000	87 000	1 767 000
N of work trips	990 000	731 000	886 000	711 000	616 000	214 000	4 149 000

NHTS 2003							
Main mode	Johannesburg	Ethekwini	Cape Town	Ekurhuleni	Tshwane	Nelson Mandela	All metro's
Train	121 000	39 000	212 000	93 000	58 000	3 000	526 000
Bus	55 000	143 000	93 000	4 000	76 000	33 000	404 000
Taxi	426 000	247 000	183 000	280 000	150 000	73 000	1 359 000
Car	462 000	301 000	417 000	345 000	194 000	116 000	1 835 000
Walk	143 000	59 000	73 000	63 000	40 000	37 000	415 000
Other	25 000	20 000	44 000	20 000	8 000	8 000	125 000
Public transport	602 000	429 000	488 000	377 000	284 000	109 000	2 289 000
N of work trips	1 232 000	809 000	1 021 000	804 000	526 000	271 000	4 664 000

A8 – TRAVEL TIME TRENDS

Travel time to work by province

OHS 1996										
Travel time	Western Cape	Eastern Cape	Northern Cape	Free State	KwaZulu Natal	North West	Gauteng	Mpumalanga	Northern Province	SA
Up to 15 mins	29.3	35.0	45.0	34.7	22.1	20.2	12.0	18.9	22.6	22.8
16-30 mins	34.0	33.0	31.2	36.0	34.1	34.0	28.7	35.1	27.8	32.3
31-60 mins	26.3	22.5	17.5	20.0	27.2	28.3	37.1	29.7	30.7	29.0
61-90 mins	7.0	5.3	4.0	4.6	9.4	6.0	11.0	7.1	9.8	8.2
>90 mins	3.4	4.2	2.3	4.6	7.1	11.5	11.3	9.2	9.1	7.7
Mean (mins)	36.9	34.5	29.5	34.7	44.1	47.8	54.0	47.2	48.9	44.5

OHS 1997										
Travel time	Western Cape	Eastern Cape	Northern Cape	Free State	KwaZulu Natal	North West	Gauteng	Mpumalanga	Northern Province	SA
Up to 15 mins	29.0	32.4	45.9	34.0	20.0	29.2	16.2	20.8	22.5	24.0
16-30 mins	33.6	37.0	33.7	40.1	30.4	30.8	34.4	35.2	31.1	33.8
31-60 mins	25.3	24.0	15.3	18.4	31.8	21.3	33.4	27.1	32.3	28.1
61-90 mins	8.2	3.9	2.9	3.3	10.0	7.8	9.3	6.5	7.6	7.8
>90 mins	3.8	2.8	2.2	4.2	7.8	10.8	6.6	10.4	6.5	6.3
Mean (mins)	37.2	33.0	26.7	33.5	45.8	44.4	45.2	46.5	44.1	41.6

NHTS 2003										
Travel time	Western Cape	Eastern Cape	Northern Cape	Free State	KwaZulu Natal	North West	Gauteng	Mpumalanga	Northern Province	SA
Up to 15 mins	27.8	28.4	47.5	32.1	17.7	26.7	14.1	24.7	37.6	23.2
16-30 mins	27.8	34.1	29.9	33.9	31.8	30.0	25.9	33.0	26.8	29.3
31-60 mins	27.1	27.7	16.3	24.5	33.8	23.2	36.4	27.2	24.2	30.1
61-90 mins	11.2	6.7	4.4	6.5	11.3	9.1	14.0	8.1	6.6	10.6
>90 mins	6.1	3.1	1.9	3.0	5.5	11.0	9.7	6.9	4.9	6.9
Mean (mins)	40.3	34.6	26.8	33.3	43.9	44.6	50.6	41.1	34.6	42.8

Travel time to work by metro

OHS 1996							
Travel time	Johannesburg	Ethekwini	Cape Town	Ekurhu leni	Tshwane	Nelson Mandela	All Metro's
Up to 15 mins	10.7	20.3	15.9	7.7	13.4	26.5	14.5
16-30 mins	28.9	33.7	36.4	27.5	27.9	33.3	31.4
31-60 mins	37.3	30.4	34.3	44.9	33.1	29.8	35.7
61-90 mins	11.6	9.7	9.7	11.2	9.7	6.7	10.2
>90 mins	11.5	5.9	3.7	8.7	15.8	3.7	8.2
Mean (mins)	53.7	43.5	43.0	54.9	56.9	38.2	49.0

OHS 1996							
Travel time	Johannesburg	Ethekwini	Cape Town	Ekurhu leni	Tshwane	Nelson Mandela	All Metro's
Up to 15 mins	12.1	14.8	19.1	15.4	20.1	29.3	16.8
16-30 mins	29.6	32.2	31.9	38.0	34.7	41.4	33.4
31-60 mins	36.3	33.6	32.9	36.0	27.4	24.1	33.1
61-90 mins	13.2	12.2	11.1	7.1	9.2	2.9	10.4
>90 mins	8.9	7.3	4.9	3.5	8.7	2.3	6.3
Mean (mins)	51.0	47.3	43.1	41.4	45.5	32.5	45.1

NHTS 2003							
Travel time	Johannesburg	Ethekwini	Cape Town	Ekurhu leni	Tshwane	Nelson Mandela	All Metro's
Up to 15 mins	12.1	13.0	14.7	12.5	9.5	23.7	13.3
16-30 mins	24.1	33.2	26.2	26.7	25.9	37.0	27.6
31-60 mins	38.0	37.3	34.2	37.1	31.6	30.8	35.8
61-90 mins	15.3	11.9	16.0	15.5	15.5	6.4	14.4
>90 mins	10.5	4.7	8.9	8.2	17.6	2.1	9.0
Mean (mins)	52.9	44.5	49.8	50.0	60.8	34.0	50.0

Travel time to work by class

OHS 1996				
Travel time	Metropolitan	Urban	Rural	SA
Up to 15 mins	14.5	27.7	31.6	22.7
16-30 mins	31.4	39.9	24.5	32.4
31-60 mins	35.7	22.4	25.4	29.1
61-90 mins	10.2	5.9	7.6	8.2
>90 mins	8.2	4.1	10.9	7.6
Mean (mins)	49.0	37.1	45.4	44.4

OHS 1997				
Travel time	Metropolitan	Urban	Rural	SA
Up to 15 mins	16.8	28.1	32.2	24.0
16-30 mins	33.4	39.1	27.7	33.8
31-60 mins	33.1	23.0	25.3	28.1
61-90 mins	10.4	5.0	6.6	7.8
>90 mins	6.3	4.8	8.2	6.3
Mean (mins)	45.1	36.8	41.5	41.6

NHTS 2003				
Travel time	Metropolitan	Urban	Rural	SA
Up to 15 mins	13.3	28.9	36.3	23.2
16-30 mins	27.6	34.4	25.6	29.3
31-60 mins	35.8	25.9	23.8	30.1
61-90 mins	14.4	6.6	8.0	10.6
>90 mins	9.0	4.2	6.3	6.9
Mean (mins)	50.0	35.7	37.4	42.8

Mean travel time by mode

OHS 1996				
Main mode	Metropo- litan	Urban	Rural	RSA
Train	68.6	77.7	85.5	70.4
Bus	60.0	54.1	77.1	64.0
Taxi	54.8	42.2	58.8	50.7
Car	39.6	28.4	47.6	36.3
Walk	34.6	32.0	28.1	30.4
Other	45.7	38.6	51.6	45.2
All	49.0	37.1	45.4	44.4

OHS 1997				
Main mode	Metropo- litan	Urban	Rural	RSA
Train	70.4	66.0	96.4	71.1
Bus	58.5	53.1	68.7	61.1
Taxi	50.3	42.9	51.3	47.8
Car	34.4	31.0	41.5	33.9
Walk	27.9	28.6	26.5	27.4
Other	44.4	37.1	43.2	41.2
All	45.2	36.9	41.5	41.8

NHTS 2003				
Main mode	Metropo- litan	Urban	Rural	RSA
Train	85.8	92.5	109.3	86.8
Bus	65.3	61.9	76.3	67.8
Taxi	55.3	41.6	50.6	50.2
Car	37.4	27.4	35.5	33.9
Walk	28.2	28.4	23.7	26.0
Other	48.8	40.3	43.8	43.5
All	50.0	35.7	37.4	42.8

Car departure times

OHS 1996							
Departure Time	Johannesburg	Ethekwini	Cape Town	Ekurhu leni	Tshwane	Nelson Mandela	All Metro's
Up to 05h30	9.0	10.9	8.0	22.3	12.4	6.7	12.1
05h31 - 06h00	8.1	8.9	6.0	9.2	10.3	3.3	7.9
06h01 - 06h30	11.2	13.4	10.0	11.8	11.6	9.3	11.4
06h31 - 07h00	35.6	29.2	29.9	31.5	34.3	32.7	32.0
0701 - 07h30	21.3	23.6	26.9	13.2	18.9	27.1	21.4
Later than 07h30	14.8	14.0	19.2	12.0	12.5	20.9	15.2

OHS 1997							
Departure Time	Johannesburg	Ethekwini	Cape Town	Ekurhu leni	Tshwane	Nelson Mandela	All Metro's
Up to 05h30	4.6	11.2	7.7	7.2	10.9	12.2	8.6
05h31 - 06h00	9.4	12.4	5.0	6.8	9.9	4.7	8.4
06h01 - 06h30	13.5	13.5	12.7	14.2	17.4	12.1	14.0
06h31 - 07h00	34.8	24.3	26.6	40.3	29.7	21.4	30.0
0701 - 07h30	17.8	23.7	23.1	17.6	16.5	35.0	21.2
Later than 07h30	19.9	14.9	24.8	13.9	15.6	14.6	17.9

NHTS 2003							
Departure Time	Johannesburg	Ethekwini	Cape Town	Ekurhu leni	Tshwane	Nelson Mandela	All Metro's
Up to 05h30	5.0	6.8	4.0	6.8	5.9	11.1	5.9
05h31 - 06h00	9.3	9.2	5.6	11.0	19.4	4.9	9.5
06h01 - 06h30	13.6	16.6	12.7	23.6	17.6	13.6	16.2
06h31 - 07h00	31.4	33.0	24.5	28.7	30.9	25.0	29.1
0701 - 07h30	21.4	22.1	25.9	18.8	15.9	28.8	21.9
Later than 07h30	19.3	12.4	27.3	11.1	10.2	16.7	17.3

Car departure times

OHS 1996				
Departure Time	Metropolitan	Urban	Rural	RSA
Up to 05h30	12.1	9.0	23.7	11.9
05h31 - 06h00	7.9	8.2	14.5	8.6
06h01 - 06h30	11.4	10.0	11.4	10.9
06h31 - 07h00	32.0	33.2	30.8	32.3
0701 - 07h30	21.4	23.6	11.9	21.4
Later than 07h30	15.2	16.0	7.7	14.9

OHS 1997				
Departure Time	Metropolitan	Urban	Rural	RSA
Up to 05h30	8.6	10.7	16.5	9.9
05h31 - 06h00	8.4	11.1	17.9	10.0
06h01 - 06h30	14.0	12.7	17.0	13.8
06h31 - 07h00	30.0	27.8	27.4	29.1
0701 - 07h30	21.2	21.8	11.3	20.6
Later than 07h30	17.9	16.0	9.9	16.6

NHTS 2003				
Departure Time	Metropolitan	Urban	Rural	RSA
Up to 05h30	5.9	9.8	13.6	7.9
05h31 - 06h00	9.5	8.9	13.4	9.7
06h01 - 06h30	16.2	13.2	15.2	15.1
06h31 - 07h00	29.1	29.7	31.1	29.5
0701 - 07h30	21.9	21.8	14.1	21.2
Later than 07h30	17.3	16.6	12.6	16.7

APPENDIX B - DATA EXTRACTS FROM THE NATIONAL HOUSEHOLD TRAVEL SURVEY 2003

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B1 - DEMOGRAPHICS

Sample, number of households and population - province

Province	Classification	Sample	Weighted number of households	Population	Ave household size
Western Cape	Metropolitan	2 762	837 000	3 012 000	3.6
	Urban	1 695	347 000	1 270 000	3.7
	Rural	551	122 000	451 000	3.7
	All	5 008	1 306 000	4 733 000	3.6
Eastern Cape	Metropolitan	978	282 000	1 018 000	3.6
	Urban	2 113	421 000	1 443 000	3.4
	Rural	4 218	891 000	4 024 000	4.5
	All	7 309	1 594 000	6 485 000	4.1
Northern Cape	Urban	1 183	188 000	707 000	3.8
	Rural	244	59 000	180 000	3.1
	All	1 427	248 000	888 000	3.6
Free State	Urban	2 871	605 000	2 115 000	3.5
	Rural	722	167 000	622 000	3.7
	All	3 593	772 000	2 737 000	3.5
KwaZulu-Natal	Metropolitan	2 859	865 000	3 211 000	3.7
	Urban	1 936	416 000	1 602 000	3.9
	Rural	4 332	942 000	4 993 000	5.3
	All	9 127	2 224 000	9 806 000	4.4
North West	Metropolitan	174	260 000	1 049 000	4.0
	Urban	1 557	343 000	1 136 000	3.3
	Rural	2 086	581 000	2 032 000	3.5
	All	3 817	1 185 000	4 216 000	3.6
Gauteng	Metropolitan	6 251	2 316 000	7 150 000	3.1
	Urban	1 517	540 000	1 609 000	3.0
	Rural	178	66 000	167 000	2.5
	All	7 946	2 922 000	8 926 000	3.1
Mpumalanga	Urban	1 824	414 000	1 443 000	3.5
	Rural	1 539	451 000	1 883 000	4.2
	All	3 363	865 000	3 326 000	3.8
Limpopo	Urban	799	208 000	646 000	3.1
	Rural	3 167	1 109 000	4 637 000	4.2
	All	3 966	1 317 000	5 283 000	4.0
RSA	Metropolitan	13 024	4 560 000	15 440 000	3.4
	Urban	15 495	3 483 000	11 971 000	3.4
	Rural	17 037	4 389 000	18 990 000	4.3
	All	45 556	12 432 000	46 401 000	3.7

Gender and race - province

Province	Classification	Gender		Race				
		Male	Female	Black	Coloured	Asian	White	Other
Western Cape	Metropolitan	48.3%	51.7%	34.9%	45.5%	1.5%	17.9%	0.3%
	Urban	47.5%	52.5%	21.2%	59.4%	0.1%	19.3%	0.0%
	Rural	50.7%	49.3%	6.5%	84.4%	0.0%	9.1%	0.0%
	All	48.3%	51.7%	28.5%	52.9%	1.0%	17.4%	0.2%
Eastern Cape	Metropolitan	47.7%	52.3%	57.6%	25.0%	0.9%	16.4%	0.1%
	Urban	46.0%	54.0%	79.7%	12.4%	0.6%	7.4%	0.0%
	Rural	46.0%	54.0%	98.2%	1.2%	0.0%	0.6%	0.0%
	All	46.3%	53.7%	87.7%	7.4%	0.3%	4.6%	0.0%
Northern Cape	Urban	46.9%	53.1%	31.3%	56.4%	0.4%	11.8%	0.1%
	Rural	55.3%	44.7%	56.4%	30.7%	0.0%	13.0%	0.0%
	All	48.6%	51.4%	36.4%	51.2%	0.3%	12.0%	0.1%
Free State	Urban	47.3%	52.7%	87.4%	3.4%	0.1%	9.1%	0.0%
	Rural	48.1%	51.9%	93.7%	2.1%	0.2%	3.9%	0.2%
	All	47.5%	52.5%	88.8%	3.1%	0.1%	7.9%	0.1%
KwaZulu-Natal	Metropolitan	48.2%	51.8%	68.1%	3.0%	19.9%	9.0%	0.1%
	Urban	47.6%	52.4%	78.1%	2.7%	9.6%	9.5%	0.0%
	Rural	45.5%	54.5%	99.3%	0.2%	0.2%	0.4%	0.0%
	All	46.7%	53.3%	85.6%	1.5%	8.1%	4.7%	0.0%
North West	Metropolitan	46.4%	53.6%	99.6%	0.4%	0.0%	0.0%	0.0%
	Urban	49.6%	50.4%	75.6%	4.8%	0.9%	18.7%	0.1%
	Rural	51.6%	48.4%	96.1%	0.5%	0.0%	3.4%	0.0%
	All	49.8%	50.2%	91.5%	1.6%	0.3%	6.6%	0.0%
Gauteng	Metropolitan	49.9%	50.1%	74.0%	4.5%	3.1%	18.2%	0.1%
	Urban	50.5%	49.5%	78.4%	1.0%	0.3%	20.1%	0.2%
	Rural	53.6%	46.4%	68.2%	0.3%	0.0%	31.5%	0.0%
	All	50.0%	50.0%	74.7%	3.8%	2.6%	18.8%	0.1%
Mpumalanga	Urban	47.9%	52.1%	86.0%	1.3%	0.7%	11.9%	0.1%
	Rural	47.6%	52.4%	98.5%	0.2%	0.1%	1.2%	0.0%
	All	47.7%	52.3%	93.1%	0.7%	0.3%	5.8%	0.1%
Limpopo	Urban	48.8%	51.2%	81.0%	1.5%	1.5%	16.0%	0.0%
	Rural	44.8%	55.2%	99.5%	0.0%	0.0%	0.5%	0.0%
	All	45.3%	54.7%	97.2%	0.2%	0.2%	2.4%	0.0%
RSA	Metropolitan	48.8%	51.2%	65.8%	13.3%	5.9%	14.9%	0.1%
	Urban	48.0%	52.0%	72.1%	12.9%	1.7%	13.3%	0.1%
	Rural	46.7%	53.3%	95.6%	2.8%	0.1%	1.6%	0.0%
	All	47.0%	53.0%	76.5%	10.7%	2.6%	10.1%	0.1%

