

17 Non-motorised transport



Key facts for Gauteng

The true percentage is likely to be even higher because NMT is a feeder mode for the vast majority of public transport users (±5,8million people)



17%

Walk as a FREQUENT mode of transport*



7,6%

WALK as their primary mode of transport*



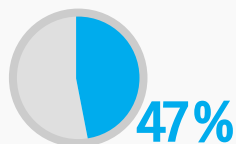
0,4%

CYCLE as their primary mode of transport*

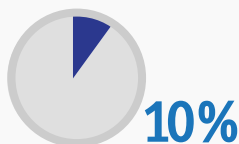


Non-motorised transport (NMT) plays a vital role in building social cohesion, achieving a low carbon city-region and reducing transport costs, but is currently not a preferred mode of transport for commuters.

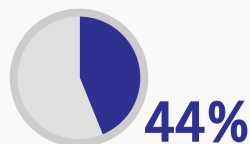
Rather NMT is currently the choice of the wealthy and the necessity of the poor.



OF NMT USERS



OF PRIVATE TRANSPORT USERS



OF PUBLIC TRANSPORT USERS

COME FROM HOUSEHOLDS THAT EARN LESS THAN R1600/MONTH



51%

WALK to school*



2%

CYCLE to school*

adults learners fatalities



PEDESTRIANS make up 40%

of all road FATALITIES**

*Quality of Life Survey, 2011

**Arrive Alive, 2012



Government is currently investing billions of Rand into transport infrastructure – mainly large scale bus and rail improvement projects to improve public transport in the city-region. Within such transport infrastructure development, the role of NMT is often side-lined despite the large proportion of people who walk, cycle or use other human/animal powered modes.



NMT also has a key role in most public transport trips – linking public transport with starting point and with final destination – so with big increases in public transport investment there will be a corresponding growth in non-motorised trip-making.



For more information on this, please contact:
christina.culwick@gcro.ac.za
 infographics: www.itldesign.co.za