An Investigation into Location Efficient Mortgages in Cape Town, and their Impact on the Gap Housing Market

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ABSTRACT

Development patterns in South Africa have led to a spatial mismatch between economic opportunities and residential areas, predominantly affecting lower-income populations. Government subsidized housing aimed at supporting this income group are often located at the periphery of cities, where large tracts of land are obtainable and affordable, but peripheral locations limit households' access to economic opportunities and impose burdens associated with transportation. This peripheralized development perpetuates the cycle of poverty and economic and social marginalization. In Cape Town, approximately 76% of the population are members of households earning below the threshold of R22 000 per month to afford private housing. These households face a shortage of well-located and affordable housing, and are forced to live further from opportunities. Although government funded subsidy mechanisms do exist, these are largely aimed at the poorest households earning below R3 500 monthly. A "gap market" remains where families earn too much, for assistance, but not enough for formal housing finance, exacerbating the housing crisis.

This research aims to examine whether unique funding mechanisms, specifically Location Efficient Mortgages (LEMs) can assist households transition from the gap housing market, to the competitive private housing market. LEMs are designed to leverage public transport use over private vehicles, factoring in the resultant savings as an additional income during home loan assessments. While LEMs were started and have been primarily explored in the United States (US), similar investigations have not been conducted in South Africa. Previous work by Wilkinson & Marks (2007), investigating the applicability of Transit Orientated Development in the Atlantis corridor, conducted a simple modelling exercise which suggested that implementing LEMs could improve the accessibility of housing for households in the gap market, as well as increase the buyer market for private developers. Cape Town was selected as the study area due to its public transportation options, and the prevalence of a gap housing market.

The research utilises secondary data, specifically the 2020 National Household Travel Survey and the City of Cape Town GIS data, to develop a model assessing how living in location-efficient areas and using public transport can enhance housing affordability. Land use classification was employed to identify key land uses including residential, commercial and transportation hubs to assess public transport accessibility and location-efficiency of the areas analysed. The NHTS offered insight into travel habits and perceptions with data pertaining to household income, public transport expenditure and modes of transportation utilised. This information allowed for the identification of households within the gap market and the analysis of their transport expenditure, ultimately estimating potential savings that would contribute to mortgage

calculations. This developed model provided an understanding of the impact that cost savings from utilising public transport, can help households in the gap market transition to the private housing market.

The application of the model in Cape Town revealed that while switching from private to public transportation yielded significant financial savings, the model does not enable a shift to the private housing market. The average income in the zones analysed was less than the threshold of mortgage affordability, and even with public transportation savings, households could not exceed this limit. This outcome highlighted the disparity between households' housing affordability and the cost of housing in the private market. The findings also suggest that public transportation costs remain fairly constant across the areas analysed, regardless of the distance from economic centres. This suggests that households can improve their housing accessibility by simply opting for public transport over private vehicle use, allowing the benefit of lower transportation costs without relocating. This outcome highlights the ability of the minibus taxi system which can rapidly respond to demand for transportation to workplaces or educational institutions regardless of where households are situated. In contrast, in the US where LEMs have been implemented, public transport is concentrated around economic centres and connected to key residential areas and the utilisation of LEMs in these areas is likely to have a significant impact for households in enhancing their affordability.

Additionally, while the model indicates that cost savings from public transport use did not, in general, result in a shift to the private housing market, households in the upper segment of the gap market may experience positive income effects. This proportion may not be as large as initially anticipated; but this does align with a core understanding of the limited applicability of LEMs. To better understand the impact of such mortgage products, further research is needed in key areas identified through targeted household surveys. This would provide insights into household travel and housing expenses to determine the viability of alternative mortgage options.

This research highlights the significant proportion of households that fall into the gap housing market, unable to access most government subsidies or afford private market housing. Interventions from both the public and private sectors are essential to bridge the gap between affordability and availability of housing in South Africa. The diversification and regular adjustment of qualification criteria for government subsidies can enable more low-income families to secure better housing options. The private sector can also contribute by developing affordable housing, provided they receive worthwhile incentives. In addition, although a shift to public transportation can reduce costs for households and make private housing more accessible, policies that discourage sprawling development such as Transit Oriented

Developments (TOD) and density incentives, can address long commute times which remain a significant challenge for low-income households in outlying areas.

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BNG	Breaking New Ground
CNT	Centre for Neighbourhood Technology
CBD	Central Business District
CDOs	Collateralized Debt Obligations
CRU	Community Residential Units
CUFF	Community Upgrading Finance Facility
ePHP	Enhanced People's Housing Process
EA	Enumeration areas
FHA	Federal Housing Authority
FLISP	Finance Linked Individual Subsidy Programme
IHP	Inclusionary Housing Policy
ILE	Institute for Location-efficiency
IRT	Integrated Rapid Transport
IRDP	Integrated Residential Development Programme

IUDF	Integrated Urban Development Framework
KPI	Key Performance Indicators
LEM	Location Efficient Mortgage
MBS	Mortgage-Backed Security
MDB	Municipal Demarcation Board
NHTS	National Household Travel Survey
NIDS	National Income Dynamics Survey
PHP	People's Housing Process
RDP	Reconstruction and Development Program
SHIs	Social Housing Institution
SCM	Smart Commute Mortgage
SARS	South African Revenue Services
TAZ	Transport Analysis Zone
TCM	Transportation Credit Mortgage
TOD	Transit Oriented Development
TDM	Travel Demand Management
US	United States
UISP	Upgrading of Informal Settlements Program
VMT	Vehicle Miles Travelled

1 INTRODUCTION

1.1 Background and Motivation

South Africa as a country faces a multitude of challenges. Housing and transportation are at the forefront and affect millions of residents, predominantly the country's poor. The issues faced are decades in the making, however, more recent practices have exacerbated spatial inefficiencies, adding to the unequal access to opportunities that persists in the country. In their recent investigation into the spatial aspect of social housing in South Africa, Scheba, Turok & Visagie (2021) noted "a steady 'spatial drift' of housing projects from inner urban areas towards outlying areas". Their study has found that the spatial structure that emerged from Apartheid Era planning and the resultant inertia in land development has contributed to unemployment, poverty, and inequality.

Klug, Rubin & Todes (2013) note that although racial desegregation is occurring in South Africa, particularly among the middle class, derelict inner cities and informal settlements at the edge of sprawling cities continue to be occupied by poor black people and many of the old spatial patterns and practices remain. Additionally, although government policy strives toward compact and integrated urban environments, housing programs such as the Reconstruction and Development Program (RDP) have provided over two million low-cost subsidised units (Attout, 2016). These units are located predominantly at the periphery of cities, where the cost of land and construction are cheaper and large tracts of land are available. This, despite the RDP being touted as an "integrated and sustainable program" (O'Malley, n.d.), as stated first in the Six Basic Principles of the RDP.

In addition to the social consequences of the segregated development patterns in South Africa, it is the transportation disadvantage or "inability to access the goods and services necessary to live one's daily life" (Jennings, 2015), that contributes the greatest consequences. The impact of this type of urban form was confirmed by the National Land Transport Act (National Department of Transport (South Africa), 2023), which identified a decline in accessibility, in terms of time travelled to access a public transport stop, and has further noted that the situation has in fact worsened in the last three decades. This lack of access to healthcare, employment opportunities and education, as well as increased exposure to crime, noise and pollution all contribute to higher mortality rates, unemployment and poverty, resultant from the inequitable distribution of land uses.

Expansive development patterns not only provide a challenge in providing basic services; bulk water, electricity and sewerage making provision more costly, but also results in long distances and unidirectional traffic flows, making it necessary for public transportation to receive significant financial support in the

form of subsidies in order to remain affordable for both passengers and operators. The country's welfare bill, including social and housing grants and public transport subsidies, accounts for billions of rands, yet the provision of these basic needs remains unmet for most of the country's poor. Where funding is not available to subsidize public transport, or existing public transport routes do not serve locations in which people to travel, car ownership increases to fill this gap in transportation, leading to increased traffic congestion, pollution levels and as investigated in this research, potentially decreased housing affordability.

The research seeks to expand upon a simple modelling exercise conducted by Wilkinson & Marks (2007) which focused on identifying the cost savings associated with utilising more cost-effective and efficient modes of transportation, as well as the subsequent impact on the affordability of housing. The modelling exercise was part of their investigation into the implementation of Transit Orientated Development (TOD) in the Atlantis corridor in Cape Town, compared the cost of car ownership to public transportation per annum and translated the cost saving to potential additional home loan financing. Two situations were assessed in the model: complete transfer to public transportation and predominant public transport use supplemented by non-routine car use. The goal is to delve deeper into these findings and explore the potential implications for improving accessibility and affordability for households and communities.

Similar to this research, the model developed by Wilkinson & Marks (2007) focused on the middle to upper layers of the gap housing market and theorised that by implementing a system of Location Efficient Mortgage (LEM) products tied to the occupation of a TOD residential unit, there is potential for a substantial expansion in the range of affordable housing options available. This approach not only addresses the issue of affordability, but also promotes sustainable living practices within transit-oriented developments.

With regards to the housing aspect of the study, certain aspects need to be accepted and incorporated into mortgage and housing developments' operational models for this type of development to be functional. With regards to the demand side, it is crucial for banks and lending institutions to grasp the fundamental principles behind LEMs and TOD. This includes recognising the financial benefits that occur from living near public transportation and opting for the use thereof, as opposed to utilising private vehicles. By understanding the cost savings associated with LEMs and TOD, financial institutions can better cater to the needs of potential homebuyers who prioritise access to public transport and convenience.

Shifting focus to the supply side, Wilkinson & Marks (2007) emphasise the importance of government support for private developers when aiming to promote and implement LEMs and TOD. This support can

occur in the form of creating an institutional framework that encourages and facilitates the development of transit-friendly communities. With the right policies and regulations in place, private developers can be incentivised to prioritise sustainable and efficient urban planning, ultimately benefiting both residents and the environment, as well as align with development policies. The study also noted the success of LEMs being completely dependent on high quality, reliable and cost-effective public transport, to maintain the viability of public transport as a mode of transportation over private vehicle use.

It should be noted that, this research, as well as the study conducted by Wilkinson & Marks (2007) is predicated on the provision of housing through new developments made possible by government intervention in terms of; unlocking available land and expediting approvals of TOD or similar housing developments, the provision of bridging /development finance or tax incentives for developers to provide housing in well located areas. Such mechanisms would be required in order to ensure that such tracts of land are not in competition with more lucrative land-uses.

From the basic model, the approach to this research involves expanding the model to include identifying well-located, transit-rich or "location efficient" areas to serve as "attractions", as well as areas in which households are dependent on private motor vehicles. The identification is based on the areas access to public transport stops/stations, availability of job opportunities, services, education, as well as health care within proximity of stops/stations and other attributes conducive to the implementation of LEM. A computation of cost efficiency due to location-efficiency is then computed and the potential for LEMs to address the housing needs of underserved markets is determined. This analysis allows us to gauge the effectiveness of optimising the location of housing developments and its impact on affordability and accessibility.

As LEMs have not previously been available and are not currently offered in South Africa, the application thereof in an international context is drawn on to provide a basis of understanding on the concept and key factors for success. This includes the factors influencing locations in which LEMs can possibly be implemented, as well as areas of improvement that can increase the location-efficiency of well-located areas, near economic nodes. The research mythology into LEMs, housing and transportation is explored in section 1.3 below.

1.2 Aims and Objectives of the study

The primary objective of this research is to investigate the impact of spatial inefficiencies on the rising housing and transportation expenses faced by lower-income households. Specifically, the study aims to explore the potential benefits of innovative home financing solutions such as LEMs, in areas with well-

established public transport systems and infrastructure. By focusing on these unique financing options, the research seeks to offer an alternative approach to the prevailing development trends that predominantly affect lower-income communities, including informal settlements and RDP housing projects in peripheral locations. A baseline understanding of the subsidised and private housing market, supplemented by an understanding of the public transportation availability and associated costing is examined to determine if there is scope for the implementation of LEMs.

In order to achieve this goal, it is crucial to analyse the intricate spatial layout of South African cities, particularly the evident spatial disparities between commercial hubs and residential neighbourhoods. By delving into this spatial divide, the research considered the role of transportation, both public and private, and the associated costs involved. By examining household expenditures in relation to transportation options and potential cost savings that could arise from residing near public transportation nodes, the research aims to provide valuable insights into the economic implications of location-efficient living arrangements. The overarching research question can thus be framed as;

Can implementing LEM in areas with existing public transport in Cape Town, South Africa help make housing and transportation more affordable and in so doing overcome the barriers to opportunity that exist for the transport disadvantaged proportion of the population?

Ultimately, the findings of this study are expected to shed light on the feasibility and effectiveness of promoting LEMs as a means of alleviating the financial burden on lower-income households in South Africa. The research focused on addressing the following supporting questions, in order to gain a deeper understanding of various aspects of the study and establish a solid knowledge base for the main research question above:

- What does the current spatial pattern of Cape Town, South Africa look like and are the globally accepted criteria of Location Efficient Mortgages present?
    - Where are low, middle and high-income households located, and by extension where are households qualifying for housing subsidy, the gap housing market, private housing market located?
    - Where are economic, healthcare, education and social opportunities located?
    - What modes of transportation (including private transport) are available in these areas and what are the costs associated with these modes?
- What are the funding mechanisms available in the housing market?

    - Which of these mechanisms are applicable to, and available to the low-middle income market?
- What are the financial implications that would result from applying globally accepted LEM principles?
    - What cost savings are associated with public transport usage in well-located areas versus private-vehicle usage in poorly located areas?
    - What is the resultant increase in housing affordability when the transport cost savings are incorporated into mortgage calculations?
- Does the increased housing affordability provide a basis to support the implementation of LEMs in a South African context?
    - Are the cost savings significant enough for low-middle income households to move from the gap-housing market to being able to afford housing in the private market?
    - What proportion of the population can this type of mortgage benefit?
    - Will it be worthwhile to implement LEMs in South Africa?

1.3 Research Approach

The research involves a comprehensive literature review, as well as a quantitative analysis, drawing on a variety of data sources to examine the potential effectiveness of LEMs within the context of South Africa. The literature review offers a detailed overview of LEMs including their history and previous instances of implementation. Given that LEMs are currently not offered in South Africa, the study will look at international examples to evaluate their impact and identify any challenges faced during their introduction. By exploring the experiences of other countries in implementing LEMs, valuable insights can be gained to inform the potential adoption of this innovative mortgage option in South Africa.

The status quo of housing and transportation, the backbone of LEM implementation, in a South African context is also examined, to determine if there is a basis for the implementation of this type of mortgage towards dealing with the housing and transportation issues that we face as a country. The literature review delves into the public policy and strategy documents implemented by the South African government to address the housing and transportation challenges that have persisted for decades, and the effectiveness of these initiatives in reducing the backlog and improving the provision of adequate housing and transportation options. Additionally, the review highlights the disparities in housing provision between the private market and government-subsidised housing across various tenure levels. By examining these gaps, the review seeks to present a comprehensive understanding of the current state

of housing in South Africa and identify areas where alternative strategies can be used to ensure equitable access to housing for all citizens.

The quantitative investigation is initiated by identifying sites within Cape Town that can be characterized as those possessing the essential factors for LEM to be successfully implemented. These should include areas that have multiple modes of public transportation available and stops/stations to access these modes, as well as access to opportunities, services, education, and health care within proximity of stops/stations and other attributes conducive to the implementation of LEM. Similarly, areas with low location-efficiency are also identified for comparative purposes. The transportation cost savings and resultant additional funding available for home financing available on a monthly and yearly basis is determined, as well as the expected increase in affordability of housing over the stipulated home loan period. This model developed is applied to the identified sites to determine if the implementation of LEMs will be viable i.e., if the cost savings produced from the shift to public transport can produce a significant shift in household affordability.

Utilising applicable data sources is crucial in determining the demographic characteristics of the selected sites. The NHTS plays a vital role in obtaining additional information regarding the modes of transport utilised by households' and their travel times and costs associated with accessing education, employment, healthcare and public services. Household income data from the NHTS is also utilized to determine the distribution of household income through the study area in order to identify where households qualifying for housing subsidy, those that fall into the gap housing market and those that can acquire housing through the private market are located.

Land use classification is leveraged to identify areas with varied land uses and availability of public transport modes and thereby a varying location-efficiency, in order to determine the costs associated with transportation for these areas. Additionally, home loan financing specifics are obtained from financial institutions' online repositories, towards the final objective of determining if the cost saving associated with public transport when choosing to reside in location-efficient areas is able to improve the affordability of housing the in private housing market. This research aims to contribute to the existing knowledge on affordable housing solutions, particularly those located in proximity to public transportation, and financial mechanisms that promote sustainable urban development, through reduced car ownership and dependency and the associated traffic congestion and environmental pollution.

1.4 Structure of the Dissertation

The research report is structured as follows; this chapter, Chapter One, serves as the introductory chapter where the background, motivation and fundamental ideas behind the research are examined. Additionally, this chapter delves into the research approach and provides an overview of subsequent chapters in the report.

Chapter Two delves into the Literature Review section of the research, shedding light on the aspects of spatial structure, housing, and transportation in South Africa, from both an historical and present-day perspective. In exploring the concepts of location-efficiency and location efficient developments, the chapter sets the stage for the discussion on LEMs in the following section. The examination of the application of LEMs internationally and the subsequent slowdown in their adoption is also discussed alongside the consideration of how this unique mortgage product can fit into broader developmental strategies.

Chapter Three covers the methodology followed in developing the affordability model to quantify how many households will be able to utilize LEMs to fund their mortgages and thereby determine the extent to which the application of LEMs may be able to influence housing affordability for households in South Africa. This chapter also covers the data sources utilised in the research, how the data was processed, as well as details the development of the model. Chapter Four details the study area, providing background information regarding the city of Cape Town and reasoning of its selection. Additionally, the demarcation of analysis zones is examined which are then used throughout the research and model development.

Chapter Five follows, which presents the outcomes of the analysis of land use and development patterns present, the identification of public transport in the study area, as well as the income classification of the analysis zones. These outcomes informed the location efficiency classification of the analysis zones which is used further in the affordability model. The chapter then examines the research findings, providing insights gained throughout the research process and the results of the affordability model. A discussion of the applicability of LEMs in South Africa, with a specific focus on their potential implementation in Cape Town concludes this chapter.

The research culminates with Chapter six, summarizing the study's findings and examines the efficacy of the model developed. The extent to which the research questions are answered based on these outcomes is also assessed. This chapter also outlines recommendations for future research regarding the possible application of LEMs in South Africa. These recommendations are informed by the limitations encountered during this investigation, highlighting key areas that could be improved in order to assess the applicability

of alternative mortgage products in South Africa. Furthermore, more general recommendations for land use development policy and implementation are provided.

2 LITERATURE REVIEW

2.1 Introduction

This literature review firstly delves into the current landscape of transportation and housing provision in South Africa, focusing on the challenges faced by low-to-middle income households. Particularly, it examines the gap housing market i.e. households with an income of between R3 501 to R22 000, subsidised housing mechanisms, and social and inclusionary housing initiatives. A key aspect explored in this review is the concept of location-efficiency and location efficient developments. By analysing the factors that contribute to achieving location-efficiency such as access to transportation and amenities, this review aims to shed light on how urban and transportation planning can impact the livelihood of residents.

Furthermore, the implementation of LEMs is discussed along with the repercussions of the subprime mortgage crisis which occurred at a crucial period in which this type of alternative mortgage product started becoming popular, and was the result of favourable lending rates in the USA followed by a period of economic recovery which lead to the large-scale foreclosure of properties. By investigating both successful and unsuccessful cases of LEMs, this review seeks to understand the effectiveness of this financial tool in promoting affordable and sustainable housing solutions, as well as its application for low-to-middle income households in South Africa. The following research questions formed the basis of this literature review:

- What has been the South African experience in housing and transportation provision since 1994?
- What funding mechanisms are available to households unable to secure housing through the private market?
- What are the globally accepted principles of LEMs?
- What has been the international experience with the implementation of LEMs i.e. how have LEMs implemented successfully and unsuccessfully in the past and present?
- Does the literature provide a basis to support the implementation of LEMs in a South African context?

The literature review is structured as follows; this section, Section One, is an introductory chapter providing some background to the literature review and aspects that are covered. In Section Two, a detailed examination of the historical and current development patterns in South Africa is presented, shedding light on how the spatial patterns evident today were influenced on past planning, followed by an examination of income distribution, the state of transportation, and housing provision in the country.

The section explores the various government-funded subsidy mechanisms that have been implemented, as well as the social and inclusionary housing policies that are currently in place. By delving into these aspects, a comprehensive understanding of the challenges and opportunities within the realm of housing and transportation in South Africa is gained.

Section Three of this literature review provides an analysis of location-efficiency and its role in driving the development of sustainable communities. By exploring the concept of location efficient developments, the chapter lays the groundwork for a deeper investigation into LEMs and their global implementation, covered in Section Four. This section examines LEMs and details how lending practices have a direct impact on the effectiveness of these mortgage products. Furthermore, the chapter concludes with a discussion on potential strategies that can be adopted to support LEMs and promote the growth of location efficient development initiatives. The literature review concludes with Section Five which synthesizes the findings of this review and the extent to which the initial research questions have been addressed.

2.2 The Status Quo: Transportation, Housing and Spatial Development

2.2.1 Historical and Current Development Patterns

Cities in South Africa have developed and continue to develop unsustainably, resulting in spatial inefficiencies and marginalized communities. The influence of the Apartheid era spatial planning is still apparent today, in segregated townships with unequal accessibility. The apartheid model of a city consisted of a commercial hub at the core followed by a transitional mixed-use area and, thereafter, white residential areas closer to the centre and predominantly coloured and black residents located the furthest away. The Group Areas Act of 1950 used racial segregation to reinforce inequality (Tamuka Moyo & Zuidgeest, 2018).

This development pattern was furthered by the post-apartheid push to house millions of the population's poor who resided in informal dwelling units. Due to limitations on time and financial resources as well as political pressures, housing provided by the first democratic government was located away from cities, usually on the periphery of existing townships, where large allotments of land were available but segregated spatially and economically from development within cities. The resultant post-apartheid urban form perpetuated the patterns of the "Apartheid City", instead of remedying it. (Newton & Schuermans, 2013; Huchzermeyer, 2003).

This form of development, however, is not unique to South Africa, or even Africa as a continent. Impoverished sprawled-out communities located at the edge of development are common around the

world, particularly within developing countries. The current spatial form of South African cities follows the commonly referred to “automobile city”, in which people generally live a distance away from where they work. The automobile city, as described by Newman & Kenworthy (1996), is decentralized and dispersed in nature with distinct functions; residences, retail establishments, formal businesses and manufacturers/industries, separated by zoning with housing generally being located the furthest away.

This archetype of development can be explained by the Bid-Rent Theory in which land uses compete for space. Businesses/offices together with retailers tend to be located at the core of a city due to their ability to “bid” high for central locations. This is due to their ability to use land intensively, as well as their sensitivity to distance due to the costs of transportation for professional workers. Conversely, single family residential units are located furthest from the Central Business District (CBD) due to their land intensive nature, often resulting in reduced accessibility and increased transportation costs (Forkenbrock, Mathur & Schweitzer, 2001). The lowest income groups are particularly influenced by this variation in land values in relation to proximity and subsequently live on the peripheries of cities, often in government developed housing which are located in areas with lower land values, where large tracts of land are available but where the provision of transportation and other infrastructure is difficult.

Despite efforts to counteract this sprawled out spatial form through less than successful development frameworks, housing policies and corridor development plans, the decades-old development patterns remain. Both the public and private sectors have attempted to address the spatial inefficiencies prevalent in South Africa. RDP housing was an attempt to solve a housing crisis which ultimately created accessibility issues. The Social Housing Policy was passed in 2005, following years of debate and pressure to provide housing with rental as the alternative form of tenure. However, the policy vacuum prior to the passing of the act, the lack of experience and funding of social housing delivery agents, the inability of government to increase subsidies in line with inflation and difficulty in obtaining well-located land, made the delivery of housing units fall short of proposed targets (Scheba, Turok & Visagie, 2021).

Inclusionary housing, in which private developers are required to provide a small percentage of housing units for low-income households within their developments, has been assessed through a few projects in South Africa despite the lack of a national policy, albeit with limited success. The proposed Jerusalem Project in Johannesburg would have been a pivotal example of a project in which a municipal entity, the City of Johannesburg, worked in a partnership with a private developer towards providing inclusionary housing on a large scale. The project comprised of the creation of an integrated community, which included housing catering across affordability levels, to be supported by a proposed BRT line. However,

the project was curtailed by the 2008 property market crash, as well as resistance from surrounding residents (Klug, Rubin & Todes, 2013).

Despite these, and numerous other policies, as well as legislation development since 1994, there exists a growing backlog in effective housing provision, particularly in the low-income housing market which relies on government subsidisation and provision, as the private market is unable to cater for these households. The provision of infrastructure, primarily public transport, bulk water, electricity, and sewerage services are impacted by the unique spatial form that exists and the resultant lack of well-located, affordable housing. The result of these spatial inefficiencies is seen most significantly in South Africans spending approximately 43% of their income on transportation, as noted by Tamuka Moyo & Zuidgeest (2018) in their investigation of the location of employment centres relative to residential areas.

2.2.2 Income distribution and the Gap housing market

The Income and Expenditure Survey of Households 2022/2023 (StatisticsSA, 2025) reports different expenditures and found that households in South Africa spend more than a third (34.7%) of income on housing and associated costs and a further 15.3% of income on transportation meaning almost half of household income is used servicing these basic needs. Furthermore, the survey notes that the majority of household income, approximately 70%, is earned from work, including income from salaries and wages as well as income from business. A further 10.4% of income is derived from pensions and social insurance, meaning mare than 80% of households have a steady source of income.

When considering the distribution of household income across income groups, a study by Egan (2021) investigated the classification of households into six categories. The “Poor” and “Working Poor” groups comprise of households earning less than R3500 per month and between R3 500-R8 000 monthly respectively. These two groups are approximately 18 million people or 7 million households each and it is the households in these categories that struggle the most to meet their basic needs and would therefore require varied levels of state assistance in the form of social and housing subsidies. The next category “Working Class” comprises of 14 million people (4 million households), earning between R8 000 -R22 000 monthly. This group of households has a relatively low unemployment rate but fall into the gap housing market by not earning enough to qualify for formal housing financing and not qualifying for government housing grants. The upper three groups, “Middle Class”, “Upper-Middle Class” and “Top end” earn R22 000-R40 000, R40 000-R75 000 and over R75 000 respectively and collectively account for 8 million people, just under 14% of the population. From this classification it can be seen that an overwhelming majority of households either rely on state assistance or exist in the gap of affordability.

2.2.3 The State of Transportation in South Africa

Public transport in South Africa is provided in the form of the formalised commuter bus, BRT and rail systems, as well as the informal minibus taxi industry. The latest National Household Travel Survey (NHTS) conducted in 2020 reports that most commuters use private transport (43,5%) as their main mode of travel to work, whilst 20% are reported walking all the way to work and the remainder (35,0%) using public transport, predominantly taxis (StatisticsSA, 2021a). Despite various modes of transportation available, low public transport ridership, high operational costs, congestion, and a lack of public transport accessibility in rural areas are some of the issues faced by the transportation sector (Jennings, 2015).

When looking at the barriers to public transport use, a lack of interconnectivity between modes of transport was found to be a major limiting factor, with modes of transport being developed and operated independently. Additionally, Risimati, Gumbo & Chakwizira (2021) found that the availability of public transport can vary, even in urban areas, with some areas having access to multiple modes, whilst others are not serviced by the existing urban public transport modes. In such cases minibus taxis often fill this gap of public transport need. South Africa's public transport network is highly variable, within cities and the country overall, with outer lying areas with lower population densities having access to fewer modes of public transport resulting in longer, costly commutes. The Department of transport in their National Land Transport Strategic Framework 2023 – 2028, described public transport in the country as "inefficient and not sufficiently customer focused with poor levels of accessibility, affordability, reliability, predictability, comfort and safety" (National Department of Transport (South Africa), 2023) .

These issues, in part, can be attributed to unsustainable development patterns, resulting in spatial inefficiencies and marginalized communities. This dysfunctional urban form has been influenced by Apartheid era spatial planning, the post-Apartheid push for housing as well as the mainstream emergence of modes of transportation that allowed more dispersed cities. Chakwizira (2013) credits weak policy that links land use, transportation and economic development, to the sprawled and fragmented urban forms that continue to exist and contribute to the difficulty in providing adequate public transportation and increasing uptake of private vehicle use in urban South Africa.

In addition to the spatial aspect of transportation provision, Malcolm (2014) identified that shortcomings in transport infrastructure provision and institutional challenges have also contributed to current challenges. Disinvestment in the road network, increasing construction costs and a lack of funding for new infrastructure, as well as the maintenance and upgrading of existing infrastructure, have contributed to the shortfalls in the physical state of transport provision. From an institutional standpoint Kumar & Barrett

(2008), note that metropolitan areas spread over several jurisdictions contribute to difficulties in "planning, regulating, and operating urban transport services". Other issues include a lack of integrated and intermodal transportation planning, political interference and human resource capacity deficiencies within transport authorities, have contributed to the failing state of transportation infrastructure.

Traffic congestion, increasing levels of pollution and suboptimal levels of service for public transport plague road users, and is anticipated to worsen with increasing levels of urbanisation as 80% of the population is predicted to live in urban areas by the year 2050 (UN Habitat, 2023). At a current increase of 7% (on average) of time spent travelling in urban areas in South Africa (TomTom, 2022) and the number valid driver's licenses increasing to 30.6% of the eligible population (StatisticsSA, 2021b), it can be expected that without intervention in land use and transportation provision, the South African road network will struggle to cope with increasing demand. This is especially worrying when considering the "predict and provide" methodology that is commonly adopted for transportation interventions, which further encourages more private motor vehicle use, less public transport use and ultimately increased traffic and congestion (Transformative Urban Mobility Initiative, 2019).

2.2.4 The State of Housing in South Africa

2.2.4.1 Subsidised Housing Policy and Programs in South Africa

The housing crisis in South Africa was discussed by the Department of Housing in a recent article, in which the department explained that it "cannot financially afford a commitment to the eradication of informal settlements and the provision of fully subsidised, stand-alone houses for low-income households" (Businesstech, 2023). This level of undertaking would require provision in excess of 1.8 million houses at an estimated cost of R343 billion. Worldwide, the United Nations in their priority identification for 2022-2023 has determined that 1.6 billion people live in inadequate housing without proper access to basic services or infrastructure, and struggle to afford housing costs (UN Habitat, 2022). As such, alternatives to the traditional approach to the provision of housing to the low-to-middle income group, i.e. subsidised housing, should be considered.

Several housing and home financing programs have been developed since the formation of the post-apartheid government in 1994 and the subsequent drive to house the country's poor. Fieuw & Mitlin (2018) have studied government's housing policies and programmes and the following key events up to 2013 were identified;

- 1994: Capital subsidy programme, part of the overall Reconstruction and Development Program (RDP);
- 1998: People's Housing Process (PHP)- a sub-programme of the Capital subsidy program;
- 2004: A revised national housing strategy, Breaking New Ground (BNG) including new subsidy instruments-The Upgrading of Informal Settlement Programme (UISP);
- 2008: the PHP was renamed the enhanced People's Housing Process (ePHP);
- 2009: Integrated Residential Development Programme (IRDP) replaces the RDP housing program;
- 2010: government renewed its earlier commitment to in-situ upgrading of informal housing;
- 2010: Establishment of the Community Upgrading Finance Facility (CUFF); and
- 2012: Finance Linked Individual Subsidy Programme (FLISP).

Since 2012, several policy documents that support the provision of housing and land use development have been introduced including the Integrated Urban Development Framework (IUDF) (2016) which promotes cities and towns becoming more sustainable, inclusive and desirable to live in. The Spatial Planning and Land use Management Act of 2013 (SPLUMA) along with the High-Level Panel on the Assessment of Key Legislation and Acceleration of Fundamental Change in 2017, have regulations regarding housing provision and human settlements in South Africa. Recently, the National Spatial Development Framework (2022) highlighted the importance of integrating low-income households into urban environments by removing the barriers put into place by apartheid era planning. (Department of Human Settlements, 2023a).

Table 1 below provides a summary of housing subsidy mechanisms currently available in South Africa for varying income groups and tenure options.

Table 1: Housing Subsidy Mechanisms in South Africa

	Subsidy Mechanism	**Qualification Criteria**	Tenure **Options**	Subsidy available
Non-Finance Linked Subsidies	Integrated Residential Development Programme (IRDP) (2009)[1]	Monthly household income between • R0 to R3500 & • R3500 to R7000 First time subsidy applicants.	ownership, leasehold, 99-year leasehold, or deed of grant.	Project-linked subsidies provided by National government for the construction of housing units. The subsidy amount varies by income group; • Incomes of R0-R3 500 (able-bodied persons) receive a R160 573 subsidy & qualify for a serviced site and a 40m2 house. • Incomes of R0-3 500 (disabled persons) receive a R160 573 subsidy plus disability variance. • Incomes of R3 501 – R7 000 and are unable to qualify for a home loan may receive a free serviced site.
	Enhanced Extended Discount Benefit Scheme (implemented in 2005)[2]	Monthly household income between R0 and R3 500. First time subsidy applicants who have been renting a government property since pre-1994.	Rent-to-buy	Individual Subsidy which provides a discount on the selling price of their rented property and/or a reduction in outstanding rental debt with the municipality or Provincial Department. The subsidy amount varies by income group; • Incomes of R0-R3 500: The entire debt is written off. • Incomes of R3 501-R7 000: R7 500 subsidy + 50% of the debt is written off. • Incomes of R7 000-R15 000: A maximum of R7 500 is written off.

[1] (Fieuw & Mitlin, 2018)
[2] (Holicki & Gordon, 2006)

Financed/Non-Finance Linked Subsidies	Individual Subsidy- (Introduced as part of the Housing Act (1997))[3]	Monthly household income between R0 and R3 500. First time subsidy applicant. Intend to utilise subsidy to: • Buy an existing house • Buy a house on a plot-and-plan basis. • Construct an incomplete house (not previously subsidised)	Ownership	Individual subsidies provide access to government funding for qualifying households to acquire an existing house or a vacant serviced residential stand, linked to a house construction contract through an approved mortgage loan. These properties are available in the normal secondary housing market, or have been developed as part of projects not financed through one of the National Housing Programmes. The subsidy amount is up to R202 888. Individual subsidies fall into the following two categories: • credit linked (linked to a house construction contract through an approved mortgage loan); • or non-credit linked (available to applicants who cannot afford mortgage loan finance).
Finance Linked Subsidies	Help Me Buy a Home / Finance Linked Individual Subsidy Programme (FLISP) (2012)[4]	Monthly household income between R3 501 & R22 000. First time subsidy applicant. First time residential property buyer.	Ownership	Government's subsidy program aimed at bridging the gap in the housing market for low to middle-income families. Households eligible for this subsidy are those who fall into the gap market category meaning they do not qualify for a fully subsidised house or a mortgage loan from banks. Subsidy amount is based on a sliding scale with lower income applicants receiving a higher subsidy amount. • Lowest Income band (R3 501-R3700) receives a R130 505 subsidy. • Highest Income band (R21 801-R22 000) receives a R30 001 subsidy. The subsidy may be used to: • To buy new or old residential property; • To buy a vacant serviced residential-stand; or • To build property on a self-owned serviced residential stand.

[3] (Department of Human Settlements, 2009)
[4] (Centre for Affordable Housing Finance Africa, 2012)

Social & Rental Housing Programmes	Social Housing Subsidy (2005)[5]	Monthly household income between R1 850 & R22 000.	Rental	Government subsidised rental housing with a reduced rental amount, based on the household income. Government funding is provided to Social Housing Institutions (SHIs) to manage rental units in identified "restructuring zones" in which areas of envisioned economic opportunity restructuring impacts can best be achieved. *Social Housing is discussed further in the next subsection.*
	Institutional Subsidies	Monthly household income between R1 501 & R7 500.	Rental, Rent to buy, instalment sale, share block, co-operative	Government provides subsidies to Housing Institutions that provide tenure arrangements alternative to immediate ownership to subsidy beneficiaries. These tenure options include rental and rent-to-buy options where the unit may not be transferred to the beneficiary within the first four years of occupation. The subsidy allows Housing Institutions to access funding to undertake approved projects to build and manage affordable housing stock for subsidy beneficiaries. Beneficiaries then pay a reduced rental amount, based on the household income, to the Housing Institution.

[5] (Tissington, 2010)

The Capital Subsidy program, commonly referred to as the RDP housing program, a project linked subsidised home ownership program, was replaced by the IRDP in 2009. The IRDP program differs from the traditional RDP housing in that the program "provides for planning and development of integrated housing projects" (Department of Human Settlements, 2023c), with an added emphasis on location, integration and generally, a more holistic approach to housing provision (Department of Human Settlements, 2023b).

Studies on the effectiveness of the IRDP program have shown that it is more effective than its predecessor in furthering spatial transformation, however, there is room for improvement in its implementation. Singh & Ntuli (2017) in their assessment of the Cornubia phase 1A housing project note that although the project is located in proximity to public transport, education, healthcare and employment opportunities, "a population threshold of 2000 to 2400 people does not permit large-scale self-sustaining services and facilities in an area for obvious feasibility issues". Through the investigation of the Fleurhof development which incorporates a combination of RDP, social housing and bonded properties, Khan (2014) identified the state's lack of long-term maintenance resulting in unrest and protests, the large collaborative effort required within government, as well as between the public and private sectors, making the roll-out of developments at the required scale challenging. Additionally, there exists a perception of IRDP developments having a negative impact on closely located to higher income bonded properties despite findings by Mnisi & Karam (2020), which indicates that there were no negative long-term effects. The Housing Development Agency identified more fundamental challenges with the program citing contrariety between "urban planning logic, around which spatial transformation is centred and the housing delivery logic, around which the IRDP is centred" (The Housing Development Agency, 2017).