Age - province

Province	Classification	Age						
		0 - 6 years	7 - 14 years	15 - 19 years	20 - 25 years	26 - 40 years	41 - 65 years	66+ years
Western Cape	Metropolitan	11.9%	14.3%	10.3%	12.0%	26.4%	21.1%	3.9%
	Urban	11.7%	14.9%	10.2%	10.6%	23.8%	22.3%	6.5%
	Rural	13.5%	16.9%	9.0%	9.6%	25.8%	22.0%	3.2%
	All	12.0%	14.7%	10.2%	11.4%	25.6%	21.5%	4.6%
Eastern Cape	Metropolitan	10.5%	15.5%	9.9%	11.4%	26.3%	22.9%	3.6%
	Urban	12.0%	16.9%	10.9%	10.8%	24.1%	20.4%	4.9%
	Rural	15.8%	25.1%	14.3%	8.8%	13.0%	16.4%	6.5%
	All	14.1%	21.8%	12.9%	9.7%	17.5%	18.3%	5.7%
Northern Cape	Urban	13.4%	15.4%	11.5%	10.5%	22.4%	21.9%	5.1%
	Rural	16.8%	16.4%	5.7%	7.5%	27.6%	21.5%	4.5%
	All	14.1%	15.6%	10.3%	9.9%	23.4%	21.8%	5.0%
Free State	Urban	12.1%	17.3%	12.0%	11.3%	22.5%	19.9%	4.8%
	Rural	15.4%	18.2%	10.1%	10.0%	24.1%	18.5%	3.8%
	All	12.9%	17.5%	11.6%	11.0%	22.9%	19.6%	4.6%
KwaZulu-Natal	Metropolitan	12.0%	15.1%	10.7%	11.7%	26.8%	20.0%	3.7%
	Urban	14.2%	17.3%	10.9%	10.9%	24.2%	18.7%	3.8%
	Rural	16.7%	23.0%	13.7%	10.8%	16.1%	14.9%	4.7%
	All	14.8%	19.5%	12.3%	11.1%	20.9%	17.2%	4.2%
North West	Metropolitan	13.7%	17.3%	11.4%	11.6%	23.4%	19.6%	3.0%
	Urban	12.2%	15.9%	10.5%	9.7%	26.4%	21.1%	4.2%
	Rural	13.8%	17.5%	10.3%	10.5%	22.3%	20.0%	5.7%
	All	13.3%	17.0%	10.6%	10.6%	23.6%	20.2%	4.6%
Gauteng	Metropolitan	10.8%	11.9%	8.6%	13.7%	30.9%	20.6%	3.4%
	Urban	11.4%	12.8%	9.2%	12.5%	27.5%	23.1%	3.4%
	Rural	9.5%	13.3%	6.9%	7.5%	30.8%	23.7%	8.5%
	All	10.9%	12.1%	8.7%	13.4%	30.3%	21.1%	3.5%
Mpumalanga	Urban	13.0%	16.5%	11.0%	11.1%	25.7%	19.4%	3.3%
	Rural	16.9%	21.5%	13.1%	11.0%	18.6%	14.6%	4.4%
	All	15.2%	19.3%	12.2%	11.0%	21.6%	16.7%	3.9%
Limpopo	Urban	12.6%	18.1%	10.0%	9.5%	28.3%	17.7%	3.8%
	Rural	16.0%	23.3%	14.0%	10.6%	16.1%	14.5%	5.6%
	All	15.6%	22.7%	13.5%	10.5%	17.6%	14.8%	5.4%
RSA	Metropolitan	11.5%	13.6%	9.6%	12.7%	28.4%	20.7%	3.5%
	Urban	12.5%	16.1%	10.8%	11.0%	24.8%	20.5%	4.4%
	Rural	15.9%	22.4%	13.1%	10.2%	17.1%	16.0%	5.4%
	All	12.7%	19.0%	11.6%	10.9%	21.0%	19.9%	5.0%

Sample, number of households and population - metro

Metro	Sample	Weighted number of households	Population	Ave household size
Johannesburg	2 666	1 150 000	3 448 000	3.0
Ethekwini	2 859	865 000	3 211 000	3.7
Cape Town	2 762	837 000	3 012 000	3.6
Ekurhuleni	2 048	826 000	2 652 000	3.2
Tshwane	1 711	600 000	2 098 000	3.5
Nelson Mandela	978	282 000	1 018 000	3.6

Gender and race - metro

Metro	Gender		Race				
	Male	Female	Black	Coloured	Asian	White	Other
Johannesburg	49.7%	50.3%	75.5%	5.6%	4.1%	14.8%	0.1%
Ethekwini	48.2%	51.8%	68.1%	3.0%	19.9%	9.0%	0.1%
Cape Town	48.3%	51.7%	34.9%	45.5%	1.5%	17.9%	0.2%
Ekurhuleni	50.5%	49.5%	74.9%	3.3%	2.1%	19.4%	0.2%
Tshwane	47.6%	52.4%	83.2%	2.2%	1.3%	13.2%	0.1%
Nelson Mandela	47.7%	52.3%	57.6%	25.0%	0.9%	16.4%	0.1%

Age - metro

Metro	Age						
	0 - 6 years	7 - 14 years	15 - 19 years	20 - 25 years	26 - 40 years	41 - 65 years	66+ years
Johannesburg	11.1%	11.3%	8.2%	14.6%	32.3%	19.6%	2.9%
Ethekwini	12.0%	15.1%	10.7%	11.7%	26.8%	20.0%	3.7%
Cape Town	11.9%	14.3%	10.3%	12.0%	26.4%	21.1%	3.9%
Ekurhuleni	10.8%	12.7%	9.0%	12.7%	29.6%	21.5%	3.7%
Tshwane	11.9%	14.7%	10.1%	12.6%	26.6%	20.4%	3.6%
Nelson Mandela	10.5%	15.5%	9.9%	11.4%	26.3%	22.9%	3.6%

B2 – MODE TO WORK

Main mode to work - province

Province	Classification	Train	Bus	Taxi	Car	Walk	Other	Number
Western Cape	Metropolitan	20.8%	9.1%	17.9%	40.8%	7.1%	4.3%	1 021 000
	Urban	2.9%	1.3%	17.6%	32.7%	29.3%	16.2%	386 000
	Rural	0.2%	0.1%	0.9%	13.2%	75.7%	9.9%	185 000
	All	14.0%	6.1%	15.9%	35.6%	20.5%	7.9%	1 592 000
Eastern Cape	Metropolitan	1.2%	12.2%	26.8%	42.9%	13.8%	3.1%	271 000
	Urban	3.0%	2.2%	32.6%	27.2%	29.3%	5.7%	321 000
	Rural	0.8%	2.5%	21.4%	10.3%	61.6%	3.3%	204 000
	All	1.8%	5.7%	27.7%	28.2%	32.3%	4.2%	796 000
Northern Cape	Urban	0.0%	4.1%	13.6%	37.7%	35.9%	8.6%	157 000
	Rural	0.0%	0.2%	0.8%	19.3%	65.1%	14.5%	37 000
	All	0.0%	3.4%	11.2%	34.2%	41.4%	9.7%	194 000
Free State	Urban	0.0%	6.2%	28.4%	27.4%	31.4%	6.6%	465 000
	Rural	0.0%	1.2%	11.7%	11.8%	68.8%	6.5%	163 000
	All	0.0%	4.9%	24.1%	23.3%	41.1%	6.6%	628 000
KwaZulu-Natal	Metropolitan	4.9%	17.6%	30.5%	37.2%	7.3%	2.5%	809 000
	Urban	1.2%	5.2%	37.1%	37.2%	15.2%	4.1%	390 000
	Rural	0.2%	16.0%	23.8%	10.8%	40.9%	8.3%	423 000
	All	2.8%	14.2%	30.4%	30.3%	18.0%	4.4%	1 622 000
North West	Metropolitan	10.8%	22.1%	36.7%	19.1%	9.8%	1.5%	184 000
	Urban	0.0%	4.2%	31.3%	40.9%	18.2%	5.5%	307 000
	Rural	1.9%	15.2%	16.1%	12.7%	40.5%	13.6%	348 000
	All	3.2%	12.7%	26.1%	24.4%	25.6%	8.0%	840 000
Gauteng	Metropolitan	10.6%	4.0%	33.2%	40.6%	9.6%	2.1%	2 378 000
	Urban	5.2%	13.6%	25.2%	34.9%	17.6%	3.4%	506 000
	Rural	1.9%	0.0%	2.9%	39.5%	45.7%	9.9%	40 000
	All	9.5%	5.6%	31.4%	39.6%	11.5%	2.4%	2 924 000
Mpumalanga	Urban	0.0%	10.4%	26.8%	34.2%	20.4%	8.1%	375 000
	Rural	0.1%	22.7%	7.0%	10.7%	46.2%	13.3%	285 000
	All	0.1%	15.8%	18.3%	24.0%	31.5%	10.4%	660 000
Limpopo	Urban	0.0%	4.9%	19.2%	41.9%	27.1%	6.8%	192 000
	Rural	0.0%	12.0%	15.0%	11.4%	56.3%	5.3%	510 000
	All	0.0%	10.1%	16.1%	19.7%	48.3%	5.7%	702 000
RSA	Metropolitan	11.3%	8.7%	29.1%	39.4%	8.9%	2.7%	4 664 000
	Urban	1.7%	6.4%	26.8%	34.1%	24.0%	7.1%	3 098 000
	Rural	0.5%	11.6%	14.5%	12.1%	52.5%	8.8%	2 195 000
	All	5.9%	8.6%	25.2%	31.7%	23.2%	5.4%	9 957 000

Public transport to work - province

Province	Classification	% of all trips	% of motorised trips	Number of public transport trips	Train	Bus	Taxi
Western Cape	Metropolitan	47.8%	51.7%	488 000	43.5%	19.0%	37.5%
	Urban	21.8%	31.7%	84 000	13.4%	5.8%	80.9%
	Rural	1.2%	4.9%	2 000	17.7%	8.8%	73.5%
	All	36.0%	45.9%	574 000	39.0%	17.0%	44.0%
Eastern Cape	Metropolitan	40.1%	47.0%	109 000	2.9%	30.4%	66.7%
	Urban	37.8%	54.3%	121 000	7.9%	5.8%	86.2%
	Rural	24.8%	64.9%	50 000	3.4%	10.3%	86.3%
	All	35.3%	52.7%	281 000	5.2%	16.2%	78.7%
Northern Cape	Urban	17.7%	29.2%	28 000	0.0%	23.2%	76.8%
	Rural	1.0%	4.3%	400	0.0%	20.5%	79.5%
	All	14.6%	27.1%	28 000	0.0%	23.1%	76.9%
Free State	Urban	34.6%	52.3%	161 000	0.0%	17.9%	82.1%
	Rural	12.9%	42.0%	21 000	0.0%	9.2%	90.8%
	All	28.9%	50.8%	182 000	0.0%	16.9%	83.1%
KwaZulu-Natal	Metropolitan	53.0%	57.4%	429 000	9.2%	33.2%	57.6%
	Urban	43.5%	51.6%	170 000	2.7%	12.0%	85.3%
	Rural	40.0%	68.2%	169 000	0.6%	39.9%	59.6%
	All	47.4%	58.0%	768 000	5.9%	30.0%	64.1%
North West	Metropolitan	69.5%	77.1%	128 000	15.5%	31.8%	52.7%
	Urban	35.4%	44.3%	109 000	0.0%	11.7%	88.3%
	Rural	33.2%	56.8%	115 000	5.7%	45.8%	48.4%
	All	42.0%	57.3%	352 000	7.5%	30.2%	62.3%
Gauteng	Metropolitan	47.7%	53.0%	1 135 000	22.2%	8.4%	69.4%
	Urban	44.0%	54.2%	223 000	11.8%	30.8%	57.4%
	Rural	4.9%	9.1%	2 000	39.8%	0.0%	60.2%
	All	46.5%	52.8%	1 360 000	20.5%	12.0%	67.5%
Mpumalanga	Urban	37.3%	47.7%	140 000	0.1%	28.0%	71.9%
	Rural	29.8%	57.3%	85 000	0.4%	76.2%	23.4%
	All	34.1%	50.9%	225 000	0.2%	46.2%	53.6%
Limpopo	Urban	24.1%	34.1%	46 000	0.0%	20.5%	79.5%
	Rural	27.0%	63.3%	138 000	0.0%	44.6%	55.4%
	All	26.2%	52.1%	184 000	0.0%	38.5%	61.5%
RSA	Metropolitan	49.1%	54.1%	2 289 000	23.0%	17.6%	59.4%
	Urban	34.9%	46.9%	1 081 000	4.8%	18.3%	76.9%
	Rural	26.6%	57.2%	584 000	1.9%	43.5%	54.6%
	All	39.7%	52.3%	3 954 000	14.9%	21.6%	63.5%

Main mode to work - metro

Metro	Train	Bus	Taxi	Car	Walk	Other	Number
Johannesburg	9.8%	4.5%	34.6%	37.5%	11.6%	2.0%	1 232 000
Ethekwini	4.9%	17.6%	30.5%	37.2%	7.3%	2.5%	809 000
Cape Town	20.8%	9.1%	17.9%	40.8%	7.1%	4.3%	1 021 000
Ekurhuleni	11.5%	0.6%	34.8%	42.9%	7.8%	2.4%	804 000
Tshwane	11.1%	14.5%	28.5%	36.8%	7.6%	1.5%	526 000
Nelson Mandela	1.2%	12.2%	26.8%	42.9%	13.8%	3.1%	271 000

Public transport to work - metro

Metro	% of all trips	% of moto-rised trips	Number of public transport trips	Train	Bus	Taxi
Johannesburg	48.9%	55.4%	602 000	20.1%	9.1%	70.8%
Ethekwini	53.0%	57.4%	429 000	9.2%	33.2%	57.6%
Cape Town	47.8%	51.7%	488 000	43.5%	19.0%	37.5%
Ekurhuleni	46.9%	51.2%	377 000	24.6%	1.2%	74.2%
Tshwane	54.1%	58.6%	284 000	20.4%	26.9%	52.7%
Nelson Mandela	40.1%	47.0%	109 000	2.9%	30.4%	66.7%

