

**MICRO-DYNAMICS AND MACRO-PROCESSES: A MAPUTO-
JOHANNESBURG COMPARATIVE STUDY OF INTRA-HOUSEHOLD
DECISION-MAKING AND STATE-INVESTMENT IN TRANSIT:
POLICY BRIEF: GAUTENG JULY 2021**

A VREF funded project

Background

Governments in South Africa and Mozambique have made significant investments in transport infrastructure over the last decade but this has not always resulted in changes to transit patterns in the metropolitan areas of Johannesburg and Maputo.

To understand how transport infrastructure is used by residents in these cities, this research project examined the nuances of household mobility, access and decision-making in selected sites in Johannesburg and Maputo, and located these everyday and lived experiences relative to government transport plans and policies in each location.

The study used a variety of disciplinary approaches broadly connected to urban studies and a range of methods, including an innovative mobile app to monitor and map access and mobility, focus groups, auto-photography, digital diaries and deep qualitative interviews.

Research Questions

There are three sets of intersecting research questions:

A. Internal Household Dynamics and Resource-Decision-making

- What is the composition of the household? What, if any changes have occurred in the household composition over time? What has influenced these changes?
- How do patterns of mobility or spatial footprints differ between members of the same household?
- How do modes of transport differ between household members?
- How are decisions about transport made within the household considering access and resources?
- And how might this affect the decision about the location of activities such as work or education?

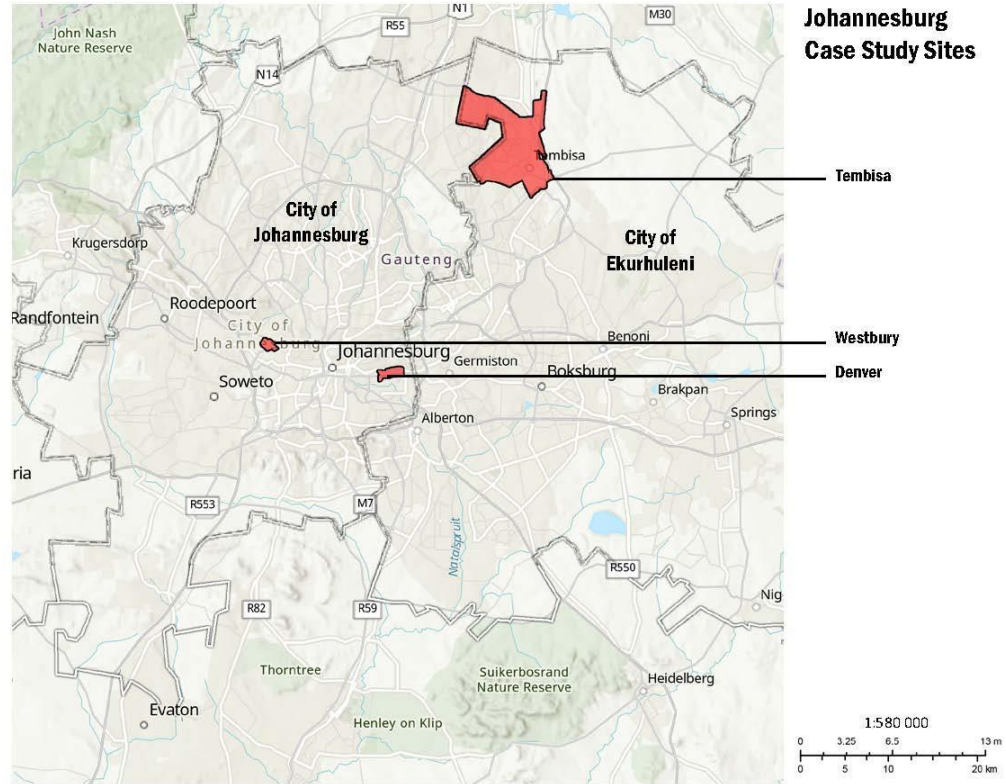
B. Public investment and use

- What have been the large-scale public investments into transport within the last decade in Maputo and Johannesburg within the last decade?
- How have these been implemented at the precinct, suburb or area level?
- Who was intended to benefit/be the targeted market of these interventions?
- What has been the performance of these interventions as understood by authorities i.e. What is the ridership? Popularity and take up? How are they viewed by the public?

C. Interface between the macro and micro-scale

- How does household composition, resources, their availability and distribution affect decisions about the take up and use of state-infrastructure?
- Who within households benefits and gains greater access from large-scale infrastructure investments and why is this the case?

Case Study Sites



Key findings

The majority of commuters in Gauteng utilize either minibus taxis or walk to their destinations.

This is due to two factors:

- Costs of other modes of transport
- Limited availability of other forms of transport

Trains were previously considered an important mode of transit but since they have been vandalised have constrained commuter choices even further.

Key findings

Aside from perceived high cost, commuters have chosen not to use large scale transit projects because:

- Do not often cover the routes that the users need
- Found to be difficult to navigate and figure out
- Buying of the travel card is inconvenient and an additional expense on an already highly constrained budget
- General mistrust and uncertainty about how the systems work

Key findings

Although the majority of people walk or use paratransit there are numerous challenges associated with both modes:

- Safety and security
- Rude and abusive marshalls and drivers
- Gender-related violence
- Lack of infrastructure to support commuters
- Uncomfortable environments

Key findings

There is a strong sense that the paratransit sector has not been sufficiently considered in planning and investment strategies of the state and has largely been left out of much policy.

Recommendations 1:

- **Investments into physical infrastructure:**
- such as pavements and lighting needs to be improved to make walking safer and better for the majority of people who use this mode
- Also into taxi ranks and taxi stops to improve the experience of people waiting for transit - this means shade netting, toilet facilities, and places that are comfortable to sit and stand

Recommendations 2:

- **Co-ordination with taxi industry**
- Although there have been numerous attempts to engage with the taxi industry, little has been accomplished in terms of catering for their needs or integrating them into the formal sector. More needs to be done to engage with this sector, especially now that there are better relations with the current MEC.
- In addition, minibus taxis need to be better integrated into all levels of transport planning in Gauteng

Recommendation 3:

- **Rail Infrastructure**
- Significant investment is needed to bring the trains back online - but this is imperative as they are seen as a key mode of transport, cheap and with appropriate routes
- More needs to be done to protect the rail infrastructure from theft and vandalism

Recommendation 4:

- **Subsidising transit infrastructure**
- The BRT Rea Vaya and the Gautrain are financially out of reach of the majority, perhaps higher subsidies need to be considered in order to put them within reach of the majority of users.
- More also needs to be done to inform commuters about their routes and how they operate in order to dispel existing rumours and misinformation about these modes and to increase ridership

Recommendation 5:

- **Sources of transport data to inform policy and planning processes**
- There are several sources of transport data that are regularly available that can be used to inform policy and planning processes. These include Google's mobility data and the GAuteng City-Region Observatory's Quality of Life survey which includes a detailed transport section
- In addition, partnerships with e-hailing services could also yield data into how residents are increasingly using these services