The policies and programmes noted above all address the provision of housing at a national level and at a large scale, however local and provincial governments have been implementing other policies and housing mechanisms in an effort to meet rising demand. Recently, the Western Cape Department of Human Settlements launched a pilot project, the Mill Park Home Ownership Project in Bredasdorp, Cape Agulhas which was aimed at "assisting aspirant first time homeowners, through other funding mechanisms, either a home loan or a Help Me Buy a Home (FLISP) subsidy" (Western Cape Human Settlements, 2022). The pilot project also employs a rent-to-own (deferred ownership) financing model, which includes a traditional rental agreement, a percentage of which is offset from the purchase price of the home at the end of the rental period. This type of financing model is a beneficial option for aspiring

homeowners who do not qualify for a mortgage or have not accumulated the required down payment explains Folger (2018).

Subsidy mechanisms in South Africa assist in the funding of housing for households of varying income. In addition to the Help Me Buy a Home/ FLISP subsidy noted above, other credit linked subsidies as well as non-credit linked subsidies exist. The FLISP provides a subsidy for households within the gap housing market whose income is not sufficient to qualify for a mortgage but exceeds the threshold to qualify for a full State-funded subsidy, namely households with an income of between R3 501 to R22 000 and have an approved mortgage or are self-funded (Mncube, 2021). Non-credit linked subsidies are available from the state to households who do not qualify for credit from a financial institution and are available on condition that an existing house will be purchased or will be developed as part of developer driven Individual Subsidy. These subsidies are available to households within the lowest income bracket (Western Cape Government, 2022a; Department of Human Settlements, 2009).

In addition to these, other subsidy mechanisms exist including; Community Residential Units (CRU) which involves the refurbishment of public housing stock, predominantly hostels; ePHP which is provided to individuals aiming to build homes themselves; and the UISP which aims to improve the living conditions in informal settlements, however, the subsidy mechanisms noted previously were most relevant and thereby selected for further discussion.

From the latest Annual Report by the Department of Human Settlements (2022-2023) the department has managed to deliver, through the ePHP subsidy, 1 173 units in six Provinces, namely, Kwa-Zulu Natal, Eastern Cape, Western Cape, Mpumalanga, Free State and North West; 925 RDP units were delivered through the BNG program, 4 283 FLISP subsidy applications approved. In terms of social housing (discussed below) 3 182 social housing units were completed and 2 598 social housing units were tenanted in this period (Department of Human Settlements, 2023a).

Despite the numerous funding mechanisms available to subsidise the acquisition of housing, the effectiveness of these mechanisms to improve household access to opportunities is limited. In a study analysing the location of job opportunities relative to residential areas, Tamuka Moyo & Zuidgeest (2018) identified that “low-income residential areas continuously segregated from key centres of employment”, further engraining apartheid area spatial development patterns. The General Household Survey conducted in 2017 estimated that “13,6% of South African households were living in RDP or state-subsidised dwellings” (StatisticsSA, 2019), which is a considerable proportion of the population being

housed in areas away from social and economic development, further straining the state welfare bill. As such, alternative housing subsidy mechanisms to traditional subsidised housing has been investigated further.

Based on the subsidy mechanisms noted in Table 1, and the accepted income rage of between R3 501 to R22 000 of the gap housing market, there are some subsidies, with conditional applicability that can benefit these households. For example, a first-time subsidy applicant, with a household income of between R3 501 – R7 000 may not fully qualify for IRDP linked housing but can receive a free serviced site. Similarly, there is some applicability for these households for Enhanced Extended Discount Benefit Scheme, and FLISP subsidies. When considering household income, the number of households that fall within the income bracket R3 501-R22 000 monthly is approximately 32 million based on the income distribution discussed in Section 2.2.2 above, close to 60% of households in South Africa which would require some form of assistance in acquiring housing.

2.2.4.2 Inclusionary Housing/Social Housing

Inclusionary and social housing differ from traditional subsidised housing available in South Africa, as the focus is on providing housing in terms of accessible and liveable shelter, as opposed to mass home ownership. Social housing is defined in the Social Housing Act 16 of 2008 (Republic of South Africa, 2008) as rental housing units for the low-to-medium income households, specifically in locations suitable for the promotion of "socially and economically viable communities by providing housing close to jobs, markets and transport".

This type of housing is subsidised by the government and as a result, rental fees are set well below the market value to provide for the lower end of the housing market. This provides better quality housing in better located areas, than these households could otherwise afford (Scheba & Turok, 2021). Social housing is available to households earning between R1 850 - R22 000 per month (Western Cape Government, 2022b), in the form of a rental house or apartment at a reduced rental rate. The rental subsidy provided by the state is calculated on a sliding scale, based on household income. Scheba, Turok & Visagie (2021) elaborate further, explaining that social housing units are allocated based on a household's needs, rather than their ability to pay rent, thereby reinforcing the concept of housing being a social rather than commercial tool.

Constraints to the implementation of social housing include a lack of confidence in government to implement the social housing policy and manage key aspects of housing projects, such as beneficiary

selection and tender processes, as well as resistance from the property development industry and middle/upper-income residents (Klug, Rubin & Todes, 2013). The latter is centred around concerns of safety and the detrimental effect that social housing may have on the value of surrounding properties. However, as noted above, Mnisi & Karam (2020) found through their evaluation of the Fleurhof development, that although the proximity of lower valued properties may affect property prices in the short-term, long term property prices were not negatively impacted. In their investigation into the role social housing can play in reducing inequality in South Africa, Scheba, Turok & Visagie (2021) identified viable subsidy levels, well-located land, capable social housing agencies and support across government as enabling factors that would ensure the successful implementation of social housing. The main takeaway from their investigation is the importance of location.

Inclusionary housing, on the other hand, is based on the principles of social housing but relies on developers to include affordable social housing units in their market-rate residential developments, with the aim of integrating communities and providing accessible and affordable housing to the low-to-middle income group. Inclusionary housing also differs from social housing in that the onus of providing housing is placed on the private, and not public, sector and mixed-use and mixed income housing developments are necessary to ensure cross-subsidisation and achieve inclusive housing objectives (National Department of Government Communication and & Information Systems, 2017).

Despite potential for the inclusionary housing policy to accelerate the delivery of affordable housing units, create more socially and economically diverse communities, and involve the private sector in housing delivery, thereby relieving the pressure of increasing demand for housing and limited budgets, there exists internal resistance within government, as well as from developers and residents (Rubin, Scheba & Turok, 2023). Common objections include the possibility of declining home values in surrounding areas, increased costs of new developments for developers who then either reduce their investment and construct fewer houses or pass the increased costs on to buyers and increasing the cost of market-rate housing (Bento et al., 2009).

The inclusionary housing policy has not been adopted into national legislature in South Africa, however, a framework for an Inclusionary Housing Policy (IHP) in South Africa was developed in 2007 and a few projects have applied inclusionary housing principles to the developments. The most notable being the Jerusalem Development, which was proposed to be a mixed-use, mixed income development which would have included 56 social housing units, around 30% of the total, interspersed between higher priced

units. The housing market crash resulted in the project being cancelled as the price of the non-subsidised units could not offset the cost of development (Klug, Rubin & Todes, 2013).

To date, the number of successfully implemented inclusionary housing projects is limited. The Westlake Development in Constantia, Cape Town is a mixed-use, mixed income development with 20 of the 95 hectares of land dedicated to low-cost housing (Western Cape Government, 2009). The land utilised for the development was owned by the Department of Public Works and occupied by a shelter for homeless people, an informal settlement (Die Bos), as well as dilapidated rental housing formally accommodating prison and hospital staff. The development was allowed on the condition that profits made by the developer would be utilised to provide housing for those already occupying the land. The inclusionary housing portion of the project was also partially funded by the government through the RDP subsidy system.

Despite the successful implementation and reversal of traditional apartheid architecture which segregated low-income groups to the city outskirts while reserving prime locations for wealthy residents, the Westlake Development project has unfortunately fallen short in fostering genuine social and functional integration. The initial intentions may have been commendable, but the execution has not lived up to expectations. The disparities between different socio-economic groups persist hindering the desired outcome of a more inclusive and cohesive community. Furthermore, residents of this development in the Westlake Village have limited access to opportunities including employment, education, healthcare, and recreational facilities.

Another notable inclusionary housing project is the Dido Valley in Simonstown, Cape Town which was envisioned to be a mixed-use, integrated development including subsidised housing, “gap” housing and up-market residential accommodation (Western Cape Government, 2006). By the end of 2023, only housing for residents of the Luyolo Community returning to their land and housing for the relocation of the Redhill informal settlement have been provided housing through the BNG subsidy. As a result, the development is functioning as a low-income housing project and not inclusionary housing as envisioned. The project is currently encountering several hurdles in relation to the residents of the Redhill informal settlement. One of the primary issues revolves around the demolition of shacks and the disconnection of electricity services in the informal settlement, leaving tenants, backyard dwellers, and family members that cannot be accommodated in the new Dido Valley housing units homeless (Kretzmann, 2023). Many

residents who were not eligible for a housing subsidy find themselves at a disadvantage as they are unable to access alternative affordable housing options.

The Western Cape government has also proposed the re-zoning of the Somerset Hospital Precinct to be utilised for both businesses and homes, including low-income units. The site however is highly contested and up to mid-2024, the site is still undeveloped. The land is publicly owned, however external parties including and private developers, BEE and business groups have tried to acquire the rights to develop the land. Buildings within the site have been unlawfully occupied by activists pushing for subsidised housing in the Cape Town CBD, with less than 5% of the land set aside for affordable housing (Pertsovsky, 2017; Pillay & Sendin, 2017).

The key issue that hinders the application of inclusionary housing is the high proportion of households in South Africa that struggle to access private housing, and require affordable or low-income housing (70–80 %), when compared to developed countries where the proportion drops to 10–20 %. This issue becomes even more apparent when considering most inclusionary housing developments have a maximum of 30% units aimed at the low-income market. Projects such as the Fleurhof development in Johannesburg which relies on government funding and is targeted at households in the low-to-middle income category can be more appropriate. Such projects still incorporating the essence of inclusionary housing, integrating mixed incomes and controlled by a developer, but can access government subsidies and enter into pre-construction housing sales agreements with the municipality, thereby reducing the risk to the developer (Klug, Rubin & Todes, 2013). However, given the expected increase in the housing subsidy bill of 29.7% for the 2023/2024 tax year which facilitates subsidised housing (IRDP), FLISP subsidies, the upgrading of informal settlements, additional means of addressing the housing backlog without increasing pressure on the state and on taxpayers, should not be easily disregarded.

Additionally, the social aspect of inclusionary housing also plays a part in its success or lack thereof. Locating communities of vastly different income groups within the same development, highlights the stark contrasts in existing social, economic and cultural differences. This juxtaposition underscores the challenges faced by individuals in lower income groups, who may find it difficult to access the same opportunities and resources as those in higher income brackets, further entrenching social segregation. Furthermore, despite social and inclusionary housing programs being implemented, home ownership is still an aspirational desire for many South Africans, as such policies that encourage ownership, whilst simultaneously improving transit utilisation and reducing the welfare bill, should be encouraged alongside

other policies. The National housing Code (Department of Human Settlements, 2009) also acknowledges this push toward home ownership, as one of the objectives noted is "to stimulate the growth of the secondary residential property market" with the aim to "assist households to become upwardly mobile and progress up the housing ladder", further emphasising the need for policies and mechanisms that enable home ownership.

2.3 Location-efficiency and Location Efficient Developments

Location-efficiency is a land use management term describing accessible land use patterns and a resultant reduced need for travel, as well as lower private motor vehicle ownership and increased use of alternative modes, when required. The following criteria are generally utilised to evaluate Location Efficient Developments (Victoria Transport Policy Institute, 2017):

- Is the development located in an urban area close to high-quality public transit?
- Does it include, or is it located near, commonly used public services such as grocery stores, clinics, recreation centres, and public schools?
- Will it reduce dependency on private motor vehicles?
- Does it meet minimum density requirements?
- Does the development incorporate good design features?
- Is it being developed with substantial community input?
- Does it include a significant portion of affordable housing units?

The Centre for Neighbourhood Technology (CNT) credit the popularisation of the term “Location Efficient Development” to John Holtzclaw, who in 1994 conducted a study to promote LEMs by measuring potential reductions in motor vehicle usage and transportation costs that result from different neighbourhood characteristics; residential density, transit and retail accessibility, as well as pedestrian friendliness (Centre for Neighbourhood Technology, n.d.). Studies into location-efficiency have found that neighbourhoods with higher density and access to public transport, shopping and pedestrian facilities i.e. location-efficient neighbourhoods, had significantly decreased Vehicle Miles Travelled (VMT) and household motor vehicle ownership (Bürer, Goldstein & Holtzclaw, 2004). Job-housing balance and retail-housing balance was included in the earlier study by Pivo, Hess & Thatte (1995), following the same trend of reduced VMT and increased public transport use. Lundqvist (2003), however, found that employment location and densities have a greater impact on travel behaviour due to the ability of ‘employment’ as an influencing factor to be more responsive, and that increasing income and agglomeration of land use had the opposite effect.

Although the more commonly touted, direct benefits of location-efficiency i.e. reduced vehicle ownership and travel, are of importance in South Africa, it is the importance of location in low-to-middle income housing (social or subsidised housing) as a means of addressing the social and economic deficiencies that result from existing spatial development patterns, that could be more beneficial.

2.4 Location Efficient Mortgages

LEMs are a means of taking advantage of the transportation benefits at locations with increased accessibility. From a policy viewpoint, LEMs can increase homeownership while proving additional an spatial development benefit of curbing sprawl and resultant motor vehicle-dependent land use patterns (Krizek, 2005). These mortgages were developed based on the research carried out by the Institute for Location-efficiency (ILE), a joint venture of three organisations in the US: the CNT, the Natural Resources Defense Council, and the Surface Transportation Policy Partnership. Fannie May, the largest mortgage provider in the US provided a funding model for a pilot project which enabled LEMs to be issued in several metropolitan cities (Centre for Neighbourhood Technology, n.d.). LEMs are also referred to as Smart Commute Mortgage (SCM) or Transportation Credit Mortgage (TCM) with some minor differences in their implementation, however, the basic definition remains the same. To date LEMs have been predominantly implemented in the US.

Blackman & Krupnick (2001) explain the rationale for LEMs being; households who choose to live in denser, transit friendly locations can obtain larger mortgages with smaller down payments than generally allowed. This deviation from traditional mortgage underwriting guidelines is allowed due to the expected reduction in transportation costs. In practice, when this type of mortgage is offered, the lending agency acknowledges the potential savings resulting from living in proximity to in an accessible location i.e. within a city or close to functioning public transport. This cost saving is considered as additional income when assessing a household's borrowing ability, allowing the household to afford a more expensive home without spending any additional money (Victoria Transport Policy Institute, 2017; Rauterkus, Thrall & Hangen, 2010). In this way, both homeowners and developers are encouraged to prioritise location and accessibility.

In terms of accessibility, the Victoria Transport Policy Institute explains through a study of transport expenditure versus public transport ridership, that residents of cities with greater access to public

transport spend significantly less on transportation, when compared to residents in areas with limited public transport availability. Given that in South Africa, the lower-income proportion of the population often experiences long commuting distances and high transportation costs as a result of spatial inefficiencies, alternative approaches to housing and infrastructure should be considered. Location Efficient Developments and LEMs benefit lower-income households by "providing financial savings and improving affordable transport and housing options" (Victoria Transport Policy Institute, 2017).

From the perspective of loan originators (lending agencies, banks, etc.), LEMs are based on the premise that borrowers in location-efficient areas have below-average transportation expenses and therefore more funds available for mortgage payments, thereby reducing risk for default and foreclosure than similar borrowers with similar mortgages in other areas (Blackman & Krupnick, 2001). This potential reduction in risk, as well as a wider reach for the mortgage market, fuelled the pilot study of LEMs conducted by Fannie May in 1999 in the USA.

When considering the mechanics of LEMs compared to traditional mortgages, Blackman & Krupnick (2001) note that traditional mortgage guidelines allow a minimum down payment in the range of 5% to 20% of the property value, meaning a maximum loan-to-value ratio of 80% to 95%. Additionally, a maximum housing-expense-to-income ratio of 28% and a maximum debt-to-income ratio of 36% are allowed as dictated by guidelines, often referred to as the 28/36 model. LEMs, on the other hand, forgo traditional lending practice and allow a down payment as low as 3% (an equivalent loan-to-value ratio of 97 percent), a housing- expense-to-income ratio as high as 35%, and a debt-to-income ratio as high as 45%.

The housing-expense-to-income ratio, an industry norm, dictates that no more than 28% of one's monthly gross income can be afforded to mortgage payments (Zinn & Young, 2022). In South Africa, the median annual household income in Gauteng and Western Cape, the two most expensive provinces, is R156 243 and R143 460 (R13 020 and R11 955 monthly) respectively (StatisticsSA, 2012). These two provinces also have the highest net incoming migration of all provinces (StatisticsSA, 2016). Based on this ratio, households in these provinces can afford monthly repayments of approximately R3 700 and R3 360 equating to a corresponding total mortgage amount of R330 000 and R300 000. Were traditional lending practices adapted to reflect location-efficiency, the same household in the Western Cape could potentially afford a mortgage in the excess of R425 000 with an amended housing- expense-to-income ratio of 35%.

Housing price versus income is an indicator of affordability and demonstrates how long a person or household must work in order to afford their home. Cape Town, Western Cape was the most expensive city in terms of residential housing prices in South Africa in 2021 with a median price of R1.6 million followed by Johannesburg, Gauteng exceeding R1.2 million (Statista, 2022). Based on the current prime lending rate of 10.75% in 2023 (South African Reserve Bank, 2023), and a standard mortgage repayment period of 15 years, would require a monthly repayment of R17,935.16 and R13,451.37 (R215 222 and R156 243 annually) for the Cape Town and Johannesburg respectively calculated. These values far exceed the affordability of residents, without accounting for other expenses necessary for daily life, food, transportation, etc.

LEMs were not intended to be utilised by all households in the mortgage market, rather low-to-middle income households who do not qualify for traditional lending structures, for whom home financing has become increasingly unobtainable due to cumulative effects of increasing prices, mortgage down payment requirements and rigid mortgage lending practices (Krizek, 2005; Riggs, 2016). This challenge to home ownership is more prevalent in transit friendly and higher-cost urban areas and becomes increasingly challenging closer to the urban core. In South Africa, barriers to home ownership have become increasingly prevalent with increasing fuel prices, interest rates and overall increases in the cost of living.

Although LEMs may not have the ability to completely reverse or mitigate suburban sprawl and other spatial shortcomings, as explained by Krizek (2005), this type of loan and its ability to focus development in preferential areas can "nudge the (housing) market in ways compatible with public policy goals related to housing, transportation, and land use planning".

2.4.1 The Findings of Earlier LEM Studies-Analysing the Literature

In terms of studies carried out with regards to the effectiveness of LEMs, these studies typically take the form of assessing the effectiveness in reducing foreclosure rates, as this was the value proposition for lenders, whereas increased affordability applies to homeowners. Nevertheless, certain insights into the effectiveness of LEMs in different applications can be garnered from these studies.

Krizek (2005) surveyed LEM recipients in Seattle and Chicago and found that higher income households, those residing in Seattle, lived in single-family dwellings and were more likely to continue using motor vehicles even when making use of LEMs to finance their homes. On the other hand, survey respondents

in Chicago, who mostly resided in multi-family dwellings i.e. apartments or similar, were less reliant on motor vehicles and made greater use of public transportation. The author does note that this could be owed to the greater diversity of public transportation modes available in Chicago, further reinforcing the requirement of usable and efficient public transportation for effective LEM implementation.

A significant critique of LEMs is that households receiving higher loan-to-value mortgages are expected to have higher default rates. An investigation by Blackman & Krupnick (2001) was conducted prior to the implementation of LEMs and looked at default rates of Federal Housing Authority (FHA) loans. These loans are geared toward households with lower credit scores and allow borrowers to obtain a mortgage with a lower down payment (Freitas, 2024). The study looked at default rates of these types of mortgages, controlling for socioeconomic characteristics (age, income, race, number of dependents, etc.) and LEM factors (household density, VMT, vehicle ownership, pedestrian friendliness) and found that homeowners in location efficient areas did not have higher mortgage default rates than those in other areas. Despite these findings, many believe that higher mortgage values will lead to higher default rates.

Similarly, Rauterkus, Thrall & Hangen (2010) sought to understand the relationship between location-efficiency and mortgage default. A substantial sample of forty thousand mortgages and two proxy variables for location-efficiency; vehicle ownership per household and "walk score" were utilised to test the hypothesis-"The degree of location-efficiency in a neighbourhood has no impact on mortgage performance in that neighbourhood". The results support the findings of Blackman & Krupnick (2001) and determined that increased vehicle ownership significantly increased the default probability, and that location-efficiency had a substantial impact, even if it was not as significant as the impact of vehicle ownership. The greater default rate was estimated to be related to maintenance and running costs of owning a motor vehicle. Often the cost of acquiring and utilising (fuel costs) are accounted for when considering vehicle affordability, while hidden costs associated with the vehicle maintenance including regular services, tyre replacement costs, licensing fees and unexpected repairs may contribute to the costs that may be unaccounted for.

A study into 238 mortgages that originated and were purchased by Fannie May between 2000 and 2008 by Chatman & Voorhoeve (2010), found that LEMs and SCMs were only effective in increasing the value of mortgage obtainable for borrowers with lower incomes and higher credit scores. These borrowers accounted for roughly a quarter of the loans investigated and were found to have not only benefited from larger loan values, but also favourable interest rates. The study delved further to investigate why these types of mortgages were less successful than anticipated. From interviews conducted with mortgage

originators, secondary mortgage agents and public transport officials, the authors found that after they were launched there was significant interest but little demand in LEMs given its limited applicability. Given the favourable market conditions of the early 2000s (explained below), other mortgage products with better terms were available at the time. The additional "income" that was credited to transportation savings also made a minor difference for more expensive homes, thereby solidifying the notion of its limited applicability. This notion was further confirmed, when few locations qualified for this type of loan in poor transit areas. The next section discusses the market conditions that caused lending agents to discontinue providing this kind of loan.

2.4.2 Limits of LEM application

In addition to the limited applicability of this type of mortgage, it was the inability of the LEM structure to evolve with the changing mortgage market that has resulted in LEMs no longer being widely offered. In addition, the success of LEM programs depends on factors that are out of the control of the mortgage originators (Krizek, 2005). These include public transport reliability and efficiency, performance of the housing market and government policy and implementation, requiring large scale collaboration between these different role-players.

Chatman & Voorhoeve (2010) note an additional scepticism that has been revealed about LEMs. The calculation of transport savings may be over-calculated in some cases and refers to the difference in estimated transportation cost savings, which provide an additional $10 000 to $15 000 in San Francisco- but up to $43 000 in other areas. Although this high variability may be explained by the varied household and socio-economic inputs into the complex calculation of household transportation cost saving; vehicle ownership, VMT public transport availability and population density, other factors that may influence the calculation are left out. Built environment factors which influence motor vehicle ownership and use, congestion, and the availability of parking, as well as other NMT characteristics are not directly accounted for.

In addition to the above reasoning, LEMs were not as successful as its proponents would have wanted due to the sub-prime mortgage crises which occurred in the US between 2007 and 2010, at the peak of interest in alternative mortgage products. The origins of this financial crisis, however, can be traced back years earlier in the decade, following the 9/11 attacks and subsequent lowering of interest rates by the reserve bank to bolster the economy, as well as federal policy which was put into place to encourage home ownership, resulting in a booming housing market (Kenton, 2022). The key contributors to the financial crisis; the asset price bubble and high-risk mortgage lending practices, caused an increase in

demand and pricing for housing. Together these factors triggered the most severe recession that the US had experienced, and thereafter the Global Financial Crises of 2008 resulting in long term slowed global economic growth and increased scrutiny in obtaining credit (Duca, 2014; Kenton, 2022), resulting in a high proportion of subprime mortgages in foreclosure mere months after originating.

Financial innovations such as sub-prime and adjustable-rate mortgages allowed borrowers who previously did not qualify for a mortgage, to obtain home loans on generous terms. This was allowed as the economic situation at the time created an expectation that interest rates would remain low and that housing would continue to increase in price, masking the high risk of default associated with borrowers with low credit scores. Additional risk was introduced by the creation of structured credit products such as Mortgage-Backed Securities (MBSs), packaged mortgages, or Collateralized Debt Obligations (CDOs) which packaged these high-risk loans with other asset backed loans; corporate loans, vehicle loans, mortgages etc (Baily, Litan & Johnson, 2008).

These products were sold to investors with less-vulnerable securities, and were labelled as minimal risk by rating agencies because the inherent risk was masked by other securities within the package which would absorb any losses on high-risk mortgages. The result was that these high-risk mortgages were masked and marketed in a less than truthful manner. This also contributed to the housing price bubble because at first, investors were seeing returns. Defaulting borrowers could often refinance their homes as the higher market value or sell at a profit, protecting investors from loss (Baily, Litan & Johnson, 2008; Duca, 2014). Demand by investors, availability of credit and housing prices all increased.

As can be expected, following the economic recovery period, interest rates increased from 2004 onward. When mortgage rates peaked, refinancing or selling homes was no longer viable, bursting the housing price bubble. Several prominent players in the financial sector suffered major losses, including New Century Financial Corp and Lehman Brothers, who offered subprime mortgages, filling for bankruptcy and ultimately ceasing operations. Investors and lenders started losing money as foreclosures and repossessions increased in the period 2007-2010, crippling the housing market. Lending practices became tighter and lending agencies made qualifying for a mortgage increasingly difficult. As can be expected, non-standard mortgages such as LEMs, SCMs and TCMs which "stretch traditional lending guidelines" (Blackman and Krupnick, 2001) with reduced down payments and higher debt-to-income and expense to income ratios, were seen as high-risk, to which the lending market had become particularly averse.

However, it is unfortunate that LEMs were not afforded the opportunity to run their course and test the effectiveness in reducing risk on a wide scale and long-term. Additionally, the concepts of LEMs are still included in policies and discussions regarding the issues and potential solutions regarding housing, as well as climate and energy hurdles, although these types of mortgages are no longer offered by lenders (Chatman & Voorhoeve, 2010). In South Africa, the emergence of more public transport modes in the form of BRT bus systems (MyCiTi, Rea Vaya), high speed rail (Gautrain), as well as the large low-middle income household populations is the basis for the potential implementation of LEMs in strategic areas with characteristics that can support this type of product and open up housing and public transport options for households (Baily, Litan & Johnson, 2008; Duca, 2014).

2.4.3 LEMS as Part of Other Strategies

LEMs are expected to be most effective when combined with other strategies that align with similar core principles, particularly Smart Growth and TOD strategies which encourage multi-modal, mixed-use and infill development, and Travel Demand Management (TDM), which leverages flexible work times, congestion charging, parking restrictions and other strategies to alter travel behaviour. Below, outcomes of a number of strategies which complement LEMs are explored in their potential impact on this type of mortgage product.

2.4.4 Reduced Emissions

In a study comparing reduction emission strategies, Litman (1999) identifies LEMs as a TDM strategy that can be used in conjunction with others; parking management policies, NMT improvements, and promotion of infill and mixed-use zoning policies to "achieve emission reduction objectives while increasing consumer benefits and economic development". The study does however note that when implemented individually, significant transportation and land use issues will likely not significantly improve. When comparing emission reduction strategies, it was found that impacts can vary significantly. Technological advancements and improved fuel efficiency standards can have the opposite effect and increase vehicle travel. Alternative fuel vehicles can have a net reduction in emissions, however, the external costs of transportation; accidents, congestion, etc., are not mitigated and although increasing fuel taxes is efficient in reducing emissions, it is difficult to politically motivate such strategies.

2.4.5 Anti-Sprawl

Litman (2021) describes sprawling land development patterns as those identified by low-density, homogenous, automobile dependent patterns with streets layouts intended to increase vehicle speeds and traffic volumes. Furthermore, land uses are also often oriented towards private spaces i.e. large yards,

single family dwellings, as well as large shopping malls that require automobile access and have poor to non-existent NMT facilities.

Current land use and transportation guidelines, policies and practices may unintentionally encourage sprawl and one such policy is identified by Litman (2021) as "zoning codes that require generous parking supply, limit densities and prohibit multi-family housing and mixed-use buildings". Additionally, transport planning practices favour private vehicles over NMT and public transport improvements, therefore favouring suburban living over urban areas and encourage sprawl. Furthermore, Litman (2021) also notes that mortgage lending practices can also encourage sprawl by ignoring the "higher transportation costs associated with urban fringe locations are not intended to encourage households to choose automobile-dependent home locations".

Historical and even current development patterns in South Africa tend toward spatial mismatch, continued social and economic segregation and isolation, and limited employment and education opportunities for households living at further from the city centre where housing is more affordable. A similar trend occurred (and continues to occur) in the US, explains Riggs (2016), where discriminatory lending practices towards minorities and immigrants, combined with higher housing prices in desirable locations creates segregated communities in fringe locations. Housing market forces will undoubtedly push poorer households further away from centrally located areas and toward the periphery without specific interventions in planning and development, as bid-rent theory would explain.

2.4.6 Reduced VMT and Car Ownership

In the study of LEM recipients in the USA, Krizek (2005) found that in typically vehicle dependent cities there was a greater reduction in VMT, as well as time spent travelling when utilising a LEM and choosing to reside in an LEM suitable location. The converse however was also true, and in cities with a high proportion of existing public transport users, the impact on VMT and car ownership was minimal. It can be safely assumed that offering and attracting households to areas with a greater diversity of public transport choices can offer improvements to traffic conditions and public transport utilisation, as well as the associated secondary benefits.

2.4.7 Reduced Barriers to Home Ownership, Sprawl, Unsustainable Urban Development

Lack of finances, rising home ownership costs, high down payment requirements, insufficient funding for government-provided low-income housing and housing subsidies, rising interest rates, and rising living expenses are some of the financial obstacles to housing. Historic and current development patterns, as

well as market forces, tend to push lower income households away from opportunities. Populations with low to moderate incomes will continue in this trend with lower incomes, lower generational wealth transfer, and lower rates of upward mobility. A greater emphasis on the social and equity aspects of housing as opposed to funds and volumes of houses produced can have a more meaningful impact and solutions that benefit the private sector at the same time, can take the pressure off already strained government resources.

2.5 Summary and Conclusion

This literature review delves into the fundamental principles of LEMs and their global implementation. It also examines the current housing and transportation landscape in South Africa. By analysing these factors, it aims to establish a solid foundation for considering the potential application of LEMs or comparable mortgage products in the South African gap housing market. Understanding how LEMs have been utilised on a global scale, provides valuable insights into their viability in addressing housing affordability issues in South Africa. By shedding light on the intersection of housing, transportation and financial mechanisms, this review sets the stage for further exploration and potential solutions in the South African context.

The following questions were aimed to be answered through this literature review:

- What has been the South African experience in housing and transportation provision since 1994?
- What funding mechanisms are available to households unable to secure housing through the private market?
- What are the globally accepted principles of LEMs?
- What has been the international experience with the implementation of LEMs i.e. how have LEMs implemented successfully and unsuccessfully in the past and present?
- Does the literature provide a basis to support the implementation of LEMs in a South African context?

The investigation into the state of housing and transportation has revealed two distinct markets that serve these sectors; the private and public transport markets and the housing markets catering to high and low-income households respectively. Public transport in the form of minibus taxis, buses, BRT and light rail serve the low-middle income market, with private motor vehicles mostly serving the remainder. In terms of housing, the private market caters for households with sufficient funding to purchase a house or with an income level that can support mortgage payments. Government funded housing subsidies cater to low-

income households and include individual and project-linked subsidies for various tenure options and income levels such as:

- Project linked IRDP subsidies, UISP and institutional subsidies which are offered to organizations to undertake housing projects; and
- Individual subsidies, Enhanced Extended Discount Benefit Scheme subsidies, FLISP and social housing subsidies available to households.

The gap housing market in South Africa is a segment that includes households who are unable to qualify for a traditional mortgage or government subsidy. Among the different subsidy mechanisms available, only the finance linked subsidies, offered by the FLISP specifically targets this income group. This leaves many individuals and families without adequate support or options for affordable housing highlighting the ongoing challenges within the housing sector in South Africa. This unique segment of the housing market is the focus of this investigation into the application of LEMs. By examining the dynamics of this underserved market and the potential cost savings gained from living in a well-located area served by reliable public transport, valuable insights into how LEMs can be effectively utilised to address the housing needs of low to middle income families can be achieved. Understanding the complexities of the housing market, subsidy programs and mortgage mechanisms is crucial for devising sustainable solutions to promote homeownership in South Africa.

LEMs as a mortgage product offsets cost savings associated with public transport usage in dense, transit rich areas towards securing a larger mortgage. As it related to those households in the gap-housing market, the potential cost savings from living in accessible locations such as cities or near public transport is considered as extra income when evaluating borrowing capacity, enabling households to afford pricier homes from the private housing sector, without increasing their expenses.

These types of loans were popular in the US and were predicated on the understanding that households in urban areas with high-quality public transport and resulting high levels of public transport spend significantly less on transportation than those located in areas that are less served by public transport and are therefore more dependent on private motor vehicles. (Victoria Transport Policy Institute, 2017). From the research, it was also found that mortgage default rates tend to be lower in location-efficient neighbourhoods with resulting lower motor vehicle ownership rates. Additionally, LEMs tends to benefit lower-income households the most, providing a larger market of housing and transportation options. It has also been found that other urban planning policies that support denser cities, efficient public transport

and reduced private motor vehicle use, can support LEMs and include Smart Growth and TOD, Reduced Emission Strategies and Anti-Sprawl promoting policy.

Ultimately, although LEMs benefited lower-income households by providing a wider range of housing options and provided relief to government housing agencies, their success was in part thwarted by the sub-prime mortgage crises which occurred at the peak off the roll-out of these mortgage products. Unsustainable lending practices in conjunction with lowered interest rates to stimulate the United States economy and the subsequent housing market boom due to increased demand, led to the collapse of the housing market and ultimately the 2008 global financial crises.

Although the concept of LEMs originated in the US, its principles are applicable worldwide, where a housing mortgage system exists. When executed effectively, these mortgages can greatly benefit households in the gap market by providing opportunities to enter the private housing market. Banks and mortgage brokers would also gain access to a new income group resulting in increased business opportunities. Moreover, implementing LEMs can help address the government's housing backlog by creating more options for affordable housing, as well as increase public transport ridership. By adopting this innovative approach to lending, South Africa can improve housing accessibility and affordability for a broader range of individuals and households.

3 RESEARCH METHODOLOGY

3.1 Overview

The methodology followed in conducting this research, is set out and described in detail in this chapter. An overview of the process followed is illustrated in Figure 1 below, where the approach followed in this study examining the potential effectiveness of the implementation of LEMs in South Africa is outlined.

As the research focuses on quantitative study, the sourcing of data is the first step of the investigation. The study area's demographic characteristics were obtained from the 2020 NHTS. This included pertinent information such as household income, travel behaviour, modes of transport utilised and transport expenditure, with transportation expenditure being the focus. The NHTS also provided the Transport Analysis Zones (TAZs) utilised for the analysis and all subsequent datasets were delineated according to these zones to conduct a comparative analysis of land uses and travel costs between the zones. The NHTS provided this information in detail with household income provided in terms of income sources (salaries/wages, business income, rental income, grants), main sources of income, total income of the household per month. Similarly, transport expenditure is provided overall, as well as for travel to work trips, educational trips, private use, etc.

As noted above, subsequent datasets utilised were delineated by TAZ, which included the data pertaining to land uses, development areas, and public transport modes which were obtained from the City of Cape Town's open data portal. The analysis involved identifying the land uses in the city of Cape Town, and then delineating the land uses for each TAZ to identify the main land uses in each analysis zone, which enables zones with similar, relevant land uses to be compared. The public transport availability in terms of the routes and stops for the various modes also followed the same process, separating the public transport data by TAZ to identify zones with high public transport availability and those with limited or no public transport availability. Similarly, household income data from the NHTS was utilised to identify the income breakdown of the analysis zones, categorising analysis zones by households that can afford private housing, those which qualify for government funded housing subsidies and those that fall into the gap housing market, which is the focus of this research.

Utilising all this data allowed the identification of analysis zones in which people are likely to live and work, as well as the public transport availability in these zones and the prominence of the gap housing market. The transportation costs associated with private vehicles in less location efficient areas was then compared to those associated with public transport in highly location efficient areas. These costs were compared and the difference between them i.e. the cost savings from using public transport modes while

living in location efficient areas, was incorporated as additional income in the mortgage affordability calculations. The potential impact of LEMs on housing affordability was thereby determined through this process.