B3 – TRAVEL TIME TO WORK

Travel time to work - province

Province	Classification	Up to 15 mins	16 - 30 mins	31 - 60 mins	61 - 90 mins	91+ mins
Western Cape	Metropolitan	14.7%	26.2%	34.2%	16.0%	8.9%
	Urban	37.7%	38.6%	19.0%	3.0%	1.7%
	Rural	78.9%	13.9%	4.5%	2.2%	0.5%
	All	27.8%	27.8%	27.1%	11.2%	6.1%
Eastern Cape	Metropolitan	23.7%	37.0%	30.8%	6.4%	2.1%
	Urban	27.9%	34.9%	26.4%	7.3%	3.6%
	Rural	35.5%	28.9%	25.5%	6.3%	3.8%
	All	28.4%	34.1%	27.7%	6.7%	3.1%
Northern Cape	Urban	42.8%	34.2%	16.4%	4.5%	2.0%
	Rural	67.7%	11.3%	15.6%	3.7%	1.7%
	All	47.5%	29.9%	16.3%	4.4%	1.9%
Free State	Urban	25.6%	35.3%	27.4%	7.9%	3.7%
	Rural	50.6%	29.7%	16.3%	2.5%	0.9%
	All	32.1%	33.9%	24.5%	6.5%	3.0%
KwaZulu-Natal	Metropolitan	13.0%	33.2%	37.3%	11.9%	4.7%
	Urban	23.2%	36.1%	28.8%	7.6%	4.3%
	Rural	21.9%	25.0%	31.5%	13.4%	8.2%
	All	17.7%	31.8%	33.8%	11.3%	5.5%
North West	Metropolitan	7.7%	26.0%	19.8%	17.6%	28.9%
	Urban	34.1%	32.8%	24.2%	4.6%	4.2%
	Rural	30.0%	29.5%	24.1%	8.7%	7.7%
	All	26.7%	30.0%	23.2%	9.1%	11.0%
Gauteng	Metropolitan	12.0%	25.2%	37.7%	15.2%	9.9%
	Urban	22.4%	28.1%	31.3%	9.1%	9.1%
	Rural	31.0%	34.3%	23.1%	5.3%	6.3%
	All	14.1%	25.9%	36.4%	14.0%	9.7%
Mpumalanga	Urban	25.4%	37.2%	28.3%	6.0%	3.2%
	Rural	23.9%	27.4%	25.9%	10.9%	11.9%
	All	24.7%	33.0%	27.2%	8.1%	6.9%
Limpopo	Urban	36.8%	33.6%	21.2%	6.5%	1.9%
	Rural	37.8%	24.2%	25.3%	6.6%	6.0%
	All	37.6%	26.8%	24.2%	6.6%	4.9%
RSA	Metropolitan	13.3%	27.6%	35.8%	14.4%	9.0%
	Urban	28.9%	34.4%	25.9%	6.6%	4.2%
	Rural	36.3%	25.6%	23.8%	8.0%	6.3%

Mean walking and waiting times to first mode - province

Province	Classification	First mode (number)			Mean walking time (mins)			Mean waiting time (mins)		
		Train	Bus	Taxi	Train	Bus	Taxi	Train	Bus	Taxi
Western Cape	Metropolitan	143 000	88 000	247 000	17.4	7.7	7.7	7.1	7.3	5.4
	Urban	10 000	5 000	69 000	11.8	8.1	6.3	3.9	5.9	5.9
	Rural		200	2 000	1.0	10.0	11.7	10.0	5.0	4.9
	Total	153 000	93 000	317 000	17.0	7.7	7.4	6.9	7.2	5.5
Eastern Cape	Metropolitan	2 000	32 000	73 000	12.5	9.1	7.4	5.5	5.9	5.8
	Urban	8 000	5 000	108 000	14.3	10.8	8.2	5.8	6.0	6.8
	Rural	2 000	5 000	43 000	21.6	10.4	9.0	5.0	5.8	7.7
	Total	11 000	42 000	224 000	15.0	9.4	8.1	5.6	5.9	6.7
Northern Cape	Urban		6 000	20 000		5.8	5.9		5.4	6.5
	Rural									
	Total		6 000	20 000		5.7	5.9		5.4	6.5
Free State	Urban		27 000	133 000		8.8	6.7		7.0	8.8
	Rural		2 000	19 000		17.3	7.5		6.8	3.2
	Total		28 000	152 000		9.3	6.8		7.0	8.1
KwaZulu-Natal	Metropolitan	35 000	128 000	260 000	18.5	8.9	7.7	6.5	5.9	6.4
	Urban	5 000	18 000	144 000	21.6	10.9	8.1	5.1	6.6	7.3
	Rural		65 000	100 000		14.9	13.6		9.2	10.7
	Total	40 000	211 000	504 000	18.8	10.9	9.0	6.3	7.0	7.5
North West	Metropolitan	3 000	49 000	76 000	6.5	9.3	8.3	18.4	9.3	9.0
	Urban		12 000	96 000		11.0	7.4		8.7	6.1
	Rural	3 000	53 000	56 000	17.3	9.2	9.7	7.0	8.6	8.5
	Total	6 000	114 000	228 000	12.2	9.5	8.2	12.5	8.9	7.7
Gauteng	Metropolitan	175 000	95 000	853 000	16.7	7.6	8.4	10.9	6.6	6.7
	Urban	13 000	66 000	141 000	16.3	7.5	8.5	11.3	5.9	6.9
	Rural	1 000		400	20.0		17.5	5.0		29.1
	Total	188 000	161 000	994 000	16.7	7.5	8.4	10.9	6.3	6.8
Mpumalanga	Urban		36 000	98 000		7.3	6.1		6.5	5.4
	Rural		64 000	21 000		14.1	11.8		7.7	8.0
	Total		101 000	119 000		11.7	7.0		7.3	5.8
Limpopo	Urban		8 000	37 000		7.0	7.3		4.9	4.7
	Rural		60 000	77 000		9.7	8.2		9.4	8.3
	Total		68 000	114 000		9.4	7.9		8.9	7.1
RSA	Metropolitan	358 000	393 000	1 508 000	17.1	8.4	8.1	9.0	6.8	6.5
	Urban	35 000	182 000	847 000	15.3	8.2	7.4	7.2	6.4	6.8
	Rural	6 000	249 000	318 000	17.4	12.1	10.5	6.3	8.7	8.7
	Total	399 000	824 000	2 672 000	16.9	9.5	8.2	8.8	7.3	6.9

Travel time to work - metro

Metro	Up to 15 mins	16 - 30 mins	31 - 60 mins	61 - 90 mins	91+ mins
Johannesburg	12.1%	24.1%	38.0%	15.3%	10.5%
Ethekwini	13.0%	33.2%	37.3%	11.9%	4.7%
Cape Town	14.7%	26.2%	34.2%	16.0%	8.9%
Ekurhuleni	12.5%	26.7%	37.1%	15.5%	8.2%
Tshwane	9.5%	25.9%	31.6%	15.5%	17.6%
Nelson Mandela	23.7%	37.0%	30.8%	6.4%	2.1%

Mean walking and waiting times to first mode - metro

Metro	First mode (number)			Mean walking time (mins)			Mean waiting time		
	Train	Bus	Taxi	Train	Bus	Taxi	Train	Bus	Taxi
Johannesburg	89 000	49 000	457 000	17.3	6.3	7.9	13.6	7.3	7.0
Ethekwini	35 000	128 000	260 000	18.5	8.9	7.7	6.5	5.9	6.4
Cape Town	143 000	88 000	247 000	17.4	7.7	7.7	7.1	7.3	5.4
Ekurhuleni	64 000	3 000	306 000	16.0	7.8	9.3	8.3	4.1	6.2
Tshwane	24 000	92 000	166 000	15.5	9.1	7.9	8.8	7.8	7.9
Nelson Mandela	2 000	32 000	73 000	12.5	9.1	7.4	5.5	5.9	5.8

B4 – MODE AND TRAVEL TIME TO EDUCATION

Main mode to educational centres - province

Province	Classification	Train	Bus	Taxi	Car	Walk	Other	Number
Western Cape	Metropolitan	4.4%	5.4%	11.1%	23.1%	54.1%	1.9%	896 000
	Urban	1.4%	2.7%	5.4%	14.0%	69.9%	6.5%	341 000
	Rural	1.0%	5.4%	2.8%	13.5%	32.5%	44.8%	109 000
	All	3.4%	4.7%	9.0%	20.0%	56.3%	6.6%	1 347 000
Eastern Cape	Metropolitan	0.4%	6.9%	13.9%	16.4%	62.0%	0.4%	319 000
	Urban	1.0%	1.1%	14.2%	7.4%	74.5%	1.9%	507 000
	Rural	0.0%	0.4%	3.5%	1.1%	94.2%	0.7%	1 752 000
	All	0.3%	1.3%	6.9%	4.2%	86.3%	0.9%	2 578 000
Northern Cape	Urban	0.0%	4.6%	7.5%	7.8%	78.0%	2.1%	199 000
	Rural	0.0%	10.6%	3.0%	11.2%	73.9%	1.3%	36 000
	All	0.0%	5.5%	6.8%	8.3%	77.4%	1.9%	235 000
Free State	Urban	0.0%	3.5%	10.6%	6.6%	77.8%	1.6%	745 000
	Rural	0.0%	2.4%	6.5%	3.5%	84.4%	3.2%	186 000
	All	0.0%	3.3%	9.7%	6.0%	79.1%	1.9%	931 000
KwaZulu-Natal	Metropolitan	1.4%	8.2%	14.5%	14.4%	60.7%	0.9%	952 000
	Urban	0.3%	5.3%	16.2%	13.0%	64.1%	1.1%	522 000
	Rural	0.0%	2.5%	3.4%	1.6%	91.6%	1.0%	1 985 000
	All	0.4%	4.5%	8.4%	6.8%	79.0%	1.0%	3 459 000
North West	Metropolitan	2.2%	10.3%	17.2%	3.8%	63.4%	3.1%	363 000
	Urban	0.0%	3.6%	8.3%	13.4%	71.4%	3.3%	351 000
	Rural	0.2%	4.8%	8.0%	2.0%	83.9%	1.2%	614 000
	All	0.7%	6.0%	10.6%	5.5%	75.0%	2.3%	1 329 000
Gauteng	Metropolitan	3.3%	4.9%	18.3%	17.7%	54.0%	1.7%	1 878 000
	Urban	1.1%	4.0%	16.9%	13.7%	61.8%	2.4%	448 000
	Rural	9.5%	11.0%	10.6%	28.2%	37.8%	3.0%	35 000
	All	3.0%	4.8%	17.9%	17.1%	55.3%	1.9%	2 361 000
Mpuma langa	Urban	0.0%	8.8%	11.2%	10.3%	67.4%	2.2%	486 000
	Rural	0.0%	3.8%	3.0%	1.0%	88.9%	3.3%	726 000
	All	0.0%	5.8%	6.3%	4.7%	80.3%	2.8%	1 212 000
Limpopo	Urban	0.0%	4.1%	9.8%	10.5%	73.8%	1.7%	203 000
	Rural	0.0%	1.1%	2.9%	1.4%	94.1%	0.5%	2 012 000
	All	0.0%	1.3%	3.5%	2.2%	92.3%	0.6%	2 216 000
RSA	Metropolitan	2.8%	6.3%	15.6%	16.8%	56.9%	1.6%	4 448 000
	Urban	0.4%	4.2%	11.8%	10.4%	70.8%	2.4%	3 823 000
	Rural	0.1%	2.0%	3.7%	1.8%	90.6%	1.7%	7 470 000
	All	0.9%	3.8%	9.0%	8.1%	76.3%	1.9%	15 741 000

Travel time to educational centres - province

Province	Classification	1-15 mins	16-30 mins	31-45 mins	46-60 mins	61+ mins
Western Cape	Metropolitan	48.4%	31.2%	8.0%	7.5%	4.9%
	Urban	59.2%	29.3%	6.7%	2.2%	2.6%
	Rural	28.0%	32.8%	16.6%	12.3%	10.4%
	All	49.5%	30.8%	8.4%	6.5%	4.7%
Eastern Cape	Metropolitan	45.5%	33.1%	9.1%	7.6%	4.7%
	Urban	44.5%	35.8%	8.1%	7.5%	4.1%
	Rural	34.1%	32.6%	12.6%	13.5%	7.2%
	All	37.6%	33.3%	11.3%	11.5%	6.3%
Northern Cape	Urban	54.6%	32.9%	7.3%	3.1%	2.1%
	Rural	11.7%	60.5%	24.5%	3.3%	0.0%
	All	48.1%	37.1%	9.9%	3.1%	1.8%
Free State	Urban	48.2%	33.3%	9.3%	5.8%	3.5%
	Rural	39.3%	33.3%	8.4%	9.8%	9.2%
	All	46.4%	33.3%	9.1%	6.6%	4.6%
KwaZulu-Natal	Metropolitan	28.5%	42.0%	13.0%	10.4%	6.2%
	Urban	31.8%	41.0%	13.8%	8.0%	5.4%
	Rural	17.8%	30.9%	19.1%	18.4%	13.8%
	All	22.8%	35.4%	16.6%	14.6%	10.4%
North West	Metropolitan	20.4%	33.3%	12.7%	14.7%	18.9%
	Urban	48.4%	36.9%	8.7%	3.8%	2.2%
	Rural	31.4%	36.2%	13.9%	10.4%	8.1%
	All	33.0%	35.6%	12.2%	9.8%	9.4%
Gauteng	Metropolitan	31.7%	36.1%	14.0%	9.6%	8.6%
	Urban	39.4%	33.5%	12.1%	9.6%	5.4%
	Rural	9.8%	27.6%	20.2%	25.9%	16.6%
	All	32.8%	35.5%	13.7%	9.9%	8.1%
Mpumalanga	Urban	38.6%	40.1%	10.2%	7.4%	3.8%
	Rural	32.3%	34.9%	12.5%	11.8%	8.6%
	All	34.8%	36.9%	11.6%	10.0%	6.7%
Limpopo	Urban	45.4%	33.1%	12.1%	6.1%	3.2%
	Rural	41.2%	38.2%	9.4%	8.0%	3.2%
	All	41.6%	37.7%	9.6%	7.8%	3.2%
RSA	Metropolitan	34.6%	35.9%	12.1%	9.6%	7.8%
	Urban	44.4%	35.5%	9.9%	6.4%	3.8%
	Rural	31.1%	34.3%	13.6%	12.8%	8.2%
	All	35.3%	35.0%	12.3%	10.3%	7.0%

Walking/cycling time to educational centres - province

Province	Classification	1-15 mins	16-30 mins	31-45 mins	46-60 mins	61+ mins	Number
Western Cape	Metropolitan	63.1%	31.4%	2.7%	2.3%	0.5%	490 000
	Urban	65.0%	28.9%	3.9%	1.2%	1.0%	243 000
	Rural	49.1%	28.5%	13.8%	6.1%	2.5%	37 000
	All	63.0%	30.5%	3.6%	2.1%	0.8%	770 000
Eastern Cape	Metropolitan	55.5%	34.4%	6.4%	3.7%	0.0%	198 000
	Urban	49.7%	36.7%	6.2%	5.4%	2.0%	382 000
	Rural	35.6%	32.9%	12.0%	12.9%	6.5%	1 662 000
	All	39.8%	33.7%	10.5%	10.8%	5.2%	2 242 000
Northern Cape	Urban	57.2%	33.4%	6.5%	2.3%	0.5%	157 000
	Rural	5.6%	69.3%	25.2%	0.0%	0.0%	26 000
	All	49.7%	38.6%	9.2%	2.0%	0.4%	184 000
Free State	Urban	51.5%	33.2%	7.9%	4.8%	2.5%	589 000
	Rural	43.0%	32.5%	7.0%	9.2%	8.3%	161 000
	All	49.7%	33.1%	7.7%	5.8%	3.8%	750 000
KwaZulu-Natal	Metropolitan	33.1%	46.5%	12.6%	6.4%	1.5%	581 000
	Urban	37.6%	45.4%	10.4%	4.1%	2.5%	340 000
	Rural	18.3%	31.4%	19.5%	18.0%	12.8%	1 834 000
	All	23.8%	36.3%	16.9%	13.9%	9.2%	2 754 000
North West	Metropolitan	25.8%	43.1%	12.3%	11.5%	7.2%	230 000
	Urban	49.7%	37.1%	8.6%	3.5%	1.1%	260 000
	Rural	34.6%	36.4%	13.5%	9.9%	5.6%	520 000
	All	36.5%	38.1%	12.0%	8.6%	4.8%	1 010 000
Gauteng	Metropolitan	40.8%	41.5%	11.2%	4.7%	1.8%	1 029 000
	Urban	45.7%	35.9%	9.4%	7.0%	2.0%	282 000
	Rural	2.7%	48.2%	6.5%	30.1%	12.5%	13 000
	All	41.5%	40.4%	10.8%	5.4%	1.9%	1 324 000
Mpuma langa	Urban	42.9%	40.8%	9.7%	4.8%	1.8%	335 000
	Rural	34.6%	35.2%	12.8%	10.8%	6.6%	648 000
	All	37.4%	37.1%	11.7%	8.7%	5.0%	983 000
Limpopo	Urban	46.5%	33.9%	11.9%	4.9%	2.8%	153 000
	Rural	42.7%	38.0%	9.1%	7.5%	2.6%	1 904 000
	All	43.0%	37.7%	9.3%	7.3%	2.6%	2 057 000
RSA	Metropolitan	43.3%	40.3%	9.6%	5.1%	1.8%	2 528 000
	Urban	49.0%	36.4%	8.2%	4.4%	1.9%	2 741 000
	Rural	32.9%	34.6%	13.3%	12.2%	7.1%	6 806 000
	All	38.7%	36.2%	11.4%	9.0%	4.8%	12 074 000

