

## Behaviour Change - Passenger

### Description

In the base year of 2006 we each travelled an average of 5,740 km. Of the aggregate travel of 265 billion passenger kilometres, travelled, 54.5% was by public transport and 0% was by non-motorised transport. The remaining 45% of the distance was covered in private vehicles. Available public transport services include trains, buses, minibuses and in later years bus rapid transport (BRT). Extending these services to cover more areas and connecting the various services by synchronising time-tables and locating pick-up and drop-off points near to each other can make public transport a more popular mode of transport. The use of non-motorised transport, like bicycles and skateboards, can be increased by providing safer routes, for example through dedicated cycle lanes.

### Level 1

Level 1 assumes that from the base year of 2006 the share of passenger kilometres met by public transport will be 24% by 2050. This will be due to increased use of private vehicles as people's income increases, accompanied by low levels of investment in public transport.

### Level 2

Level 2 assumes that investment in public transport infrastructure improves, and as a result more passenger kilometres are met by public transport. By 2050, private travel makes up 42% whereas public transport accounts for 58%.

### Level 3

Level 3 assumes that the shift to public transport continues, such that 71% of passenger-km are met by public transport. The non-motorised travel is assumed to increase by 2% by 2050 relative to level 1.

### Level 4

Level 4 is informed by the National Transport Policy's objective of having 80% of passenger travel demand met by public transport. Minibus taxis, BRT systems and Metrorail are assumed to make a significant contribution to this 80%.

Although 80% of travel demand is met by public transport, 15% of travel was met by private vehicles and the remaining 5% was met by non-motorised transport (NMT) Refer to Table 1 below.



Figure 1. Some of the mode options in South Africa

Mode	2 006	By 2050			
		1 *	2	3	4
Car	39%	65%	50%	30%	10%
SUV	5%	9%	5%	3%	1%
Motor Cycle	1%	2%	3%	4%	4%
BUS	6%	1%	2%	3%	6%
Minibus	44%	15%	20%	25%	30%
BRT	-	6%	16%	27%	34%
Metro Rail	5%	2%	5%	8%	15%

Table 1: Mode Shares