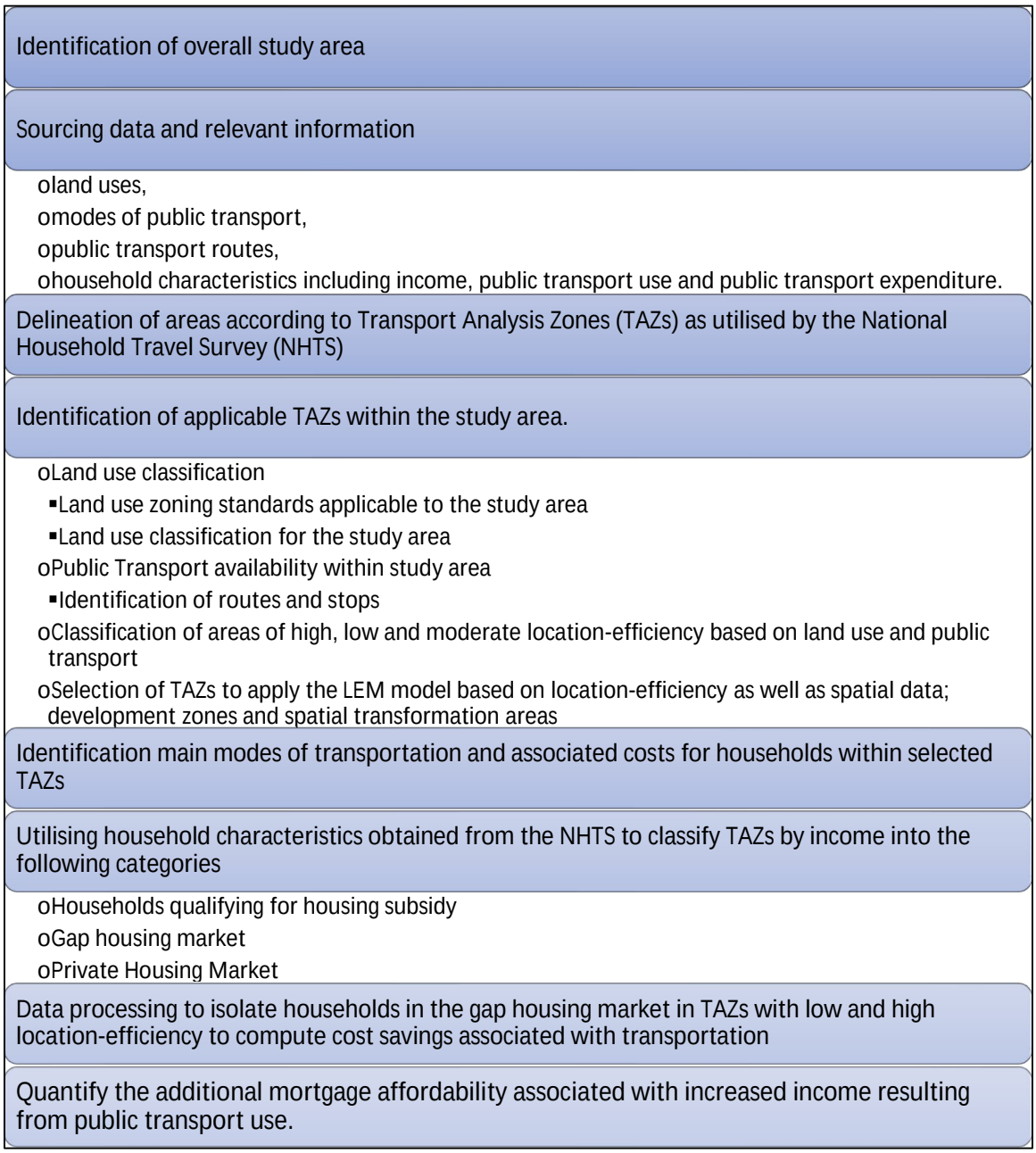

Figure 1: High Level Method Flow Chart

3.2 Data Sets and Software Utilised

3.2.1 The National Household Travel Survey

In order to conduct the analyses multiple datasets from open access data repositories were utilised. One of the primary sources used was the 2020 NHTS, conducted by the Department of Transport, accessible through Statistics South Africa (StatisticsSA). This survey was specifically designed to evaluate the domestic transport and tourism travel patterns of households in South Africa providing valuable insights into their attitudes towards transportation. This comprehensive dataset is generally used to gain a deeper understanding of the travel behaviours and preferences of South African households, ultimately informing future transportation planning and policy decisions.

Sampled survey data at a household and individual level were collected as part of the survey, with information pertaining to household characteristics and socio-economic circumstances at the household level, and demographic information (sex, age, race), domestic transport and tourism travel patterns, and attitudes concerning transport collected at an individual level. For the purposes of this research, the household level dataset was utilised as an understanding of the household level transportation expenditure was required. The "household" as characterized by the survey population, included private households but did not include collective living quarters such as students' hostels, old-age homes, hospitals, prisons and military barracks.

The objectives of the survey, as defined in the 2020 NHTS Technical Report (StatisticsSA, 2021b) are defined as follows;

- To assist in identifying the disadvantaged regions and transport needs for investment in transport infrastructure;
- To measure Key Performance Indicators (KPIs) as required by the National Land Transport Act and the National Land Transport Strategic Framework;
- To understand the transport needs and behaviour of households;
- To ascertain the cost of transport to households;
- To assess attitudes towards transport services, facilities and the quality of transport facilities which they are required to use;
- To measure the availability, ownership and use of motor cars; and
- To understand the travel choices of different market segments.

From these objectives, namely the third and fourth objectives; understanding household travel needs, behaviour and associated costing, were most applicable to this research.

From this iteration of the NHTS conducted in 2020, the questions from Section 7: General Household Information and Section 8: Household Attitudes and Perceptions About Transport were relevant (StatisticsSA, 2020). These included questions pertaining to household income, sources of household income and household expenditure on public transport and were utilized in the affordability model. The questions, as included in the survey, are included below and excerpts of the NHTS (StatisticsSA, 2020) are included in Annexure A;

- 7.1 Which of the following sources of income does the household have? i.e. list all sources of income.
- 7.2 Which one of the following income sources is the main source of income?
- 7.3 Taking all sources of income into account, what is the total income of the household per month?
- 7.5 What was the total household expenditure in the last month?
- 7.5.1 What was the total monthly household expenditure on public transport?
- 8.1 What are the two main modes of travel that are usually used by the household?

3.2.2 City Of Cape Town Open Data Portal

The study focuses on Cape Town in the Western Cape, as a result, the City of Cape Town's open data portal (City of Cape Town, 2023) provided access to several key datasets utilised in the model development. The City of Cape Town makes data pertaining to the city available for use, which has been approved for use in terms of the Open Data Policy, and contains a variety of spatial datasets in different categories including basic services and infrastructure, imagery, transportation, human settlements, and spatial planning. Most importantly, the "land Parcels" dataset was utilised to break down each TAZ (from the NHTS) that lies within the City of Cape Town by its land use types. This analysis allows for a comprehensive understanding of the land use types or zoning classifications present in each TAZ. The various land use and zoning categories will be explored in greater detail in Section 5 below.

In addition to land use data, the model development process incorporated critical information sourced from the portal, including data regarding the locations of MyCiTi bus stops and their corresponding routes, taxi routes and stops, Development Zones, and Development Corridors, all of which played a significant role in this analysis. By integrating these datasets with the land use information, we effectively identified areas that are well-serviced by public transportation, highlighting zones wherein which people live and work, as well as areas in which developments are occurring, or are projected to occur in.

3.2.3 GIS Software

Open-source software *QGIS* was utilised to accurately demarcate the datasets noted above, effectively overlaying the data with the boundaries of the TAZs derived from the NHTS. This integration facilitated the identification and classification of various land use, public transport modes, Development Zones and Development Corridors present within each analysis zone. By utilising QGIS software's mapping capabilities, a comprehensive analysis of land utilisation patterns, transportation provision and future development was produced for each zone allowing further analysis. The results from this analysis are presented in Sections 4.3 to 5.4. The use of this software also allowed the creation of maps to visually present the outcomes of various analysis conducted including land uses and transportation analysis and Development Zone and Development Corridor identification. The software was also used to extract the attributes of each of the datasets to be used in the model development in Microsoft Excel.

3.3 Land use Analysis

To conduct the analyses of the spatial distribution of land uses, the land use/zoning categories outlined in Table 2 were employed. These zoning categories are widely recognized and adopted throughout South Africa and provide a framework for understanding how land is utilised across different regions. These categories are also utilised by the City of Cape Town in its classification of properties in its "land parcels" dataset. The following Table contains excerpts from the Western Cape Government's Provincial Zoning Scheme Model By-Law (Western Cape Government, 2004). An additional zoning type not included in this classification is the Limited Use Zone which deals with land that previously zoned as "undetermined" in previous zoning schemes. The development in these zones is therefore limited in the current scheme.

Table 2: Zoning Scheme categories

Category	Subcategory	Description
Single Residential Zoning	Single Residential Zone 1: Low Density (SR1)-	SR1 zones provide for residential developments where the predominant type of accommodation is a dwelling house for a single family.
	Single Residential Zone 2: Medium Density (SR2)-	SR2 zoning allows for more compact residential development for single families, such as detached or semi-detached dwelling units.
	Single Residential Zone 3: Estate Housing (SR3)-	SR3 zoning provide a high degree of flexibility for low to medium density residential projects which have integrated site and design features such as suitable for residential estates that are governed by a property owners association, with access control and coordinated design requirements.
	Single Residential Zone 4: Incremental Housing	SR4 zoning applies to upgrading and incremental housing from informal settlements to formal settlements.
General Residential Zones	General Residential Zone 1: Group Housing (GR1)-	GR1 zoning aims to encourage residential development of a medium density, with a coordinated design, and to accommodate group housing where special attention is given to aesthetics, architectural form and includes townhouse and retirement village developments.
	General Residential Zone 2: Town Housing (GR2)-	GR2 encourages residential development at a greater density than for GR1 zoning, while retaining the emphasis on design co-ordination while still imposing some height restrictions.
	General Residential Zone 3: Low Rise Apartments (GR3) -	GR3 zoning promotes higher density residential development than GR2 zoning and caters to apartments/flats, but also limits the height and bulk of this development.
	General Residential Zone 4: Medium Rise Apartments (GR4)-	GR4 zoning promotes higher density residential development in multi-family buildings of medium height, up to 7 stories.
Business Zones	Business Zone 1: Intermediate Business (B1)	This zone provides an intermediate zone which can if required, act as a buffer or interface between high and medium intensity business zones, and residential zones and includes uses such as offices, office park, apartments/flats.
	Business Zone 2: Law Intensity Business (B2)-	B2 zoning allows for low intensity commercial and mixed-use development which serves local neighbourhood needs and includes business premises, flats, public parking.
	Business Zone 3: Medium Intensity Business (B3)-	This zoning allows for medium intensity, mixed-use development and general business activity.

	Business Zone 4: High Intensity Business (B4)-	B4 zoning provides for intensive business and mixed-use development with few restrictions to promote urban vitality and economic growth.
	Business Zone 5: Service Station (B5)-	This zoning covers opportunities in urban areas, for petrol filling stations, service stations, motor repair garages and associated facilities.
Industrial Zones	Industry Zone 1: Light Industry (IND1)-	IND1 zoning accommodates industry uses and service trades that may be carried out without nuisance to other properties or the general public and includes service trade, industrial hive, warehouse, restaurants.
	Industry Zone 2: General Industry (IND2) -	IND2 zoning allows for various forms of industry, except noxious trade and risk activity, in order to promote the manufacturing sector of the economy.
	Industrial Zone 3: Risk Industry (IND3)-	This zoning provides for those industries which are noxious in terms of smell, product, waste, or other objectionable consequence of their operation, or which carry a high risk in the event of fire or accident.
	Industry Zone 4: Extractive Industry (IND4)-	This zoning allows for extraction of minerals and raw materials and to a limited extent associated business operations.
Community Zones	Community Zone 1: Education (C1)	C1 zones provide for educational facilities of all kinds, but controlled provision is made for other compatible community uses.
	Community Zone 2: Place Of Worship (C2)	C2 zones protect community areas for congregation & worship according to the custom of the specific faith.
	Community Zone 3: Institution (C3)	This zoning applies to a wide range of institutional uses including facilities for health, education and worship.
Authority Zones	Authority Zone 1: Government (AU1)	This type of zoning is utilised to reserve land for uses normally undertaken by central, provincial, and municipal government agencies.
	Authority Zone 2: Utility (AU2)	AU2 zoning is used to reserve land for utility services such as electrical substations.
Transport Zones	Transport Zone 1: Transport Usage (TR1)	The objective of this zone is to reserve land for transportation systems, excluding private roads & public streets, but includes all other transport undertakings such as airports, railway lines, bus depots, taxi ranks, etc.
	Transport Zone 2: Road (TR2)	TR2 zones apply to public streets and private roads, whether constructed or still to be constructed
	Transport Zone 3: Parking (TR3)	This zoning allows for parking of operable motor vehicles on a temporary basis in order to meet a parking demand, with or without a fee.
Conservation & Open Space Zones	Conservation Zone 1: Wilderness AREA (CON 1)	Conservation Zone 1 provide for the conservation of predominantly natural, remote and environmentally unspoilt areas.

	Conservation Zone 2: Statutory Conservation (CON 2)	CON2 zones provide for the conservation of natural resources in areas that have been proclaimed as nature areas, in order to sustain flora and fauna and protect areas of undeveloped landscape.
	Conservation Zone 3: Non-Statutory Conservation (CON 3)	Non-Statutory Conservation zones (CON3) provide for the conservation of natural resources in areas that have not been proclaimed as nature areas.
	Open Space Zone 1: Public Open Space (OS1)	This zone is to provides for active and passive recreational areas on public land, in order to promote recreation, and enhance the aesthetic appearance of an area.
	Open Space Zone 2: Private Open Space (OS 2)	This zoning allows for active and passive recreational areas on private land, in order to promote recreation and enhance the aesthetic appearance of an area.
	Open Space Zone 3: Cemetery (OS3)	OS3 zoning protects land that is reserved for the burial of the dead and associated activities.
Resort Zone	Resort Zone 1 (RE1)	RE1 zones promote tourist/holiday facilities in areas with special environmental or recreational attributes.
Agricultural And Rural Zones	Agricultural Zone 1: Agriculture (AGR1)	The objective of this zone is to promote and protect agriculture on large farms as an important economic, environment and cultural resource.
	Agricultural Zone 2: Agricultural Processing (AGR2)	This zoning allows for the processing of agricultural products on farms/portions of farms away from urban areas.
	Rural Zone 1: Smallholdings (RU1)	RU1 zones accommodate larger residential properties which may be used for limited agriculture, but primarily serve as places of residence for people who seek a rural lifestyle.
	Rural Zone 2: Rural Settlement (RU2)	These zones support the government's rural land development programme and provide for the establishment of worker accommodation outside conventional towns.

This research is centred on investigating the potential impact of LEMs in residential areas with varying location-efficiency, specifically by comparing these areas based on their public transport expenditure and resultant potential changes to mortgage affordability. As such, TAZs with high proportions of residential land uses and varied presence of transportation land uses were identified as origin areas. These areas display varying degrees of location-efficiency indicating how effectively households can access job opportunities, education and services. Conversely, TAZs, designated as destinations are those displaying a high proportion of business and industrial land uses. Essentially these zones identified through the land use analysis, illustrate the dynamic relationship between where individuals reside and where they travel to. This location-efficiency of the identified origin areas is then further confirmed through the assessment of public transport availability in the form of presence and accessibility of routes and stops as discussed in the investigation in section 3.4 below.

Initially, each of the analysis zones had between 20 and 33 individual land uses as classified in Table 2 above. This land use analysis was further processed to group some similar land use types to gain a more comprehensive understanding of the land use distribution across each TAZ as shown in Figure 2 below. For example, Transport Zone 1: Transport Usage (TR1), Transport Zone 2: Road (TR2) and Transport Zone 3: Parking (TR3), from Table 2*Table 2: Zoning Scheme categories* above, were combined to form a "general" transportation land use type. By combining the land use types into broader classifications, the data was more easily interpreted and predominant land use types were identified. The outcome of this land use analysis is detailed in section 5.1 below.

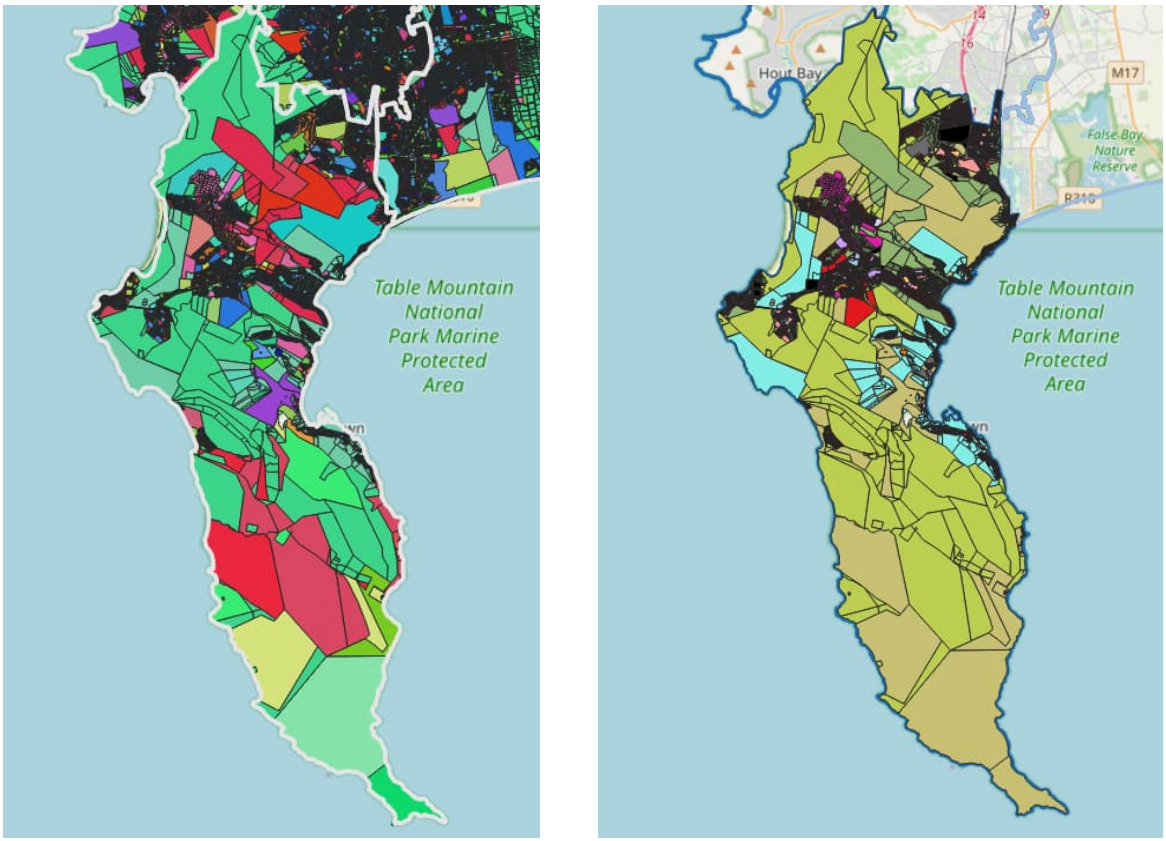

Figure 2: Simonstown TAZ before and after delineation of land use

3.4 Public Transport Identification

Datasets pertaining to transportation infrastructure in the city, including taxi routes and routes for the MyCiTi bus services and stops, were obtained from the city's open data portal and delineated for each TAZ. This allowed for the identification of areas that are better served by public transport and contribute to improved location-efficiency. This identification of the public transport availability, in conjunction with the findings of the land use analysis above and incorporation of targeted development areas as noted in section 3.6 below, were then used to identify TAZs with high, moderate and low location-efficiency, and were used further in the affordability model. The outcome of this exercise in public transport identification is discussed further in section 3.4 above5.4 below and the resultant location-efficiency classification in section 5.5 below.

The attributes of the public transport related datasets utilised provided information regarding the routes for both the MyCiTi and minibus taxi services including the origins, destinations and lengths of the routes. Additionally, the route status (active/not active), route type (direct/feeder route), and route number were provided for the MyCiTi bus services. Information regarding public transport stops was also only available for the MyCiTi services and included the stop name, type, status (active/not

active), and description (station, full shelter, totem pole) and was unfortunately not available for the corresponding taxi routes. This can be attributed to the dynamic and ever-changing nature of the minibus taxi industry which is able to respond quickly to changes in the spatial landscape, as well as the demand driven nature which allows passengers to often board and alight at any point along the route, unconfined to designated stops. As a result, this makes the recording of stops for this mode of transport difficult and would require almost constant updating.

At the time of the analysis, model development data regarding Metrorail routes and stations was not accessible on the city's portal. Over the last decade there has been a notable decline in rail passengers in the country, resulting in rail travel comprising approximately 0.7% of travel in South Africa, with the Western Cape having a higher mode share at 1.6% as reported in the NHTS 2020 Statistical Release (StatisticsSA, 2021a). However, even though the mode share in the Western Cape is more than double the country average, the contribution of rail transport to the overall public transport landscape is not particularly significant at this time and this mode has not been included in the research.

3.5 Household Income Evaluation

Following the land use and transportation analysis above, data from the NHTS was utilised to understand household income and expenditure on transportation for each TAZ and the potential impact on the affordability model. Through this evaluation, the TAZs were classified according to the income levels, with the aim of identifying the gap housing market in each analysis zone.

An initial investigation into income classification referenced a study carried out using data from the National Income Dynamics Survey (NIDS), and the following broad income groups are used to classify households in South Africa; "Poor, Working Poor, Working Class, Middle Class, Upper-Middle Class, and Top End" were defined (Egan, 2021). The monthly and annual household incomes per income group are detailed in Table 3 below.

Table 3: Monthly and Annual Household Income by Income Group

	Monthly Household Income	Annual Household Income
Poor	<R3 500	<R42 000
Working Poor	R3 500-R8 000	R42 000—R96 000
Working Class	R8 000-R22 000	R96 000-R264 000
Middle Class	R22 000-R40 000	R264 000-R480 000
Upper-Middle Class	R40 000-R75 000	R480 000-R900 000
Top End	>R75 000	> R900 000

From this income group classification, the "Poor" group includes households earning less than R3500 per month and it is the households in this category that qualify for most of the housing subsidies as noted in Table 1 above, having a heavy reliance on said subsidies. The next group, the "Working Poor", earning between R3 500-R8 000 monthly, still qualify for some government sponsored subsidies, but to a lesser extent. The "Working Class" as described by Egan (2021), comprises of a quarter of households in South Africa and fall into the gap housing market by not earning enough to qualify for formal housing financing and not qualifying for government housing grants, whilst the upper two groups are able access the private housing market.

The NHTS, however, utilised far more narrow income groupings. This can be explained by the objectives of the NHTS to assess transportation costs, particularly public transport and the effectiveness of subsidies provided for these transportation modes. In addition, the NHTS is used to determine the extent of South African's access to public transport and thereby their accessibility to work, education and services. As public transportation is used predominantly by lower income households, the income groupings used in the NHTS are smaller for lower income groups, but far larger for higher income groups. The total household income ranges as presented in the NHTS are shown in Table 4 below.

Table 4: Monthly and Annual Household Income Ranges

Income Group	Monthly Income Range	Yearly Income Range
1	R1 - R200	<R2 400
2	R201 - R500	R2 400 – R6 000
3	R501 - R1 000	R6 000 – R12 000
4	R1 001 - R1 500	R12 000 – R18 000
5	R1 501 - R2 500	R18 000 – R30 000
6	R2 501 - R3 500	R30 000 – R42 000
7	R3 501 - R4 500	R42 000 – R54 000
8	R4 501 - R6 000	R54 000 – R72 000
9	R6 001 - R8 000	R72 000 – R96 000
10	R8 001 - R11 000	R96 000 – R132 000
11	R11 001 - R16 000	R132 000 – R192 000
12	R16 001 - R30 000	R192 000- R360 000
13	>R30 001	>R360 000
14	DO NOT KNOW	DO NOT KNOW
15	REFUSED	REFUSED

As the income group classifications shown in the tables above do not align, the definition of the gap housing market of between R3 500 and R22 000 total monthly household income is taken as a standard, with R3500 being the maximum monthly household income eligible to qualify for most government housing subsidies, and R22 000 being the minimum income required for a household to access housing finance and being able to purchase house in the private market (The Banking Association South Africa, 2023; McGaffin & Kirova, 2016). This range of income is also referred to in the requirements for the Help Me Buy a Home/FLISP subsidy (Centre for Affordable Housing Finance Africa, 2012).

The Banking Association South Africa (2023) does however, amend the range of incomes that comprise the gap housing market, taking into account the Consumer Price Index (CPI) and Business confidence Index (BCI) and amends the ranges as follows:

- "For 2017, The Banking Association had calculated the monthly upper income limit for Affordable Housing to be R22 106 and rounded off to the nearest R100, R22 100.
- For 2018, The Banking Association had calculated the monthly upper income limit for Affordable Housing to be R23 321 and rounded off to the nearest R100, R23 300.
- For 2019, The Banking Association had calculated the monthly upper income limit for Affordable Housing to be R24 336 and rounded off to the nearest R100, R24 300.
- For 2020, The Banking Association had calculated the monthly upper income limit for Affordable Housing to be R25 443 and rounded off to the nearest R100, R25 400.
- For 2021, The Banking Association has calculated the monthly upper income limit for Affordable Housing to be R26 117 and rounded off to the nearest R100, R26 100.
- For 2022, The Banking Association has calculated the monthly upper income limit for Affordable Housing to be R27 161 rounded off to the nearest R100, R27 200.
- For 2023 this is calculated as follows

  CPI: average CPI for 2022 was 6.9%;

  BCI: average BCI for 2022 was 11.0%;

  The midpoint for 2022 is therefore 8.95%.

  The upper income limit for Affordable Housing for 2023 is therefore calculated to be R 29 634 (R27200 + (R27 200X8.95%) rounded off to the nearest R100, R29 600."

It should be noted that in the same period the Department of Human Settlements, through its FLISP subsidy, has not adjusted these qualifying income bands since 2012 Based on these factors, the income range of R3500 – R30 000 was used to define the gap housing market, and the households within each TAZ that fall into the gap housing market were identified. These households and the

respective income and expenditure data from the 2020 NHTS, were used in the model development and subsequent determination of the increased affordability expected from households switching to public transport use.

3.6 Determination of Location-efficiency

In addition to the land use analysis and public transport identification criteria that were used as an indication of location-efficiency, this was further confirmed by utilising additional data regarding important development areas. The City of Cape Town has marked certain areas as Development Zones, in which private sector-driven development is encouraged in the core-city with developed public transport facilities by means of a tax incentive administered by the South African Revenue Services (SARS). These Development Zones have been earmarked to promote urban renewal as well as future investment, particularly in residential and commercial developments. In addition, the city has also identified Development Corridors which reflect the targeted and prioritised areas that have been designated for high density development of job opportunities and living spaces and encouraged mix land uses. By examining these Development Zones along with the Development Corridors, we can understand where people are likely to travel to, and from these areas. The City of Cape Town's open data portal was utilised to obtain these key datasets utilised in the model development (City of Cape Town, 2023).

Following this identification of Development Zones and Corridors and the previous land use and public transport analysis, the TAZs were categorised into zones of high, moderate and low location-efficiency. Areas with a mix of land uses, high availability of public transport routes and stops and falling within either the demarcated Development Zones or Corridors, were classified as having high location-efficiency. Conversely, zones having the opposite qualities were classified with low location-efficiency. It follows that zones that had some, but not all the attributes that contribute to location-efficiency, were classified as moderate location-efficiency. Households that fall within the gap housing market, as identified in section 3.5 above, and having high/low location-efficiency, were then utilised in the affordability model development as described in the next section.

3.7 Development of the Affordability Model

The development of the affordability model included two main steps. The first step involved calculating the cost saving between using a private vehicle in analysis zones that are considered to have low location-efficiency to the cost of public transport for households in high location efficient zones. The second step involved utilising this cost savings to determine the potential increased housing affordability when incorporating this cost saving into mortgage calculations.

The public transportation cost estimation firstly required identifying high location-efficiency zones as described in the section above and thereafter identifying households within these zones who use public transport as their main mode of transportation. As the data is dependent on survey responses, some data processing was required to filter out invalid responses as well as predominant private vehicle users. The approximation of public transport costs was carried out for each of the identified zones and an average value used in further analysis. The cost of private vehicle use was estimated between identified zones with low location-efficiency and employment/retail hubs. Similar data filtering was required to identify households who mostly used private vehicles to obtain accurate cost estimates. The difference between these costs was then used in a subsequent mortgage affordability analysis which utilized widely used mortgage estimation guidelines.

4 STUDY AREA

4.1 Introduction

This chapter details the rationale behind the selection of the wider study area, the city of Cape Town, and its attributes that contributed to its selection. Furthermore, as noted in section 3.2 above, the study area was further delineated by TAZ, following the analysis zone demarcations for the 2020 NHTS. The following characteristics; land use, public transport and household income, were further utilised to categorize each TAZ in order to identify analysis zones that would best meet the criteria for the application of the affordability model.

4.2 Background

The city of Cape Town was selected as the study area due to its prominence in South Africa, being the second most populated city in the country with 4.8 million residents as per the 2022 National Census, as well as the fastest growing city, growing at twice the rate of the largest city, Johannesburg (Harrison et al., 2023). The city is also a major contributor to national employment with its largest sectors being finance, insurance, property and business services. As seen in Figure 3 (Department of Cooperative Governance & Traditional Affairs (COGTA), 2020), the city is located within the Western Cape Province and holds a significant economic position in the country, having the second highest GDP per capita, with rent, transport and communications being the top three services that households spend their money on (Wesgro, 2023).

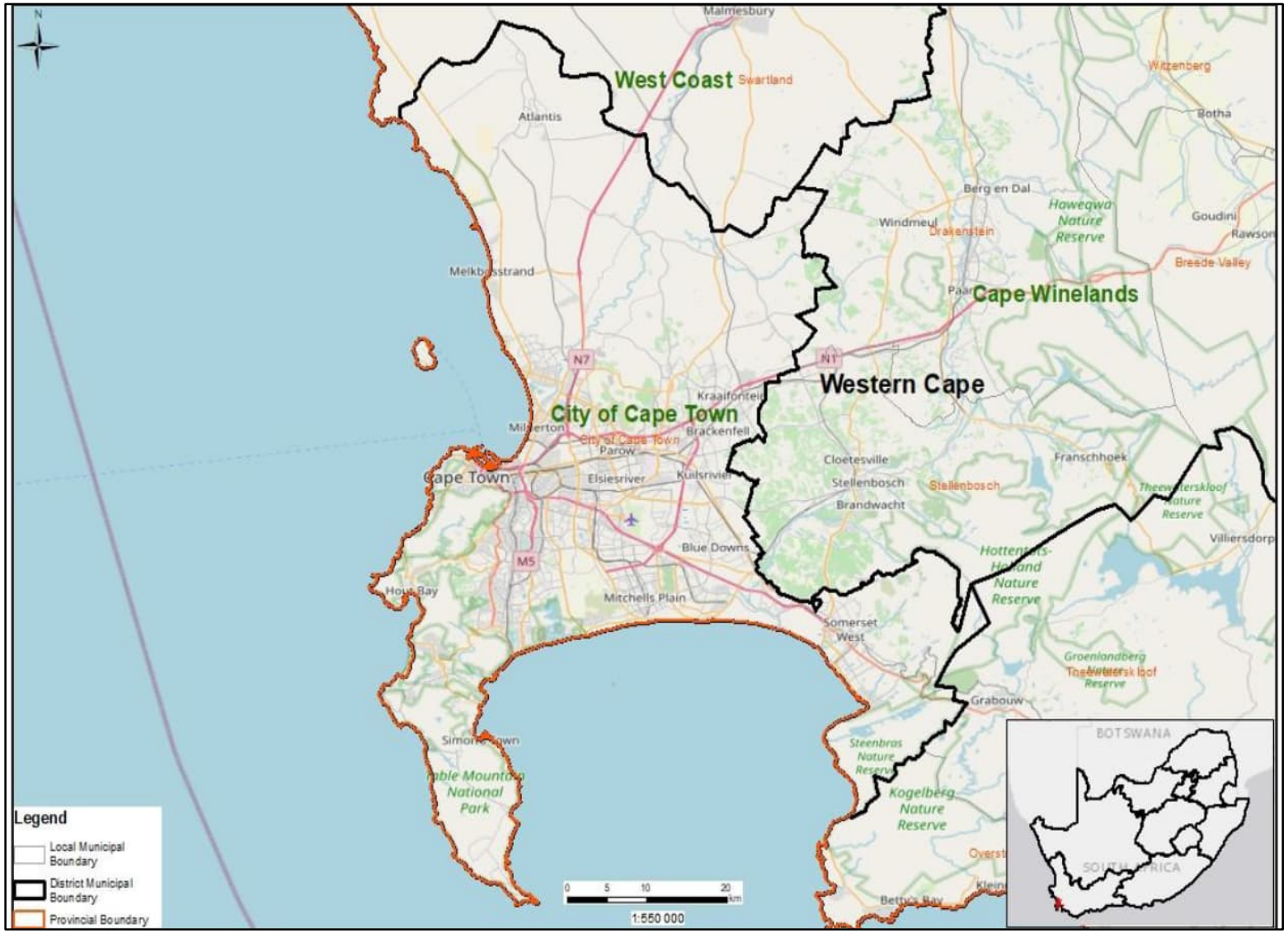

Figure 3: Cape Town, South Africa.

The city's land use landscape is diverse, with a variety of land use types present. In some areas, specific land uses such as agricultural, industrial or residential land uses dominate, often occurring in vast homogenous stretches, while other areas encompass a variety of land uses. Durbanville is an example of the former, being characterised mainly by agricultural and rural residential land uses. Conversely, central Cape Town displays the latter, with a more balanced land use pattern, as can be expected from a CBD. The city also offers multiple forms of public transport services including the MyCiTi and Golden Arrow intra-city buses services, Metrorail Western Cape, as well as intercity bus services and minibus taxis services. The city attracts both local and international residents however the city is faced with a severe affordable housing crisis driven by rapid urbanisation, unemployment, and economic challenges. Cinnamon & Noth (2023) note that informal settlements within the city often act as a temporary landing places for newcomers to the city but unfortunately many end up staying there for the long term.

Despite efforts to improve living conditions and provide affordable housing, the issue of informal settlements remains a challenge. As the city continues to expand and attract more people, finding sustainable solutions to address the housing needs of all residents has become increasingly important. This was confirmed by Tamuka Moyo & Zuidgeest (2018) who added that the location of the informal settlements, as well as low-income-housing which continues to be located at the periphery of the city, presents numerous challenges in terms of accessing services and opportunities. Cape Town was therefore selected as the study area as there is potential for improvement of access to affordable housing, transportation and employment opportunities given the current spatial patterns, public transport network and positive economic outlook.

4.3 Demarcation of Analysis Zones

The data outcome from the 2020 NHTS was segregated by province, district municipality, as well as by TAZ, which are delineated areas used in transportation studies. These TAZs were updated using the previous TAZ boundaries from the previous NHTS conducted in 2013, the Census 2011 enumeration areas (EA) which provide "clear identifiable boundaries that are linked to administrative divisions (such as provinces, district municipalities and local municipalities)", as well as aerial imagery to delineate land use boundaries. Additionally, updated municipal boundaries were incorporated as per the municipality boundary changes implemented in 2016 by the Municipal Demarcation Board (MDB) and saw the agglomeration of certain municipalities thereby reducing the number from 51 to 44 municipalities. (StatisticsSA, 2021b).

Table 5 below provides a summary of the TAZs present in the study area. The location of the TAZs is also presented in Figure 4 below. As noted in section 3.2.1, the analysis zones from the NHTS were

adopted for this study as the data from the NHTS was already separated according to these zones and allowed a comparative analysis to be undertaken of further data utilised.