**Walking/cycling time to educational centres - province
(13 years and under)**

Province	Classification	1-15 mins	16-30 mins	31-45 mins	46-60 mins	61+ mins	Number
Western Cape	Metropolitan	68.2%	26.9%	2.4%	2.1%	0.4%	310 000
	Urban	63.9%	29.7%	4.1%	1.4%	0.8%	165 000
	Rural	52.4%	30.1%	11.2%	5.1%	1.2%	32 000
	All	65.8%	28.0%	3.5%	2.1%	0.6%	507 000
Eastern Cape	Metropolitan	57.9%	34.3%	4.5%	3.4%	0.0%	124 000
	Urban	53.9%	33.2%	5.6%	5.3%	2.0%	231 000
	Rural	39.0%	35.5%	10.2%	11.8%	3.5%	1 032 000
	All	43.2%	35.0%	8.9%	10.0%	2.9%	1 387 000
Northern Cape	Urban	60.3%	33.1%	4.7%	1.8%	0.1%	96 000
	Rural	7.1%	70.7%	22.3%	0.0%	0.0%	20 000
	All	51.1%	39.6%	7.7%	1.5%	0.1%	116 000
Free State	Urban	52.3%	33.8%	7.1%	4.5%	2.3%	324 000
	Rural	40.9%	35.0%	7.4%	10.2%	6.6%	105 000
	All	49.5%	34.1%	7.2%	5.9%	3.4%	429 000
KwaZulu-Natal	Metropolitan	36.6%	46.4%	10.6%	5.3%	1.1%	372 000
	Urban	37.3%	47.3%	9.5%	3.5%	2.4%	206 000
	Rural	21.0%	34.0%	18.8%	16.6%	9.5%	1 111 000
	All	26.4%	38.3%	15.9%	12.6%	6.8%	1 689 000
North West	Metropolitan	33.5%	45.2%	6.5%	7.6%	7.2%	146 000
	Urban	51.1%	36.4%	7.5%	4.1%	1.0%	152 000
	Rural	36.1%	37.0%	13.3%	9.0%	4.5%	325 000
	All	39.1%	38.8%	10.3%	7.5%	4.3%	623 000
Gauteng	Metropolitan	45.5%	40.3%	8.6%	3.8%	1.7%	638 000
	Urban	51.9%	33.3%	8.8%	5.0%	1.1%	167 000
	Rural	2.6%	51.2%	1.7%	29.5%	15.1%	11 000
	All	46.2%	39.0%	8.6%	4.4%	1.8%	816 000
Mpumalanga	Urban	41.6%	43.0%	9.2%	4.4%	1.9%	180 000
	Rural	35.2%	36.8%	12.8%	9.5%	5.7%	383 000
	All	37.3%	38.8%	11.6%	7.8%	4.4%	564 000
Limpopo	Urban	53.0%	30.1%	13.5%	2.5%	1.0%	100 000
	Rural	47.5%	37.0%	7.7%	6.7%	1.2%	1 136 000
	All	47.9%	36.5%	8.1%	6.3%	1.2%	1 236 000
RSA	Metropolitan	47.8%	39.1%	7.3%	4.1%	1.7%	1 590 000
	Urban	51.0%	35.9%	7.5%	3.9%	1.6%	1 622 000
	Rural	35.9%	35.9%	12.2%	11.2%	4.8%	4 154 000
	All	41.8%	36.6%	10.2%	8.0%	3.4%	7 365 000

Main mode to educational centres - metro

Metro	Train	Bus	Taxi	Car	Walk	Other	Number
Johannesburg	3.5%	3.7%	18.1%	16.9%	55.7%	2.1%	878 000
Ethekwini	1.4%	8.2%	14.5%	14.4%	60.7%	0.9%	952 000
Cape Town	4.4%	5.4%	11.1%	23.1%	54.1%	1.9%	896 000
Ekurhuleni	3.1%	3.3%	20.7%	16.0%	55.3%	1.6%	695 000
Tshwane	2.6%	11.1%	15.6%	13.0%	55.6%	2.2%	668 000
Nelson Mandela	0.4%	6.9%	13.9%	16.4%	62.0%	0.4%	319 000

Travel time to educational centres - metro

Metro	1-15 mins	16-30 mins	31-45 mins	46-60 mins	61+ mins
Johannesburg	33.6%	34.0%	14.0%	9.3%	9.1%
Ethekwini	28.5%	42.0%	13.0%	10.4%	6.2%
Cape Town	48.4%	31.2%	8.0%	7.5%	4.9%
Ekurhuleni	29.9%	38.8%	14.1%	8.9%	8.3%
Tshwane	25.2%	34.4%	13.2%	13.5%	13.7%
Nelson Mandela	45.5%	33.1%	9.1%	7.6%	4.7%

Walking/cycling time to educational centres - metro

Metro	1-15 mins	16-30 mins	31-45 mins	46-60 mins	61+ mins	Number
Johannesburg	43.7%	40.5%	10.9%	2.9%	1.9%	494 000
Ethekwini	33.1%	46.5%	12.6%	6.4%	1.5%	581 000
Cape Town	63.1%	31.4%	2.7%	2.3%	0.5%	490 000
Ekurhuleni	37.8%	43.8%	11.6%	5.3%	1.5%	391 000
Tshwane	31.1%	41.5%	11.8%	10.5%	5.2%	374 000
Nelson Mandela	55.5%	34.4%	6.4%	3.7%	0.0%	198 000

Walking/cycling time to educational centres - metro (13 years and under)

Metro	1-15 mins	16-30 mins	31-45 mins	46-60 mins	61+ mins	Number
Johannesburg	49.5%	37.4%	7.7%	3.2%	2.1%	299 000
Ethekwini	36.6%	46.4%	10.6%	5.3%	1.1%	372 000
Cape Town	68.2%	26.9%	2.4%	2.1%	0.4%	310 000
Ekurhuleni	40.6%	44.5%	9.7%	3.7%	1.6%	258 000
Tshwane	38.3%	42.6%	7.2%	7.1%	4.9%	226 000
Nelson Mandela	57.9%	34.3%	4.5%	3.4%	0.0%	124 000

B5 – HOUSEHOLD ACCESS TO PUBLIC TRANSPORT

Walking time to nearest station - province

Province	Classification	1 - 15 mins	16 - 30 mins	> 30 mins	Do not know	No service	Number of households
Western Cape	Metropolitan	31%	28%	13%	1%	26%	837 000
	Urban	9%	13%	8%	1%	69%	347 000
	Rural	2%	3%	3%	1%	91%	122 000
	All	22%	22%	11%	1%	43%	1 306 000
Eastern Cape	Metropolitan	3%	5%	6%	8%	78%	282 000
	Urban	8%	7%	3%	2%	80%	421 000
	Rural	0%	0%	0%	0%	99%	891 000
	All	3%	3%	2%	2%	90%	1 594 000
Northern Cape	Urban	6%	7%	10%	1%	76%	188 000
	Rural	3%	2%	4%	4%	87%	59 000
	All	5%	6%	8%	2%	79%	248 000
Free State	Urban	5%	10%	16%	3%	67%	605 000
	Rural	0%	0%	3%	1%	95%	167 000
	All	4%	8%	13%	3%	73%	772 000
Kwazulu-Natal	Metropolitan	14%	11%	3%	8%	64%	865 000
	Urban	4%	4%	1%	5%	86%	416 000
	Rural	0%	0%	0%	1%	98%	942 000
	All	6%	5%	1%	5%	82%	2 224 000
North West	Metropolitan	5%	10%	14%	1%	71%	260 000
	Urban	2%	4%	3%	3%	88%	343 000
	Rural	1%	2%	3%	1%	93%	581 000
	All	2%	5%	5%	1%	87%	1 185 000
Gauteng	Metropolitan	21%	16%	7%	10%	46%	2 316 000
	Urban	10%	12%	10%	10%	57%	540 000
	Rural	8%	7%	7%	7%	71%	66 000
	All	18%	15%	8%	10%	49%	2 922 000
Mpumalanga	Urban	3%	4%	6%	5%	82%	414 000
	Rural	0%	1%	2%	5%	92%	451 000
	All	2%	2%	4%	5%	87%	865 000
Limpopo	Urban	11%	12%	7%	6%	64%	208 000
	Rural	2%	1%	1%	2%	94%	1 109 000
	All	3%	3%	2%	3%	89%	1 317 000
RSA	Metropolitan	19%	16%	8%	7%	49%	4 560 000
	Urban	6%	8%	8%	4%	74%	3 483 000
	Rural	1%	1%	1%	2%	95%	4 389 000
	All	9%	9%	5%	5%	72%	12 432 000

Walking time to nearest bus stop - province

Province	Classification	1 - 15 mins	16 - 30 mins	> 30 mins	Do not know	No service	Number of households
Western Cape	Metropolitan	72%	7%	1%	6%	15%	837 000
	Urban	13%	2%	1%	2%	83%	347 000
	Rural	6%	1%	0%	1%	92%	122 000
	All	50%	5%	1%	4%	40%	1 306 000
Eastern Cape	Metropolitan	79%	10%	1%	3%	6%	282 000
	Urban	22%	3%	2%	5%	69%	421 000
	Rural	27%	8%	4%	0%	61%	891 000
	All	35%	7%	3%	2%	53%	1 594 000
Northern Cape	Urban	23%	3%	0%	3%	71%	188 000
	Rural	6%	2%	3%	2%	87%	59 000
	All	19%	3%	1%	2%	75%	248 000
Free State	Urban	34%	8%	2%	4%	51%	605 000
	Rural	36%	12%	5%	1%	46%	167 000
	All	34%	9%	3%	3%	50%	772 000
KwaZulu-Natal	Metropolitan	76%	10%	2%	2%	10%	865 000
	Urban	40%	7%	1%	4%	49%	416 000
	Rural	38%	15%	9%	0%	37%	942 000
	All	53%	11%	5%	2%	29%	2 224 000
North West	Metropolitan	82%	17%	0%	0%	0%	260 000
	Urban	36%	4%	1%	4%	56%	343 000
	Rural	57%	13%	2%	1%	27%	581 000
	All	56%	11%	1%	2%	29%	1 185 000
Gauteng	Metropolitan	47%	4%	1%	11%	37%	2 316 000
	Urban	37%	7%	1%	14%	41%	540 000
	Rural	7%	5%	1%	19%	68%	66 000
	All	44%	5%	1%	12%	39%	2 922 000
Mpumalanga	Urban	38%	5%	2%	4%	52%	414 000
	Rural	50%	19%	6%	1%	23%	451 000
	All	44%	12%	4%	2%	37%	865 000
Limpopo	Urban	48%	11%	2%	6%	33%	208 000
	Rural	66%	12%	3%	1%	19%	1 109 000
	All	63%	12%	3%	1%	21%	1 317 000
RSA	Metropolitan	61%	7%	1%	7%	24%	4 560 000
	Urban	32%	6%	1%	6%	55%	3 483 000
	Rural	45%	12%	5%	1%	38%	4 389 000
	All	47%	8%	2%	4%	37%	12 432 000

Walking time to nearest taxi service - province

Province	Classification	1 - 15 mins	16 - 30 mins	> 30 mins	Do not know	No service	Number of households
Western Cape	Metropolitan	84%	7%	1%	3%	4%	837 000
	Urban	64%	8%	1%	3%	24%	347 000
	Rural	46%	10%	4%	2%	38%	122 000
	All	75%	8%	1%	3%	13%	1 306 000
Eastern Cape	Metropolitan	82%	11%	1%	3%	2%	282 000
	Urban	79%	10%	1%	3%	8%	421 000
	Rural	60%	19%	11%	0%	11%	891 000
	All	69%	15%	6%	1%	8%	1 594 000
Northern Cape	Urban	63%	7%	1%	2%	28%	188 000
	Rural	39%	8%	3%	2%	48%	59 000
	All	57%	7%	2%	2%	32%	248 000
Free State	Urban	80%	12%	2%	3%	4%	605 000
	Rural	49%	14%	8%	0%	29%	167 000
	All	73%	12%	3%	2%	9%	772 000
KwaZulu-Natal	Metropolitan	82%	10%	1%	3%	3%	865 000
	Urban	76%	11%	1%	4%	8%	416 000
	Rural	55%	23%	13%	0%	10%	942 000
	All	69%	16%	6%	2%	7%	2 224 000
North West	Metropolitan	88%	12%	0%			260 000
	Urban	76%	9%	1%	6%	8%	343 000
	Rural	64%	15%	6%	1%	14%	581 000
	All	73%	13%	3%	3%	9%	1 185 000
Gauteng	Metropolitan	78%	9%	1%	6%	5%	2 316 000
	Urban	73%	12%	2%	7%	7%	540 000
	Rural	25%	18%	11%	9%	37%	66 000
	All	76%	10%	2%	6%	6%	2 922 000
Mpumalanga	Urban	78%	11%	3%	1%	7%	414 000
	Rural	53%	24%	11%	1%	11%	451 000
	All	65%	18%	7%	1%	9%	865 000
Limpopo	Urban	79%	12%	4%	4%	1%	208 000
	Rural	73%	16%	4%	0%	6%	1 109 000
	All	74%	15%	4%	1%	5%	1 317 000
RSA	Metropolitan	81%	9%	1%	4%	4%	4 560 000
	Urban	75%	10%	2%	4%	9%	3 483 000
	Rural	60%	18%	8%	1%	12%	4 389 000
	All	72%	13%	4%	3%	8%	12 432 000

Walking time to nearest station - metro

Metro	1-15 mins	15-30 mins	>30 mins	Do not know	No service	Number of households
Johannesburg	21%	15%	6%	11%	47%	1 150 000
Ethekwini	14%	11%	3%	8%	64%	865 000
Cape Town	31%	28%	13%	1%	26%	837 000
Ekurhuleni	20%	15%	8%	8%	49%	826 000
Tshwane	14%	18%	9%	7%	52%	600 000
Nelson Mandela	3%	5%	6%	8%	78%	282 000

Walking time to nearest bus stop - metro

Metro	1-15 mins	15-30 mins	>30 mins	Do not know	No service	Number of households
Johannesburg	55%	5%	1%	12%	27%	1 150 000
Ethekwini	76%	10%	2%	2%	10%	865 000
Cape Town	72%	7%	1%	6%	15%	837 000
Ekurhuleni	24%	3%	0%	10%	63%	826 000
Tshwane	81%	10%	0%	4%	5%	600 000
Nelson Mandela	79%	10%	1%	3%	6%	282 000

Walking time to nearest taxi service - metro

Metro	1-15 mins	15-30 mins	>30 mins	Do not know	No service	Number of households
Johannesburg	80%	7%	1%	7%	5%	1 150 000
Ethekwini	82%	10%	1%	3%	3%	865 000
Cape Town	84%	7%	1%	3%	4%	837 000
Ekurhuleni	76%	13%	2%	5%	5%	826 000
Tshwane	84%	9%	1%	4%	3%	600 000
Nelson Mandela	82%	11%	1%	3%	2%	282 000

B6 – HOUSEHOLD ACCESS TO SERVICES

Mode to nearest food shop - province

Province	Classification	Train	Bus	Taxi	Car	Walk	Other	Can't get there	Number of households
Western Cape	Metropolitan	0%	0%	4%	20%	76%	0%	0%	837 000
	Urban	0%	0%	10%	23%	65%	1%	0%	347 000
	Rural	0%	1%	12%	27%	53%	6%	1%	122 000
	All	0%	0%	6%	22%	71%	1%	0%	1 306 000
Eastern Cape	Metropolitan	0%	0%	7%	18%	74%	0%	0%	282 000
	Urban	0%	0%	7%	8%	84%	0%	0%	421 000
	Rural	0%	0%	5%	3%	91%	0%	1%	891 000
	All	0%	0%	6%	7%	86%	0%	0%	1 594 000
Northern Cape	Urban	0%	0%	2%	12%	85%	0%	0%	188 000
	Rural	0%	0%	4%	31%	64%	1%	0%	59 000
	All	0%	0%	3%	17%	80%	1%	0%	248 000
Free State	Urban	0%	0%	5%	8%	86%	0%	0%	605 000
	Rural	0%	1%	13%	15%	64%	7%	0%	167 000
	All	0%	0%	7%	10%	81%	2%	0%	772 000
KwaZulu-Natal	Metropolitan	0%	1%	5%	15%	78%	0%	0%	865 000
	Urban	0%	0%	10%	20%	69%	0%	0%	416 000
	Rural	0%	3%	8%	2%	86%	1%	0%	942 000
	All	0%	2%	8%	10%	80%	0%	0%	2 224 000
North West	Metropolitan	0%	0%	0%	1%	99%	0%	0%	260 000
	Urban	0%	0%	10%	18%	72%	0%	0%	343 000
	Rural	0%	0%	9%	6%	82%	2%	0%	581 000
	All	0%	0%	7%	9%	83%	1%	0%	1 185 000
Gauteng	Metropolitan	0%	0%	5%	18%	77%	0%	0%	2 316 000
	Urban	0%	0%	6%	14%	80%	0%	0%	540 000
	Rural	0%	0%	4%	38%	58%	0%	0%	66 000
	All	0%	0%	5%	18%	77%	0%	0%	2 922 000
Mpumalanga	Urban	0%	0%	6%	14%	80%	0%	0%	414 000
	Rural	0%	1%	8%	3%	86%	1%	0%	451 000
	All	0%	0%	7%	8%	83%	1%	0%	865 000
Limpopo	Urban	0%	0%	2%	15%	83%	0%	0%	208 000
	Rural	0%	0%	2%	2%	95%	1%	0%	1 109 000
	All	0%	0%	2%	4%	93%	1%	0%	1 317 000
RSA	Metropolitan	0%	0%	5%	17%	78%	0%	0%	4 560 000
	Urban	0%	0%	7%	14%	78%	0%	0%	3 483 000
	Rural	0%	1%	6%	5%	86%	1%	0%	4 389 000
	All	0%	0%	6%	12%	81%	1%	0%	12 432 000