Table 5: TAZ Summary

Transport Analysis Zone	Key Locations	Area (km^2)
Belgravia	Athlone, Kenwyn, Hanover Park	34.0
Blue Downs	Blue Downs, Eersterivier, Brentwood Park	63.9
Cape Town Central	Waterfront, Cape Town City Centre, Woodstock, Observatory, Pinelands, Acacia Park, Epping Industrial area	50.1
Durbanville	Plattekloof, Burgundy Estate	353
Grassy Park	Grassy Park, Ottery, Philippi Farmland	102
Khayelitsha	Khayelitsha	38.4
Kraaifontein	Kraaifontein, Brackenfell, Stellenbosch Farms	39.5
Kuilsrivier	Kuilsrivier, Stellenbosch Farms	41.5
Langa / Bishop Lavis	Langa, Bishop Lavis, Epping, Delft, Cape Town International Airport	40.0
Mitchells Plain / Gugulethu	Mitchells Plain, Gugulethu, Philippi	57.4
Northern Corridor	Century City, Bloubergstrand, Melkbosstrand, Robben Island, Atlantis	535.0
Oosternberg	Welgedacht, Durbanville, Kraaifontein	231.0
Parow / Bellville	Parow, Bellville, Parow Industrial area, Belhar	74.3
Sea Point	Sea Point, Camps Bay, Llandudno, Hout Bay	94.0
Simonstown	Simonstown, Kommetjie, Fish Hoek, Cape of Good Hope	270.0
Somerset West	Somerset West	148.0
Strand	Strand, Gordon's Bay, Macassar	187.0
Wynberg	Rondebosch, Wynberg, Constantia, Bergvliet	79.6

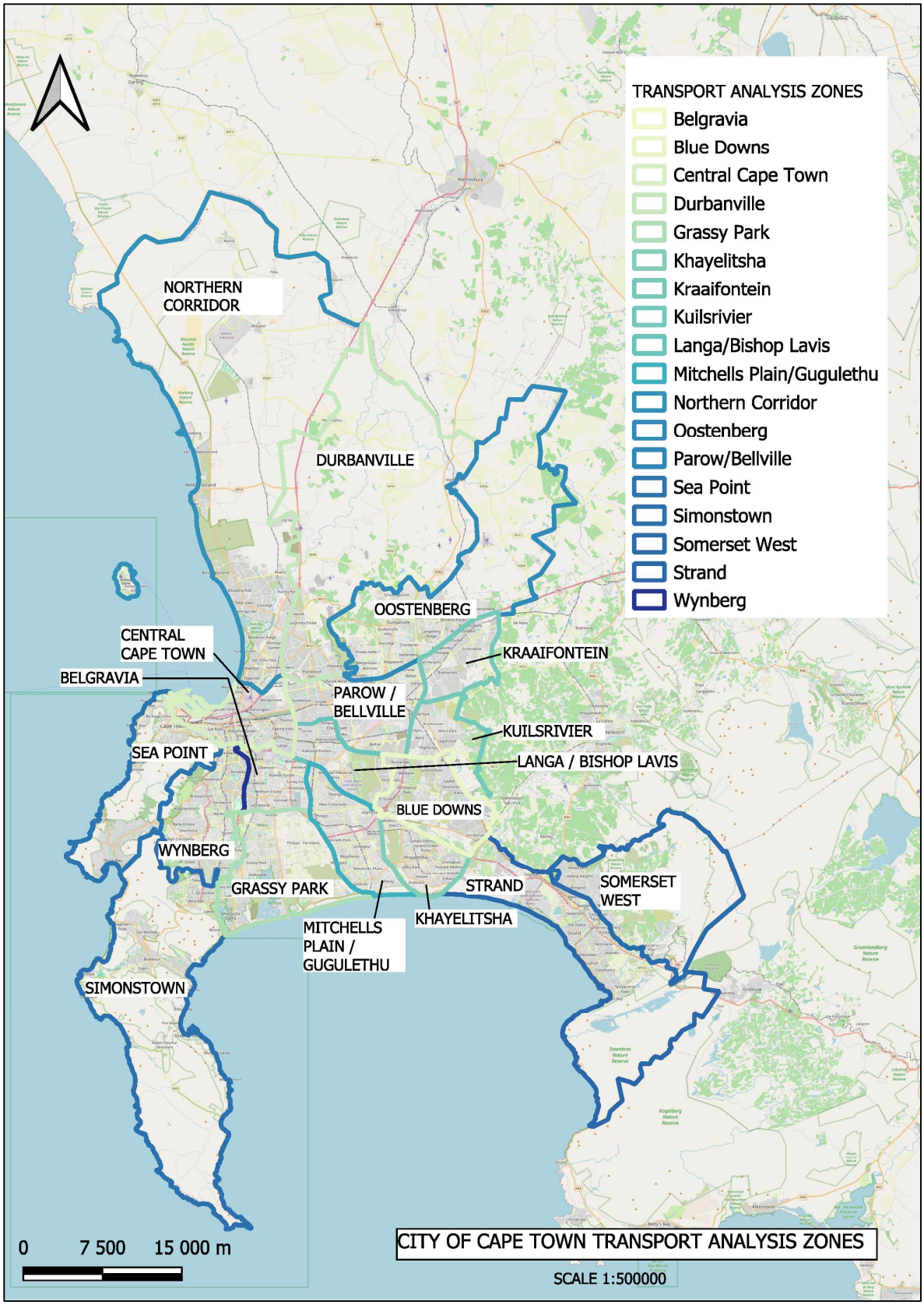

Figure 4: City of Cape Town TAZs

5 RESEARCH FINDINGS AND DISCUSSION

5.1 Introduction

This chapter presents the findings of various analyses conducted to identify TAZs with potential costs savings resulting from the adoption of LEMs or similar mortgage products. This includes the land uses and public transport modes identified in each analysis zone which was utilized to determine location efficiency, as well income classification to identify the gap housing market present. This chapter then outlines the results of data processing, including the identification of predominant private and public transport users and their associated transportation costs. Finally, the chapter presents the findings and discussion of the affordability model developed for this research.

5.2 Land use Composition

The land use analysis involved utilising the land use type for each parcel of land within the study area, separating the land uses by analysis zone, and grouping land uses within broader categories to achieve a general idea of the predominant uses in each zone. A summary of the findings is presented in Table 6 below to provide a concise representation of the five most prominent land uses in each TAZ. The complete outcome of the land use analysis is also presented in Annexure B.

Table 6: Predominant Land use Types by TAZ

BELGRAVIA		BLUE DOWNS		CENTRAL CAPE TOWN	
Transport	32.39%	Agricultural	47.59%	Transport	32.86%
Single Residential	29.82%	Transport	18.02%	Community	12.95%
Community	14.35%	Single Residential	9.21%	Single Residential	9.83%
Open Space	11.39%	General Residential	5.34%	Open Space	9.60%
General Residential	3.09%	Limited Use Zone	4.94%	Utility	9.42%
DURBANVILLE		GRASSY PARK		KHAYELITSHA	
Agricultural	90.84%	Agricultural	37.83%	Agricultural	49.32%
Transport	2.39%	Single Residential	15.49%	Transport	21.67%
Open Space	1.60%	Transport	12.75%	Limited Use Zone	10.26%
Single Residential	1.58%	Limited Use Zone	11.66%	Single Residential	9.98%
		Open Space	8.42%	Community	4.61%
KRAAIFONTEIN		KUILSRIVIER		LANGA / BISHOP LAVIS	
Transport	23.76%	Agricultural	49.59%	Agricultural	42.98%
Agricultural	20.83%	Single Residential	12.53%	Transport	32.28%
Single Residential	17.53%	Transport	12.39%	Single Residential	6.89%

General Residential	9.88%	Open Space	7.78%	General Industrial	6.73%
General Industrial	7.68%			Open Space	3.59%
MITCHELLS PLAIN / GUGULETHU		NORTHERN CORRIDOR		OOSTENBERG	
Agricultural	33.44%	Agricultural	79.76%	Agricultural	72.80%
Transport	27.47%	Transport	4.07%	Single Residential	8.27%
Single Residential	18.50%	Single Residential	3.39%	Transport	7.53%
Community	6.89%	Open Space	2.99%	Open Space	4.69%
Open Space	6.80%	General Industrial	2.58%	General Residential	2.57%
PARROW / BELLVILE		SEA POINT		SIMONSTOWN	
Transport	30.51%	Open Space	36.99%	Agricultural	59.51%
Single Residential	23.31%	Agricultural	34.63%	Open Space	13.81%
Community	13.64%	Single Residential	6.88%	Limited Use Zone	11.22%
General Industrial	10.10%	Transport	5.61%	Single Residential	4.97%
Open Space	7.19%	General Residential	5.16%	Transport	3.09%
SOMERSET WEST		STRAND	-	WYNBERG	-
Agricultural	63.77%	Open Space	56.50%	Agricultural	29.05%
Open Space	13.37%	Agricultural	16.88%	Single Residential	22.04%
Single Residential	8.13%	Transport	6.15%	Open Space	19.25%
Open Space	6.72%	Single Residential	4.72%	Transport	9.60%
Transport	3.90%	Risk Industry	2.89%	Community	8.37%

As can be seen from Table 6 above, while some TAZs have more predominant land uses, others have a more even mix of land use types. Analysis zones like Wynberg, have balanced uses with 29.05% of land being set aside for agricultural uses followed by 22.04% for Single Residential properties, and 19.25% dedicated to open spaces. Additionally, there is also a strong allocation of land to transportation with 9.60% of land being used for Transport. Other zones including Strand, Sea Point and Simonstown, have large proportions of land dedicated to open spaces, 56.50%, 36.99% and 13.81% respectively, which correlates to the large tracts of land allocated to national parks, beaches, and nature reserves.

Other notable TAZs which include Oosternberg, Northern Corridor and Durbanville have more than 70% of land being utilised or zoned for agricultural uses. Additionally, Langa / Bishop Lavis also has a high agricultural land use zoning portion, however, this is attributed to the land allocated to the Cape Town International Airport being zoned as such according to the dataset utilised. In terms of housing,

Belgravia, Grassy Park, Kuilsrivier, Kraaifontein, Mitchells Plain / Gugulethu, Parow / Bellville and Wynberg all have significant percentages of residential land uses, including both single and general residential zoning varying between 15 % and 27%, with Central Cape Town having just under 15% residential land use. As can be expected, Central Cape Town (CBD) has one of the highest proportions dedicated to businesses (general and local) at 3.974%, followed closely by Parow / Bellville (3.77%), Kraaifontein (2.08%) and Belgravia (2.01%). Notably, Central Cape Town has the highest proportion of its land dedicated to transportation (32.86%), whilst also having the highest percentage of usable land afforded to this zoning among the TAZs. This can be attributed to its standing as a CBD, requiring transportation infrastructure to accommodate large volumes of vehicles and people. These detailed outcomes of the land use analysis can be seen in Annexure B.

5.3 Income Classification and Gap Market Identification

Considering the income ranges and adjusted figures used to qualify the gap housing market discussed in section 3.53.5 above, ranges 7-12 from the NHTS (Table 4) were used and households with incomes between R3500 and R30 000 were identified as the gap market. Households earning more or less in this range, either fall in the subsidised or private markets respectively. Based on this distinction, Figure 5 below utilises data, specifically question 7.3; “Thinking of all sources of income, what is the total income of the household per month?” to categorize the household in each according to their ability to procure housing in the public and private markets.

As can be seen in Figure 5, based on the classification criteria utilised, most TAZs have a significant proportion of households that fall into the gap housing market. Within a few TAZs; Somerset West and Oosternberg for example, no households were classified as qualifying for housing subsidy and have a large proportion of higher-income households who can access private housing. Most analysis zones have between one to two thirds of households surveyed falling within the gap housing market. These households are used in a further analysis. It should be noted that these results are representative of households that participated in the NHTS and responded to the questions that are included in the survey. If analysis zones had few households willing to participate, or poor responses (did not know the answer to survey questions or refused to answer), the outcome of the survey exercise may not be representative of these areas in general.

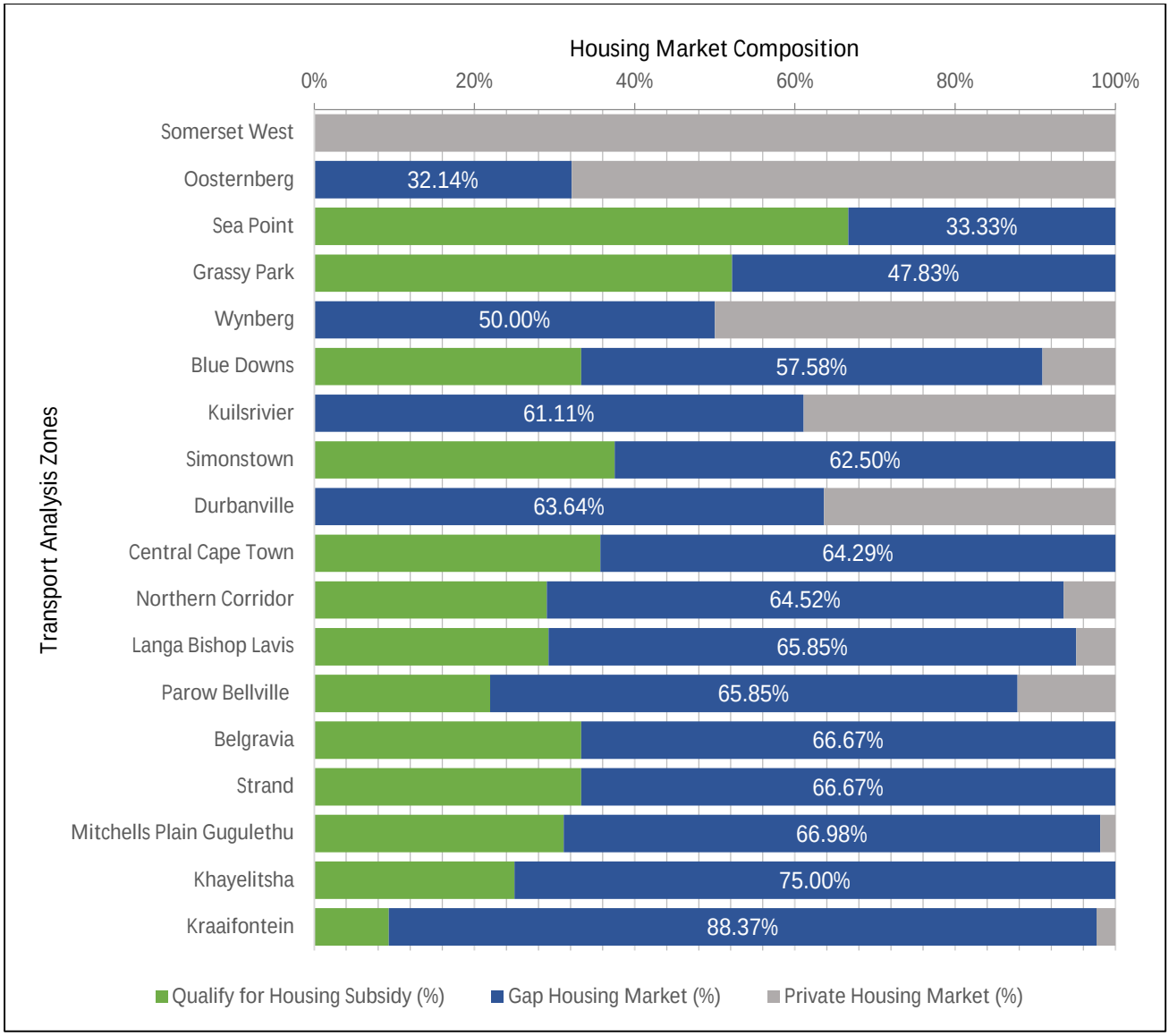

Figure 5: Housing Accessibility by TAZ with increasing gap housing market percentage

As can be seen in Figure 5 above, in the Somerset West, Sea Point and Grassy Park TAZs, no households falling into the gap housing market were identified through the NHTS survey process. It should be notes that this may not be fully representative of the entire population residing within these analysis zones, however, this classification was mainly utilized to identify zones with a high proportion of houses that fall in the gap housing market, it is useful as an identification exercise.

5.4 Public Transport Availability

The public transport analysis revealed some significant disparities in transportation availability across the various analysis zones. It was found that Somerset West and Simonstown exhibit the lowest availability of taxi routes within their TAZs, as well as no access to MyCiTi services. This scarcity correlates strongly to the high percentage of land uses -around 75%- dedicated to Agricultural and

Open Space in these zones, which may limit the development of transportation infrastructure, but can also indicate the limited need in these areas. In contrast, Central Cape Town, the CBD of the study area, shows a markedly different scenario. This analysis zone has one of the highest proportions of land uses that are allocated as businesses, as well as a significant proportion of land used for transportation which correlates to the high accessibility to taxi and MyCiTi bus routes as seen in Table 7 as well as Figure 6 below.

Table 7: Availability of Taxi and MyCiTi Services Per TAZ

TAZ	Length of Taxi Routes (km)	Length of MyCiTi Routes (km)	Number of MyCiTi stops
Somerset West	657.61	Not Available	Not Available
Simonstown	929.83	Not Available	Not Available
Kraaifontein	1012.35	Not Available	Not Available
Kuilsrivier	1214.89	Not Available	Not Available
Oosternberg	1219.97	Not Available	Not Available
Strand	1620.19	Not Available	Not Available
Khayelitsha	3383.11	170.30	37
Grassy Park	4096.99	Not Available	Not Available
Sea Point	5142.19	775.42	250
Durbanville*	5283.09	99.23	0
Wynberg*	5947.82	376.41	0
Blue Downs*	6072.83	252.29	0
Langa / Bishop Lavis	7374.94	379.67	1 (pre-2022) 0 (post 2022)
Parow / Bellville	7797.03	Not Available	Not Available
Belgravia*	7908.67	379.67	0
Mitchells Plain / Gugulethu	9283.08	270.20	40
Northern Corridor	12439.52	1,052.83	506
Central Cape Town	13610.46	1,250.11	121

**TAZs with MyCiTi Routes but no stops*

When looking at the City of Cape Town's Integrated Rapid Transport (IRT) system, the MyCiTi bus service, the TAZs of Central Cape Town, Khayelitsha, Mitchells Plain / Gugulethu, Northern Corridor and Sea Point are served by the IRT to varying degrees. Belgravia, Blue Downs, Durbanville and Wynberg have MyCiTi routes either travelling through or at the border of these TAZs, but have no stops within the zone, thereby making the bus services inaccessible from within the analysis zone. Langa / Bishop Lavis previously had one stop, at the airport, which was not servicing majority of the

TAZ. This route was discontinued in December 2022 due to low demand following the Covid-19 pandemic (Hlati, 2022). In total there are just over 5000km of MyCiTi routes within the study area, with the Central Cape Town (1 250km) and the Northern Corridor (1 052km) having most of the routes located within these analysis zones, exhibiting a similar trend to the taxi route availability.

Northern Corridor, Sea Point and Central Cape Town have an abundance of MyCiTi bus stops, 506, 250 and 121 respectively, with the type of stop varying from temporary poles to full stations. These three TAZs, as well as Mitchells Plain / Gugulethu, are considered to have the highest availability of public transport due to the availability of various modes and stops indicating not only a high presence of public transport modes, but also the ability for households to access these modes of transport. Annexure C contains the full public transport availability for each TAZ including taxi routes, origins, destinations and lengths as well as MyCiTi route names, numbers and lengths and stops.

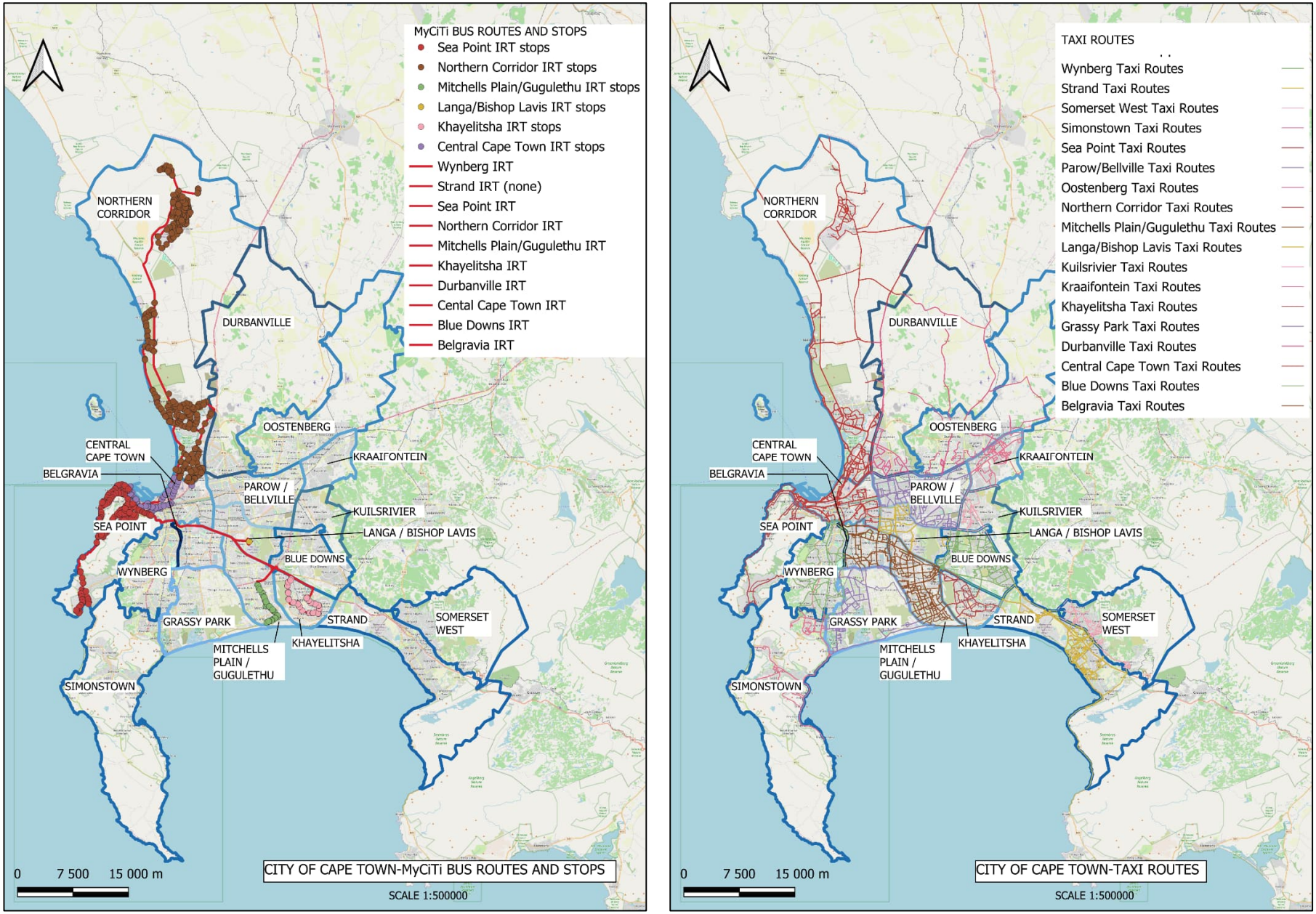

Figure 6: Public Transport Availability in the City of Cape Town

5.5 Location-efficiency Classification

The final step in the location-efficiency classification involved incorporating the Development Zones and Development Corridors as demarcated by the City of Cape Town, as can be seen in Figure 7 below. Within these zones and corridors, mixed-use and high-density development is encouraged particularly for commercial and residential land uses. Based on the understanding of location-efficiency; proximity to public transport, jobs, mixed land uses, and concentrations of retail and services amongst others, it follows that areas within these Development Zones and Development Corridors would have an increased location-efficiency.

Belgravia, Blue Downs, Central Cape Town, Khayelitsha and Mitchells Plain / Gugulethu have significant development corridors identified within the analysis zones. Sea Point, Grassy Park, Kraaifontein, Kuilsrivier, Langa/Bishop Lavis, Northern Corridor, Parrow/Bellville and Wynberg have smaller areas of development corridors. Conversely, the TAZs of Durbanville, Oosternberg, Simonstown, Strand, and Somerset West have minimal areas focused on development which correlates with the agricultural nature of the area and proportions of land dedicated to open spaces. When looking at Development Zones, which are far more concentrated in nature, the TAZs of Belgravia, Central Cape Town, Parrow/Bellville and Sea Point have portions of their analysis zones demarcated for development, with a smaller section to the north of Wynberg also included.

These commercial/employment hubs align with the outcome of the land use analysis (Table 6 above and Annexure B) which shows these zones have strong industrial, commercial and residential land uses. Central Cape Town has the highest total Business land use of 3.94% (General Business and Local Business) with Parow / Bellville closely following with 3.77% land utilised. Additionally, both these TAZs have a high proportion of industrial land uses (7% and 10.1% respectively-See Annexure B). Part of the Cape Town CBD falls within the Sea Point TAZ and as such, this TAZ is included as a commercial/employment hub. Belgravia has one of the highest proportions of land allocated to transportation.

Table 8 summarises the assigned location-efficiency for each TAZ, based on the consideration of land uses, public transport availability and development areas.

Figure 7: Development Zones and Development Corridors

Table 8: Location-efficiency Classification

High Location-efficiency	Moderate Location-efficiency	Low- Location-efficiency
Central Cape Town	Northern Corridor	Somerset West
Mitchells Plain / Gugulethu	Sea Point	Simonstown
	Durbanville	Kraaifontein
	Wynberg	Kuilsrivier
	Blue Downs	Oosternberg
	Langa / Bishop Lavis	Strand
	Belgravia	Grassy Park
	Khayelitsha	
	Parow / Bellville	

Central Cape Town and Mitchells Plain / Gugulethu were identified as zones having a high location-efficiency with land uses designated for business, residential, community and transportation purposes. These analysis zones also displayed a significant proportion of households falling within the gap market. Although the Northern Corridor TAZ had extensive taxi and MyCiTi routes, the land uses identified were primarily agricultural with around 80% being utilised as such. Additionally, although Belgravia and Parrow / Bellville did have mixed land uses, with a strong focus on transportation, they did not have access to the MyCiTi network, despite having routes within/at their borders, and as such did not meet the criteria of having access to multiple modes of transportation.

Conversely, areas that exhibit significantly less location-efficiency were identified as Grassy Park, Kuilsrivier and Kraaifontein, as these analysis zones have significant residential land uses and households considered part of the gap housing market, but low location-efficiency. Other TAZs had similarly low location-efficiency but had land uses that are not useful in this analysis. Somerset West and Oosternberg, with their high proportion of households able to afford housing in the private market (100% and 67% respectively) were not included in the analysis. In addition, Simonstown and Strand, with their low residential land uses and prioritization of open spaces and subsequent touristic focus of these areas were also excluded from the affordability analysis.

The five TAZs identified; Central Cape Town and Mitchells Plain / Gugulethu with high location-efficiency, and Grassy Park, Kuilsrivier and Kraaifontein with low location-efficiency are investigated further in the

next section. Central Cape Town and Mitchells Plain / Gugulethu were utilized to estimate the public transport costs associated with living in an area with a high location efficiency. The transport cost associated with living in the less location efficient analysis zones (Grassy Park, Kuilsrivier and Kraaifontein) was estimated as the cost of private vehicle use associated with travel to the identified commercial/employment hubs. These were identified as Central Cape Town, Sea Point, Parrow / Bellville, and Belgravia due to their inclusion in the demarcation as Development Zones by the City of Cape Town.

5.6 Data Processing

In order to utilise the most relevant data for different information required, raw data from the 2020 NHTS was filtered or processed to remove responses that were inapplicable to the data required. For example, to determine the public transport costs for Central Cape Town and Mitchells Plain / Gugulethu TAZs, the TAZs with the highest location-efficiency, the raw data from the 2020 NHTS was processed to remove survey responses from households who either refused to answer or did not know the answers to survey questions pertaining to household income or household public transport expenditure i.e. question 7.3; "Thinking of all sources of income, what is the total income of the household per month?" and question 7.5.1; "What was the total monthly household expenditure on public transport ?". Additionally, users who did not identify any public transport modes as their main mode of transport, i.e. private vehicle drivers/passengers and pedestrians (walk all the way) were also excluded to determine an accurate estimate of the cost of regular public transport use in location-efficient areas. Question 8.1 "What are the two main modes of travel that are usually used by the household?" was utilised to identify households which are predominantly public transport users.

This significantly reduced the number of responses in the TAZs. For example, Mitchells Plain / Gugulethu which had an overall 137 survey respondents was reduced to 84 when excluding households with "refused" or "did not know" as responses to the question regarding income and public transport expenditure. The data was further processed to exclude private vehicle passengers/drivers resulting in 80 viable survey responses.

For the TAZs that are being investigated further in terms of potential cost savings from public transport use whilst residing in location efficient areas and using private vehicles (Grassy Park, Khayelitsha and Kraaifontein), a similar data process was carried out, but this times focusing on households with private vehicles as their main mode of transportation. Once again question 8.1 from the NHTS; "What are the two main modes of travel that are usually used by the household?" was utilised to identify households which

are private transport users. This was in addition to processing the data to exclude survey responses "refused" or "did not know" to questions 7.3 and 7.5.1. An approximate cost of travel between each of the TAZs identified and main commercial hubs are estimated in the section below.

Following the above analysis of location-efficiency, household income, and subsequent data processing, an affordability analysis was conducted. The analysis specifically targeted areas with similar land use proportions and household income composition but exhibited differing levels of location-efficiency. This was done in order to determine if the cost savings of public transport costs over private vehicle cost between more and less location-efficient areas are significant enough to enable these households to afford housing in the private market and thereby positively impact residential choices for households in the gap housing market.

5.7 Application of the Affordability Model

Based on the data processing explained above, an aggregated public transport cost of R717 and R593 per household per month was determined for Central Cape Town and Mitchells Plain / Gugulethu respectively. These analysis zones were identified in the previous section as having favourable conditions for the potential implementation of LEMs; access to multiple modes of transport, mixed land uses and located within concentrated development areas. The approximation of the average monthly household public transportation cost of R655 for these analysis zones was utilised in a subsequent analysis.

To effectively determine the potential cost savings that can be achieved by residing in location-efficient areas, the transportation costs associated with living in less location-efficient regions, while relying on private vehicles are compared to public transportation costs in location-efficient areas, calculated as R655 above, and the difference in these is used in subsequent calculations. The cost associated with private vehicle use is approximated by multiplying an encompassing per kilometre rate by the distance between the less location efficient areas and identified economic centres. As the NHTS does not record each respondent's physical address for privacy reasons, an approximation of travel distance between the centre of the TAZs being compared will be used. This approximation of distance between the centre of less location efficient analysis zones; Grassy Park, Khayelitsha and Kraaifontein, and the centre of the Development Zones in the higher location-efficiency areas; Central Cape Town, Sea Point, Parow / Bellville, and Belgravia areas was determined. Additionally, the simplified rate per kilometre travelled as reported by SARS for the year 2020 was R3.98/km (The Tax Faculty, 2020). This is a simplified value which

considers the fixed costs associated with vehicle ownership (in rands), the fuel cost (in cents/kilometre) and maintenance costs (in cents/kilometre) resulting from travel as used in Table 9 below.

The monthly travel distance was taken as the two-way distance between the origin and the destination for 21 working days, with an additional 10% for other miscellaneous trips (shopping, accessing services, healthcare etc.). This monthly distance travelled is then multiplied by the simplified rate per kilometre to determine the associated travel costs for each origin and the associated destinations. These monthly travel costs were computed for each TAZ and commercial/employment hub identified and a monthly saving on travel costs were calculated. This value is seen as an additional income when computing the mortgage affordability for households.

Table 9: Estimated Travel Costs for Private Motor Vehicle Users

Destination (Development Zones)	One Way Distance (km)	Monthly distance travelled (km)	Monthly travel Cost	Averaged PT cost in location efficient areas	Monthly Saving on Travel Cost
Grassy Park					
Central Cape Town	20.8	961	R3,824.62	R655.00	R4,953.22
Sea Point	21.3	984	R3,916.56	R655.00	R5,118.71
Parow / Bellville	25.7	1187	R4,725.61	R655.00	R3,849.96
Belgravia	12.8	591	R2,353.61	R655.00	R3,684.47
Kraaifontein					
Central Cape Town	30.6	1414	R5,626.61	R655.00	R4,971.61
Sea Point	32.8	1515	R6,031.13	R655.00	R5,376.13
Parow / Bellville	16.8	776	R3,089.12	R655.00	R2,434.12
Belgravia	31.2	1441	R5,736.93	R655.00	R5,081.93
Khayelitsha					
Central Cape Town	30.5	1409	R5,608.22	R655.00	R3,169.62
Sea Point	31.4	1451	R5,773.71	R655.00	R3,261.56
Parow / Bellville	24.5	1132	R4,504.96	R655.00	R4,070.61
Belgravia	23.6	1090	R4,339.47	R655.00	R1,698.61

In order to determine the impact on affordability, the mortgage parameters noted in section 2.4 above are used. Traditional mortgage guidelines allow a maximum housing-expense-to-income ratio of 28% and a maximum debt-to-income ratio of 36% as dictated by guidelines. LEMs benefit from a more relaxed housing expense-to-income ratio of up to 35%. The additional income is incorporated into the affordability calculation by means of allowing a higher than usual housing-expense-to-income ratio. This is opposed to incorporating the entire cost saving as an additional income toward a mortgage, as it would be unrealistic to expect households to appropriate all cost saving to their mortgage payments and it can be expected that some funds would be utilised for other living costs.

The mortgage available with standard and adjusted maximum housing-expense-to-income ratio and corresponding initial and adjusted monthly income, was calculated with the standard mortgage formula (based on the annuity formula). The formula is generally utilised to determine what a borrower's monthly payments will be based on the mortgage amount required (the loan Principal amount), the term of the loan and the interest rate. In this scenario however, the fixed monthly payment for a fixed rate mortgage i.e. the amount paid by the borrower every month, is estimated by the above housing-expense-to-income ratios above. The loan *Principle* is then back calculated to determine mortgage affordability. The mortgage formula utilised, based on the annuity formula (RCS Group, 2023) is shown below.

$$A = P\frac{i(1+i)^n}{(1+i)^n - 1}$$

A = Payment amount per period. In the case of a mortgage, the period is one month, meaning the payments are made monthly.
P = Initial principal or loan amount (this is the value being calculated in this case, the mortgage affordability)
r = Interest rate per period (the yearly interest rate divided by 12 to get monthly interest rate). For this affordability calculation the last published interest rate for 2020 was utilised, 7% per annum (BetterBond, 2024).
n = Total number of payments or periods. For a 20-year mortgage, n=240 periods.

In addition to the data processing noted in section 5.6 Error! Reference source not found. in which households that responded as "refused" or "did not know" to questions 7.3 and 7.5.1 from the NHTS were

excluded, question 8.1 from the NHTS 2020 "What are the two main modes of travel that are usually used by the household?", was once again used to exclude public transport users from the dataset in order to calculate an average Income for the private vehicle users for each TAZs being investigated further. Following this, the mortgage calculation formula above was used to determine the mortgage affordability. The initial average income per TAZ was used to calculate the mortgage affordability with a 28% housing-expense-to-income ratio and thereafter, the adjusted average income (which incorporates the Monthly Saving on Travel Cost from Table 9 above) with a 35% housing-expense-to-income ratio was used to calculate the adjusted mortgage availability. The monthly mortgage payment and overall mortgage affordability based on these ratios is presented in Figure 8, Figure 9 and Table 10: Mortgage Affordability Calculation below..

Figure 8 and Figure 9 below demonstrate the change in monthly mortgage payment affordability before and after LEM implementation for each of the origin TAZs investigated; Grassy Park, Kraaifontein and Khayelitsha, and each of the destination analysis zones; Central Cape Town, Sea Point, Parow/Belville and Belgravia. For example, a household residing in Khayelitsha can increase their housing affordability from R354,397.49 to R674,075.12, by utilizing the benefits of LEMs and utilizing public transportation.

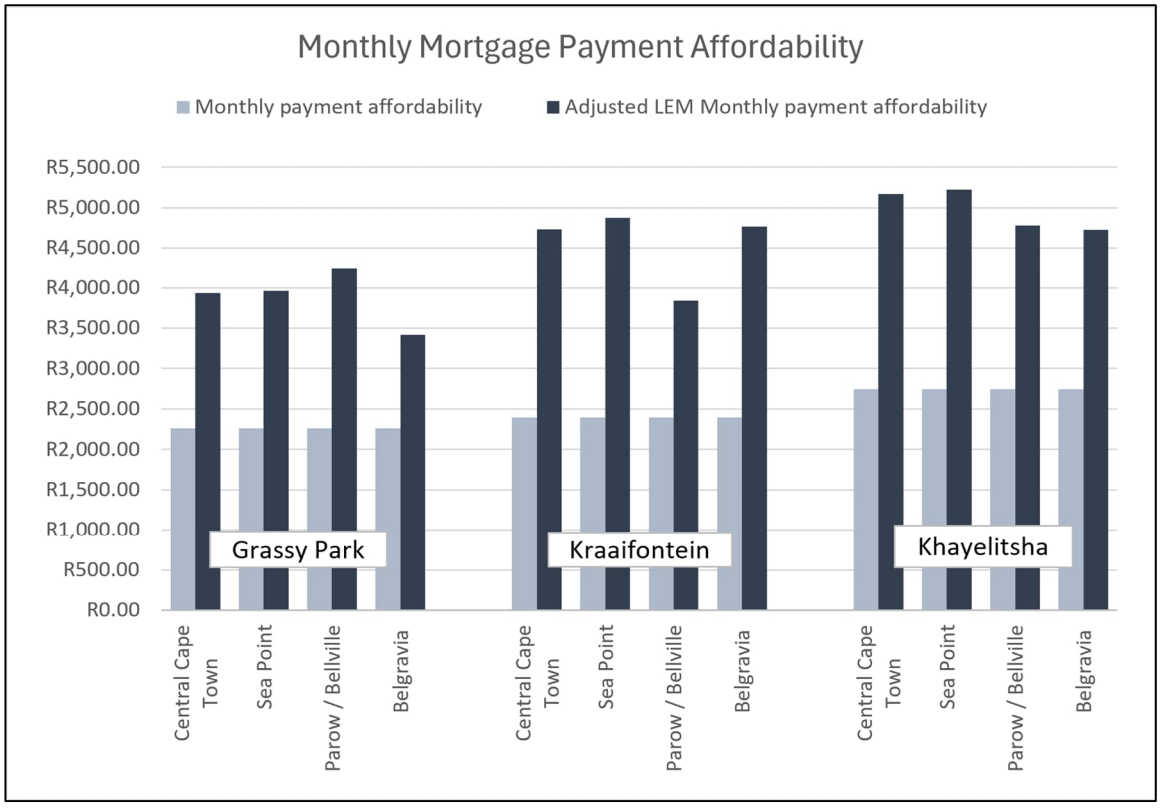

Figure 8: Monthly Mortgage Payment Affordability Before and After LEM Implementation

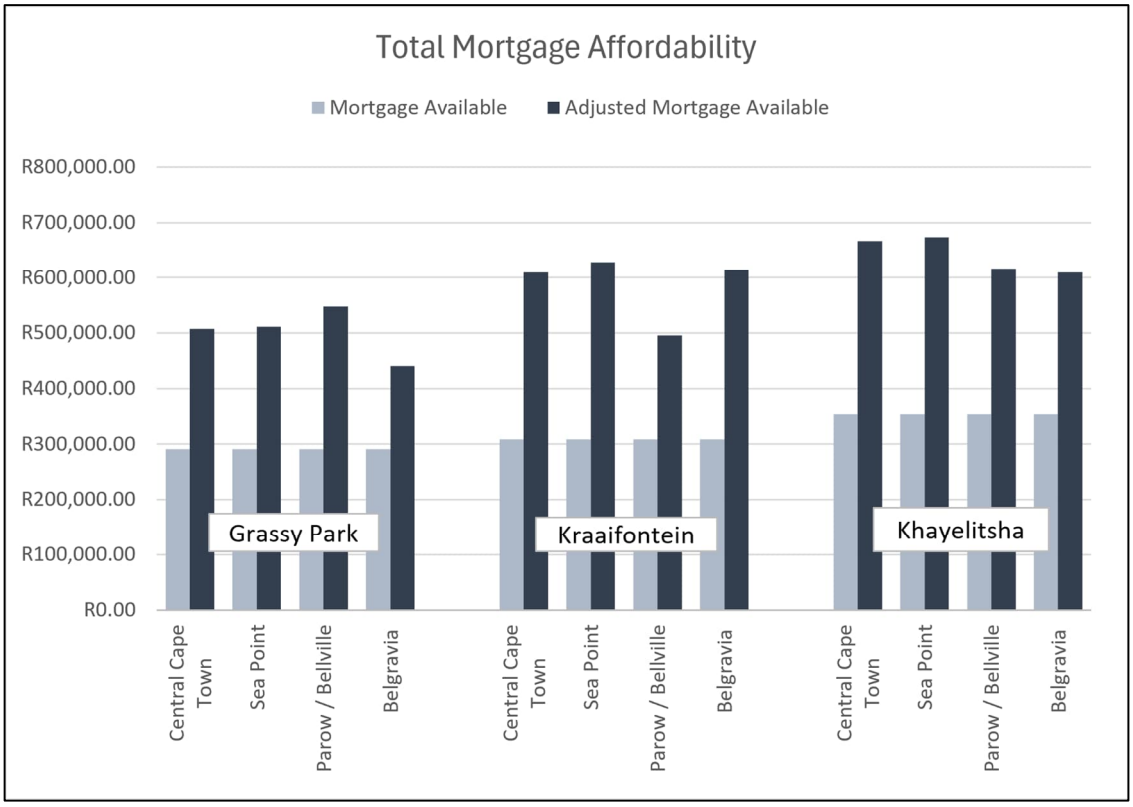

Figure 9: Total Mortgage Affordability Before and After LEM Implementation

Table 10: Mortgage Affordability Calculation

	Average Income in TAZ	Monthly payment affordability (28% housing-expense -to-income ratio)	Mortgage Available	Adjusted Average Income in TAZ*	Adjusted LEM Monthly payment affordability (35% housing-expense -to-income ratio)	Adjusted Mortgage Available	% increase in affordability
Grassy Park							
Central Cape Town	R8,063	R2,257.64	R291,196.07	R11,232.62	R3,931.42	R507,084.05	74%
Sea Point	R8,063	R2,257.64	R291,196.07	R11,324.56	R3,963.60	R511,234.49	76%
Parow / Bellville	R8,063	R2,257.64	R291,196.07	R12,133.61	R4,246.76	R547,758.35	88%
Belgravia	R8,063	R2,257.64	R291,196.07	R9,761.61	R3,416.56	R440,677.05	51%
Kraaifontein							
Central Cape Town	R8,542	R2,391.81	R308,501.22	R13,513.77	R4,729.82	R610,064.08	98%
Sea Point	R8,542	R2,391.81	R308,501.22	R13,918.30	R4,871.40	R628,326.00	104%
Parow / Bellville	R8,542	R2,391.81	R308,501.22	R10,976.28	R3,841.70	R495,511.99	61%
Belgravia	R8,542	R2,391.81	R308,501.22	R13,624.10	R4,768.43	R615,044.60	99%
Khayelitsha							
Central Cape Town	R9,813	R2,747.64	R354,397.49	R14,766.22	R5,168.18	R666,604.33	88%
Sea Point	R9,813	R2,747.64	R354,397.49	R14,931.71	R5,226.10	R674,075.12	90%
Parow / Bellville	R9,813	R2,747.64	R354,397.49	R13,662.96	R4,782.04	R616,799.08	74%
Belgravia	R9,813	R2,747.64	R354,397.49	R13,497.47	R4,724.12	R609,328.29	72%

**Adjusted Average Income in TAZ was determined by adding the Average Income in TAZ in this table and the Monthly Saving on Travel Cost from Table 9 above*

5.8 Discussion

Table 10 above presents the outcome of the analysis, which demonstrates the substantial transportation cost savings and increased mortgage affordability resulting from public transport usage over private vehicles. Although the increased income did not enable households to transition out of the gap housing market and into the private market (as defined in section 5.3 above), these savings still do significantly impact housing accessibility for households in the gap market.

According to The Banking Association South Africa (2023) the minimum household income of R22 000 is required to qualify for housing finance through standard mortgage products and for houses in the private market, with the minimum value adjusted yearly. This value has however remained unchanged since 2012 as the maximum household income that can qualify for government funded housing subsidies. Despite this, the incorporation of transportation savings was not significant enough for households within the analysis zones to surpass either threshold. Although this minimum income threshold was not met, the savings generated from public transport usage increased mortgage affordability by a margin ranging between 51% and 104%.

To illustrate this increased mortgage affordability, a household residing in Khayelitsha and commuting to Sea point daily would be able to afford a mortgage of R674,075.12 if utilizing public transport compared to private vehicle use which resulted in a mortgage affordability of R354,397.49. This improvement not only indicates increased mortgage affordability, but also significantly opens the housing market available to lower-income households as these households can still benefit from government subsidies such as the FLISP subsidy available to the gap market, thereby increasing their reach toward the private market.

As a result, while the income levels may not have shifted households fully into the private market and out of the gap housing market, the strategic use of public transport allows these families to leverage their finances more effectively, ultimately enhancing their opportunities for homeownership. This investigation highlights the critical intersection of transportation, income and housing affordability, emphasising the potential for public transport systems to serve as a vital link in enabling broader access to housing opportunities for lower-income families and the need for land use and transportation planning to occur in tandem, be complementary, and not occur in silos as can sometimes occur within governing departments.

It should be noted that the estimates for the monthly travel costs with a private motor vehicle are conservative, as the estimate assumes that the household owns only one vehicle and makes minimal trips

outside of work-related trips. In reality, household sizes were around 4 members per household and more than likely either a household would have more than one vehicle or some members are already utilising public transport. An additional factor not accounted for, is that households may be using private vehicles that are not financed, thereby reducing the cost savings obtained from switching to private vehicle use. Although the NHTS does include survey questions relating to whether households have private vehicles available for private use, the questions do not delve further into how often these vehicles are used and if they are used for daily commuting.

Even though being able to access a higher household mortgage is perceived to increase housing accessibility, it is essential to take into account the cost of housing in the more location efficient areas. Central Cape Town, the most location efficient TAZ in terms of public transport availability and land use mix, is known to have significantly higher housing costs than outer lying areas. This disparity between a better location and a higher housing cost highlights the significant challenge faced by potential homeowners seeking affordable options in prime locations.

Additionally, public transport costs were revealed to be comparative in the TAZs regardless of the location-efficiency of the analysis zone. This outcome of the investigation is particularly noteworthy as it suggests that households can achieve considerable improvements on housing accessibility by simply transitioning from private vehicle use to public transport. This shift can enable them to remain in their current less location-efficient areas whilst still benefiting from the cost advantages that public transport offers. Moreover, increased overall public transport use over private transport use can improve traffic congestion, and improve levels of transport associated pollution as well as improve the viability and levels of service for public transport.

Regarding the availability of data, it was beneficial that the NHTS was completed fairly recently, and the data and findings made publicly available. Additionally, the City of Cape Town also has a wealth of GIS data including land uses, transportation, development zones, etc. that enabled this research. The demarcation of TAZs utilised in the NHTS however, proved to be quite large, thereby limiting the identification of areas that are predominantly residential i.e. where people live, and areas that are more utilised by industrial/business/utility land uses, i.e. where people work. As a result, most TAZs can be classified as “mixed-use” due to the wide variety of land uses present. TAZs with a high agricultural proportion such as Oosternberg, Northern Corridor and Durbanville as noted above, had a strong single land use.

Obtaining the travel data required, that was provided by the NHTS, at a more local level, would require key areas identified in this research to be studied further, perhaps through more selective household surveying to get a better reflection of household travel and housing expenditure. Additionally, smaller analysis zones would assist in the classification according to income groups as it the larger TAZs resulted in an "averaged" income classification for the TAZs.

Additionally, the metric of location-efficiency was, in part, equated to availability of public transportation, which in turn was approximated by the number and length of taxi routes and the number of MyCiTi stops and length of corresponding routes. Future exploration of the availability of public transportation to an area can be refined further to account regional bus and rail services by obtaining this data from operators. In addition, the availability of public transport can also be aggregated by the number of households in an analysis zone which would give an even better idea of transport availability. TAZs being utilised mainly by non-residential land uses would logically have less taxi and bus routes, however if the available public transport is located in proximity of where people live, the analysis zone would have a high location-efficiency, despite less availability of public transport when compared to TAZs with high residential land uses.

When looking at the affordability calculation, each TAZ analysed had between 43 and 67 households interviewed in Kraaifontein, Grassy Park and Khayelitsha. However, when accounting for households that did not know the response to questions asked or refused to answer, this reduced the number of responses significantly in some TAZs. Grassy Park, in particular, dropped from 49 respondents to 24, thereafter public transport users were also removed from the dataset, resulting in a total of 6 households that were eligible to apply the affordability costing model. Kraaifontein was reduced to 12 respondents and Khayelitsha to 5 when following the same data processing. This resulted in an initial 159 households to a final value of 23 households that met the criteria and provided useable data. This outcome of the data refining speaks, in part, to the small proportion of households that LEMs can generally be beneficial for.

6 CONCLUSION AND RECOMMENDATIONS

6.1 Introduction

The research aimed to investigate LEMs in a South African context, specifically examining their potential to increase housing affordability within the gap housing market. Ultimately, the findings of the research shed light on the feasibility and effectiveness of promoting LEMs as a means of alleviating the financial burden on low-to-middle income households in South Africa and promoting home ownership, whilst reducing the reliance on government funded housing subsidies. To ensure a logical and thorough approach, a main research question was formulated at the outset of the investigation, namely:

Can implementing LEM in areas with existing public transport in Cape Town, South Africa help make housing and transportation more affordable, and in so doing overcome the barriers to opportunity that exist for the transport disadvantaged proportion of the population?

To gain a deeper understanding of the various aspects of the study and establish a strong foundation for the main research question, several supporting questions were investigated, which are:

- What does the current spatial pattern of Cape Town, South Africa look like and are the globally accepted principles of Location Efficient Mortgages present?
- What are the funding mechanisms available in the housing mortgage market?
- What are the financial implications that would result from applying globally accepted LEM principles?
- Does the increased housing affordability provide a basis to support the implementation of LEMs in a South African context?

6.2 Spatial Patterns in Cape Town and the Presence of Location-Efficient Principles

The research commenced with a comprehensive land use, public transport and income classification within the study area, the city of Cape Town. This foundational analysis was critical in determining the city's spatial landscape, specifically examining the land use distribution, availability of public transportation and distribution of income groups across the different housing markets present in the country. Income group classification revealed the significant presence of a gap housing market present in most analysis zones in the city, except for Somerset West, Oosternberg, Sea Point and Grassy Park, which had a less than majority presence of households that fall within the identified gap-housing market. Somerset West and Oosternberg had no households that qualified for housing subsidy and comprise of

higher income households. This suggests a diverse income group distribution through the analysis zones in the study area.

Public transportation accessibility was also observed across all analysis zones, with minibus taxis providing a minimum level of service. The distribution of MyCiTi bus services varied across the study area. The TAZs of Central Cape Town, Northern Corridor, Mitchells Plain / Gugulethu, Sea Point and Khayelitsha, are served by the MyCiTi services, with routes as well as stops present within these analysis zone. Other zones: Belgravia, Blue Downs, Durbanville and Wynberg have MyCiTi routes bordering of these TAZs, but with no stops within the analysis zone, access is limited to this mode of public transport. Central Cape Town, Northern Corridor and Mitchells Plain/Gugulethu had the greatest combined (taxi & MyCiTi) public transport accessibility.

The outcome of the land use analysis identified key land use types including residential, business, industrial and community land uses, which included health, education and religious land uses and their distribution within the analysis zones. As with the household income classification, the land use analysis found a varied distribution of land use types. Some TAZs have one or two land use types that are predominant, with agricultural uses and open spaces being the land use types that form a majority in these zones. This distribution of land uses, and the presence of high proportions of residential, transportation and business land uses informed the location efficiency classification that followed. In addition to these criteria (mixed land use types and access to public transport), Development Zones and Development Corridors identified by the City of Cape Town also contributed to the evaluation of location-efficiency. It follows that within these zones and along these corridors, high density and mixed land uses are encouraged, and the provision of transportation will follow this demand, indicating a potentially high location efficiency in these areas. The Belgravia, Central Cape Town, Parrow/Bellville, and Sea Point analysis zones were identified as key development areas.

Interestingly, the two zones identified as most location-efficient where Central Cape Town, as can be expected from a CBD, as well as Mitchells Plain / Gugulethu, located some distance from the city centre. Despite its outlying location, its mix of land uses, availability of public transportation and identification as a targeted development area containing identified Development Corridors, determined this TAZ's high location-efficiency. Conversely analysis zones with low location efficiency were also identified including Somerset West, Simonstown, Kraaifontein, Kuilsrivier, Oosternberg, Strand and Grassy Park. These analysis zones generally had predominant land uses, low access to public transport and were not included in the identified Development Corridors and Zones by the City of Cape Town.

6.3 Funding Mechanisms in the Housing Market

As the aim of this research was to assess whether the implementation of LEMs could effectively serve the gap housing market, an investigation into the current state of housing in the country was conducted as part of the literature review. The type of subsidies and applicability thereof was investigated, as well as the requirements for accessing the private housing market through traditional mortgage products. The boundaries of the gap housing market were thereby defined. Traditional and adjusted mortgage lending parameters applicable to LEMs were identified and used in the analysis of mortgage affordability. Several types of housing subsidies exist, with varied qualification criteria, tenure options and monetary values. Middle-income households are largely excluded from the subsidies available, consistent with the basic principle of the gap housing market.

From the literature review, it was found that various subsidy programs have been introduced in the years following the 1994 election. Some, the IRDP for example, replaced the RDP housing program in an effort to correct the shortcomings of the initial program that resulted in subsidized housing being located in peripheral locations, away from employment and educational opportunities. All the subsidies identified in the review were available to low-income households, with an income of less than R3500 per month. Institutional subsidies provided to SHIs and social housing subsidies for purely rental subsidized housing included households earning up to R7500 and R22 500 respectively. Regarding the private housing sector, in general the minimum threshold of R22 500 is accepted as the household income level to qualify for a mortgage in South Africa and is taken as the upper limit of the gap housing market. As this amount has not been adjusted in recent years by government, an adjusted value was used in the identification of the gap housing market in this research as defined by the Banking Association South Africa. The lower limit of R3 500 was used as this is the threshold for qualifying for a housing subsidy.

6.4 Assessing the Financial Impact of LEM Implementation

The gap housing market, as described above, was the focus of this research. The intention of the research was to not only to assess the potential of LEMs in providing solutions for this underserved market, but also and enable a positive shift from the gap housing market and into the private market. From this investigation there are clear cost savings associated with public transport usage over private vehicle usage. The transportation related cost savings varied based on the specific modes of transportation utilized and distances travelled which in turn produced varied results in the increase in mortgage

affordability. Overall, the findings indicated that the implementation of LEMs could lead to an increase in mortgage affordability by over 50%.

This significant increase in the accessibility of housing options highlights the potential for changes in travel behaviour to make housing more accessible, thereby encouraging more households to consider homeownership as a viable option within the current economic landscape. However, it was found that the location-efficiency aspect of the investigation was not as significant as initially thought. This result is due to the unique nature of the informal public transport industry i.e. minibus taxis, which can respond to demand quicker than other modes. This adaptability means that public transportation can be available regardless of where households choose to live or where they need to travel, if there is sufficient demand for low-cost transportation options.

In addition to the adaptability of the minibus taxi noted above, it was also found that public transport costs do not vary significantly between TAZs, irrespective of their geographic location. This finding implies that just switching from private to public modes of transportation can be as beneficial, if not more, than relocating to more location-efficient areas that often come with higher general housing costs. Moreover, the potential environmental, traffic and congestion benefits resulting from a switch from private to public transport modes can still be realized, without a need for households to relocate to more location-efficient areas, albeit to a lesser degree. This insight challenges the assumption that moving to a more centrally located area is the only way to achieve affordability in housing. Based on these findings, the impact of LEMs in opening up the housing market to low- and middle-income households is less impactful than originally thought.

6.5 The Potential Application of Location Efficient Mortgages In South Africa

Based on the existing public transport provision, most zones within the study area have at minimum one mode of public transportation available. This prevalence of demand responsive and easily adaptable public transport means that for the moment, LEMs will have limited applicability as a mortgage product and limited impact in moving households positively out of the gap housing market. The location- efficiency portion of this type of product was found to have less applicability in the South African context, with a switch from private to public transportation being the foundation of the cost saving and resultant increased mortgage affordability.

If, in the future, public transport evolves to a more structured approach, utilising more bus, BRT (MyCiTi) and rail-based modes, which have fixed routes and are usually part of corridor or precinct-type

developments, this type of product would have a greater impact. For example, in the US where LEMs have been implemented, public transport is concentrated around economic centers and connected to key residential areas and the utilisation of LEMs in these areas is likely to have a significant impact for households in enhancing their affordability.

While the outcome of the affordability analysis did not result in a general move into the private housing market for all gap market households, those in the upper segment of the gap market, closer to the R22 000 (or adjusted value of R30 000) monthly household income threshold, may be able to access the private market. However, the number of households within the gap market who can realistically achieve this shift to the private market may be lower than initially anticipated. This finding aligns with the inherent understanding that the applicability of LEMs in addressing broader housing issues may have limitations.

6.6 Recommendations

To better understand the impact of such mortgage products, further research is needed in the key areas identified, preferably through targeted household surveys. Despite the large volume of data that is available from the NHTS, when considering the size of the study and the analysis zones utilized, smaller zones that represent the demographics that would qualify for LEMs, would be more useful. Smaller analysis zones would also provide less aggregated results than from the larger type TAZs used in a large-scale study such as the NHTS. These larger zones resulted in generalised land use and income classifications, whereas smaller zones would have allowed the pinpointing of low-middle income residential areas that can benefit from LEMs.

Addressing the gap between housing affordability and availability in South Africa requires collaborative efforts from both the public and private sectors. In terms of interventions from a public sector perspective, regular review and adjustment of the qualification criteria for government funded housing subsidies can significantly improve the eligibility of low to middle-income families, enabling them to access better housing options. The private sector can also play a role in developing affordable housing projects. To incentivize these efforts, the government should provide meaningful financial and regulatory support.

In addition, although a shift to public transportation can reduce costs for households and make private housing more accessible, policies that discourage sprawling development such as TOD and density incentives can address long commute times, which remain a significant challenge for low-income households in outlying areas. Government assistance can also be beneficial in enabling a quicker and easier uptake of alternative housing financing and can be provided by making land available for

developers, expediting approvals of transit-orientated or similar housing developments, and assisting in the provision of financing mechanisms or tax incentives for developers to ensure that land is made available for lower-cost housing and not developed for more profitable land-uses. Existing subsidy programs, Help Me Buy a Home / FLISP in particular, can be integrated with alternative mortgage products to enhance the impact of these subsidies and leverage both government subsidies and alternative housing finance. The push for Inclusionary housing and its potential to be adopted into national legislature in South Africa can also benefit by increasing households' affordability and thereby the viability of inclusionary housing developments.

Additionally, other strategies utilised to alter travel behaviour such as congestion charges, parking restriction and toll fees, can be beneficial in discouraging private vehicle use and achieve the objective of transport cost savings associated with public transport use. It should also be noted that although the main objective of moving households out of the gap market and enabling home ownership through the private market may not be fully realized, the secondary benefits of this type of intervention, including reduced congestion and resultant emissions, overcoming barriers to home ownership, more efficient land use resulting from reduced road space required for private vehicles, increased accessibility for youth, the elderly or disabled persons who cannot operate private vehicles and the overall promotion of more livable cities, can be realized through this type of intervention.

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ANNEXURES

Annexure A: Excerpts of the NHTS 2020 Questionnaire

SECTION 8: HOUSEHOLD ATTITUDES AND PERCEPTIONS ABOUT TRANSPORT

E NoPersons>=1 && anymemberstayed.GetValueOrDefault() && above15.GetValueOrDefault() && Pers_otr==2 && Q7712aFinSev!=null

STATIC TEXT

E IsAnswered(Q71IncomeSo)

READ OUT: This section covers information on attitudes and perceptions about transport.

8.1 What are the <u>two main modes of travel</u> that are usually used by the household?

E IsAnswered(Q71IncomeSo)

MULTI-SELECT Q81Modes

- 01 ☐ TRAIN (METRORAIL)
- 02 ☐ LONG DISTANCE TRAIN (E.G. SHOSHOLOZA, BLUE TRAIN)
- 03 ☐ BUS
- 04 ☐ BRT/ IRT BUS (BUS RAPID TRANSIT SYSTEM)
- 05 ☐ GAUTRAIN BUS
- 06 ☐ LONG DISTANCE BUS (E.G. INTERCAPE, TRANSLUX, ETC)
- 07 ☐ METERED TAXI
- 08 ☐ APP/ WEB BASED/ CALL ON DEMAND (E.G. UBER, TAXIFY, ETC)
- 09 ☐ SPECIAL TRANSIT FOR PEOPLE WITH DISABILITIES (DIAL A RIDE)
- 10 ☐ COMMUTER/ SHORT-DISTANCE/ LOCAL MINIBUS TAXI
- 11 ☐ LONG-DISTANCE MINIBUS TAXI
- 12 ☐ SEDAN TAXI/ FOUR PLUS ONE
- 13 ☐ BAKKIE TAXI/ TAMBAI
- 14 ☐ CAR/ BAKKIE PASSENGER
- 15 ☐ CAR/ BAKKIE PASSENGER THROUGH A LIFT CLUB
- 16 ☐ CAR/ BAKKIE DRIVER

And 13 other symbols [38]

8.2 When travelling, which <u>main factor influences</u> your household's choice of mode of travel most?

E IsAnswered(Q81Modes)

SINGLE-SELECT Q82Choice

- 01 ○ Travel time
- 02 ○ Travel cost
- 03 ○ Safety from accidents
- 04 ○ Security from crime
- 05 ○ Flexibility (you can travel wherever you want, whenever you want)
- 06 ○ Drivers attitude
- 07 ○ Distance from home to transport/ accessibility
- 08 ○ Comfort
- 09 ○ Timetable not available/ information inaccurate
- 10 ○ Reliability
- 11 ○ Other

SECTION 7: GENERAL HOUSEHOLD INFORMATION

E NoPersons>=1 && anymemberstayed.GetValueOrDefault() && above15.GetValueOrDefault() && Pers_otr==2 && Linking.GetValueOrDefault()

STATIC TEXT

E NoPersons>=1 && anymemberstayed.GetValueOrDefault() && above15.GetValueOrDefault() && Pers_otr==2 && Linking.GetValueOrDefault()

READ OUT: This section covers general household information, such as the transport mode used most often and time it takes to get to public facilities.

7.1 Which of the following sources of income does the household have?
i.e. list all sources of income.

I Read all the options.

E NoPersons>=1 && anymemberstayed.GetValueOrDefault() && above15.GetValueOrDefault() && Pers_otr==2 && Linking.GetValueOrDefault()

V1 self.Missing.Length==0

M1 Please answer all questions.

MULTI-SELECT: YES/NO Q71IncomeSo

01 ☐ / ☐ Salaries and wages
02 ☐ / ☐ Net profit from business or professional practice/ activities of commercial farming
03 ☐ / ☐ Income from subsistence farming
04 ☐ / ☐ Income from letting of fixed property
05 ☐ / ☐ Regular payments from pension fund from previous employment and pension from annuity funds
06 ☐ / ☐ Social grants (including old age grant)
07 ☐ / ☐ Maintenance, spousal support and similar allowances from divorced spouse, family members, etc., living elsewhere
08 ☐ / ☐ Regular allowance/ remittances received from non-household members
09 ☐ / ☐ Other income (e.g. royalties, interest, dividends on shares, income from share trading)

7.2 Which one of the following income sources is the <u>main source</u> of income?

I Main source: source that provides the biggest amount of money or highest value to the household. Read all the options.

F Q71IncomeSo.Yes.Contains(@optioncode)

E Q71IncomeSo.Yes.ContainsAny()

SINGLE-SELECT Q72IncomeMa

01 ○ Salaries and wages
02 ○ Net profit from business or professional practice/ activities of commercial farming
03 ○ Income from subsistence farming
04 ○ Income from letting of fixed property
05 ○ Regular payments from pension fund from previous employment and pension from annuity funds
06 ○ Social grants (including old age grant)
07 ○ Maintenance, spousal support and similar allowances from divorced spouse, family members, etc., living elsewhere
08 ○ Regular allowance/ remittances received from non-household members
09 ○ Other income (e.g. royalties, interest, dividends on shares, income from share trading)

7.2.1 Approximately, how much income per month does the household receives from remittances?

I Give the answer in Rand.
E Q71IncomeSo.Yes.Contains(8)

NUMERIC: INTEGER Q721Remitances

7.2.2 Approximately, how much income per month does the household receives from pensions (excluding old age grants)?

I Give the answer in Rand.
E Q71IncomeSo.Yes.Contains(5)

NUMERIC: INTEGER Q722Pensions

7.3 Thinking of all sources of income, what is the total income of the household per month?

E IsAnswered(Q72IncomeMa)

SINGLE-SELECT Q73IncomeTo

01 ○ R1 - R200
02 ○ R201 - R500
03 ○ R501 - R1000
04 ○ R1001 - R1500
05 ○ R1501 - R2500
06 ○ R2501 - R3500
07 ○ R3501 - R4500
08 ○ R4501 - R6000
09 ○ R6001 - R8000
10 ○ R8001 - R11000
11 ○ R11001 - R16000
12 ○ R16001 - R30000
13 ○ R30001 OR MORE
14 ○ DO NOT KNOW
15 ○ REFUSED

7.4 Even though the household does not have an income, please specify how the household survive.

E Q71IncomeSo.No.ContainsAll(1,2,3,4,5,6,7,8)

TEXT Q74IncomeNo

7.4.1 Which net household income per month in Rands would be the absolute minimum for your household? That is to say, you would not be able to make ends meet if you earned less.

I Give the answer in Rand.
E IsAnswered(Q74IncomeNo)

NUMERIC: INTEGER Q741Net_HH

7.5 What was the total household expenditure in the last month?

I Include money spent on food, clothing, transport, rent and rates, alcohol and tobacco, school fees, entertainment and any other expenses.
E Q73IncomeTo!= null || IsAnswered(Q741Net_HH)

SINGLE-SELECT Q75TotExpenditure

01 ○ R0
02 ○ R1 – R199
03 ○ R200 – R399
04 ○ R400 – R799
05 ○ R800 – R1 199
06 ○ R1 200 – R1 799
07 ○ R1 800 – R2 499
08 ○ R2 500 – R4 999
09 ○ R5 000 – R9 999
10 ○ R10 000 or more
11 ○ DO NOT KNOW
12 ○ REFUSED

7.5.1 What was the total monthly household expenditure on public transport ?

I Include money spent on public transport modes (train,bus and taxi) by the household in the last month.
E `Q75TotExpenditure!= null`

SINGLE-SELECT `Q751PubTranExp`

01 ○ NOTHING
02 ○ R1 – R50
03 ○ R51 – R100
04 ○ R101 – R150
05 ○ R151 – R200
06 ○ R201 – R250
07 ○ R251 – R300
08 ○ R301 – R400
09 ○ R401 – R500
10 ○ R501 – R750
11 ○ R751 – R1000
12 ○ R1001 or More
13 ○ DO NOT KNOW
14 ○ REFUSED

7.5.1a What was the household monthly expenditure on public transport for work-related trips?

I Do not read "DO NOT KNOW".
E `Q751PubTranExp!=null`

NUMERIC: INTEGER `Q751aWorkexp`

SPECIAL VALUES
-998 DO NOT KNOW

7.5.1b What was the household monthly expenditure on public transport for education-related trips?

I Do not read "DO NOT KNOW".
E `Q751aWorkexp!=null`

NUMERIC: INTEGER `Q751bEduExp`

SPECIAL VALUES
-998 DO NOT KNOW

7.6A Which of the following motor vehicles in working order does this household have available for private use?

I Read all the options.
E `IsAnswered(Q751bEduExp)`
V1 `self.Missing.Length==0`
M1 Please answer all questions.

MULTI-SELECT: YES/NO `Q76aTransUse`

01 ☐ / ☐ Motorcycles/ Scooters
02 ☐ / ☐ Car/ Bakkies/ Station wagons/ 4x4 owned by employer/ company
03 ☐ / ☐ Car/ Bakkies/ Station wagons/ 4x4 owned by the household
04 ☐ / ☐ Car/ Bakkies/ Station wagon/ 4x4 owned by relatives/ friends
05 ☐ / ☐ Minibus/ Kombis
06 ☐ / ☐ Trucks
07 ☐ / ☐ Other

7.6A.1 How many motorcycles/ scooters in working order does this household have available for private use?

E `Q76aTransUse.Yes.Contains(1)`
V1 `self.InRange(01,15)`
M1 Invalid number of motorcycle/ scooter.

NUMERIC: INTEGER `Q76a1ScooterNo`

7.6A.2 How many cars/ bakkies/ station wagons/ 4x4s owned by employer/ company in working order does this household have available for private use?

E `Q76aTransUse.Yes.Contains(2)`
V1 `self.InRange(01,15)`
M1 Invalid number of Car/ Bakkies/ Station wagons/ 4x4 owned by employ er/ company.

NUMERIC: INTEGER `Q76a2CarNoEmply`

7.6A.3 How many cars/ bakkies/ station wagons/ 4x4s owned by the household in working order does this household have available for private use?

NUMERIC: INTEGER Q76a3NoCarFr

E Q76aTransUse.Yes.Contains(3)
V1 self.InRange(01,15)
M1 Invalid number of Car/ Bakkies/ Station wagons/ 4x4 owned by the household.

7.6A.4 How many cars/ bakkies/ station wagons/ 4x4s owned by relatives/ friends in working order does this household have available for private use?

NUMERIC: INTEGER Q76a4NoCarHh

E Q76aTransUse.Yes.Contains(4)
V1 self.InRange(01,12)
M1 Invalid number of Car/ Bakkies/ Station wagon/ 4x4 owned by relatives / friends.

7.6A.5 How many minibus/ kombis in working order does this household have available for private use?

NUMERIC: INTEGER Q76a5NoMbus

E Q76aTransUse.Yes.Contains(5)
V1 self.InRange(01,10)
M1 Invalid number of minibus/ combis.

7.6A.6 How many trucks in working order does this household have available for private use?

NUMERIC: INTEGER Q76a6NoTruck

E Q76aTransUse.Yes.Contains(6)
V1 self.InRange(01,15)
M1 Invalid number of Trucks.

7.6B Which of the following non-motorised vehicles does this household own and use for transport ?

MULTI-SELECT: YES/NO Q76bTransUse

01 ☐ / ☐ Bicycles
02 ☐ / ☐ Animal-drawn vehicles
03 ☐ / ☐ Animals that can pull animal-drawn vehicles e.g. Horse/ donkey
04 ☐ / ☐ Other

I Read all the options.
E IsAnswered(Q76aTransUse)
V1 self.Missing.Length==0
M1 Please answer all questions.

7.6B.1 How many bicycles in working order does this household own and use for transport?

NUMERIC: INTEGER Q76b1BycNo

E Q76bTransUse.Yes.Contains(1)
V1 self.InRange(01,10)
M1 Invalid number of Bicycles.

7.6B.2 How many animal-drawn vehicles in working order does this household own and use for transport?

NUMERIC: INTEGER Q76b2NoAnimalD

E Q76bTransUse.Yes.Contains(2)
V1 self.InRange(01,20)
M1 Invalid number of animal-drawn vehicles.

7.6B.3 How many animals that can pull animal-drawn vehicles does this household own and use for transport? (e.g. horse/ donkey)

NUMERIC: INTEGER Q76b3Otr_MotorVh

E Q76bTransUse.Yes.Contains(3)
V1 self.InRange(01,8)
M1 Invalid number of other motor vehicles.