Travel time to nearest food shop - province

Province	Classification	1 - 15 mins	16 - 30 mins	31 - 60 mins	>60 mins	Can't get there
Western Cape	Metropolitan	95%	4%	0%	0%	0%
	Urban	88%	11%	1%	0%	0%
	Rural	55%	32%	10%	3%	1%
	All	90%	8%	2%	0%	0%
Eastern Cape	Metropolitan	85%	12%	3%	0%	0%
	Urban	83%	13%	3%	1%	0%
	Rural	64%	24%	8%	3%	1%
	All	73%	19%	6%	2%	0%
Nothorn Cape	Urban	86%	9%	2%	2%	0%
	Rural	47%	29%	19%	6%	0%
	All	77%	14%	6%	3%	0%
Free State	Urban	89%	9%	2%	0%	0%
	Rural	53%	20%	16%	12%	0%
	All	81%	11%	5%	3%	0%
KwaZulu-Natal	Metropolitan	88%	9%	3%	0%	0%
	Urban	86%	10%	3%	0%	0%
	Rural	57%	24%	15%	4%	0%
	All	74%	16%	8%	2%	0%
North West	Metropolitan	95%	5%	0%	0%	0%
	Urban	89%	9%	2%	0%	0%
	Rural	68%	19%	10%	3%	0%
	All	80%	13%	5%	2%	0%
Gauteng	Metropolitan	90%	8%	2%	0%	0%
	Urban	88%	9%	2%	0%	0%
	Rural	47%	29%	22%	2%	0%
	All	88%	9%	2%	0%	0%
Mpumalanga	Urban	90%	8%	1%	0%	0%
	Rural	67%	18%	10%	4%	0%
	All	78%	13%	6%	2%	0%
Limpopo	Urban	90%	9%	1%	0%	0%
	Rural	86%	10%	3%	1%	0%
	All	87%	10%	3%	1%	0%
RSA	Metropolitan	90%	8%	2%	0%	0%
	Urban	88%	10%	2%	0%	0%
	Rural	68%	19%	9%	3%	0%
	All	82%	12%	5%	1%	0%

Mode to nearest medical services - province

Province	Classification	Train	Bus	Taxi	Car	Walk	Other	Can't get there	Number of households
Western Cape	Metropolitan	1%	1%	19%	35%	43%	0%	0%	837 000
	Urban	0%	0%	18%	35%	47%	1%	0%	347 000
	Rural	0%	1%	24%	37%	26%	11%	0%	122 000
	All	1%	1%	19%	35%	43%	1%	0%	1 306 000
Eastern Cape	Metropolitan	0%	0%	18%	28%	53%	0%	0%	282 000
	Urban	0%	0%	37%	15%	47%	1%	0%	421 000
	Rural	0%	11%	58%	4%	27%	0%	0%	891 000
	All	0%	6%	45%	11%	37%	0%	0%	1 594 000
Northern Cape	Urban	0%	0%	18%	20%	61%	1%	0%	188 000
	Rural	0%	0%	34%	35%	25%	7%	0%	59 000
	All	0%	0%	21%	24%	53%	2%	0%	248 000
Free State	Urban	0%	0%	22%	15%	62%	0%	0%	605 000
	Rural	0%	2%	22%	20%	50%	5%	1%	167 000
	All	0%	1%	22%	16%	60%	1%	0%	772 000
KwaZulu-Natal	Metropolitan	0%	8%	46%	26%	19%	1%	0%	865 000
	Urban	0%	1%	37%	26%	34%	1%	0%	416 000
	Rural	0%	15%	52%	4%	26%	1%	1%	942 000
	All	0%	9%	47%	17%	25%	1%	1%	2 224 000
North West	Metropolitan	0%	0%	47%	3%	49%	0%	0%	260 000
	Urban	0%	0%	29%	27%	43%	1%	0%	343 000
	Rural	0%	4%	36%	9%	48%	2%	1%	581 000
	All	0%	2%	36%	13%	47%	1%	1%	1 185 000
Gauteng	Metropolitan	1%	1%	32%	26%	40%	1%	0%	2 316 000
	Urban	0%	1%	25%	22%	51%	0%	1%	540 000
	Rural	2%	0%	37%	53%	4%	3%	0%	66 000
	All	1%	1%	30%	26%	41%	1%	0%	2 922 000
Mpumalanga	Urban	0%	1%	32%	22%	44%	0%	0%	414 000
	Rural	0%	3%	47%	6%	39%	2%	3%	451 000
	All	0%	2%	40%	14%	42%	1%	2%	865 000
Limpopo	Urban	0%	1%	20%	27%	52%	0%	0%	208 000
	Rural	0%	5%	41%	5%	49%	1%	0%	1 109 000
	All	0%	4%	38%	8%	49%	1%	0%	1 317 000
RSA	Metropolitan	0%	2%	32%	27%	38%	1%	0%	4 560 000
	Urban	0%	1%	27%	22%	49%	1%	0%	3 483 000
	Rural	0%	7%	46%	8%	37%	2%	1%	4 389 000
	All	0%	3%	35%	19%	41%	1%	0%	12 432 000

Travel time to nearest medical facility - province

Province	Classification	1 - 15 mins	16 - 30 mins	31 - 60 mins	>60 mins	Can't get there
Western Cape	Metropolitan	72%	23%	4%	0%	0%
	Urban	69%	24%	7%	1%	0%
	Rural	40%	45%	12%	3%	0%
	All	68%	25%	6%	1%	0%
Eastern Cape	Metropolitan	64%	29%	7%	0%	0%
	Urban	48%	37%	12%	2%	0%
	Rural	10%	27%	36%	27%	0%
	All	30%	30%	24%	16%	0%
Northern Cape	Urban	58%	27%	11%	4%	0%
	Rural	28%	42%	21%	9%	0%
	All	51%	31%	13%	5%	0%
Free State	Urban	53%	34%	11%	1%	0%
	Rural	32%	32%	24%	11%	1%
	All	49%	34%	14%	3%	0%
KwaZulu-Natal	Metropolitan	44%	42%	12%	2%	0%
	Urban	53%	37%	8%	1%	0%
	Rural	15%	34%	34%	16%	1%
	All	33%	38%	20%	8%	1%
North West	Metropolitan	39%	37%	24%	0%	0%
	Urban	62%	31%	7%	0%	0%
	Rural	30%	36%	26%	7%	1%
	All	41%	35%	20%	3%	1%
Gauteng	Metropolitan	54%	36%	8%	1%	0%
	Urban	57%	31%	10%	1%	1%
	Rural	11%	39%	43%	7%	0%
	All	53%	35%	10%	1%	0%
Mpumalanga	Urban	55%	34%	9%	1%	1%
	Rural	23%	38%	30%	7%	3%
	All	38%	36%	20%	4%	2%
Limpopo	Urban	64%	28%	7%	0%	1%
	Rural	33%	39%	22%	6%	0%
	All	38%	37%	20%	5%	0%
RSA	Metropolitan	55%	34%	9%	1%	0%
	Urban	57%	32%	9%	1%	0%
	Rural	23%	35%	29%	13%	1%
	All	44%	34%	16%	5%	0%

Mode to nearest post office - province

Province	Classification	Train	Bus	Taxi	Car	Walk	Other	Can't get there	Number of households
Western Cape	Metropolitan	1%	1%	22%	35%	40%	0%	1%	837 000
	Urban	0%	0%	22%	34%	43%	1%	0%	347 000
	Rural	0%	3%	26%	40%	17%	14%	1%	122 000
	All	1%	1%	23%	35%	39%	2%	1%	1 306 000
Eastern Cape	Metropolitan	0%	0%	29%	29%	41%	0%	0%	282 000
	Urban	0%	0%	40%	14%	45%	1%	0%	421 000
	Rural	0%	10%	65%	4%	19%	0%	2%	891 000
	All	0%	6%	51%	11%	30%	0%	1%	1 594 000
Northern Cape	Urban	0%	0%	19%	18%	61%	1%	0%	188 000
	Rural	0%		43%	37%	13%	6%	1%	59 000
	All	0%	0%	24%	22%	51%	2%	0%	248 000
Free State	Urban	0%	0%	38%	14%	47%	1%	0%	605 000
	Rural	0%	3%	31%	19%	38%	6%	3%	167 000
	All	0%	1%	36%	15%	45%	2%	1%	772 000
KwaZulu-Natal	Metropolitan	0%	6%	43%	25%	23%	1%	1%	865 000
	Urban	0%	1%	37%	25%	34%	1%	1%	416 000
	Rural	0%	14%	53%	4%	23%	1%	4%	942 000
	All	0%	9%	46%	16%	25%	1%	2%	2 224 000
North West	Metropolitan	0%	0%	62%	2%	36%	0%	0%	260 000
	Urban	0%	0%	31%	25%	42%	1%	0%	343 000
	Rural	0%	3%	33%	9%	51%	1%	3%	581 000
	All	0%	1%	39%	12%	45%	1%	2%	1 185 000
Gauteng	Metropolitan	0%	0%	30%	26%	42%	1%	1%	2 316 000
	Urban	1%	1%	32%	20%	45%	1%	1%	540 000
	Rural	0%	0%	33%	54%	9%	3%	1%	66 000
	All	0%	0%	31%	25%	42%	1%	1%	2 922 000
Mpumalanga	Urban	0%	0%	33%	21%	44%	1%	1%	414 000
	Rural	0%	3%	37%	5%	45%	2%	8%	451 000
	All	0%	1%	35%	13%	45%	1%	4%	865 000
Limpopo	Urban	0%	0%	18%	27%	54%	1%	0%	208 000
	Rural	0%	6%	42%	5%	45%	1%	1%	1 109 000
	All	0%	5%	39%	9%	46%	1%	1%	1 317 000
RSA	Metropolitan	0%	1%	33%	26%	37%	1%	1%	4 560 000
	Urban	0%	0%	32%	21%	45%	1%	0%	3 483 000
	Rural	0%	8%	46%	8%	34%	2%	3%	4 389 000
	All	0%	3%	37%	18%	38%	1%	1%	12 432 000

Travel time to nearest post office - province

Province	Classification	1 - 15 mins	16 - 30 mins	31 - 60 mins	>60 mins	Can't get there
Western Cape	Metropolitan	72%	23%	4%	0%	1%
	Urban	67%	25%	7%	0%	0%
	Rural	33%	47%	16%	3%	1%
	All	67%	26%	6%	0%	1%
Eastern Cape	Metropolitan	56%	34%	9%	1%	0%
	Urban	47%	41%	10%	1%	0%
	Rural	13%	25%	34%	27%	2%
	All	30%	31%	23%	15%	1%
Northern Cape	Urban	55%	32%	10%	3%	0%
	Rural	19%	47%	22%	11%	1%
	All	47%	35%	13%	4%	0%
Free State	Urban	51%	35%	13%	1%	0%
	Rural	31%	32%	23%	10%	3%
	All	47%	35%	15%	3%	1%
KwaZulu-Natal	Metropolitan	52%	37%	8%	1%	1%
	Urban	59%	34%	6%	0%	1%
	Rural	17%	31%	33%	15%	4%
	All	39%	34%	18%	6%	2%
North West	Metropolitan	53%	31%	12%	5%	0%
	Urban	63%	30%	6%	0%	0%
	Rural	35%	37%	21%	4%	3%
	All	47%	34%	14%	3%	2%
Gauteng	Metropolitan	55%	35%	8%	1%	1%
	Urban	47%	41%	11%	1%	1%
	Rural	21%	38%	35%	5%	1%
	All	53%	36%	9%	1%	1%
Mpumalanga	Urban	53%	36%	9%	1%	1%
	Rural	27%	38%	22%	4%	8%
	All	40%	37%	16%	2%	4%
Limpopo	Urban	65%	29%	6%	0%	0%
	Rural	36%	37%	21%	5%	1%
	All	41%	36%	18%	4%	1%
RSA	Metropolitan	58%	33%	7%	1%	1%
	Urban	55%	35%	9%	1%	0%
	Rural	26%	34%	26%	11%	3%
	All	46%	34%	14%	4%	1%

Mode to nearest welfare office - province

Province	Classification	Train	Bus	Taxi	Car	Walk	Other	Can't get there	Number of households
Western Cape	Metropolitan	1%	1%	37%	23%	35%	1%	2%	837 000
	Urban	0%	1%	29%	27%	41%	1%	1%	347 000
	Rural	0%	4%	34%	32%	15%	14%	1%	122 000
	All	1%	1%	34%	25%	35%	2%	1%	1 306 000
Eastern Cape	Metropolitan	0%	1%	42%	21%	35%	0%	1%	282 000
	Urban	0%	0%	46%	13%	38%	0%	2%	421 000
	Rural	0%	10%	63%	3%	20%	0%	2%	891 000
	All	0%	6%	56%	8%	27%	0%	2%	1 594 000
Northern Cape	Urban	0%	1%	26%	19%	52%	1%	1%	188 000
	Rural	0%		46%	36%	8%	9%	1%	59 000
	All	0%	1%	30%	23%	43%	3%	1%	248 000
Free State	Urban	0%	0%	47%	12%	37%	1%	3%	605 000
	Rural	0%	3%	41%	18%	30%	6%	2%	167 000
	All	0%	1%	46%	14%	35%	2%	3%	772 000
KwaZulu-Natal	Metropolitan	0%	7%	50%	19%	14%	1%	9%	865 000
	Urban	1%	2%	52%	23%	19%	1%	2%	416 000
	Rural	0%	19%	65%	4%	6%	1%	5%	942 000
	All	0%	11%	57%	13%	11%	1%	6%	2 224 000
North West	Metropolitan	0%	0%	64%	1%	35%	0%	0%	260 000
	Urban	0%	0%	48%	18%	32%	1%	1%	343 000
	Rural	0%	8%	59%	7%	21%	1%	4%	581 000
	All	0%	4%	57%	9%	27%	1%	2%	1 185 000
Gauteng	Metropolitan	0%	1%	41%	22%	28%	1%	7%	2 316 000
	Urban	1%	1%	58%	19%	19%	1%	2%	540 000
	Rural	0%	0%	45%	48%	2%	3%	2%	66 000
	All	1%	1%	44%	22%	26%	1%	6%	2 922 000
Mpumalanga	Urban	0%	0%	48%	19%	28%	0%	4%	414 000
	Rural	0%	3%	56%	5%	26%	1%	9%	451 000
	All	0%	2%	53%	11%	27%	1%	6%	865 000
Limpopo	Urban	0%	1%	36%	30%	33%	0%	0%	208 000
	Rural	0%	10%	62%	5%	21%	0%	1%	1 109 000
	All	0%	8%	58%	9%	23%	0%	1%	1 317 000
RSA	Metropolitan	1%	2%	43%	20%	27%	1%	6%	4 560 000
	Urban	0%	1%	46%	19%	31%	1%	2%	3 483 000
	Rural	0%	10%	60%	7%	18%	1%	3%	4 389 000
	All	0%	5%	51%	15%	25%	1%	4%	12 432 000