STATIC TEXT

Annexure B: Land Use Analysis

BELGRAVIA		
Row Labels	**Total Area**	**% Area**
Transport 2	20367681.15	31.86%
Single Residential 1	19019630.50	29.75%
Community 1	8338224.61	13.04%
Open Space 2	6879607.20	10.76%
General Residential 4	1721540.83	2.69%
General Industrial 2	1674401.54	2.62%
Limited Use Zone	1444554.57	2.26%
Community 2	832106.79	1.30%
Utility	736915.77	1.15%
General Business 1	674802.39	1.06%
Local Business 2	554596.73	0.87%
Mixed Use 2	434640.53	0.68%
Open Space 3	403444.55	0.63%
Transport 1	338096.25	0.53%
General Residential 2	228251.75	0.36%
(blank)	132387.46	0.21%
Single Residential 2	43302.61	0.07%
General Business 5	36828.38	0.06%
Mixed Use 1	16382.79	0.03%
Local Business 1	11300.22	0.02%
General Residential 1	9567.42	0.01%
General Residential 6	7968.79	0.01%
General Residential 3	4970.78	0.01%
General Business 6	3330.29	0.01%
General Business 7	2389.67	0.00%
Mixed Use 3	2315.21	0.00%
General Residential 5	1821.90	0.00%
Agricultural	618.30	0.00%
Grand Total	**63921678.97**	**100.00%**

BLUE DOWNS		
Row Labels	**Total Area**	**% Area**
Agricultural	84051817.09	47.59%
Transport 2	30662789.77	17.36%
Single Residential 1	9366962.06	5.30%
Limited Use Zone	8727399.39	4.94%
General Residential 1	8570281.35	4.85%
Single Residential 2	6908790.66	3.91%
General Industrial 1	5186401.82	2.94%
Community 1	4820230.79	2.73%
Open Space 2	4038178.37	2.29%
Mixed Use 2	2794594.70	1.58%
Utility	2725691.50	1.54%
Open Space 3	2656686.14	1.50%
General Business 1	2048476.67	1.16%
Transport 1	1170844.99	0.66%
General Residential 2	827424.81	0.47%
Community 2	799259.71	0.45%
General Business 4	399174.74	0.23%
Risk Industry	315570.56	0.18%
Mixed Use 1	186102.45	0.11%
Open Space 1	129718.83	0.07%
Council To Deem	101381.21	0.06%
Local Business 2	40106.87	0.02%
General Residential 4	28047.33	0.02%
General Business 2	21201.26	0.01%
General Business 3	12766.63	0.01%
General Industrial 2	6631.78	0.00%
General Residential 3	5500.46	0.00%
Local Business 1	2290.44	0.00%
Grand Total	**176604322.36**	**100.00%**

CENTRAL CAPE TOWN		
Row Labels	**Total Area**	**% Area**
Transport 2	20087770.9	20.08%
Transport 1	12859530.03	12.85%
Utility	9443622.638	9.44%
Single Residential 1	8614258.793	8.61%
Open Space 2	7556005.916	7.55%
Community 1	6776060.897	6.77%
General Industrial 2	6479634.827	6.48%
Community 2	6208593.807	6.21%
Mixed Use 2	3993439.243	3.99%
Limited Use Zone	3796448.016	3.79%
Open Space 3	2072250.263	2.07%
General Residential 4	1946137.507	1.95%
General Residential 2	1832554.446	1.83%
General Business 1	1824289.827	1.82%
Single Residential 2	1239873.099	1.24%
Mixed Use 1	1207753.553	1.21%
Mixed Use 3	1071597.385	1.07%
General Business 3	546298.9785	0.55%
General Business 7	535500.7673	0.54%
General Residential 3	347541.3034	0.35%
General Business 2	347042.2628	0.35%
General Residential 1	322855.8919	0.32%
General Business 5	260323.807	0.26%
General Industrial 1	190049.8109	0.19%
General Business 4	156421.0823	0.16%
Local Business 2	144471.3331	0.14%
General Business 6	123564.6668	0.12%
General Residential 5	50566.39945	0.05%
Local Business 1	12847.10268	0.01%
General Residential 6	5927.104436	0.01%
Agricultural	1705.402042	0.00%
Grand Total	**100054937.1**	**100.00%**

DURBANVILLE		
Row Labels	**Total Area**	**% Area**
Agricultural	708905185.49	91.59%
Transport 2	16827040.27	2.17%
Single Residential 1	12335303.58	1.59%
Open Space 2	9434980.42	1.22%
Limited Use Zone	5606381.31	0.72%
Open Space 3	3069991.27	0.40%
Utility	2646685.71	0.34%
General Residential 1	2536681.65	0.33%
General Industrial 1	2487924.05	0.32%
Transport 1	1834646.07	0.24%
General Residential 2	1566551.54	0.20%
Risk Industry	1441480.79	0.19%
Community 1	1343731.07	0.17%
Mixed Use 3	1156415.10	0.15%
General Residential 4	646770.54	0.08%
Rural	484068.95	0.06%
Mixed Use 1	424091.78	0.05%
General Business 1	269341.35	0.03%
Local Business 1	259603.15	0.03%
Community 2	254478.57	0.03%
Local Business 2	146817.48	0.02%
General Business 3	135406.52	0.02%
General Residential 3	127891.07	0.02%
General Business 2	87810.46	0.01%
Grand Total	**774029278.19**	**100.00%**

GRASSY PARK		
Row Labels	**Total Area**	**% Area2**
Agricultural	67420876.23	37.89%
Single Residential 1	27382128.13	15.39%
Transport 2	21675903.97	12.18%
Limited Use Zone	20778588.24	11.68%
Open Space 2	12605183.78	7.08%
Community 1	5840589.52	3.28%
Rural	3192368.81	1.79%
Risk Industry	2449532.34	1.38%
Utility	1874327.80	1.05%
General Residential 4	1829406.80	1.03%
Open Space 1	1716551.68	0.96%
General Industrial 1	1649565.51	0.93%
Community 2	1602325.32	0.90%
General Residential 2	1348919.56	0.76%
General Business 1	1275109.20	0.72%
Transport 1	1037021.13	0.58%
General Industrial 2	893059.36	0.50%
Mixed Use 1	748459.07	0.42%
General Residential 1	690365.47	0.39%
Open Space 3	680849.14	0.38%
Mixed Use 2	676418.59	0.38%
Single Residential 2	227969.09	0.13%
General Residential 5	163883.62	0.09%
Local Business 2	136313.69	0.08%
General Business 3	17762.89	0.01%
General Business 5	6828.42	0.00%
General Business 2	6067.71	0.00%
Local Business 1	2189.00	0.00%
General Residential 3	470.96	0.00%
Grand Total	**177929035.06**	**100.00%**

KHAYELITSHA		
Row Labels	**Total Area**	**% Area**
Agricultural	59665421.77	49.33%
Transport 2	25573124.02	21.14%
Limited Use Zone	12409021.11	10.26%
Single Residential 2	11969214.48	9.90%
Community 1	4015134.85	3.32%
Open Space 2	1832569.78	1.52%
Community 2	1564203.76	1.29%
General Residential 3	839941.52	0.69%
General Business 4	686811.28	0.57%
Transport 1	645648.58	0.53%
General Industrial 2	379818.15	0.31%
Rural	361109.14	0.30%
Mixed Use 1	253782.61	0.21%
Utility	245407.11	0.20%
Open Space 3	189531.53	0.16%
Single Residential 1	105244.17	0.09%
General Residential 4	93494.63	0.08%
General Business 1	77774.10	0.06%
General Business 2	22665.25	0.02%
General Residential 1	16886.80	0.01%
General Residential 2	8907.82	0.01%
Local Business 2	2702.37	0.00%
Open Space 1	958.22	0.00%
Grand Total	**120959373.05**	**100.00%**

KRAAIFONTEIN		
Row Labels	**Total Area**	**% Area**
Transport 2	17120980.33	23.33%
Agricultural	15718039.74	21.41%
Single Residential 1	10495258.14	14.30%
General Residential 1	6286640.99	8.56%
General Industrial 1	4543337.77	6.19%
Community 1	2852809.62	3.89%
Single Residential 2	2732530.54	3.72%
Open Space 2	2670630.34	3.64%
Open Space 3	2379343.24	3.24%
Utility	1767021.33	2.41%
General Industrial 2	1250203.94	1.70%
General Residential 2	1166582.51	1.59%
Mixed Use 1	1064316.30	1.45%
General Business 1	1053363.16	1.44%
Transport 1	802541.79	1.09%
Open Space 1	524387.38	0.71%
Limited Use Zone	300326.26	0.41%
General Business 2	242194.58	0.33%
Local Business 2	213556.50	0.29%
Mixed Use 2	85433.39	0.12%
Community 2	67335.48	0.09%
General Business 4	48527.43	0.07%
Local Business 1	14110.70	0.02%
General Residential 6	2158.97	0.00%
Grand Total	**73401630.45**	**100.00%**

KUILSRIVIER		
Row Labels	**Total Area**	**% Area**
Agricultural	42691411.29	51.85%
Single Residential 1	10580695.35	12.85%
Transport 2	10225224.77	12.42%
Open Space 3	3986163.21	4.84%
Open Space 2	2714074.91	3.30%
Community 1	2602138.45	3.16%
Utility	2529580.52	3.07%
General Residential 1	1881650.01	2.29%
General Industrial 1	1183660.82	1.44%
General Residential 2	752663.63	0.91%
General Business 2	536873.65	0.65%
Transport 1	442166.87	0.54%
Mixed Use 1	402727.29	0.49%
General Business 1	368749.62	0.45%
General Business 4	301786.50	0.37%
General Residential 4	268324.86	0.33%
Limited Use Zone	260362.71	0.32%
Single Residential 2	202937.59	0.25%
Mixed Use 2	150856.21	0.18%
Community 2	88051.61	0.11%
General Business 5	60216.68	0.07%
Local Business 2	44180.72	0.05%
Local Business 1	28270.00	0.03%
General Business 6	27162.36	0.03%
Grand Total	**82329929.63**	**100.00%**

LANGA / BISHOP LAVIS		
Row Labels	**Total Area**	**% Area**
Agricultural	53187405.53	42.98%
Transport 1	20291263.53	16.40%
Transport 2	19664562.72	15.89%
Single Residential 1	6099435.14	4.93%
General Industrial 1	4295428.56	3.47%
General Industrial 2	4034180.58	3.26%
Community 1	3458270.21	2.79%
General Residential 4	3049268.09	2.46%
Open Space 2	3015158.27	2.44%
Single Residential 2	2433842.56	1.97%
Open Space 1	855305.13	0.69%
General Business 1	814501.22	0.66%
Utility	630215.67	0.51%
Open Space 3	575671.96	0.47%
General Residential 2	434974.53	0.35%
Mixed Use 1	259432.09	0.21%
Local Business 2	257262.01	0.21%
Community 2	203789.00	0.16%
General Business 2	115039.91	0.09%
General Residential 1	46635.66	0.04%
General Business 4	31016.62	0.03%
Limited Use Zone	1889.09	0.00%
General Residential 5	533.19	0.00%
Grand Total	**123755081.29**	**100.00%**

MITCHELLS PLAIN / GUGULETHU		
Row Labels	**Total Area**	**% Area**
Agricultural	53133893.30	33.44%
Transport 2	41657590.48	26.22%
Single Residential 1	16657506.85	10.48%
Single Residential 2	12734557.00	8.02%
Open Space 2	6744171.39	4.25%
Community 2	6298693.61	3.96%
Community 1	4649241.05	2.93%
Open Space 3	4055030.27	2.55%
General Industrial 1	2932449.74	1.85%
Limited Use Zone	2589583.30	1.63%
Transport 1	1988370.34	1.25%
General Business 1	1898080.91	1.19%
Mixed Use 1	825536.20	0.52%
Utility	699949.59	0.44%
General Business 4	590540.51	0.37%
Rural	334111.18	0.21%
General Residential 3	323946.35	0.20%
General Residential 2	232335.69	0.15%
General Residential 4	201573.38	0.13%
General Business 6	83724.93	0.05%
Mixed Use 2	79512.28	0.05%
General Industrial 2	69823.30	0.04%
Local Business 2	47366.64	0.03%
General Residential 1	39800.55	0.03%
Local Business 1	2214.01	0.00%
Open Space 1	1973.61	0.00%
Grand Total	**158871576.46**	**100.00%**

NORTHERN CORRIDOR		
Row Labels	**Total Area**	**% Area**
Agricultural	755089278.52	79.91%
Transport 2	37172734.43	3.93%
Single Residential 1	30957224.44	3.28%
General Industrial 1	24212769.29	2.56%
Open Space 2	21867893.29	2.31%
Rural	15721391.05	1.66%
Utility	11659420.34	1.23%
Limited Use Zone	8126892.15	0.86%
General Business 3	7063287.91	0.75%
Open Space 3	6002312.78	0.64%
General Residential 2	5191798.47	0.55%
Community 1	4592070.45	0.49%
General Business 1	2954102.89	0.31%
General Residential 1	2063974.92	0.22%
Risk Industry	2012127.80	0.21%
General Residential 3	1862418.88	0.20%
Transport 1	1360884.25	0.14%
Community 2	1260761.66	0.13%
Mixed Use 1	1145869.53	0.12%
Single Residential 2	1144349.92	0.12%
General Residential 4	836669.95	0.09%
Mixed Use 2	739280.22	0.08%
General Business 4	534499.17	0.06%
Open Space 1	445387.74	0.05%
Local Business 2	435453.64	0.05%
General Industrial 2	191524.54	0.02%
General Business 2	170648.15	0.02%
Local Business 1	53434.62	0.01%
General Business 7	8786.96	0.00%
General Residential 5	4162.71	0.00%
Council To Deem	2458.37	0.00%
Grand Total	**944883869.04**	**100.00%**

OOSTENBERG		
Row Labels	**Total Area**	**% Area**
Agricultural	333237607.30	72.82%
Single Residential 1	37420562.81	8.18%
Transport 2	29970741.47	6.55%
Open Space 2	14808315.78	3.24%
General Residential 1	6746283.74	1.47%
Open Space 3	6525952.72	1.43%
Rural	5941745.32	1.30%
Transport 1	4496320.95	0.98%
General Residential 2	4016907.93	0.88%
Community 1	3837533.37	0.84%
General Business 2	1935676.33	0.42%
Community 2	1638954.19	0.36%
General Business 3	1495724.47	0.33%
Utility	1422835.70	0.31%
General Residential 3	845584.86	0.18%
Local Business 1	786743.68	0.17%
General Business 1	605856.14	0.13%
Mixed Use 1	426431.03	0.09%
Single Residential 2	418443.84	0.09%
Local Business 2	379345.20	0.08%
General Business 4	192528.56	0.04%
General Residential 4	167898.13	0.04%
Open Space 1	126645.42	0.03%
Limited Use Zone	100334.59	0.02%
General Industrial 1	21281.07	0.00%
General Business 7	14540.25	0.00%
General Business 5	3378.90	0.00%
General Residential 5	3052.85	0.00%
Grand Total	**457587226.60**	**100.00%**

PARROW / BELLVILE		
Row Labels	**Total Area**	**% Area**
Transport 2	31239544.78	23.65%
Single Residential 1	30426269.02	23.03%
General Industrial 1	13344483.74	10.10%
Community 2	9114446.19	6.90%
Transport 1	9086204.33	6.88%
Community 1	8905054.67	6.74%
Open Space 2	7220084.21	5.47%
Utility	5435873.52	4.12%
General Residential 2	3464918.49	2.62%
Limited Use Zone	2844323.51	2.15%
Open Space 3	2281685.05	1.73%
General Business 1	1583113.23	1.20%
General Business 4	1461048.44	1.11%
General Residential 1	1305630.90	0.99%
Mixed Use 1	1177333.57	0.89%
General Business 3	729618.35	0.55%
Local Business 2	648740.27	0.49%
General Residential 4	529746.59	0.40%
Single Residential 2	375737.49	0.28%
General Business 2	284504.67	0.22%
Local Business 1	252184.83	0.19%
General Residential 3	116221.34	0.09%
Agricultural	95336.71	0.07%
Mixed Use 2	77709.70	0.06%
Council To Deem	27439.88	0.02%
General Residential 6	26100.47	0.02%
General Business 7	19152.27	0.01%
General Residential 5	8645.82	0.01%
General Business 6	6135.72	0.00%
General Business 5	2480.54	0.00%
Grand Total	**132089768.29**	**100.00%**

SEA POINT		
Row Labels	**Total Area**	**% Area**
Agricultural	63554760.04	34.85%
Open Space 2	61927399.43	33.96%
Single Residential 1	12490487.99	6.85%
Transport 2	8983133.22	4.93%
Community 2	5812599.66	3.19%
Open Space 1	5057583.28	2.77%
General Residential 2	4170280.83	2.29%
General Residential 4	4025739.99	2.21%
Rural	3240349.03	1.78%
Community 1	2945189.17	1.62%
Limited Use Zone	2120597.32	1.16%
Utility	1729716.55	0.95%
Transport 1	1308312.53	0.72%
Open Space 3	897203.29	0.49%
General Business 1	854505.62	0.47%
General Residential 5	779598.66	0.43%
General Business 5	532235.57	0.29%
Mixed Use 2	497421.76	0.27%
General Residential 1	460739.96	0.25%
Mixed Use 3	292613.32	0.16%
General Business 7	252728.54	0.14%
Single Residential 2	131440.80	0.07%
General Business 6	110819.06	0.06%
General Industrial 1	71787.77	0.04%
Local Business 2	37060.02	0.02%
General Industrial 2	25200.62	0.01%
General Residential 6	24514.20	0.01%
Mixed Use 1	10311.70	0.01%
General Business 4	6673.44	0.00%
General Business 2	5697.94	0.00%
Local Business 1	1558.83	0.00%
Grand Total	**182358260.12**	**100.00%**

SIMONSTOWN		
Row Labels	**Total Area**	**% Area**
Agricultural	288105346.30	60.62%
Open Space 2	63382405.56	13.34%
Limited Use Zone	54331557.76	11.43%
Single Residential 1	23462080.12	4.94%
Transport 2	14275797.58	3.00%
Rural	6640509.58	1.40%
General Residential 1	6550615.19	1.38%
Utility	5702229.11	1.20%
Open Space 3	3359868.28	0.71%
Community 1	2493886.98	0.52%
General Residential 2	1715148.10	0.36%
General Business 1	1132525.88	0.24%
Transport 1	667944.52	0.14%
Single Residential 2	601256.17	0.13%
General Industrial 1	590680.63	0.12%
General Industrial 2	518854.22	0.11%
Community 2	389416.94	0.08%
General Residential 4	381766.52	0.08%
Mixed Use 1	309104.98	0.07%
Mixed Use 2	144150.74	0.03%
General Business 2	133272.81	0.03%
Open Space 1	113741.63	0.02%
General Business 5	109521.45	0.02%
Local Business 2	94072.43	0.02%
General Residential 3	39552.47	0.01%
General Residential 5	19947.72	0.00%
General Business 4	9380.60	0.00%
Mixed Use 3	9064.73	0.00%
Local Business 1	4360.91	0.00%
General Residential 6	2887.71	0.00%
Risk Industry	1607.43	0.00%
Council To Deem	335.62	0.00%
Grand Total	**475292890.69**	**100.00%**

SOMERSET WEST

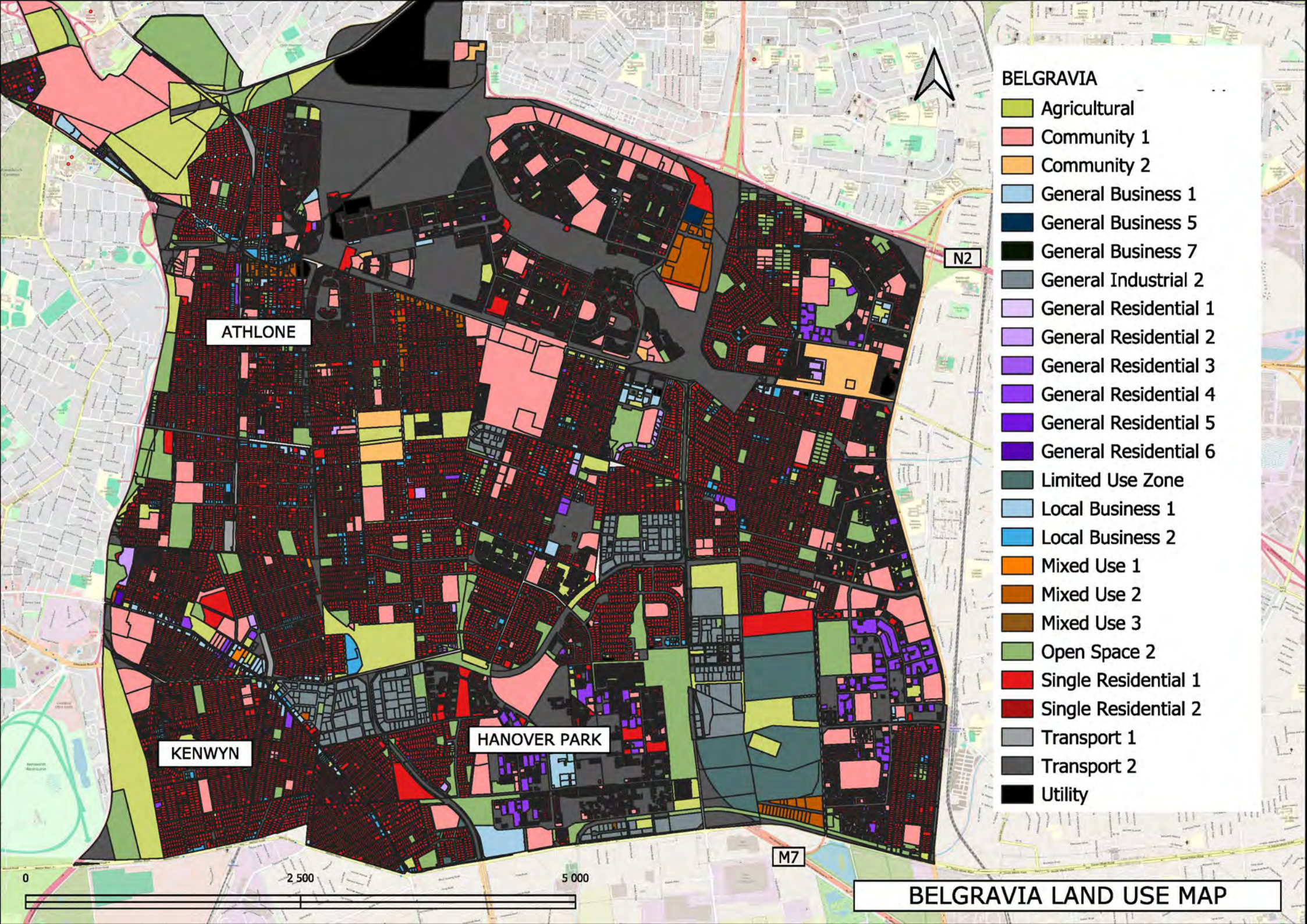
Row Labels	Total Area	% Area
Agricultural	144066109.78	63.77%
Open Space 1	28215851.07	12.49%
Single Residential 1	18101734.73	8.01%
Open Space 3	15187342.32	6.72%
Transport 2	7490216.71	3.32%
Community 1	3752698.92	1.66%
Open Space 2	1995062.15	0.88%
General Residential 2	1989225.83	0.88%
General Residential 1	1688184.46	0.75%
Transport 1	1318982.35	0.58%
Rural	954356.24	0.42%
General Business 4	384549.30	0.17%
Single Residential 2	265226.12	0.12%
Community 2	155258.31	0.07%
Local Business 2	135311.80	0.06%
General Business 1	96127.39	0.04%
Utility	75854.23	0.03%
Local Business 1	37547.89	0.02%
General Business 2	5866.60	0.00%
Grand Total	**225915506.2**	**100.00%**

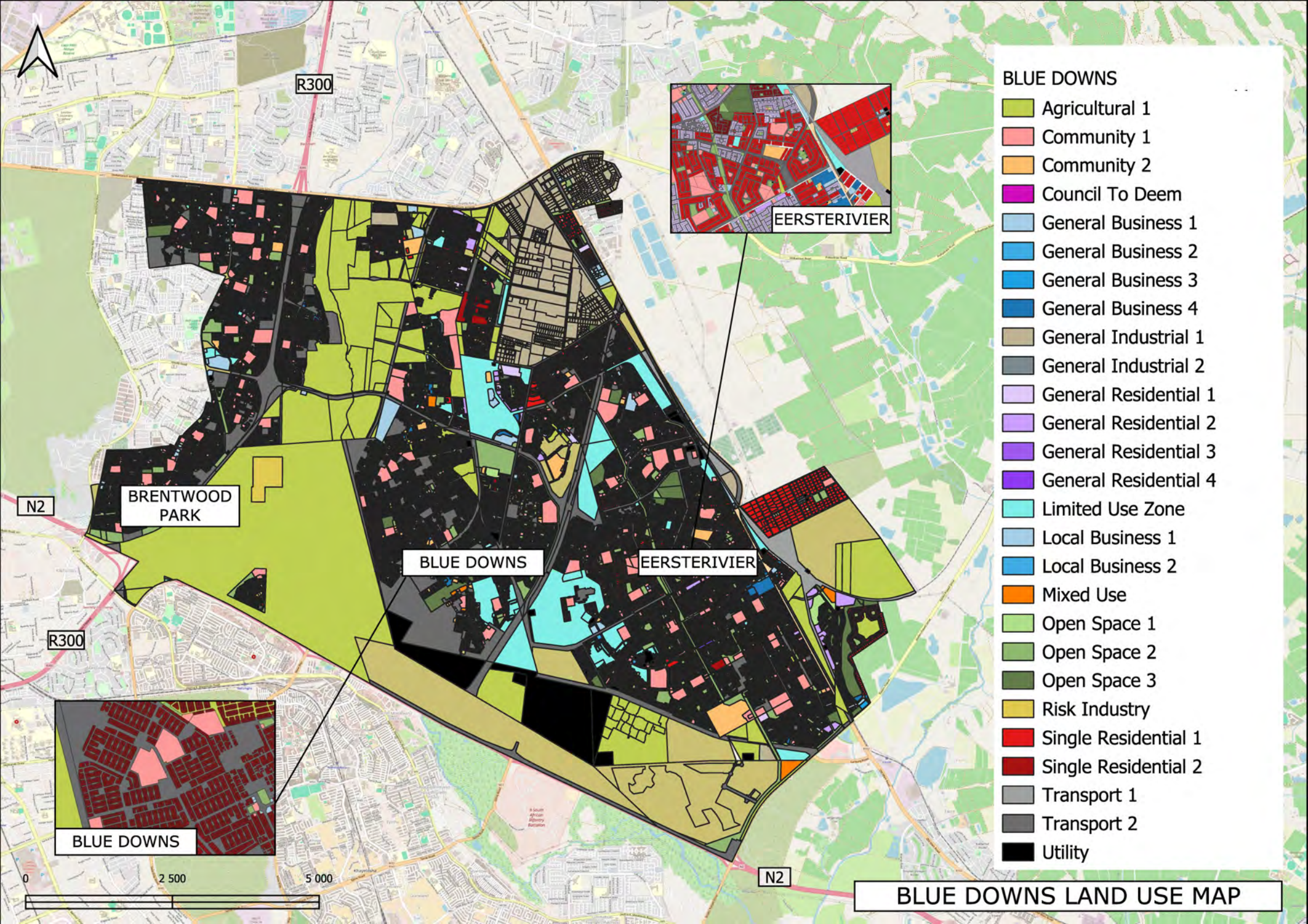
STRAND

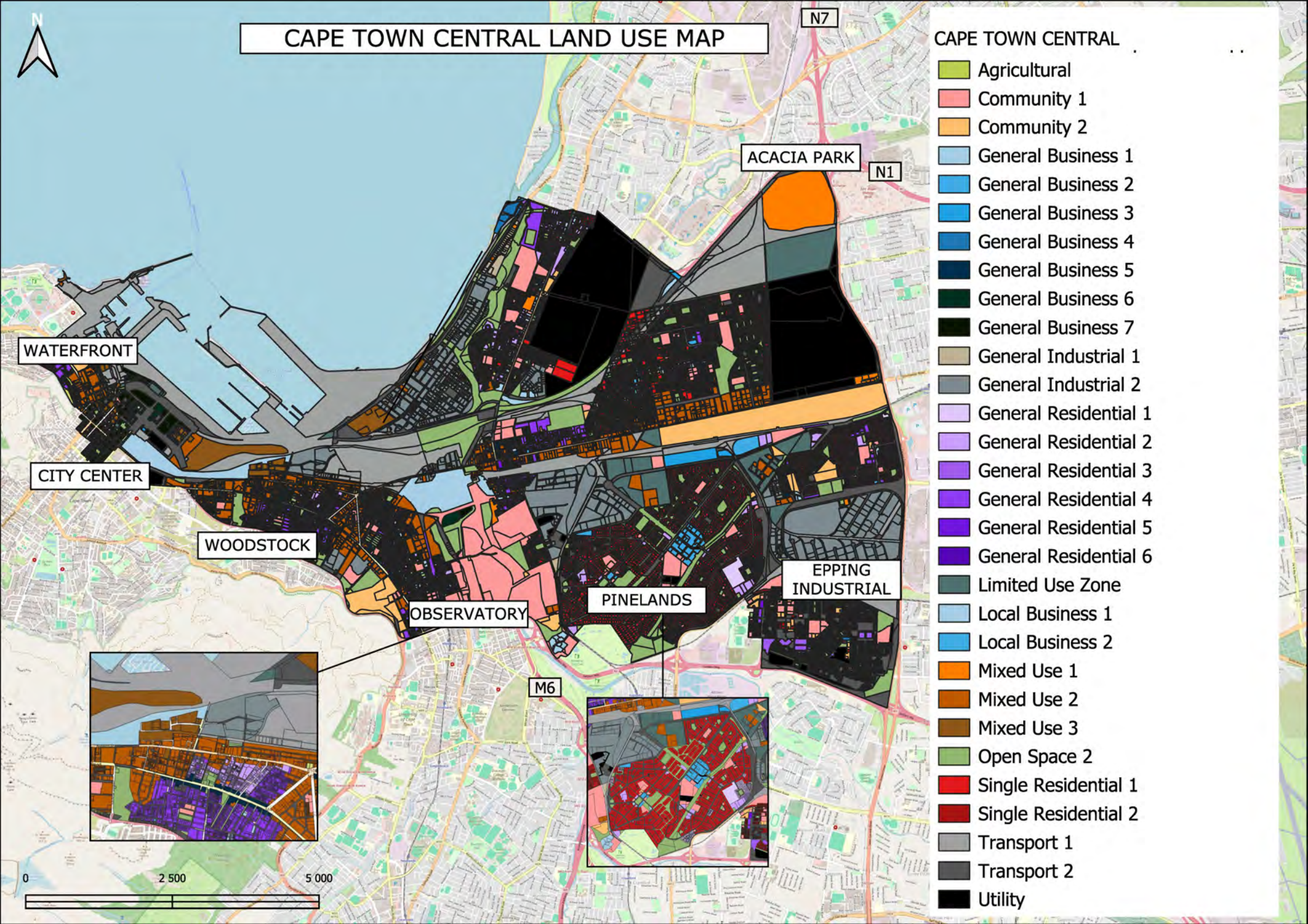
Row Labels	Total Area	% Area
Open Space 1	231157390.80	54.00%
Agricultural	73187858.68	17.10%
Transport 2	24786177.56	5.79%
Single Residential 1	16473457.92	3.85%
Open Space 2	13755327.58	3.21%
Risk Industry	12515258.16	2.92%
Open Space 3	8676846.84	2.03%
Rural	8244876.38	1.93%
General Residential 1	5419738.96	1.27%
General Industrial 1	5317065.21	1.24%
Mixed Use 1	5016501.76	1.17%
Utility	4076008.90	0.95%
Single Residential 2	4003589.52	0.94%
General Residential 2	3847797.69	0.90%
Community 1	2903198.40	0.68%
General Business 4	2367104.34	0.55%
Transport 1	1889702.94	0.44%
General Business 1	1488219.22	0.35%
Limited Use Zone	952215.92	0.22%
General Business 2	886203.90	0.21%
Community 2	481329.80	0.11%
Local Business 2	342175.06	0.08%
General Residential 5	102720.08	0.02%
General Residential 4	61497.72	0.01%
General Residential 3	51961.20	0.01%
Council To Deem	21546.26	0.01%
General Industrial 2	16651.76	0.00%
General Business 3	13768.28	0.00%
Local Business 1	11745.78	0.00%
General Business 5	6413.93	0.00%
General Residential 6	723.42	0.00%
General Business 6	634.35	0.00%
Grand Total	**428075708.31**	**100.00%**

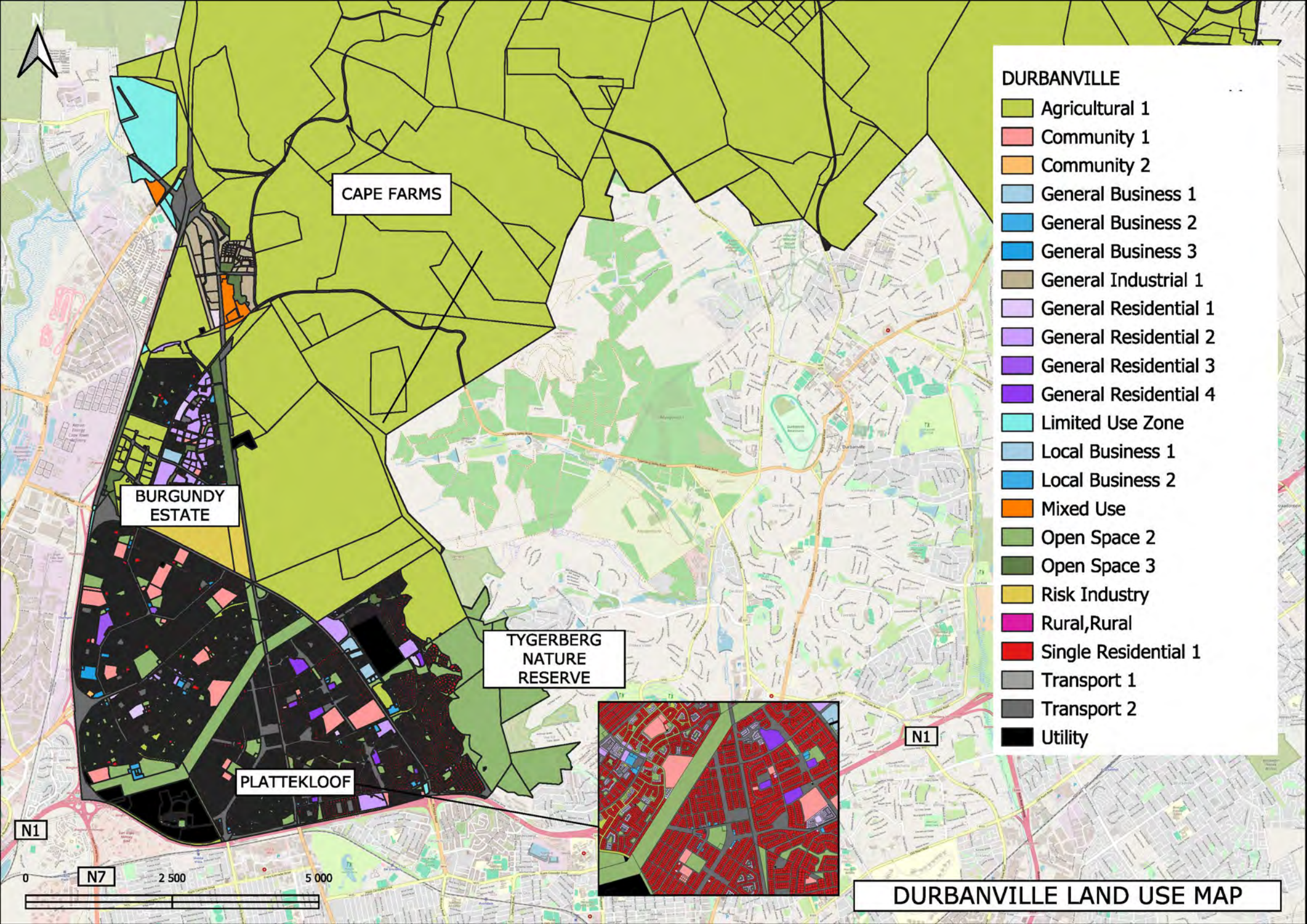
WYNBERG

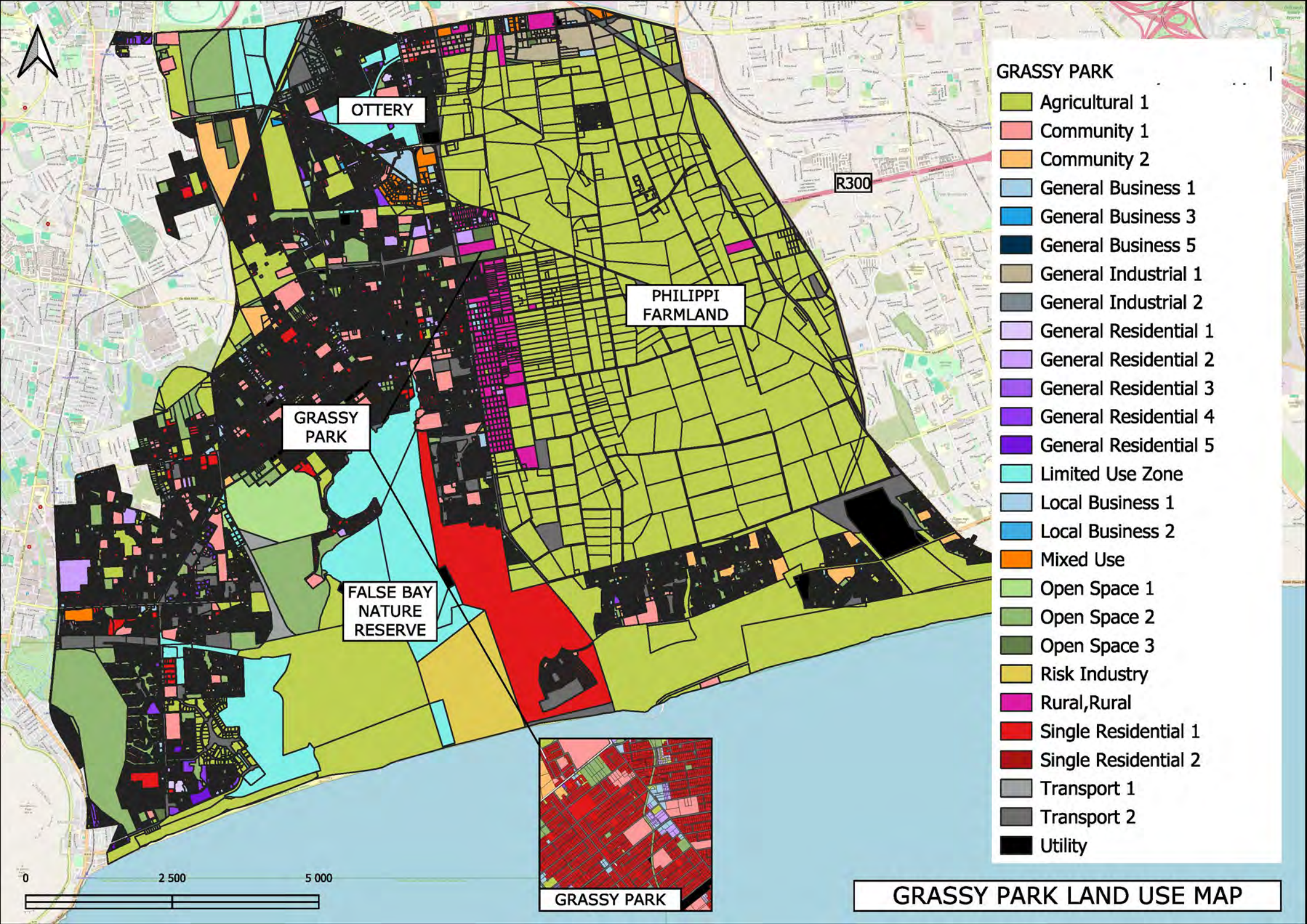
Row Labels	Total Area	% Area
Agricultural	51768598.99	29.53%
Single Residential 1	39277444.18	22.40%
Open Space 2	33733063.15	19.24%
Transport 2	16365466.13	9.33%
Community 1	10244469.99	5.84%
General Residential 4	4784062.542	2.73%
Community 2	4675911.96	2.67%
General Residential 2	3692093.356	2.11%
Utility	3668105.589	2.09%
General Business 1	2781682.76	1.59%
General Industrial 2	896120.3996	0.51%
Transport 1	740267.1062	0.42%
General Residential 1	700407.5918	0.40%
Open Space 3	575500.6245	0.33%
General Business 5	385131.5054	0.22%
Mixed Use 2	361649.7011	0.21%
Local Business 2	298189.4691	0.17%
General Business 3	123895.29	0.07%
Limited Use Zone	114840.5102	0.07%
Local Business 1	62472.63522	0.04%
General Business 4	29600.91872	0.02%
Mixed Use 1	20599.68497	0.01%
General Residential 5	18056.71456	0.01%
General Business 6	10108.88691	0.01%
General Business 7	8468.33217	0.00%
General Business 2	667.7635182	0.00%
Grand Total	**175336875.8**	**100.00%**