Travel time to nearest welfare office - province

Province	Classification	1 - 15 mins	16 - 30 mins	31 - 60 mins	>60 mins	Can't get there
Western Province	Metropolitan	55%	36%	7%	0%	2%
	Urban	62%	29%	8%	0%	1%
	Rural	26%	48%	20%	5%	1%
	All	54%	35%	9%	1%	1%
Eastern Cape	Metropolitan	37%	47%	15%	0%	1%
	Urban	43%	38%	15%	2%	2%
	Rural	11%	23%	36%	27%	2%
	All	23%	30%	28%	17%	2%
Northern Cape	Urban	50%	32%	12%	5%	1%
	Rural	11%	51%	26%	11%	1%
	All	42%	36%	15%	6%	1%
Free State	Urban	43%	38%	13%	2%	3%
	Rural	22%	37%	25%	13%	2%
	All	39%	38%	16%	4%	3%
KwaZulu-Natal	Metropolitan	34%	41%	14%	2%	9%
	Urban	46%	41%	10%	1%	2%
	Rural	9%	27%	37%	22%	5%
	All	25%	35%	24%	11%	6%
North West	Metropolitan	36%	46%	17%	2%	
	Urban	47%	38%	13%	1%	1%
	Rural	13%	34%	39%	11%	4%
	All	28%	38%	26%	6%	2%
Gauteng	Metropolitan	39%	40%	13%	1%	7%
	Urban	34%	48%	14%	2%	2%
	Rural	14%	36%	42%	7%	2%
	All	37%	41%	14%	1%	6%
Mpumalanga	Urban	44%	38%	14%	1%	4%
	Rural	17%	34%	32%	8%	9%
	All	30%	36%	23%	5%	6%
Limpopo	Urban	55%	32%	11%	1%	0%
	Rural	20%	36%	33%	10%	1%
	All	25%	35%	29%	9%	1%
RSA	Metropolitan	40%	40%	13%	1%	6%
	Urban	46%	38%	13%	1%	2%
	Rural	15%	31%	34%	16%	3%
	All	32%	36%	21%	7%	4%

Mode to nearest food shop - metro

Metro	Train	Bus	Taxi	Car	Walk	Other	Can't get there	Number of households
Johannesburg	0.1%	0.0%	5.0%	16.8%	77.7%	0.1%	0.1%	1 150 000
Ethekwini	0.3%	0.8%	5.4%	14.6%	78.4%	0.3%	0.0%	865 000
Cape Town	0.0%	0.1%	3.9%	20.2%	75.6%	0.1%	0.0%	837 000
Ekurhuleni	0.3%	0.1%	5.2%	17.2%	77.0%	0.2%	0.0%	826 000
Tshwane	0.0%	0.0%	1.5%	12.6%	85.6%	0.3%	0.1%	600 000
Nelson Mandela	0.2%	0.1%	7.3%	18.3%	73.6%	0.4%	0.1%	282 000

Mode to nearest medical services - metro

Metro	Train	Bus	Taxi	Car	Walk	Other	Can't get there	Number of households
Johannesburg	0.6%	0.5%	27.8%	25.4%	45.1%	0.3%	0.3%	1 150 000
Ethekwini	0.4%	7.8%	45.8%	25.5%	19.4%	0.9%	0.2%	865 000
Cape Town	0.9%	0.7%	19.4%	35.1%	43.3%	0.4%	0.2%	837 000
Ekurhuleni	0.4%	0.4%	38.3%	24.8%	35.3%	0.5%	0.4%	826 000
Tshwane	0.2%	1.1%	36.1%	19.9%	41.5%	0.9%	0.2%	600 000
Nelson Mandela	0.0%	0.4%	18.3%	28.3%	52.7%	0.3%	0.0%	282 000

Mode to nearest post office - metro

Metro	Train	Bus	Taxi	Car	Walk	Other	Can't get there	Number of households
Johannesburg	0.5%	0.2%	25.6%	24.8%	46.6%	0.5%	1.8%	1 150 000
Ethekwini	0.4%	6.1%	43.5%	25.3%	22.9%	0.7%	1.1%	865 000
Cape Town	0.9%	0.6%	22.3%	35.0%	40.0%	0.5%	0.6%	837 000
Ekurhuleni	0.1%	0.2%	36.4%	24.1%	37.8%	0.5%	0.9%	826 000
Tshwane	0.1%	0.5%	43.6%	19.0%	35.5%	0.7%	0.6%	600 000
Nelson Mandela	0.0%	0.3%	29.1%	29.0%	41.3%	0.3%	0.1%	282 000

Mode to nearest welfare office - metro

Metro	Train	Bus	Taxi	Car	Walk	Other	Can't get there	Number of households
Johannesburg	0.9%	0.7%	36.4%	19.4%	31.9%	0.5%	10.1%	1 150 000
Ethekwini	0.3%	7.4%	49.8%	19.1%	13.6%	1.2%	8.5%	865 000
Cape Town	1.2%	1.4%	36.7%	23.2%	35.3%	0.6%	1.6%	837 000
Ekurhuleni	0.1%	0.3%	45.3%	22.5%	25.5%	0.4%	5.7%	826 000
Tshwane	0.1%	1.2%	51.6%	15.7%	28.6%	1.1%	1.7%	600 000
Nelson Mandela	0.0%	0.6%	41.9%	21.4%	35.0%	0.2%	1.0%	282 000

Travel time to nearest food shop - metro

Metro	1 - 15 mins	16 - 30 mins	31 - 60 mins	>60 mins	Can't get there
Johannesburg	89.6%	7.5%	2.5%	0.2%	0.1%
Ethekwini	87.6%	8.9%	3.2%	0.3%	0.0%
Cape Town	95.4%	4.0%	0.4%	0.1%	0.0%
Ekurhuleni	87.8%	10.1%	1.8%	0.3%	0.0%
Tshwane	94.1%	5.4%	0.4%	0.1%	0.1%
Nelson Mandela	84.5%	11.8%	3.3%	0.3%	0.1%

Travel time to nearest medical facility - metro

Metro	1 - 15 mins	16 - 30 mins	31 - 60 mins	>60 mins	Can't get there
Johannesburg	56.1%	33.9%	8.8%	0.9%	0.4%
Ethekwini	44.2%	42.1%	11.5%	2.0%	0.2%
Cape Town	72.2%	22.9%	4.4%	0.3%	0.3%
Ekurhuleni	49.5%	40.8%	8.0%	1.3%	0.4%
Tshwane	49.6%	34.4%	15.4%	0.3%	0.2%
Nelson Mandela	63.6%	29.3%	7.0%	0.1%	0.0%

Travel time to nearest post office - metro

Metro	1 - 15 mins	16 - 30 mins	31 - 60 mins	>60 mins	Can't get there
Johannesburg	56.4%	34.0%	7.3%	0.5%	1.8%
Ethekwini	52.5%	37.5%	8.0%	1.0%	1.1%
Cape Town	71.7%	23.1%	4.3%	0.2%	0.6%
Ekurhuleni	51.9%	37.8%	8.4%	1.0%	0.9%
Tshwane	55.9%	31.8%	9.4%	2.3%	0.6%
Nelson Mandela	56.3%	34.3%	8.9%	0.5%	0.1%

Travel time to nearest welfare office - metro

Metro	1 - 15 mins	16 - 30 mins	31 - 60 mins	>60 mins	Can't get there
Johannesburg	38.3%	36.1%	14.6%	0.8%	10.2%
Ethekwini	34.1%	41.5%	14.0%	1.9%	8.5%
Cape Town	55.1%	35.6%	7.5%	0.2%	1.6%
Ekurhuleni	40.6%	41.8%	10.9%	0.9%	5.7%
Tshwane	34.7%	46.0%	16.6%	1.0%	1.7%
Nelson Mandela	36.6%	46.7%	15.3%	0.5%	1.0%

B7 – HOUSEHOLD INCOME, PUBLIC TRANSPORT EXPENDITURE AND CAR OWNERSHIP

Monthly household income - province

Province	Classification	Up to R500	R501 to R1 000	R1 001 to R3 000	R3 001 to R6 000	R6 001+	Number of households
Western Cape	Metropolitan	9.7%	13.4%	32.3%	20.6%	24.1%	837 000
	Urban	8.6%	18.5%	35.1%	21.2%	16.7%	347 000
	Rural	3.5%	22.0%	55.3%	13.3%	6.0%	122 000
	All	8.7%	15.7%	35.5%	20.0%	20.1%	1 306 000
Eastern Cape	Metropolitan	16.9%	18.2%	32.5%	16.6%	15.8%	282 000
	Urban	25.6%	26.7%	27.7%	11.1%	8.8%	421 000
	Rural	38.0%	40.0%	17.5%	3.0%	1.5%	891 000
	All	31.3%	32.9%	22.7%	7.3%	5.8%	1 594 000
Northern Cape	Urban	18.6%	26.3%	30.0%	13.3%	11.8%	188 000
	Rural	23.1%	45.0%	17.5%	4.1%	10.2%	59 000
	All	19.7%	30.8%	27.0%	11.1%	11.4%	248 000
Free State	Urban	27.6%	24.4%	28.7%	9.0%	10.4%	605 000
	Rural	31.1%	40.4%	19.4%	4.7%	4.4%	167 000
	All	28.3%	27.9%	26.6%	8.1%	9.1%	772 000
KwaZulu-Natal	Metropolitan	19.0%	19.6%	33.1%	13.7%	14.5%	865 000
	Urban	18.9%	21.9%	25.2%	16.7%	17.2%	416 000
	Rural	31.3%	37.4%	24.6%	4.7%	2.0%	942 000
	All	24.4%	27.8%	27.9%	10.4%	9.6%	2 224 000
North West	Metropolitan	20.1%	23.2%	36.6%	15.4%	4.8%	260 000
	Urban	22.9%	18.5%	28.7%	14.3%	15.6%	343 000
	Rural	31.0%	27.6%	29.5%	8.3%	3.6%	581 000
	All	26.4%	24.1%	30.9%	11.5%	7.2%	1 185 000
Gauteng	Metropolitan	17.3%	16.3%	32.5%	13.9%	20.0%	2 316 000
	Urban	21.4%	18.7%	33.6%	12.8%	13.6%	540 000
	Rural	26.0%	26.2%	28.6%	7.0%	12.2%	66 000
	All	18.3%	16.9%	32.6%	13.6%	18.6%	2 922 000
Mpumalanga	Urban	22.1%	21.4%	26.8%	14.6%	15.1%	414 000
	Rural	35.4%	33.5%	24.3%	4.8%	2.0%	451 000
	All	29.2%	27.8%	25.5%	9.4%	8.1%	865 000
Limpopo	Urban	17.7%	19.8%	27.5%	14.7%	20.4%	208 000
	Rural	33.0%	35.3%	23.7%	4.6%	3.3%	1 109 000
	All	30.7%	32.9%	24.3%	6.2%	5.9%	1 317 000
RSA	Metropolitan	16.6%	17.0%	32.8%	15.3%	18.4%	4 560 000
	Urban	21.3%	21.8%	29.3%	13.7%	13.9%	3 483 000
	Rural	32.6%	35.4%	24.1%	5.1%	2.9%	4 389 000
	All	23.8%	25.1%	28.6%	11.1%	11.4%	12 432 000

**Percentage of household income spent on public
transport - province**

Province	Classification	0%	1-5%	6-10%	11-20%	>20%
Western Cape	Metropolitan	40.9%	19.9%	16.3%	12.0%	11.0%
	Urban	53.3%	23.5%	11.4%	6.7%	5.1%
	Rural	55.9%	29.1%	12.0%	1.2%	1.8%
	All	45.7%	21.8%	14.5%	9.5%	8.5%
Eastern Cape	Metropolitan	28.5%	22.5%	17.0%	12.7%	19.2%
	Urban	28.2%	21.8%	18.5%	9.4%	22.1%
	Rural	8.1%	28.4%	30.6%	9.2%	23.7%
	All	16.9%	25.6%	25.1%	9.9%	22.5%
Northern Cape	Urban	54.5%	23.5%	11.5%	3.2%	7.3%
	Rural	66.8%	16.6%	8.2%	0.5%	7.9%
	All	57.2%	21.9%	10.8%	2.6%	7.5%
Free State	Urban	26.6%	28.9%	17.6%	9.2%	17.7%
	Rural	36.7%	23.1%	18.8%	6.3%	15.0%
	All	28.8%	27.6%	17.9%	8.5%	17.1%
KwaZulu-Natal	Metropolitan	27.9%	18.3%	18.7%	16.7%	18.4%
	Urban	29.9%	23.6%	19.0%	11.0%	16.4%
	Rural	7.9%	26.6%	28.7%	14.1%	22.7%
	All	19.7%	22.9%	23.1%	14.5%	19.9%
North West	Metropolitan	21.8%	17.7%	16.9%	18.2%	25.3%
	Urban	35.9%	23.1%	16.5%	9.7%	14.8%
	Rural	27.1%	27.1%	18.2%	10.0%	17.6%
	All	28.5%	23.9%	17.4%	11.7%	18.5%
Gauteng	Metropolitan	36.0%	15.2%	15.5%	16.4%	17.0%
	Urban	37.7%	21.7%	13.7%	11.4%	15.4%
	Rural	66.8%	14.2%	7.4%	4.3%	7.4%
	All	37.0%	16.3%	15.0%	15.2%	16.4%
Mpumalanga	Urban	25.3%	23.0%	20.2%	10.8%	20.8%
	Rural	14.6%	23.3%	22.1%	13.3%	26.7%
	Total	19.8%	23.1%	21.1%	12.1%	23.8%
Limpopo	Urban	31.4%	33.4%	20.0%	6.8%	8.4%
	Rural	7.7%	31.4%	27.6%	11.8%	21.6%
	All	11.4%	31.7%	26.4%	11.0%	19.6%
RSA	Metropolitan	34.1%	17.3%	16.4%	15.5%	16.7%
	Urban	34.1%	24.5%	16.7%	9.3%	15.4%
	Rural	15.2%	27.6%	25.3%	10.9%	21.0%
	All	27.3%	23.0%	19.7%	12.1%	17.9%

Number of household cars - province

Province	Classification	0	1	2+
Western Cape	Metropolitan	55%	29%	16%
	Urban	60%	27%	12%
	Rural	73%	22%	6%
	All	58%	28%	14%
Eastern Cape	Metropolitan	71%	20%	9%
	Urban	81%	14%	6%
	Rural	95%	4%	1%
	All	87%	9%	4%
Northern Cape	Urban	76%	17%	7%
	Rural	82%	9%	9%
	All	77%	15%	8%
Free State	Urban	78%	15%	7%
	Rural	87%	9%	4%
	All	80%	14%	6%
KwZulu-Natal	Metropolitan	70%	19%	10%
	Urban	71%	19%	11%
	Rural	93%	6%	1%
	All	80%	14%	7%
North West	Metropolitan	85%	13%	2%
	Urban	69%	17%	14%
	Rural	87%	10%	3%
	All	82%	13%	6%
Gauteng	Metropolitan	70%	16%	14%
	Urban	76%	13%	11%
	Rural	70%	10%	20%
	All	71%	16%	13%
Mpumalanga	Urban	70%	21%	9%
	Rural	87%	10%	3%
	All	79%	15%	6%
Limpopo	Urban	67%	23%	10%
	Rural	88%	9%	3%
	All	85%	11%	4%
RSA	Metropolitan	68%	19%	12%
	Urban	73%	18%	9%
	Rural	89%	8%	3%
	All	77%	15%	8%

Monthly household income - metro

Metro	Up to R500	R501 to R1 000	R1 001 to R3 000	R3 001 to R6 000	R6 001+	Number of households
Johannesburg	15.4%	16.3%	34.2%	14.6%	19.5%	1 150 000
Ethekwini	19.0%	19.6%	33.1%	13.7%	14.5%	865 000
Cape Town	9.7%	13.4%	32.3%	20.6%	24.1%	837 000
Ekurhuleni	21.9%	16.6%	31.7%	12.1%	17.7%	826 000
Tshwane	16.1%	18.8%	32.2%	15.7%	17.2%	600 000
Nelson Mandela	16.9%	18.2%	32.5%	16.6%	15.8%	282 000

Percentage of household income spent on transport public transport - metro

Metro	0%	1-5%	6-10%	11-20%	>20%
Johannesburg	33.3%	16.0%	16.0%	17.6%	17.1%
Ethekwini	27.9%	18.3%	18.7%	16.7%	18.4%
Cape Town	40.9%	19.9%	16.3%	12.0%	11.0%
Ekurhuleni	36.4%	13.6%	15.0%	16.1%	18.9%
Tshwane	34.3%	16.8%	16.0%	15.2%	17.7%
Nelson Mandela	28.5%	22.5%	17.0%	12.7%	19.2%

Number of household cars - metro

Metro	0	1	2+
Johannesburg	72%	16%	12%
Ethekwini	70%	19%	10%
Cape Town	55%	29%	16%
Ekurhuleni	72%	16%	13%
Tshwane	71%	17%	12%
Nelson Mandela	71%	20%	9%

B8 – PERSON TRIP MAKING

Percentage and number of people who travelled on survey day - province

Province	Classification	%	Number
Western Cape	Metropolitan	81.4	2 453 000
	Urban	78.7	1 000 000
	Rural	75.0	338 000
	All	80.1	3 791 000
Eastern Cape	Metropolitan	84.9	864 000
	Urban	78.2	1 129 000
	Rural	64.0	2 577 000
	All	70.5	4 569 000
Northern Cape	Urban	76.1	538 000
	Rural	57.0	103 000
	All	72.3	641 000
Free State	Urban	83.0	1 754 000
	Rural	68.7	428 000
	All	79.7	2 182 000
KwaZulu-Natal	Metropolitan	75.6	2 426 000
	Urban	73.6	1 176 000
	Rural	65.9	3 290 000
	All	70.3	6 892 000
North West	Metropolitan	69.1	714 000
	Urban	78.0	885 000
	Rural	68.9	1 400 000
	All	71.4	2 999 000
Gauteng	Metropolitan	83.3	5 953 000
	Urban	73.9	1 188 000
	Rural	63.4	106 000
	All	81.2	7 247 000
Mpumalanga	Urban	85.2	1 229 000
	Rural	76.0	1 431 000
	All	80.0	2 661 000
Limpopo	Urban	80.1	517 000
	Rural	79.9	3 704 000
	All	79.9	4 221 000
RSA	Metropolitan	80.5	12 410 000
	Urban	78.7	9 417 000
	Rural	70.4	13 376 000
	All	75.9	35 203 000

Reasons for not making a trip - province

Province	Classification	Did not need to travel	Not well enough to travel	Family responsibilities	Usual car not available	Public transport too expensive	No available public transport	I had no money	No suitable transport for disabled	Other
Western Cape	Metropolitan	81.7%	4.9%	6.7%	0.2%	0.2%	0.1%	4.9%	0.5%	0.8%
	Urban	81.8%	9.9%	4.6%	0.0%	0.0%	0.0%	2.7%	0.5%	0.6%
	Rural	84.9%	5.0%	6.5%	0.0%	0.4%	0.6%	0.7%	0.7%	1.1%
	All	82.1%	6.4%	6.0%	0.1%	0.2%	0.1%	3.8%	0.5%	0.7%
Eastern Cape	Metropolitan	84.3%	5.9%	7.8%	0.0%	0.0%	0.0%	0.6%	0.3%	1.2%
	Urban	76.6%	5.7%	7.7%	0.2%	0.4%	0.3%	8.0%	0.7%	0.5%
	Rural	73.4%	7.6%	9.4%	0.1%	0.3%	0.1%	6.9%	0.4%	1.8%
	All	74.8%	7.1%	9.0%	0.1%	0.3%	0.2%	6.6%	0.4%	1.5%
Northern Cape	Urban	79.4%	6.1%	4.4%	0.0%	0.5%	6.4%	0.9%	0.9%	1.3%
	Rural	81.1%	0.4%	11.9%	0.0%	0.0%	0.4%	0.1%	0.5%	5.7%
	All	79.9%	4.3%	6.7%	0.0%	0.4%	4.5%	0.7%	0.8%	2.7%
Free State	Urban	72.5%	13.6%	8.9%	0.2%	0.2%	0.0%	2.0%	0.4%	2.1%
	Rural	85.2%	5.0%	7.3%	0.0%	0.0%	0.4%	1.7%	0.0%	0.4%
	All	77.0%	10.5%	8.4%	0.1%	0.1%	0.1%	1.9%	0.2%	1.5%
KwaZulu-Natal	Metropolitan	73.9%	6.8%	7.7%	0.3%	0.6%	0.0%	8.3%	1.1%	1.1%
	Urban	75.6%	5.2%	5.5%	0.0%	0.0%	0.4%	11.3%	0.1%	2.0%
	Rural	71.1%	9.8%	7.4%	0.1%	0.4%	0.2%	9.0%	0.5%	1.6%
	All	72.5%	8.3%	7.2%	0.1%	0.4%	0.2%	9.1%	0.6%	1.5%
North West	Metropolitan	85.0%	5.3%	5.1%	0.0%	0.9%	0.0%	3.5%	0.0%	0.2%
	Urban	79.0%	7.7%	9.1%	0.2%	0.4%	0.2%	2.9%	0.1%	0.5%
	Rural	79.7%	6.1%	8.4%	0.0%	0.2%	0.3%	3.1%	0.4%	1.8%
	All	81.0%	6.2%	7.7%	0.0%	0.4%	0.2%	3.2%	0.2%	1.1%
Gauteng	Metropolitan	71.6%	8.7%	7.0%	0.2%	0.9%	0.4%	7.7%	1.0%	2.6%
	Urban	77.6%	5.3%	5.1%	0.2%	0.1%	0.0%	9.2%	0.5%	1.9%
	Rural	71.4%	4.6%	2.2%	1.0%	2.2%	2.1%	7.6%	0.0%	8.9%
	All	73.1%	7.7%	6.4%	0.3%	0.7%	0.3%	8.1%	0.8%	2.7%
Mpumalanga	Urban	77.3%	11.2%	7.1%	0.2%	0.2%	0.0%	1.9%	0.5%	1.7%
	Rural	85.5%	5.6%	5.4%	0.0%	0.2%	0.8%	1.6%	0.4%	0.6%
	All	82.8%	7.4%	5.9%	0.1%	0.2%	0.5%	1.7%	0.4%	1.0%
Limpopo	Urban	75.2%	12.8%	9.3%	0.0%	0.8%	0.0%	1.7%	0.2%	0.0%
	Rural	73.9%	10.9%	9.6%	0.0%	0.1%	0.3%	4.4%	0.3%	0.4%
	All	74.1%	11.1%	9.6%	0.0%	0.2%	0.3%	4.1%	0.3%	0.3%
RSA	Metropolitan	76.2%	7.0%	7.0%	0.2%	0.6%	0.2%	6.5%	0.8%	1.5%
	Urban	77.0%	8.2%	6.7%	0.1%	0.2%	0.6%	5.5%	0.4%	1.3%
	Rural	75.2%	8.2%	8.2%	0.1%	0.3%	0.3%	5.9%	0.4%	1.5%
	All	75.9%	7.9%	7.5%	0.1%	0.4%	0.3%	6.0%	0.5%	1.5%

Approximation of weekday person trip generation - province

Province	Classification	Number of trips per person per day				
		0	2	4	6+	Mean
Western Cape	Metropolitan	19.1%	60.3%	14.6%	6.0%	2.2
	Urban	21.4%	50.3%	16.8%	11.5%	2.5
	Rural	25.1%	57.1%	11.2%	6.6%	2.1
	All	20.3%	57.3%	14.9%	7.5%	2.3
Eastern Cape	Metropolitan	15.2%	46.5%	16.0%	22.3%	3.4
	Urban	21.9%	57.7%	11.4%	9.0%	2.3
	Rural	36.1%	49.9%	8.0%	6.0%	1.8
	All	29.7%	51.1%	10.0%	9.2%	2.2
Northern Cape	Urban	24.1%	45.4%	16.3%	14.2%	2.6
	Rural	43.0%	45.8%	5.1%	6.2%	1.5
	All	27.9%	45.5%	14.0%	12.6%	2.4
Free State	Urban	17.3%	42.7%	19.8%	20.2%	3.2
	Rural	31.5%	48.4%	13.0%	7.2%	2.1
	All	20.6%	44.0%	18.2%	17.2%	3.0
KwaZulu-Natal	Metropolitan	24.9%	55.1%	11.6%	8.4%	2.2
	Urban	27.2%	55.8%	10.9%	6.2%	2.0
	Rural	34.6%	49.8%	8.2%	7.4%	1.9
	All	30.2%	52.5%	9.8%	7.5%	2.0
North West	Metropolitan	32.2%	63.6%	3.8%	0.5%	1.4
	Urban	22.2%	49.3%	13.5%	14.9%	2.8
	Rural	31.4%	50.1%	10.1%	8.4%	2.1
	All	29.1%	53.2%	9.4%	8.2%	2.1
Gauteng	Metropolitan	17.3%	44.2%	14.8%	23.7%	3.5
	Urban	26.8%	48.0%	11.7%	13.6%	2.5
	Rural	36.7%	38.5%	11.7%	13.1%	2.2
	All	19.4%	44.8%	14.2%	21.7%	3.3
Mpuma langa	Urban	15.2%	48.4%	22.2%	14.1%	2.9
	Rural	24.1%	45.1%	16.7%	14.1%	2.6
	All	20.2%	46.6%	19.1%	14.1%	2.7
Limpopo	Urban	19.9%	63.5%	14.3%	2.3%	2.0
	Rural	20.2%	56.8%	15.4%	7.6%	2.3
	All	20.1%	57.7%	15.2%	7.0%	2.3
RSA	Metropolitan	20.1%	51.1%	13.4%	15.4%	2.8
	Urban	21.7%	50.4%	15.4%	12.6%	2.6
	Rural	29.8%	51.1%	11.2%	7.9%	2.1
	All	24.5%	50.9%	13.0%	11.6%	2.5

Percentage and number of people who travelled on survey day - metro

Metro	%	Number
Johannesburg	85.4	2 946 000
Ethekwini	75.6	2 426 000
Cape Town	81.4	2 453 000
Ekurhuleni	81.3	2 153 000
Tshwane	75.3	1 568 000
Nelson Mandela	84.9	864 000

Reasons for not making a trip - metro

Metro	Did not need to travel	Not well enough to travel	Family responsibilities	Usual car not available	Public transport too expensive	No available public transport	I had no money	No suitable transport for disabled	Other
Johannesburg	72.8%	8.3%	7.5%	0.1%	1.5%	0.5%	4.8%	1.3%	3.2%
Ethekwini	73.9%	6.8%	7.7%	0.3%	0.6%	0.0%	8.3%	1.1%	1.1%
Cape Town	81.7%	4.9%	6.7%	0.2%	0.2%	0.1%	4.9%	0.5%	0.8%
Ekurhuleni	69.4%	9.0%	5.7%	0.4%	0.3%	0.1%	11.8%	0.9%	2.3%
Tshwane	80.9%	6.5%	6.5%	0.1%	0.8%	0.2%	4.0%	0.1%	0.8%
Nelson Mandela	84.3%	5.9%	7.8%	0.0%	0.0%	0.0%	0.6%	0.3%	1.2%

Approximation of weekday person trip generation - metro

Metro	Number of trips per person per day			
	0	2	4	6+
Johannesburg	15.0%	40.3%	14.3%	30.4%
Ethekwini	24.9%	55.1%	11.6%	8.4%
Cape Town	19.1%	60.3%	14.6%	6.0%
Ekurhuleni	19.6%	46.9%	16.9%	16.7%
Tshwane	25.6%	57.0%	7.5%	9.9%
Nelson Mandela	15.2%	46.5%	16.0%	22.3%

B9 – USE OF AND DISSATISFACTION WITH PUBLIC TRANSPORT

Use of modes by people 15 years and over - province

Province	Classification	Train		Bus		Taxi	
		%	Number	%	Number	%	Number
Western Cape	Metropolitan	22.5%	498 000	13.0%	1 096 000	49.6%	289 000
	Urban	3.7%	35 000	3.0%	412 000	44.4%	28 000
	Rural	0.9%	3 000	2.4%	115 000	36.8%	8 000
	All	15.5%	536 000	9.4%	1 623 000	47.1%	325 000
Eastern Cape	Metropolitan	2.3%	17 000	22.9%	487 000	64.8%	172 000
	Urban	3.8%	39 000	6.9%	663 000	64.9%	71 000
	Rural	0.6%	14 000	21.4%	1 104 000	46.7%	507 000
	All	1.7%	70 000	18.1%	2 253 000	54.5%	750 000
Northern Cape	Urban	3.7%	19 000	6.3%	205 000	40.9%	32 000
	Rural	1.0%	1 000	2.8%	31 000	25.8%	3 000
	All	3.2%	20 000	5.7%	236 000	38.0%	35 000
Free State	Urban	1.2%	18 000	10.2%	946 000	63.9%	151 000
	Rural	0.1%	0	9.2%	219 000	53.1%	38 000
	All	1.0%	18 000	10.0%	1 165 000	61.6%	189 000
KwaZulu-Natal	Metropolitan	5.2%	122 000	27.6%	1 438 000	61.8%	642 000
	Urban	1.7%	18 000	12.1%	727 000	66.9%	131 000
	Rural	0.3%	9 000	34.3%	1 964 000	65.5%	1 029 000
	All	2.3%	149 000	28.1%	4 129 000	64.4%	1 802 000
North West	Metropolitan	7.0%	51 000	13.8%	475 000	65.8%	100 000
	Urban	0.7%	5 000	6.6%	487 000	59.8%	54 000
	Rural	2.2%	31 000	20.8%	774 000	55.5%	290 000
	All	3.0%	87 000	15.2%	1 736 000	59.3%	444 000
Gauteng	Metropolitan	15.1%	829 000	6.8%	3 506 000	64.0%	372 000
	Urban	9.1%	110 000	8.9%	755 000	62.5%	107 000
	Rural	9.6%	12 000	2.0%	41 000	32.3%	3 000
	All	13.9%	951 000	7.1%	4 302 000	63.1%	481 000
Mpumalanga	Urban	0.5%	5 000	15.2%	704 000	69.5%	154 000
	Rural	0.9%	10 000	28.9%	738 000	63.8%	335 000
	All	0.7%	15 000	22.5%	1 442 000	66.4%	489 000
Limpopo	Urban	0.5%	2 000	10.2%	249 000	55.7%	46 000
	Rural	0.2%	7 000	25.1%	1 804 000	64.5%	700 000
	All	0.3%	9 000	23.0%	2 053 000	63.3%	746 000
RSA	Metropolitan	13.2%	1 517 000	13.7%	1 574 000	61.0%	7 002 000
	Urban	2.9%	251 000	9.1%	774 000	60.6%	5 149 000
	Rural	0.7%	86 000	24.9%	2 913 000	58.1%	6 789 000
	All	5.8%	1 854 000	16.6%	5 261 000	59.8%	18 940 000

Proportion of train users (province) who are dissatisfied with:

Province	Classification	Distance between home and station	Travel time by train	Security on walk to station	Security at stations	Security on trains	Level of crowding	Safety from accidents	Peak period frequency	Off-peak frequency	Punctuality of trains	Train fares	Facilities at stations	Train service overall	Number of train users
Western Cape	Metro.	59%	39%	75%	59%	83%	85%	31%	33%	40%	46%	34%	65%	52%	498 000
	Urban	28%	29%	49%	57%	55%	61%	31%	21%	33%	24%	12%	48%	15%	35 000
	Rural	100%	28%	94%	28%	28%	100%	65%	28%	28%	28%	28%	6%	0%	3 000
	All	57%	38%	74%	58%	81%	84%	31%	33%	39%	44%	33%	64%	49%	536 000
Eastern Cape	Metro	51%	21%	50%	31%	20%	35%	1%	46%	63%	27%	10%	20%	7%	17 000
	Urban	63%	32%	78%	19%	26%	38%	6%	13%	59%	40%	9%	32%	16%	39 000
	Rural	63%	57%	57%	70%	64%	68%	1%	23%	59%	22%	13%	54%	19%	14 000
	All	60%	34%	67%	32%	32%	43%	3%	24%	60%	33%	10%	34%	14%	70 000
Northern Cape	Urban	50%	33%	34%	10%	23%	42%	14%	26%	27%	55%	10%	32%	20%	19 000
	Rural														1 000
	All	47%	31%	32%	10%	22%	40%	13%	24%	25%	52%	9%	30%	19%	20 000
Free State	Urban	37%	36%	60%	23%	10%	75%	18%	46%	37%	72%	3%	35%	31%	18 000
	Rural														0
	All	39%	35%	59%	23%	10%	73%	18%	45%	36%	70%	3%	34%	31%	18 000
KwaZulu-Natal	Metro	63%	45%	79%	53%	63%	49%	27%	35%	44%	42%	27%	40%	24%	122 000
	Urban	75%	56%	75%	55%	76%	84%	56%	38%	55%	49%	40%	35%	44%	18 000
	Rural	89%	38%	31%	28%	11%	4%	34%	63%	63%	42%	1%	1%	31%	9 000
	All	66%	46%	76%	51%	62%	51%	31%	37%	46%	43%	27%	37%	27%	149 000
North West	Metro	57%	30%	19%	25%	51%	71%	10%	14%	50%	21%	17%	35%	41%	51 000
	Urban	48%	25%	59%	45%	44%	69%	10%	26%	26%	14%	8%	39%	45%	5 000
	Rural	67%	63%	44%	36%	30%	46%	13%	50%	78%	41%	13%	39%	20%	31 000
	All	60%	41%	30%	30%	43%	62%	11%	30%	61%	28%	15%	37%	34%	87 000
Gauteng	Metro	60%	51%	60%	39%	60%	73%	23%	47%	61%	62%	19%	53%	44%	829 000
	Urban	66%	58%	59%	34%	51%	64%	28%	51%	58%	63%	24%	59%	47%	110 000
	Rural	84%	67%	67%	63%	37%	26%	54%	48%	32%	71%	12%	45%	45%	12 000
	All	61%	52%	60%	39%	59%	71%	24%	47%	61%	62%	19%	53%	45%	951 000
Mpumalanga	Urban	85%	27%	62%	24%	43%	75%	27%	14%	17%	28%	0%	31%	0%	5 000
	Rural	67%	48%	49%	31%	41%	50%	9%	8%	13%	17%	15%	19%	24%	10 000
	All	75%	40%	54%	28%	42%	60%	17%	10%	15%	21%	9%	24%	14%	15 000
Limpopo	Urban	44%	0%	31%	30%	15%	6%	0%	7%	45%	0%	28%	28%	21%	2 000
	Rural	67%	53%	78%	57%	59%	29%	52%	46%	58%	24%	27%	37%	35%	7 000
	All	61%	39%	66%	50%	48%	23%	38%	39%	55%	18%	27%	35%	31%	9 000
RSA	Metro	59%	46%	65%	46%	67%	75%	25%	41%	52%	53%	25%	55%	45%	1 517 000
	Urban	57%	44%	60%	34%	44%	60%	25%	36%	48%	50%	18%	47%	33%	251 000
	Rural	72%	55%	52%	45%	37%	42%	25%	41%	58%	38%	13%	34%	25%	86 000
	All	60%	46%	64%	44%	63%	71%	25%	40%	52%	52%	23%	53%	42%	1 854 000