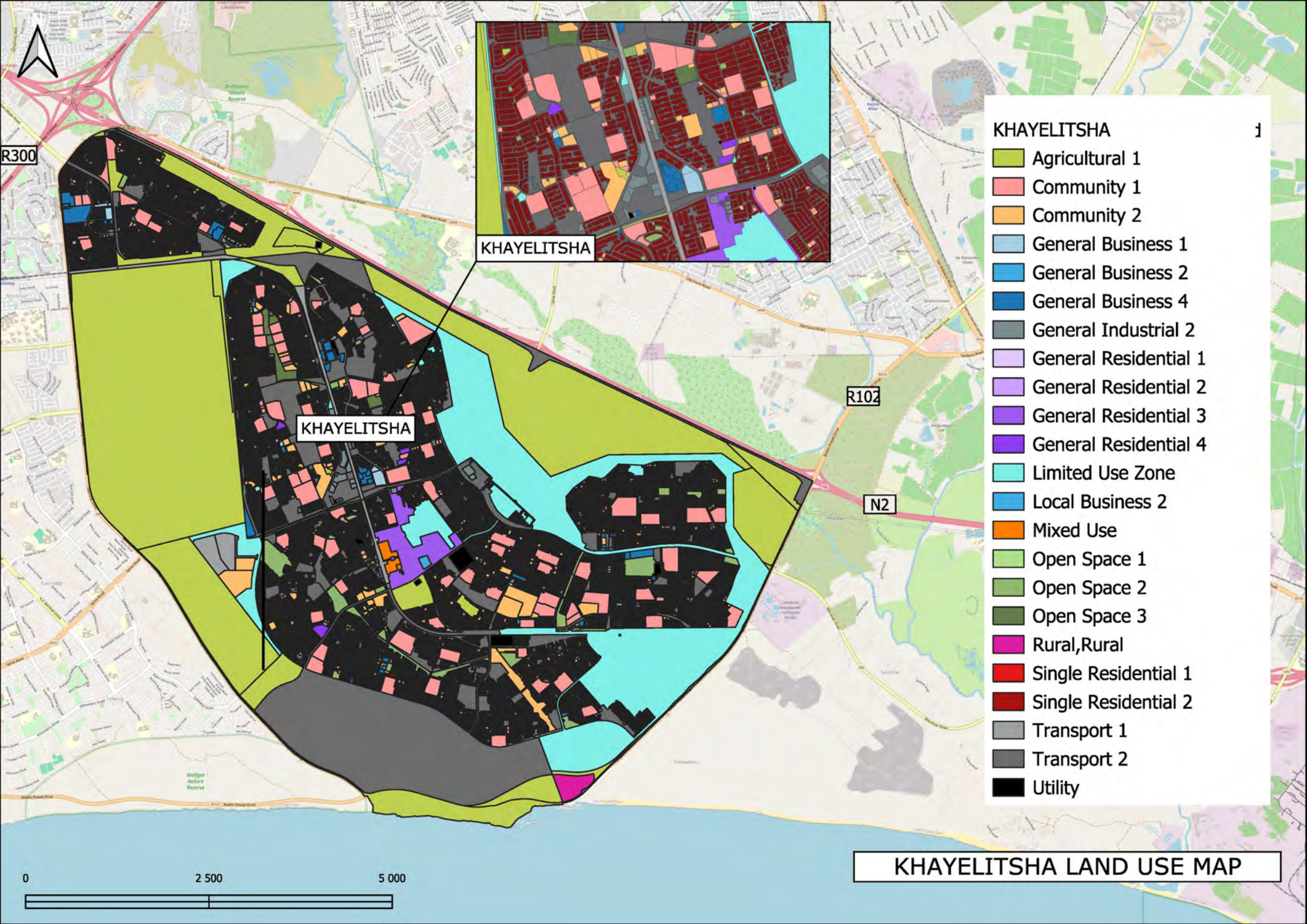

BELGRAVIA
Agricultural
Community 1
Community 2
General Business 1
General Business 5
General Business 7
General Industrial 2
General Residential 1
General Residential 2
General Residential 3
General Residential 4
General Residential 5
General Residential 6
Limited Use Zone
Local Business 1
Local Business 2
Mixed Use 1
Mixed Use 2
Mixed Use 3
Open Space 2
Single Residential 1
Single Residential 2
Transport 1
Transport 2
Utility
ATHLONE
KENWYN
HANOVER PARK
N2
M7
0
2 500
5 000
BELGRAVIA LAND USE MAP

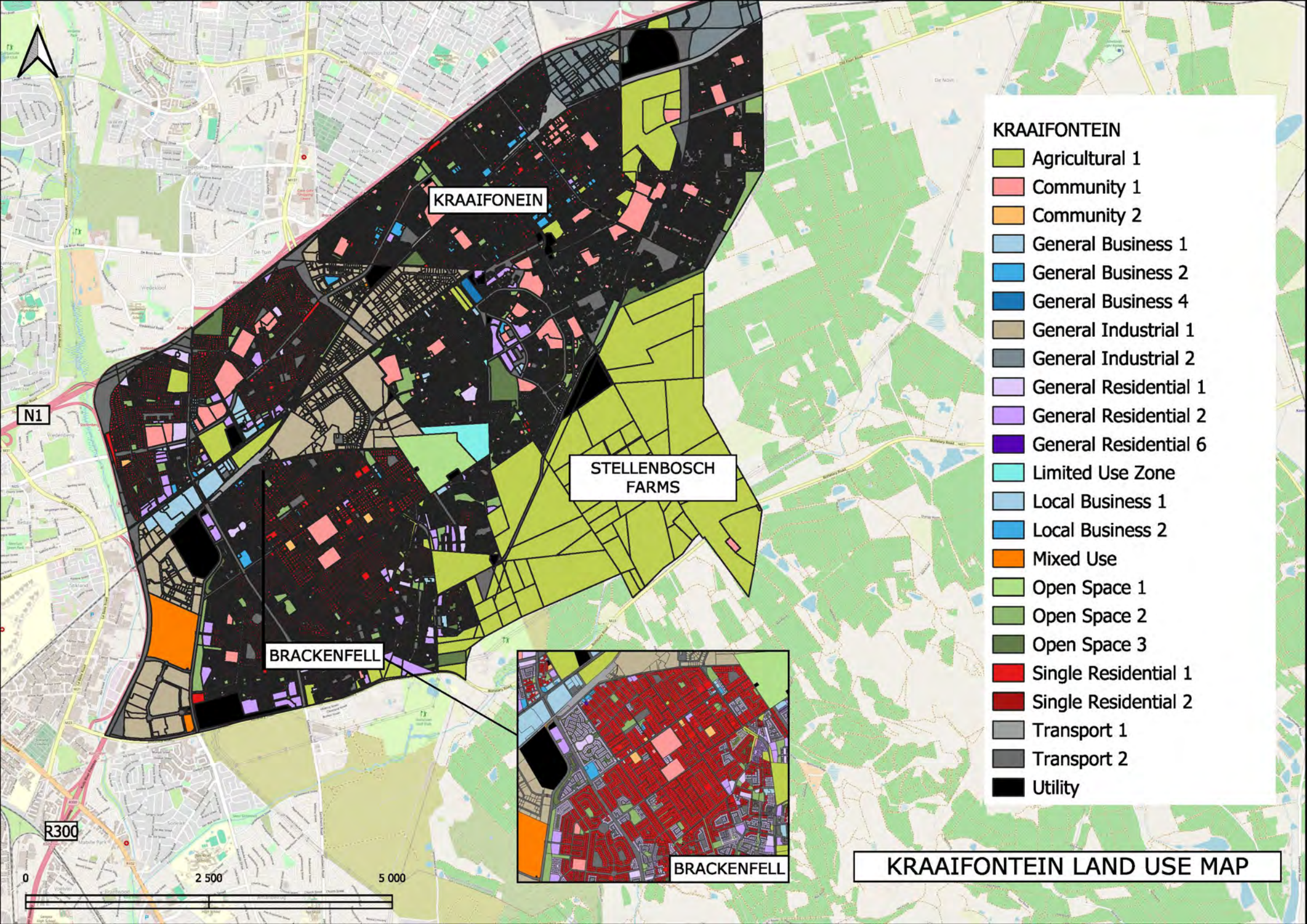

R300
N2
R300
N2
BRENTWOOD PARK
BLUE DOWNS
EERSTERIVIER
EERSTERIVIER
BLUE DOWNS
0
2 500
5 000
BLUE DOWNS
Agricultural 1
Community 1
Community 2
Council To Deem
General Business 1
General Business 2
General Business 3
General Business 4
General Industrial 1
General Industrial 2
General Residential 1
General Residential 2
General Residential 3
General Residential 4
Limited Use Zone
Local Business 1
Local Business 2
Mixed Use
Open Space 1
Open Space 2
Open Space 3
Risk Industry
Single Residential 1
Single Residential 2
Transport 1
Transport 2
Utility
BLUE DOWNS LAND USE MAP

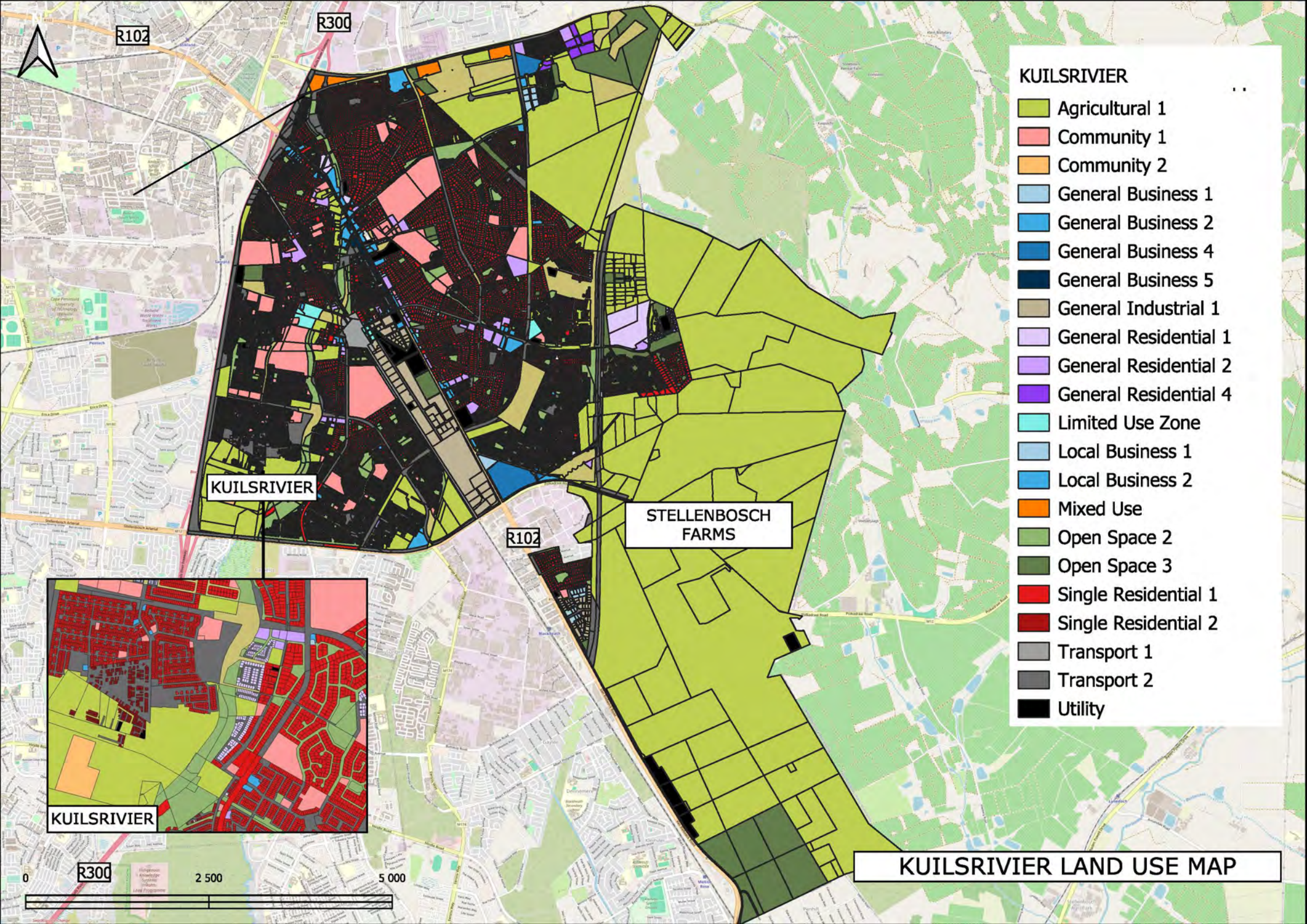

CAPE TOWN CENTRAL LAND USE MAP
N
N7
N1
M6
ACACIA PARK
WATERFRONT
CITY CENTER
WOODSTOCK
OBSERVATORY
PINELANDS
EPPING INDUSTRIAL
0
2 500
5 000
CAPE TOWN CENTRAL
Agricultural
Community 1
Community 2
General Business 1
General Business 2
General Business 3
General Business 4
General Business 5
General Business 6
General Business 7
General Industrial 1
General Industrial 2
General Residential 1
General Residential 2
General Residential 3
General Residential 4
General Residential 5
General Residential 6
Limited Use Zone
Local Business 1
Local Business 2
Mixed Use 1
Mixed Use 2
Mixed Use 3
Open Space 2
Single Residential 1
Single Residential 2
Transport 1
Transport 2
Utility

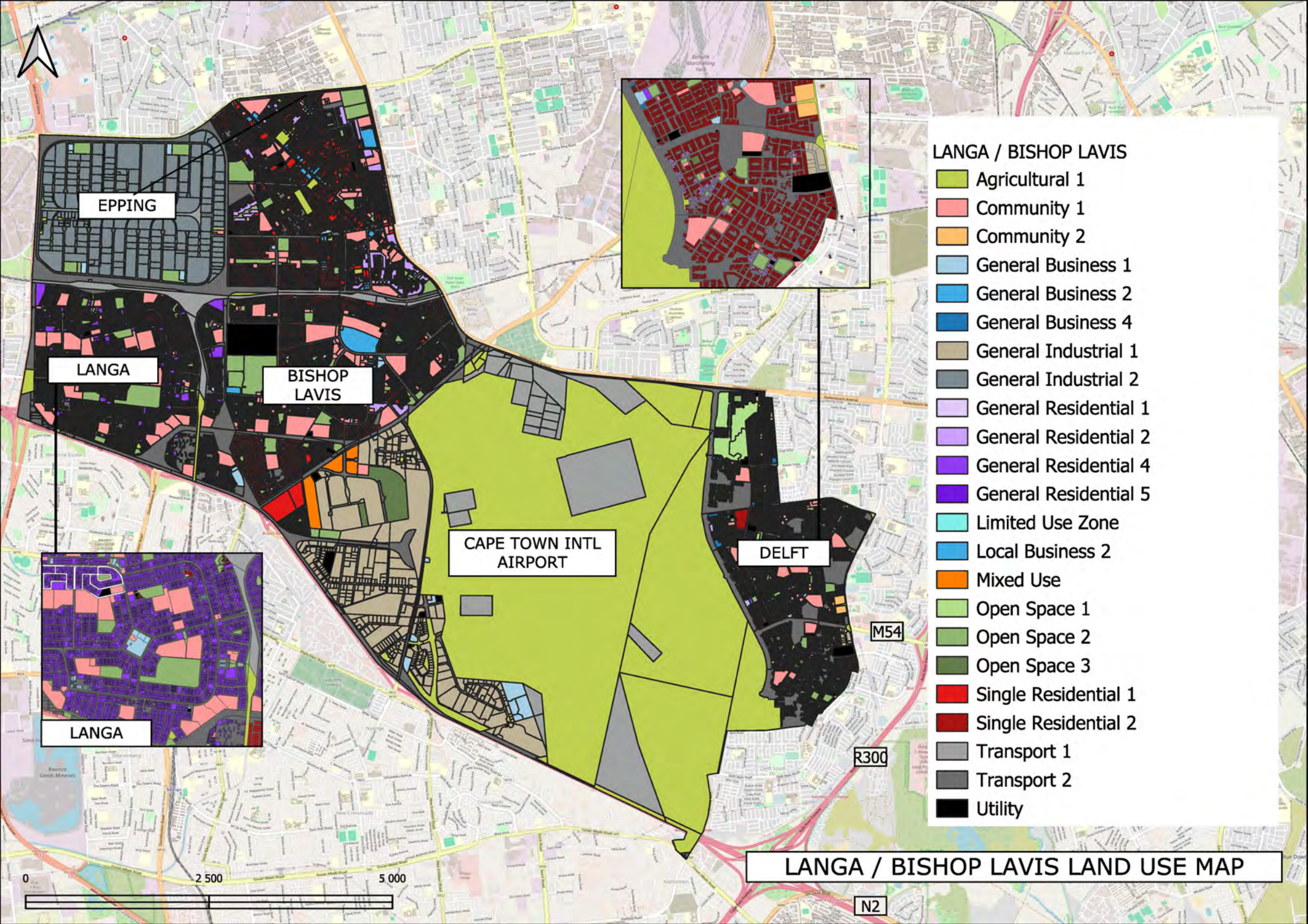

N
CAPE FARMS
BURGUNDY ESTATE
TYGERBERG NATURE RESERVE
PLATTEKLOOF
N1
N7
N1
0
2 500
5 000
DURBANVILLE
Agricultural 1
Community 1
Community 2
General Business 1
General Business 2
General Business 3
General Industrial 1
General Residential 1
General Residential 2
General Residential 3
General Residential 4
Limited Use Zone
Local Business 1
Local Business 2
Mixed Use
Open Space 2
Open Space 3
Risk Industry
Rural,Rural
Single Residential 1
Transport 1
Transport 2
Utility
DURBANVILLE LAND USE MAP


OTTERY
R300
PHILIPPI FARMLAND
GRASSY PARK
FALSE BAY NATURE RESERVE
GRASSY PARK
0
2 500
5 000
GRASSY PARK
Agricultural 1
Community 1
Community 2
General Business 1
General Business 3
General Business 5
General Industrial 1
General Industrial 2
General Residential 1
General Residential 2
General Residential 3
General Residential 4
General Residential 5
Limited Use Zone
Local Business 1
Local Business 2
Mixed Use
Open Space 1
Open Space 2
Open Space 3
Risk Industry
Rural,Rural
Single Residential 1
Single Residential 2
Transport 1
Transport 2
Utility
GRASSY PARK LAND USE MAP

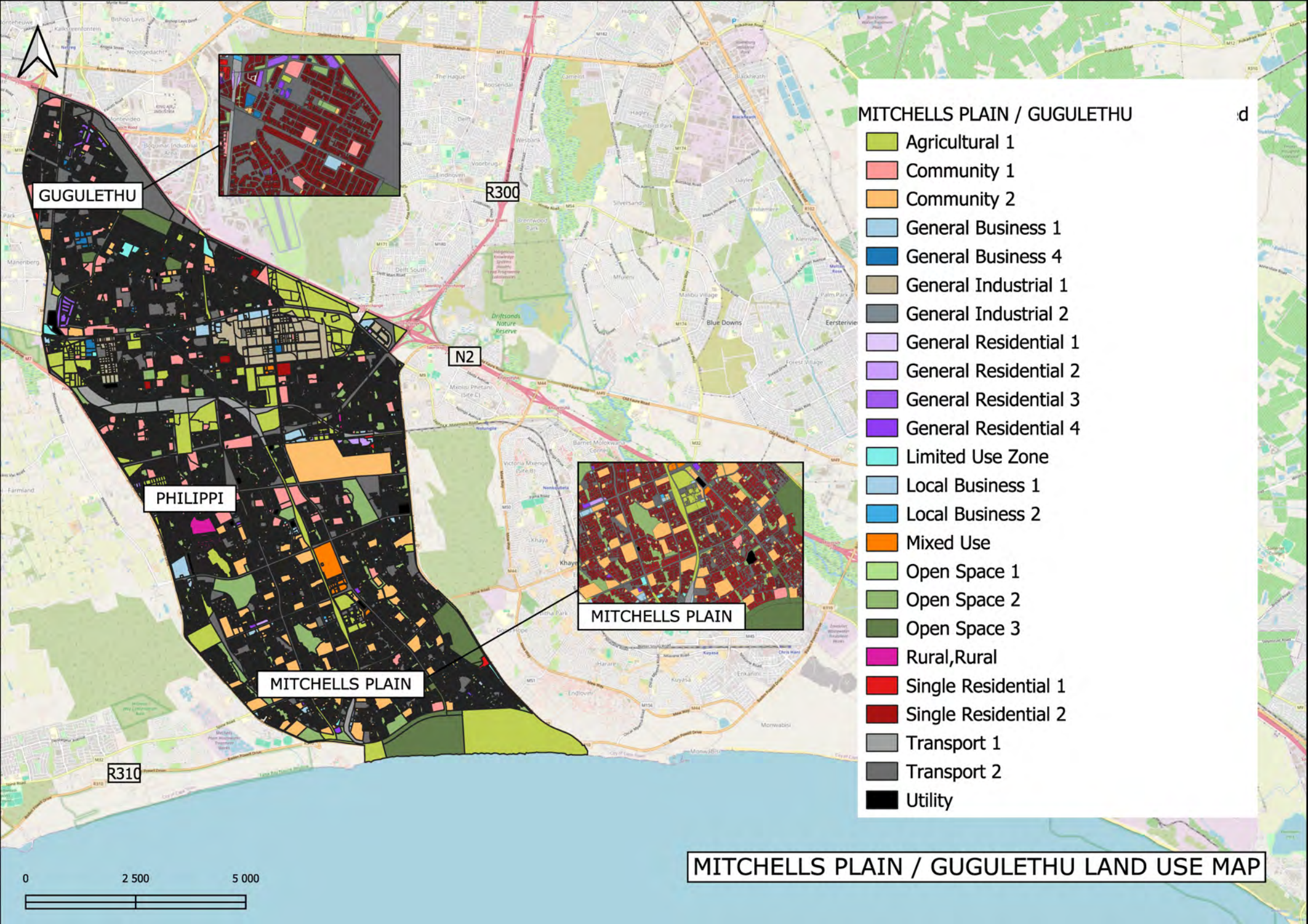

KHAYELITSHA
KHAYELITSHA
R300
R102
N2
KHAYELITSHA
Agricultural 1
Community 1
Community 2
General Business 1
General Business 2
General Business 4
General Industrial 2
General Residential 1
General Residential 2
General Residential 3
General Residential 4
Limited Use Zone
Local Business 2
Mixed Use
Open Space 1
Open Space 2
Open Space 3
Rural,Rural
Single Residential 1
Single Residential 2
Transport 1
Transport 2
Utility
0
2 500
5 000
KHAYELITSHA LAND USE MAP

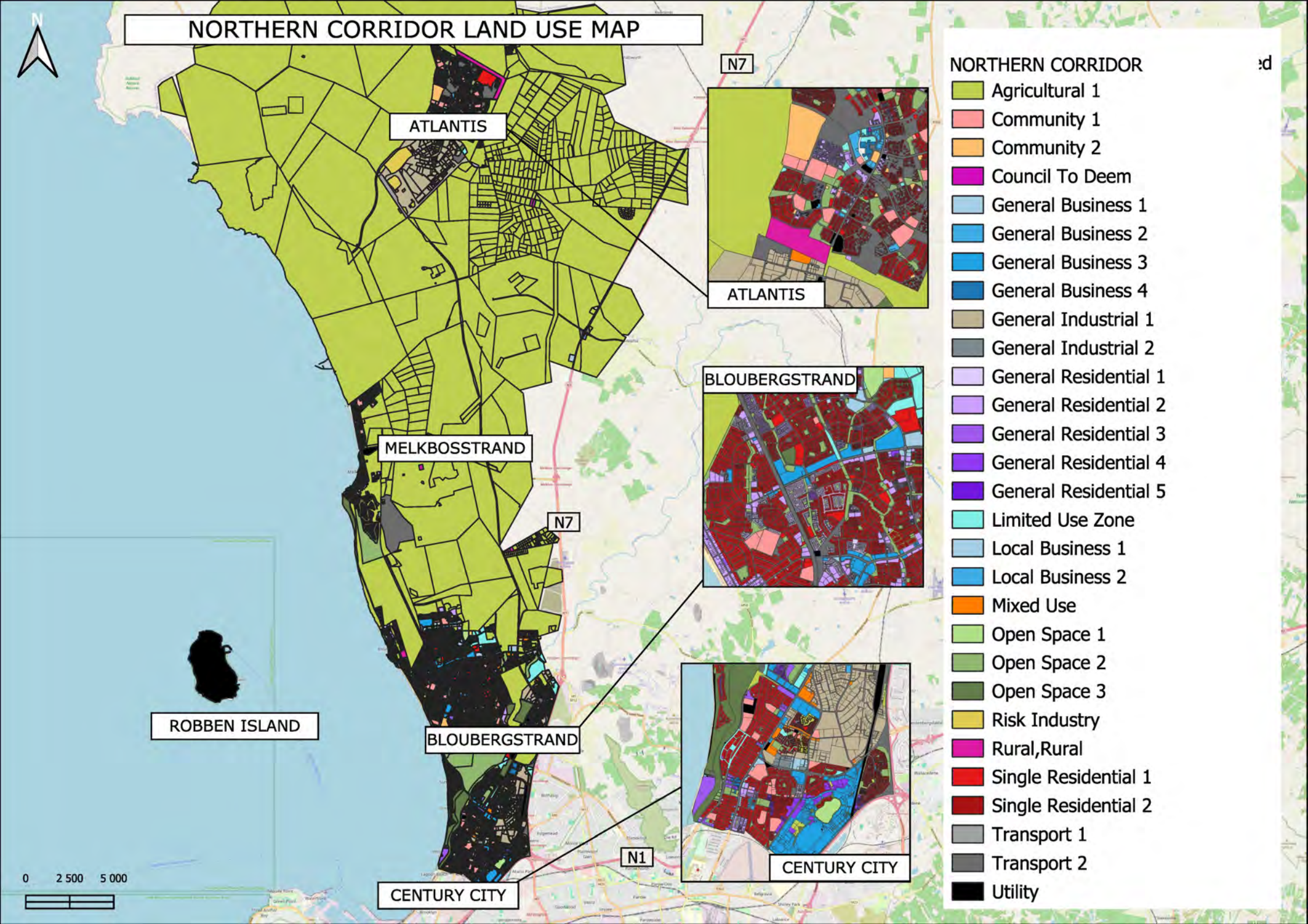

KRAAIFONEIN
STELLENBOSCH FARMS
BRACKENFELL
N1
R300
BRACKENFELL
KRAAIFONTEIN
Agricultural 1
Community 1
Community 2
General Business 1
General Business 2
General Business 4
General Industrial 1
General Industrial 2
General Residential 1
General Residential 2
General Residential 6
Limited Use Zone
Local Business 1
Local Business 2
Mixed Use
Open Space 1
Open Space 2
Open Space 3
Single Residential 1
Single Residential 2
Transport 1
Transport 2
Utility
0
2 500
5 000
KRAAIFONTEIN LAND USE MAP

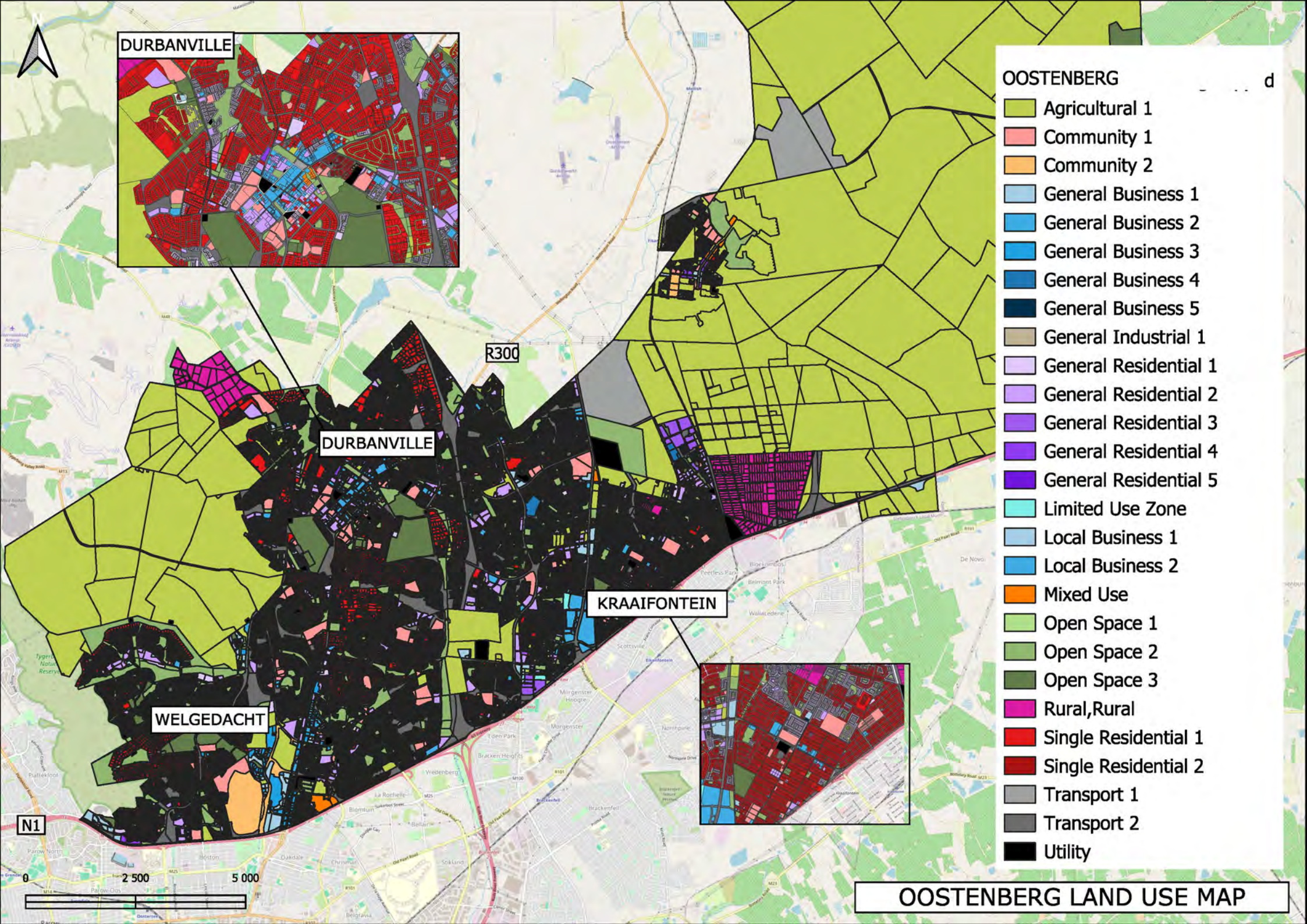

R102
R300
KUILSRIVIER
STELLENBOSCH FARMS
R102
KUILSRIVIER
R300
0
2 500
5 000
KUILSRIVIER
Agricultural 1
Community 1
Community 2
General Business 1
General Business 2
General Business 4
General Business 5
General Industrial 1
General Residential 1
General Residential 2
General Residential 4
Limited Use Zone
Local Business 1
Local Business 2
Mixed Use
Open Space 2
Open Space 3
Single Residential 1
Single Residential 2
Transport 1
Transport 2
Utility
KUILSRIVIER LAND USE MAP



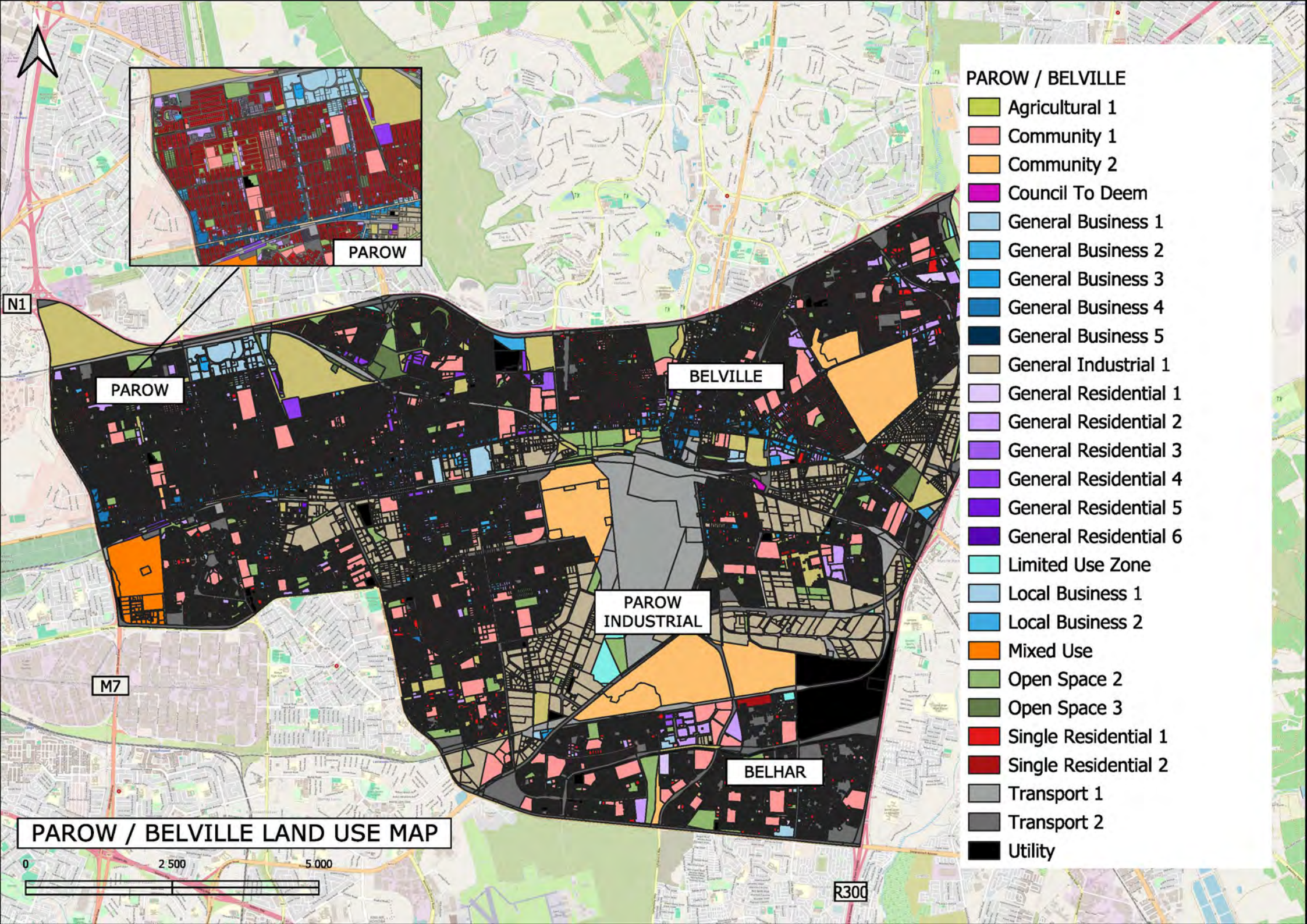
LANGA / BISHOP LAVIS LAND USE MAP

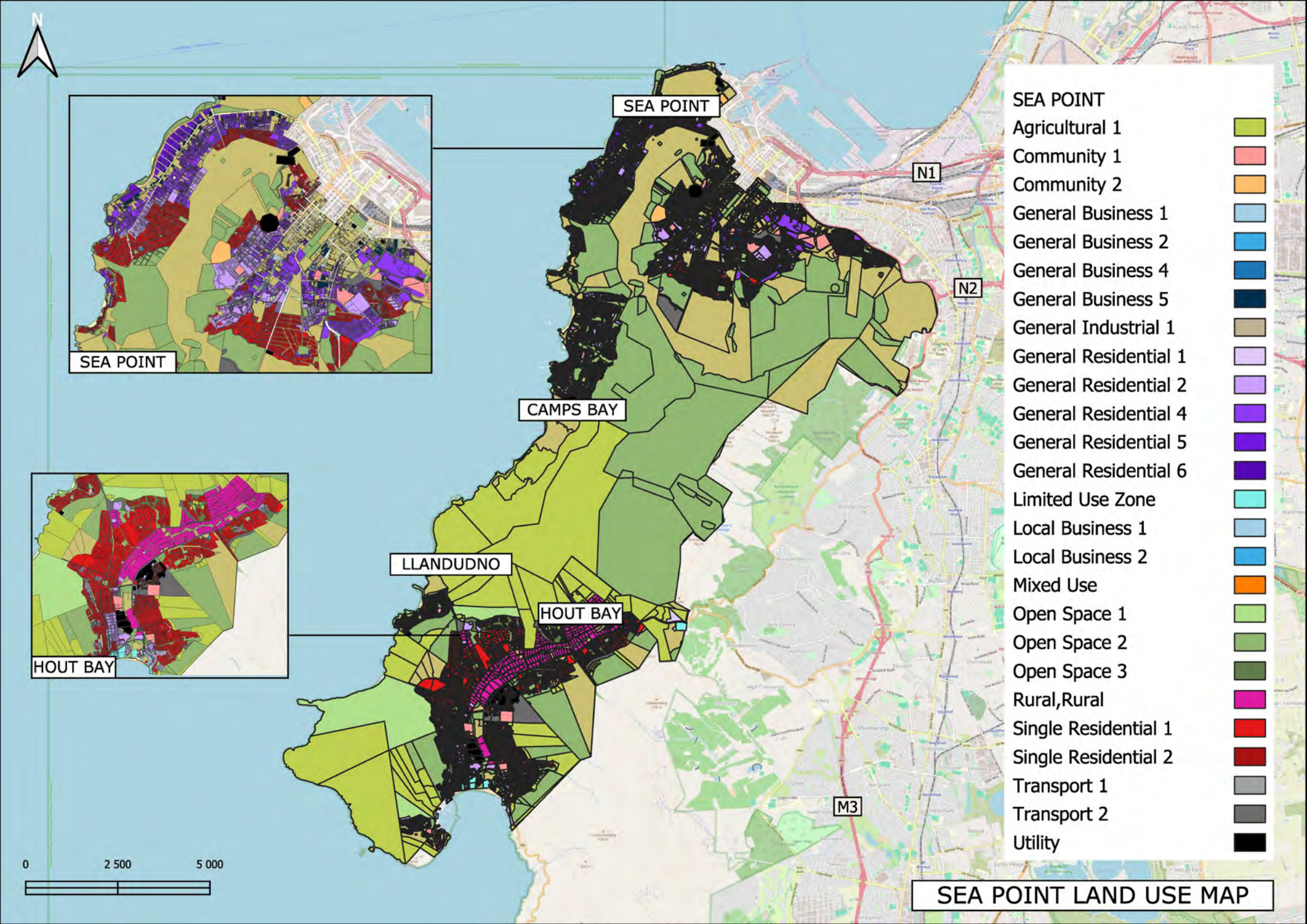

GUGULETHU
PHILIPPI
MITCHELLS PLAIN
MITCHELLS PLAIN
R300
N2
R310
MITCHELLS PLAIN / GUGULETHU
Agricultural 1
Community 1
Community 2
General Business 1
General Business 4
General Industrial 1
General Industrial 2
General Residential 1
General Residential 2
General Residential 3
General Residential 4
Limited Use Zone
Local Business 1
Local Business 2
Mixed Use
Open Space 1
Open Space 2
Open Space 3
Rural,Rural
Single Residential 1
Single Residential 2
Transport 1
Transport 2
Utility
0
2 500
5 000
MITCHELLS PLAIN / GUGULETHU LAND USE MAP