Proportion of bus users (province) who are dissatisfied with:

Province	Classification	Distance between home and bus stop	Travel time by bus	Security on walk to bus stop	Security at bus stops	Security on buses	Level of crowding on buses	Safety from accidents	Peak period frequency	Off-peak frequency	Punctuality of buses	Bus fares	Facilities at bus stops	Behaviour of bus drivers	Bus service overall	Number of bus users
Western Cape	Metro.	16%	33%	53%	59%	36%	41%	26%	34%	42%	37%	48%	66%	20%	25%	1 096 000
	Urban	8%	20%	15%	12%	11%	24%	28%	16%	20%	23%	14%	31%	8%	17%	412 000
	Rural	16%	15%		21%	37%	36%	16%	31%	79%	26%	21%	79%	16%	31%	115 000
	All	15%	32%	49%	54%	34%	40%	26%	32%	41%	35%	44%	63%	19%	24%	1 623 000
Eastern Cape	Metro	23%	18%	41%	42%	10%	36%	18%	20%	41%	19%	26%	65%	6%	10%	487 000
	Urban	46%	32%	44%	42%	20%	36%	36%	43%	47%	28%	18%	61%	16%	28%	663 000
	Rural	40%	45%	36%	41%	35%	66%	50%	58%	67%	46%	26%	85%	23%	38%	1 104 000
	All	37%	38%	38%	41%	28%	56%	41%	40%	54%	38%	25%	78%	18%	31%	2 253 000
Northern Cape	Urban	30%	15%	19%	23%	16%	20%	26%	30%	21%	27%	24%	54%	18%	16%	205 000
	Rural	71%	39%	37%	43%	31%	40%	38%	73%	90%	44%	59%	44%	21%	17%	31 000
	All	34%	18%	21%	25%	18%	22%	27%	36%	30%	29%	27%	53%	18%	16%	236 000
Free State	Urban	30%	20%	34%	41%	24%	35%	20%	21%	27%	20%	40%	68%	26%	18%	946 000
	Rural	39%	17%	33%	42%	17%	31%	15%	35%	40%	19%	32%	65%	18%	14%	219 000
	All	31%	20%	34%	41%	23%	34%	19%	24%	30%	20%	38%	67%	24%	17%	1 165 000
KwaZulu-Natal	Metro	31%	36%	54%	59%	42%	55%	27%	41%	45%	37%	34%	63%	25%	31%	1 438 000
	Urban	35%	38%	42%	46%	41%	50%	25%	43%	57%	41%	30%	76%	24%	37%	727 000
	Rural	49%	49%	44%	44%	38%	70%	42%	58%	69%	48%	47%	88%	28%	45%	1 964 000
	All	42%	44%	47%	50%	40%	63%	35%	51%	60%	44%	41%	78%	27%	39%	4 129 000
North West	Metro	11%	21%	45%	55%	40%	49%	27%	43%	66%	44%	54%	92%	14%	49%	475 000
	Urban	23%	30%	27%	39%	28%	55%	34%	35%	46%	32%	35%	69%	25%	21%	487 000
	Rural	29%	32%	47%	48%	27%	47%	38%	41%	66%	49%	49%	83%	30%	37%	774 000
	All	24%	29%	44%	48%	30%	48%	35%	41%	64%	46%	49%	83%	26%	38%	1 736 000
Gauteng	Metro	20%	21%	34%	40%	28%	44%	35%	32%	47%	30%	35%	58%	16%	25%	3 506 000
	Urban	21%	20%	38%	40%	22%	37%	28%	30%	39%	18%	34%	62%	18%	15%	755 000
	Rural	43%	14%	18%	26%	22%	44%	41%	40%	54%	26%	16%	56%	31%	15%	41 000
	All	20%	21%	35%	40%	27%	43%	33%	32%	45%	27%	35%	59%	17%	23%	4 302 000
Mpumalanga	Urban	24%	20%	37%	33%	20%	41%	27%	34%	33%	25%	28%	68%	21%	26%	704 000
	Rural	43%	35%	57%	59%	37%	65%	40%	42%	49%	32%	47%	80%	30%	40%	738 000
	All	37%	30%	51%	51%	31%	57%	36%	39%	44%	30%	41%	76%	27%	36%	1 442 000
Limpopo	Urban	30%	31%	42%	38%	23%	34%	21%	34%	39%	20%	23%	57%	7%	19%	249 000
	Rural	29%	31%	19%	23%	17%	53%	25%	32%	42%	32%	20%	73%	15%	23%	1 804 000
	All	29%	31%	20%	23%	18%	52%	25%	32%	42%	31%	20%	72%	14%	23%	2 053 000
RSA	Metro	24%	29%	47%	52%	34%	47%	27%	35%	46%	34%	37%	65%	19%	27%	1 574 000
	Urban	28%	25%	36%	38%	25%	40%	26%	32%	37%	26%	30%	65%	20%	23%	774 000
	Rural	40%	40%	38%	40%	31%	61%	38%	46%	57%	42%	37%	82%	24%	37%	2 913 000
	All	33%	35%	40%	44%	31%	54%	33%	40%	51%	37%	36%	74%	22%	32%	5 261 000

Proportion of taxi users (province) who are dissatisfied with:

Province	Classification	Distance between home and taxi service	Travel time by taxi	Security on walk to taxi service	Security at taxi ranks	Security on taxis	Safety from accidents	Roadworthiness of taxis	Waiting time for taxis	Peak period frequency	Off-peak frequency	Level of crowding on taxis	Taxi fares	Facilities at taxi ranks	Behaviour of taxi drivers	Taxi service overall	Number of taxi users
Western Cape	Metro.	16%	15%	45%	46%	53%	76%	64%	23%	17%	27%	59%	41%	65%	57%	43%	289 000
	Urban	20%	29%	39%	43%	41%	51%	49%	40%	32%	35%	47%	34%	50%	34%	29%	28 000
	Rural	31%	41%	30%	36%	30%	44%	34%	52%	33%	63%	32%	47%	54%	19%	22%	8 000
	All	18%	21%	42%	44%	48%	67%	58%	30%	22%	32%	54%	40%	60%	49%	38%	325 000
Eastern Cape	Metro	23%	17%	40%	41%	43%	74%	67%	16%	12%	21%	60%	47%	61%	49%	36%	172 000
	Urban	33%	23%	40%	59%	38%	67%	64%	44%	32%	40%	47%	59%	63%	50%	43%	71 000
	Rural	50%	35%	48%	56%	52%	67%	63%	57%	50%	55%	61%	67%	74%	48%	59%	507 000
	All	39%	28%	44%	54%	46%	68%	64%	44%	34%	41%	57%	60%	68%	49%	49%	750 000
Northern Cape	Urban	20%	26%	24%	37%	32%	54%	60%	41%	39%	44%	56%	28%	49%	44%	33%	32 000
	Rural	24%	12%	41%	35%	15%	43%	30%	23%	35%	70%	39%	50%	74%	29%	36%	3 000
	All	21%	24%	26%	37%	30%	53%	56%	39%	39%	46%	54%	31%	52%	42%	33%	35 000
Free State	Urban	27%	22%	34%	43%	35%	49%	54%	40%	32%	41%	37%	33%	64%	38%	33%	151 000
	Rural	46%	27%	43%	41%	42%	43%	41%	46%	26%	27%	31%	51%	34%	26%	37%	38 000
	All	31%	23%	36%	43%	36%	47%	52%	41%	31%	39%	36%	36%	58%	36%	34%	189 000
KwaZulu-Natal	Metro	36%	29%	58%	60%	59%	76%	50%	40%	47%	49%	60%	53%	70%	64%	56%	642 000
	Urban	33%	27%	39%	48%	46%	62%	52%	49%	46%	54%	64%	55%	64%	53%	49%	131 000
	Rural	48%	33%	43%	51%	50%	66%	63%	69%	58%	65%	67%	72%	71%	48%	59%	1 029 000
	All	41%	31%	48%	54%	52%	69%	57%	55%	52%	58%	64%	63%	70%	54%	56%	1 802 000
North West	Metro	29%	18%	51%	50%	50%	70%	77%	34%	32%	44%	57%	46%	76%	69%	62%	100 000
	Urban	25%	20%	38%	48%	43%	58%	53%	38%	30%	40%	43%	35%	59%	47%	41%	54 000
	Rural	38%	29%	43%	53%	40%	66%	63%	53%	36%	58%	54%	51%	68%	45%	49%	290 000
	All	32%	23%	44%	51%	44%	65%	64%	44%	33%	49%	52%	45%	68%	52%	50%	444 000
Gauteng	Metro	20%	19%	46%	52%	55%	81%	65%	28%	28%	37%	62%	48%	65%	76%	55%	372 000
	Urban	24%	19%	44%	53%	52%	70%	62%	32%	31%	41%	52%	50%	65%	58%	44%	107 000
	Rural	59%	51%	55%	53%	60%	78%	59%	67%	64%	75%	68%	49%	85%	63%	57%	3 000
	All	21%	19%	46%	52%	54%	79%	65%	29%	29%	38%	60%	48%	65%	73%	53%	481 000
Mpumalanga	Urban	28%	25%	34%	35%	36%	60%	55%	40%	41%	47%	50%	55%	53%	53%	45%	154 000
	Rural	55%	37%	56%	49%	41%	68%	66%	58%	51%	60%	48%	64%	60%	55%	53%	335 000
	All	42%	31%	46%	42%	39%	64%	61%	49%	46%	54%	49%	59%	57%	54%	49%	489 000
Limpopo	Urban	30%	24%	27%	33%	31%	48%	49%	36%	18%	27%	24%	42%	49%	39%	40%	46 000
	Rural	33%	25%	26%	32%	30%	56%	53%	46%	33%	40%	40%	62%	59%	33%	38%	700 000
	All	33%	25%	26%	32%	30%	55%	53%	45%	31%	38%	38%	60%	58%	33%	38%	746 000
RSA	Metro	23%	20%	48%	52%	54%	78%	63%	29%	29%	37%	60%	48%	67%	68%	52%	7 002 000
	Urban	27%	23%	37%	46%	40%	59%	56%	40%	34%	42%	48%	45%	60%	48%	41%	5 149 000
	Rural	44%	31%	40%	46%	42%	62%	59%	57%	45%	54%	53%	64%	65%	43%	50%	6 789 000
	All	32%	25%	43%	48%	46%	67%	60%	42%	36%	44%	54%	53%	64%	54%	48%	18 940 000

Use of modes by people 15 years and over - metro

Metro	Train		Bus		Taxi	
	%	Number	%	Number	%	Number
Johannesburg	14.3%	379 000	6.6%	175 000	66.8%	1 769 000
Ethekwini	5.2%	122 000	27.6%	642 000	61.8%	1 438 000
Cape Town	22.5%	498 000	13.0%	289 000	49.6%	1 096 000
Ekurhuleni	17.3%	350 000	3.1%	63 000	65.0%	1 312 000
Tshwane	9.8%	151 000	15.2%	234 000	58.7%	900 000
Nelson Mandela	2.3%	17 000	22.9%	172 000	64.8%	487 000

Proportion of train users (metro) who are dissatisfied with:

Metro	Distance between home and station	Travel time by train	Security on walk to station	Security at stations	Security on trains	Level of crowding	Safety from accidents	Peak period frequency	Off-peak frequency	Punctuality of trains	Train fares	Facilities at stations	Train service overall	Number of train users
Johannesburg	61%	57%	62%	35%	52%	70%	25%	48%	65%	64%	18%	50%	48%	379 000
Ethekwini	63%	45%	79%	53%	63%	49%	27%	35%	44%	42%	27%	40%	24%	122 000
Cape Town	59%	39%	75%	59%	83%	85%	31%	33%	40%	46%	34%	65%	52%	498 000
Ekurhuleni	61%	45%	55%	41%	67%	73%	20%	48%	57%	58%	21%	57%	40%	350 000
Tshwane	53%	45%	52%	41%	59%	81%	21%	31%	59%	55%	17%	45%	44%	151 000
Nelson Mandela	51%	21%	50%	31%	20%	35%	1%	46%	63%	27%	10%	20%	7%	17 000

Proportion of bus users (metro) who are dissatisfied with:

Metro	Distance between home and bus	Travel time by bus	Security on walk to bus stop	Security at bus stops	Security on buses	Level of crowding on buses	Safety from accidents	Peak period frequency	Off-peak frequency	Punctuality of buses	Bus fares	Facilities at bus stops	Behaviour of bus drivers	Bus service overall	Number of bus users
Johannesburg	20%	21%	36%	42%	27%	30%	30%	27%	52%	25%	36%	54%	13%	16%	175 000
Ethekwini	31%	36%	54%	59%	42%	55%	27%	41%	45%	37%	34%	63%	25%	31%	642 000
Cape Town	16%	33%	53%	59%	36%	41%	26%	34%	42%	37%	48%	66%	20%	25%	289 000
Ekurhuleni	33%	36%	46%	40%	33%	59%	39%	55%	32%	42%	34%	60%	12%	46%	63 000
Tshwane	13%	18%	34%	45%	34%	53%	34%	35%	56%	36%	43%	75%	19%	37%	234 000
Nelson Mandela	23%	18%	41%	42%	10%	36%	18%	20%	41%	19%	26%	65%	6%	10%	172 000

Proportion of taxi users (metro) who are dissatisfied with:

Metro	Distance between home and taxi	Travel time by taxi	Security on walk to taxi service	Security at taxi ranks	Security on taxis	Safety from accidents	Roadworthiness of taxis	Waiting time for taxis	Peak period frequency	Off-peak frequency	Level of crowding on buses	Taxi fares	Facilities at taxi ranks	Behaviour of taxi drivers	Taxi service overall	Number of taxi users
Johannesburg	18%	18%	46%	52%	57%	85%	70%	29%	25%	36%	68%	45%	64%	80%	57%	1 769 000
Ethekwini	36%	29%	58%	60%	59%	76%	50%	40%	47%	49%	60%	53%	70%	64%	56%	1 438 000
Cape Town	16%	15%	45%	46%	53%	76%	64%	23%	17%	27%	59%	41%	65%	57%	43%	1 096 000
Ekurhuleni	23%	22%	47%	49%	53%	78%	61%	27%	33%	38%	58%	55%	69%	71%	54%	1 312 000
Tshwane	23%	16%	48%	54%	51%	74%	68%	29%	30%	39%	51%	43%	68%	71%	55%	900 000
Nelson Mandela	23%	17%	40%	41%	43%	74%	67%	16%	12%	21%	60%	47%	61%	49%	36%	487 000