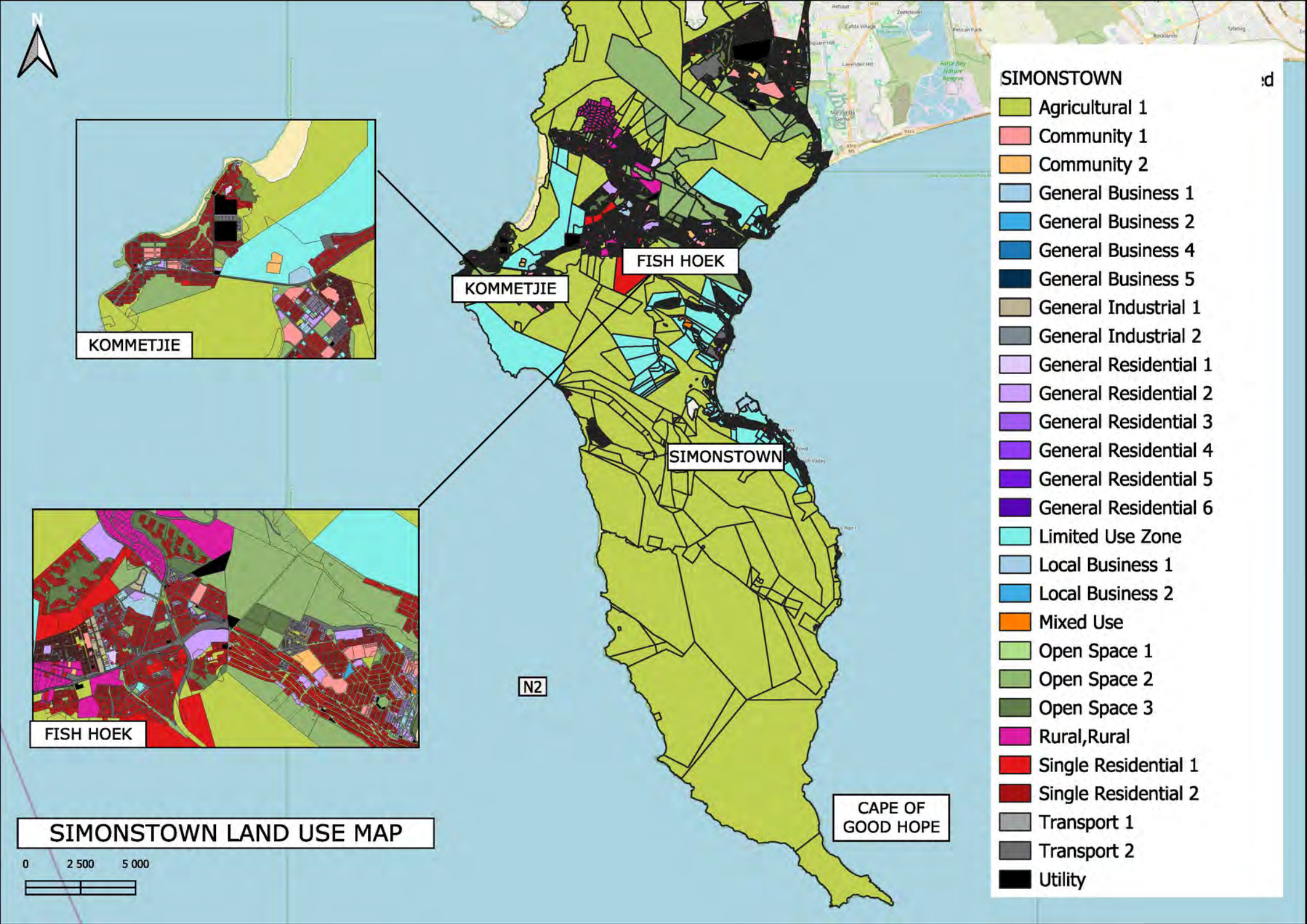

NORTHERN CORRIDOR LAND USE MAP
N
ATLANTIS
MELKBOSSTRAND
ROBBEN ISLAND
BLOUBERGSTRAND
CENTURY CITY
N7
N7
N1
ATLANTIS
BLOUBERGSTRAND
CENTURY CITY
0
2 500
5 000
NORTHERN CORRIDOR
Agricultural 1
Community 1
Community 2
Council To Deem
General Business 1
General Business 2
General Business 3
General Business 4
General Industrial 1
General Industrial 2
General Residential 1
General Residential 2
General Residential 3
General Residential 4
General Residential 5
Limited Use Zone
Local Business 1
Local Business 2
Mixed Use
Open Space 1
Open Space 2
Open Space 3
Risk Industry
Rural,Rural
Single Residential 1
Single Residential 2
Transport 1
Transport 2
Utility

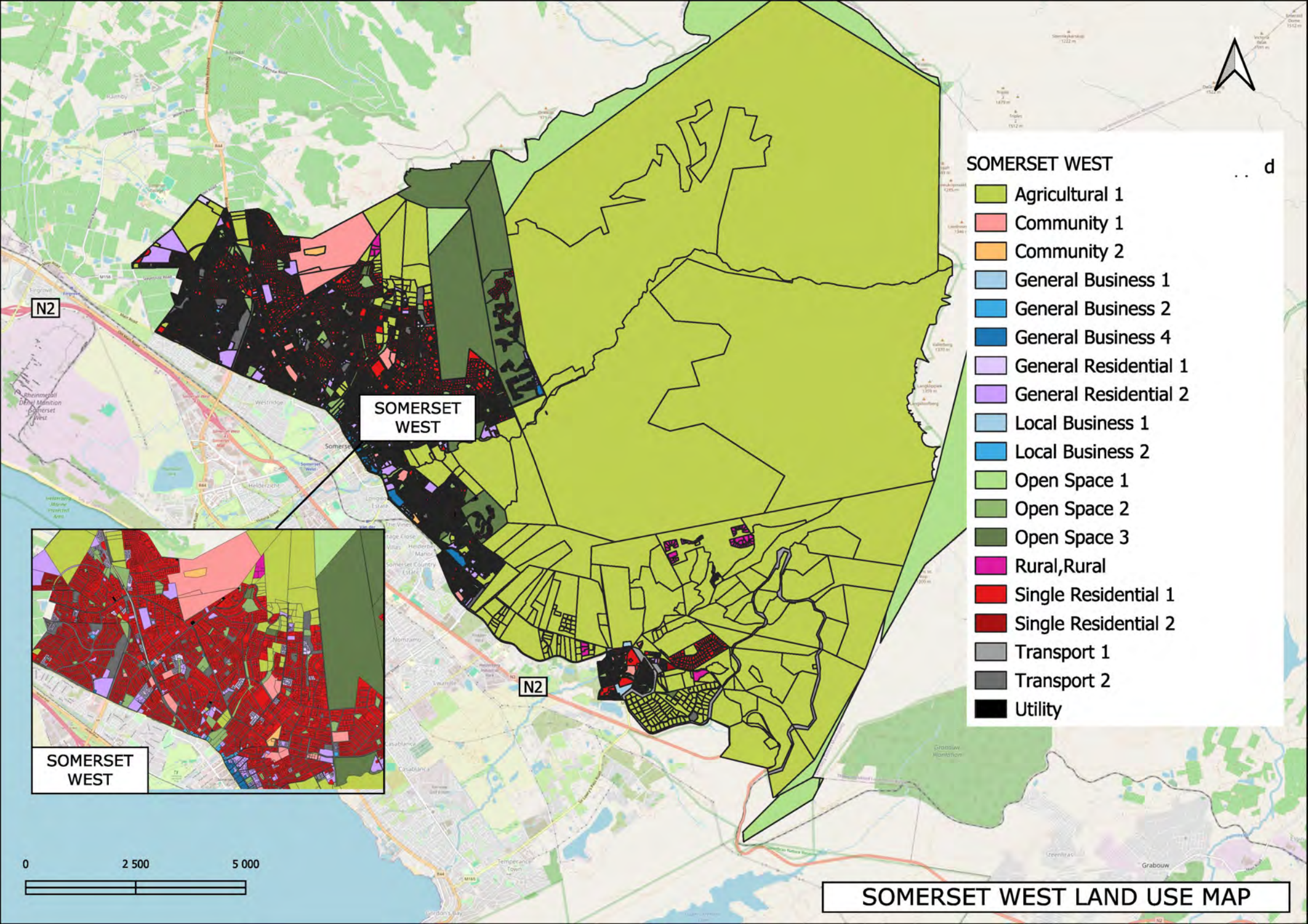


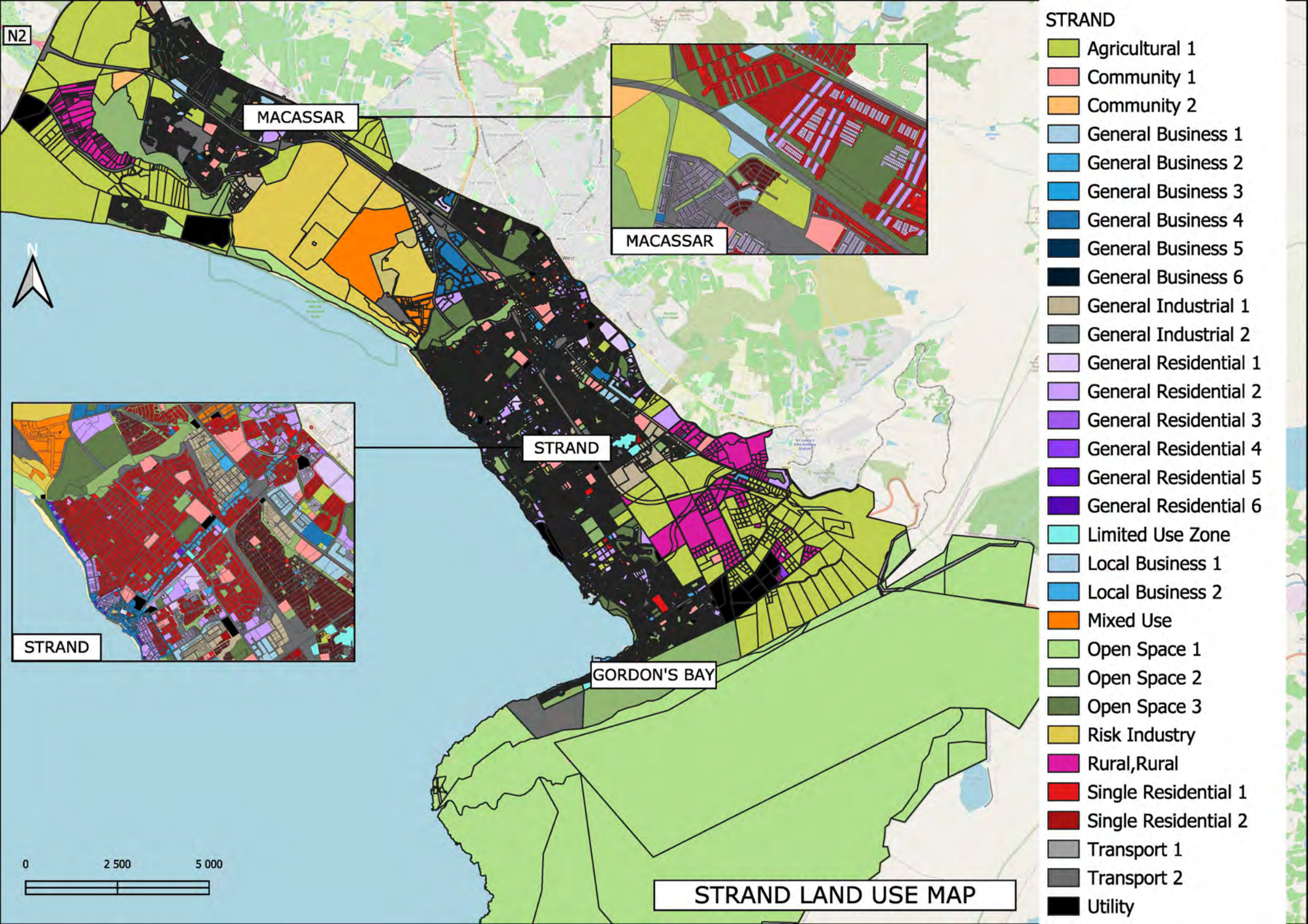
OOSTENBERG LAND USE MAP

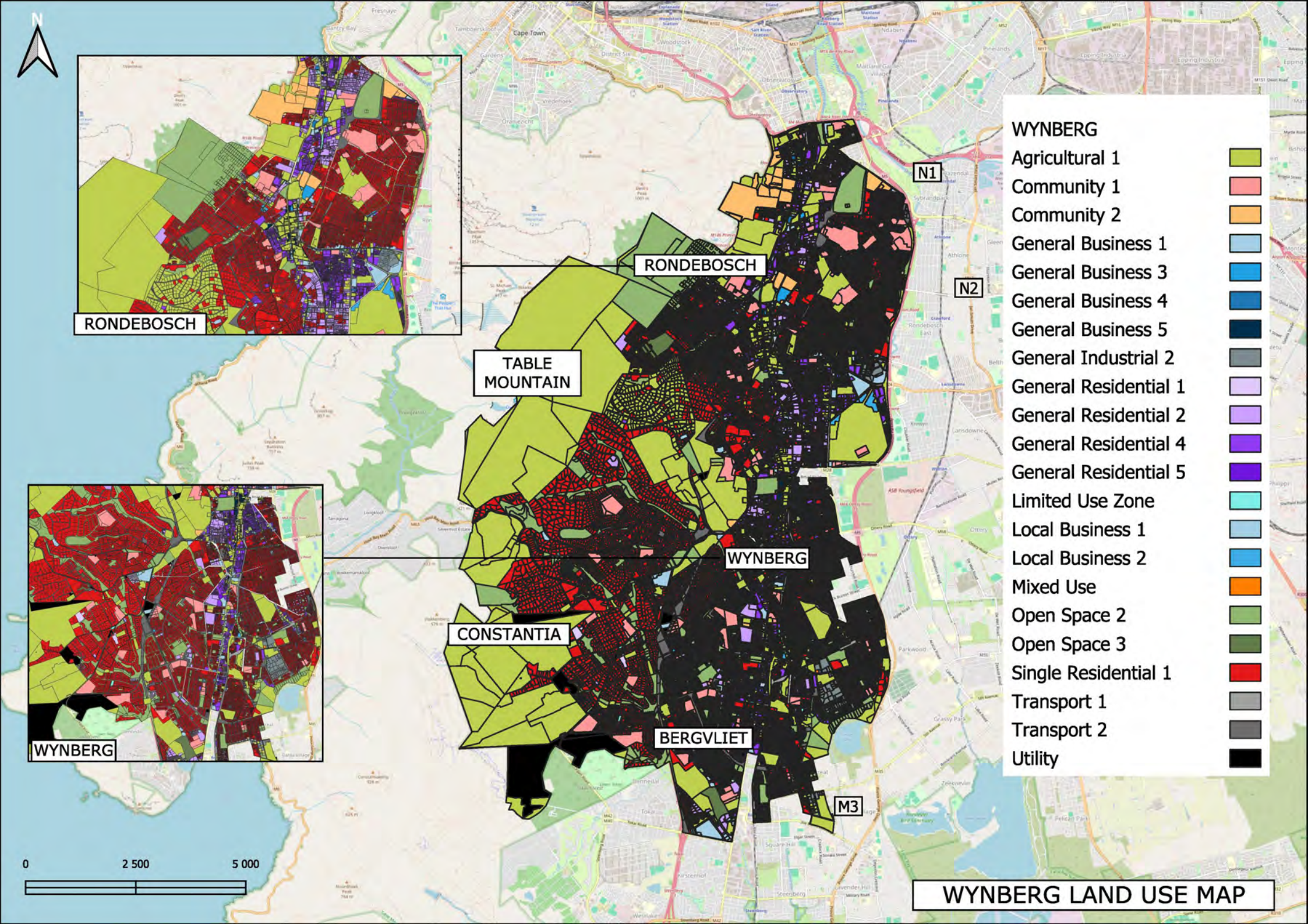

PAROW
N1
PAROW
BELVILLE
PAROW INDUSTRIAL
BELHAR
M7
R300
PAROW / BELVILLE
Agricultural 1
Community 1
Community 2
Council To Deem
General Business 1
General Business 2
General Business 3
General Business 4
General Business 5
General Industrial 1
General Residential 1
General Residential 2
General Residential 3
General Residential 4
General Residential 5
General Residential 6
Limited Use Zone
Local Business 1
Local Business 2
Mixed Use
Open Space 2
Open Space 3
Single Residential 1
Single Residential 2
Transport 1
Transport 2
Utility
PAROW / BELVILLE LAND USE MAP
0
2 500
5 000


N
SEA POINT
SEA POINT
CAMPS BAY
LLANDUDNO
HOUT BAY
HOUT BAY
N1
N2
M3
0
2 500
5 000
SEA POINT
Agricultural 1
Community 1
Community 2
General Business 1
General Business 2
General Business 4
General Business 5
General Industrial 1
General Residential 1
General Residential 2
General Residential 4
General Residential 5
General Residential 6
Limited Use Zone
Local Business 1
Local Business 2
Mixed Use
Open Space 1
Open Space 2
Open Space 3
Rural,Rural
Single Residential 1
Single Residential 2
Transport 1
Transport 2
Utility
SEA POINT LAND USE MAP


N
KOMMETJIE
FISH HOEK
KOMMETJIE
SIMONSTOWN
FISH HOEK
N2
CAPE OF GOOD HOPE
SIMONSTOWN
Agricultural 1
Community 1
Community 2
General Business 1
General Business 2
General Business 4
General Business 5
General Industrial 1
General Industrial 2
General Residential 1
General Residential 2
General Residential 3
General Residential 4
General Residential 5
General Residential 6
Limited Use Zone
Local Business 1
Local Business 2
Mixed Use
Open Space 1
Open Space 2
Open Space 3
Rural,Rural
Single Residential 1
Single Residential 2
Transport 1
Transport 2
Utility
SIMONSTOWN LAND USE MAP
0
2 500
5 000


SOMERSET WEST
Agricultural 1
Community 1
Community 2
General Business 1
General Business 2
General Business 4
General Residential 1
General Residential 2
Local Business 1
Local Business 2
Open Space 1
Open Space 2
Open Space 3
Rural,Rural
Single Residential 1
Single Residential 2
Transport 1
Transport 2
Utility
N2
N2
SOMERSET WEST
SOMERSET WEST
0
2 500
5 000
SOMERSET WEST LAND USE MAP


N2
MACASSAR
MACASSAR
N
STRAND
STRAND
GORDON'S BAY
0
2 500
5 000
STRAND LAND USE MAP
STRAND
Agricultural 1
Community 1
Community 2
General Business 1
General Business 2
General Business 3
General Business 4
General Business 5
General Business 6
General Industrial 1
General Industrial 2
General Residential 1
General Residential 2
General Residential 3
General Residential 4
General Residential 5
General Residential 6
Limited Use Zone
Local Business 1
Local Business 2
Mixed Use
Open Space 1
Open Space 2
Open Space 3
Risk Industry
Rural,Rural
Single Residential 1
Single Residential 2
Transport 1
Transport 2
Utility


N
RONDEBOSCH
WYNBERG
RONDEBOSCH
TABLE MOUNTAIN
WYNBERG
CONSTANTIA
BERGVLIET
N1
N2
M3
WYNBERG
Agricultural 1
Community 1
Community 2
General Business 1
General Business 3
General Business 4
General Business 5
General Industrial 2
General Residential 1
General Residential 2
General Residential 4
General Residential 5
Limited Use Zone
Local Business 1
Local Business 2
Mixed Use
Open Space 2
Open Space 3
Single Residential 1
Transport 1
Transport 2
Utility
0
2 500
5 000
WYNBERG LAND USE MAP

Annexure C: MyCiTi & Taxi Availability per TAZ

MyCiTi Routes

BELGRAVIA					
OBJECTID	ROUTE NAME	ROUTE TYPE	ROUTE STATUS	ROUTE NUMBER	LENGTH
60	Airport - Civic Centre	Direct Route	Active	A01	23779.22
61	Airport - Civic Centre	Direct Route	Active	A01	24104.94
62	Khayelitsha East - Civic Centre	Direct Route	Active	D01	43224.42
63	Khayelitsha East - Civic Centre	Direct Route	Active	D01	42911.51
64	Khayelitsha West - Civic Centre	Direct Route	Active	D02	42466.82
65	Khayelitsha West - Civic Centre	Direct Route	Active	D02	41693.87
66	Mitchells Plain East - Civic Centre	Direct Route	Active	D03	37204.56
67	Mitchells Plain East - Civic Centre	Direct Route	Active	D03	38436.28
68	Kapteinsklip - Mitchells Plain Town Centre - Civic Centre	Direct Route	Active	D04	43554.35
69	Kapteinsklip - Mitchells Plain Town Centre - Civic Centre	Direct Route	Active	D04	42291.37
Total					379667.34

BLUE DOWNS					
OBJECTID	ROUTE NAME	ROUTE TYPE	ROUTE STATUS	ROUTE NUMBER	LENGTH
62	Khayelitsha East - Civic Centre	Direct Route	Active	D01	43224.42
63	Khayelitsha East - Civic Centre	Direct Route	Active	D01	42911.51
64	Khayelitsha West - Civic Centre	Direct Route	Active	D02	42466.82
65	Khayelitsha West - Civic Centre	Direct Route	Active	D02	41693.87
67	Mitchells Plain East - Civic Centre	Direct Route	Active	D03	38436.28
68	Kapteinsklip - Mitchells Plain Town Centre - Civic Centre	Direct Route	Active	D04	43554.35
Total					252287.25

CENTRAL CAPE TOWN					
OBJECTID	ROUTE NAME	ROUTE TYPE	ROUTE STATUS	ROUTE NUMBER	LENGTH
1	Vredehoek - Gardens - Civic Centre (clockwise)	Feeder Route	Active	101	6441.57
2	Vredehoek - Gardens - Civic Centre (clockwise)	Feeder Route	Active	101	5037.22
3	Salt River Rail - Walmer Estate - Civic Centre	Feeder Route	Active	102	8043.38
4	Salt River Rail - Walmer Estate - Civic Centre	Feeder Route	Active	102	8844.82
5	Oranjezicht - Gardens - Civic Centre	Feeder Route	Active	103	6626.62
6	Oranjezicht - Gardens - Civic Centre	Feeder Route	Active	103	5969.21
7	Sea Point - Waterfront - Civic Centre	Feeder Route	Active	104	11926.69
8	Sea Point - Waterfront - Civic Centre	Feeder Route	Active	104	12259.65
9	Sea Point - Fresnaye - Civic Centre	Feeder Route	Active	105	8096.28
10	Sea Point - Fresnaye - Civic Centre	Feeder Route	Active	105	7992.89
11	Camps Bay (clockwise) - Civic Centre	Feeder Route	Active	106	9685.17
12	Camps Bay (clockwise) - Civic Centre	Feeder Route	Active	106	12934.99
13	Camps Bay (anticlockwise) - Civic Centre	Feeder Route	Active	107	11306.58
14	Camps Bay (anticlockwise) - Civic Centre	Feeder Route	Active	107	9979.13
15	Hangberg - Hout Bay Harbour - Sea Point - Adderley	Feeder Route	Active	108	29879.98
16	Hangberg - Hout Bay Harbour - Sea Point - Adderley	Feeder Route	Active	108	29894.50
17	Hout Bay Beach - Imizamo Yethu - Sea Point - Adderley	Feeder Route	Active	109	27678.79

18	Hout Bay Beach - Imizamo Yethu - Sea Point - Adderley	Feeder Route	Active	109	27647.11
19	Vredehoek - Gardens - Civic Centre (anti-clockwise)	Feeder Route	Active	111	5436.38
20	Vredehoek - Gardens - Civic Centre (anti-clockwise)	Feeder Route	Active	111	5917.60
21	Upper Kloof Street - Adderley - Waterfront	Feeder Route	Active	113	8161.22
22	Upper Kloof Street - Adderley - Waterfront	Feeder Route	Active	113	7814.75
23	Sea Point - Civic Centre	Feeder Route	Active	114	7712.60
24	Sea Point - Civic Centre	Feeder Route	Active	114	7860.62
25	Sea Point - Grand Parade	Feeder Route	Active	115	8124.75
26	Sea Point - Grand Parade	Feeder Route	Active	115	7593.05
56	Century City Rail - Omuramba - Salt River - Adderley	Feeder Route	Active	261	25964.93
57	Century City Rail - Omuramba - Salt River - Adderley	Feeder Route	Active	261	28112.54
60	Airport - Civic Centre	Direct Route	Active	A01	23779.22
61	Airport - Civic Centre	Direct Route	Active	A01	24104.94
62	Khayelitsha East - Civic Centre	Direct Route	Active	D01	43224.42
63	Khayelitsha East - Civic Centre	Direct Route	Active	D01	42911.51
64	Khayelitsha West - Civic Centre	Direct Route	Active	D02	42466.82
65	Khayelitsha West - Civic Centre	Direct Route	Active	D02	41693.87
66	Mitchells Plain East - Civic Centre	Direct Route	Active	D03	37204.56
67	Mitchells Plain East - Civic Centre	Direct Route	Active	D03	38436.28
68	Kapteinsklip - Mitchells Plain Town Centre - Civic Centre	Direct Route	Active	D04	43554.35
69	Kapteinsklip - Mitchells Plain Town Centre - Civic Centre	Direct Route	Active	D04	42291.37
70	Dunoon - Parklands - Table View - Civic Centre	Direct Route	Active	D05	33888.92
71	Dunoon - Parklands - Table View - Civic Centre	Direct Route	Active	D05	34168.23
72	Dunoon - Table View - Civic Centre - Waterfront	Trunk Route	Active	T01	32732.35
73	Dunoon - Table View - Civic Centre - Waterfront	Trunk Route	Active	T01	32008.97
76	Dunoon - Table View - Civic Centre - Waterfront - Express	Trunk Route	Active	T01X	32198.41
77	Dunoon - Table View - Civic Centre - Waterfront - Express	Trunk Route	Active	T01X	32377.95
80	Hangberg - Imizamo Yethu - Sea Point - Adderley	Feeder Route	Active	118	31802.38
81	Hangberg - Imizamo Yethu - Sea Point - Adderley	Feeder Route	Active	118	31058.57
85	Civic Centre - Table View - Atlantis	Trunk Route	Active	T02	60535.59
86	Civic Centre - Table View - Atlantis	Trunk Route	Active	T02	75729.82
87	Atlantis - Table View - Civic Centre	Trunk Route	Active	T02x	60450.87
88	Atlantis - Table View - Civic Centre	Trunk Route	Active	T02x	60547.13
Total					1250109.56

DURBANVILLE

OBJECTID	ROUTE NAME	ROUTE TYPE	ROUTE STATUS	ROUTE NUMBER	LENGTH
27	Parklands - Table View - Marine Circle	Feeder Route	Active	214a	15139.03
28	Parklands - Table View - Marine Circle	Feeder Route	Active	214a	16037.37
70	Dunoon - Parklands - Table View - Civic Centre	Direct Route	Active	D05	33888.92
71	Dunoon - Parklands - Table View - Civic Centre	Direct Route	Active	D05	34168.23
Total					99233.55

KHAYELITSHA					
OBJECTID	ROUTE NAME	ROUTE TYPE	ROUTE STATUS	ROUTE NUMBER	LENGTH
62	Khayelitsha East - Civic Centre	Direct Route	Active	D01	43224.42
63	Khayelitsha East - Civic Centre	Direct Route	Active	D01	42911.51
64	Khayelitsha West - Civic Centre	Direct Route	Active	D02	42466.82
65	Khayelitsha West - Civic Centre	Direct Route	Active	D02	41693.87
Total					170296.62

LANGA / BISHOP LAVIS					
OBJECTID	ROUTE NAME	ROUTE TYPE	ROUTE STATUS	ROUTE NUMBER	LENGTH
60	Airport - Civic Centre	Direct Route	Inactive	A01	23779.22
61	Airport - Civic Centre	Direct Route	Inactive	A01	24104.94
62	Khayelitsha East - Civic Centre	Direct Route	Active	D01	43224.42
63	Khayelitsha East - Civic Centre	Direct Route	Active	D01	42911.51
64	Khayelitsha West - Civic Centre	Direct Route	Active	D02	42466.82
65	Khayelitsha West - Civic Centre	Direct Route	Active	D02	41693.87
66	Mitchells Plain East - Civic Centre	Direct Route	Active	D03	37204.56
67	Mitchells Plain East - Civic Centre	Direct Route	Active	D03	38436.28
68	Kapteinsklip - Mitchells Plain Town Centre - Civic Centre	Direct Route	Active	D04	43554.35
69	Kapteinsklip - Mitchells Plain Town Centre - Civic Centre	Direct Route	Active	D04	42291.37
Total					379667.34

MITCHELLS PLAIN / GUGULETHU					
OBJECTID	ROUTE NAME	ROUTE TYPE	ROUTE STATUS	ROUTE NUMBER	LENGTH
61	Airport - Civic Centre	Direct Route	Active	A01	24104.94
63	Khayelitsha East - Civic Centre	Direct Route	Active	D01	42911.51
65	Khayelitsha West - Civic Centre	Direct Route	Active	D02	41693.87
66	Mitchells Plain East - Civic Centre	Direct Route	Active	D03	37204.56
67	Mitchells Plain East - Civic Centre	Direct Route	Active	D03	38436.28
68	Kapteinsklip - Mitchells Plain Town Centre - Civic Centre	Direct Route	Active	D04	43554.35
69	Kapteinsklip - Mitchells Plain Town Centre - Civic Centre	Direct Route	Active	D04	42291.37
Total					270196.88

NORTHERN CORRIDOR					
OBJECTID	ROUTE NAME	ROUTE TYPE	ROUTE STATUS	ROUTE NUMBER	LENGTH
27	Parklands - Table View - Marine Circle	Feeder Route	Active	214a	15139.0305
28	Parklands - Table View - Marine Circle	Feeder Route	Active	214a	16037.3725
29	Table View - Melkbosstrand - Melkbosch Village	Feeder Route	Active	214b	17076.3187
30	Table View - Melkbosstrand - Melkbosch Village	Feeder Route	Active	214b	17094.1795
31	Table View - Melkbosstrand - Duynefontein	Feeder Route	Active	214c	15681.1021
32	Table View - Melkbosstrand - Duynefontein	Feeder Route	Active	214c	33752.217
33	Sunningdale - Gie Road - Wood	Feeder Route	Active	215	12045.2279
34	Sunningdale - Gie Road - Wood	Feeder Route	Active	215	9332.68837
35	Sunningdale - Wood Drive - Wood	Feeder Route	Active	216	6290.90469
36	Sunningdale - Wood Drive - Wood	Feeder Route	Active	216	6302.54731

37	Sunningdale - West Beach - Table View - Sunningdale	Feeder Route	Active	223	11455.8168
38	Atlantis Industria East (anticlockwise) - Atlantis	Feeder Route	Active	231	10769.7844
39	Atlantis Industria West - Protea Park - Avondale - Atlantis	Feeder Route	Active	232	10457.4552
40	Atlantis Industria West - Protea Park - Avondale - Atlantis	Feeder Route	Active	232	9870.6028
41	Saxonsea - Atlantis	Feeder Route	Active	233	3954.00441
42	Saxonsea - Atlantis	Feeder Route	Active	233	3288.98495
43	Mamre (Crown) - Atlantis	Feeder Route	Active	234	10814.3084
44	Mamre (Crown) - Atlantis	Feeder Route	Active	234	9702.45631
45	Pella - Atlantis	Feeder Route	Active	235	7927.07766
46	Pella - Atlantis	Feeder Route	Active	235	9377.21004
47	Sherwood - Atlantis	Feeder Route	Active	236	2379.07211
48	Avondale - Protea Park - Atlantis Industria West - Atlantis	Feeder Route	Active	244	12902.488
49	Avondale - Protea Park - Atlantis Industria West - Atlantis	Feeder Route	Active	244	12272.6314
50	Saxonsea - Goede Hoop - Atlantis	Feeder Route	Active	245	5084.01649
51	Saxonsea - Goede Hoop - Atlantis	Feeder Route	Active	245	4400.71205
52	Mamre (Frans) - Atlantis	Feeder Route	Active	246	13410.3269
53	Mamre (Frans) - Atlantis	Feeder Route	Active	246	11212.0224
54	Summer Greens - Woodbridge Island	Feeder Route	Active	260	7043.46852
55	Summer Greens - Woodbridge Island	Feeder Route	Active	260	7113.12525
56	Century City Rail - Omuramba - Salt River - Adderley	Feeder Route	Active	261	25964.925
57	Century City Rail - Omuramba - Salt River - Adderley	Feeder Route	Active	261	28112.5351
58	Summer Greens - Century City - Woodbridge Island	Feeder Route	Active	262	9908.66401
59	Summer Greens - Century City - Woodbridge Island	Feeder Route	Active	262	10039.9226
70	Dunoon - Parklands - Table View - Civic Centre	Direct Route	Active	D05	33888.9248
71	Dunoon - Parklands - Table View - Civic Centre	Direct Route	Active	D05	34168.2259
72	Dunoon - Table View - Civic Centre - Waterfront	Trunk Route	Active	T01	32732.3474
73	Dunoon - Table View - Civic Centre - Waterfront	Trunk Route	Active	T01	32008.9692
74	Dunoon - Omuramba - Century City	Trunk Route	Active	T04	14736.2332
75	Dunoon - Omuramba - Century City	Trunk Route	Active	T04	15319.2114
76	Dunoon - Table View - Civic Centre - Waterfront - Express	Trunk Route	Active	T01X	32198.4114
77	Dunoon - Table View - Civic Centre - Waterfront - Express	Trunk Route	Active	T01X	32377.9491
78	Atlantis - Melkbosstrand - Table View - Century City	Trunk Route	Active	T03	60426.542
79	Atlantis - Melkbosstrand - Table View - Century City	Trunk Route	Active	T03	57791.6771
82	Sherwood - Atlantis	Feeder Route	Active	236	6389.90857
83	Robinvale - Atlantis	Feeder Route	Active	237	3196.91765
84	Robinvale - Atlantis	Feeder Route	Active	237	3221.02361
85	Civic Centre - Table View - Atlantis	Trunk Route	Active	T02	60535.5888
86	Civic Centre - Table View - Atlantis	Trunk Route	Active	T02	75729.8189
87	Atlantis - Table View - Civic Centre	Trunk Route	Active	T02x	60450.874
88	Atlantis - Table View - Civic Centre	Trunk Route	Active	T02x	60547.1346
89	Atlantis Industria East (anticlockwise) - Atlantis	Feeder Route	Active	231	10259.4693
90	Dunoon - Montague Gardens - Century City	Direct Route	Active	D08	14542.6096
91	Dunoon - Montague Gardens - Century City	Direct Route	Active	D08	14391.0913
92	Sunningdale - Parklands - Table View - Sunningdale	Feeder Route	Active	213	11706.1689
Total					1052832.30

SEA POINT					
OBJECTID	ROUTE NAME	ROUTE TYPE	ROUTE STATUS	ROUTE NUMBER	LENGTH
1	Vredehoek - Gardens - Civic Centre (clockwise)	Feeder Route	Active	101	6441.5658
2	Vredehoek - Gardens - Civic Centre (clockwise)	Feeder Route	Active	101	5037.22482
3	Salt River Rail - Walmer Estate - Civic Centre	Feeder Route	Active	102	8043.37594
4	Salt River Rail - Walmer Estate - Civic Centre	Feeder Route	Active	102	8844.82425
5	Oranjezicht - Gardens - Civic Centre	Feeder Route	Active	103	6626.6235
6	Oranjezicht - Gardens - Civic Centre	Feeder Route	Active	103	5969.20549
7	Sea Point - Waterfront - Civic Centre	Feeder Route	Active	104	11926.6945
8	Sea Point - Waterfront - Civic Centre	Feeder Route	Active	104	12259.6533
9	Sea Point - Fresnaye - Civic Centre	Feeder Route	Active	105	8096.28382
10	Sea Point - Fresnaye - Civic Centre	Feeder Route	Active	105	7992.892
11	Camps Bay (clockwise) - Civic Centre	Feeder Route	Active	106	9685.17459
12	Camps Bay (clockwise) - Civic Centre	Feeder Route	Active	106	12934.9929
13	Camps Bay (anticlockwise) - Civic Centre	Feeder Route	Active	107	11306.5836
14	Camps Bay (anticlockwise) - Civic Centre	Feeder Route	Active	107	9979.12633
15	Hangberg - Hout Bay Harbour - Sea Point - Adderley	Feeder Route	Active	108	29879.9837
16	Hangberg - Hout Bay Harbour - Sea Point - Adderley	Feeder Route	Active	108	29894.4988
17	Hout Bay Beach - Imizamo Yethu - Sea Point - Adderley	Feeder Route	Active	109	27678.7903
18	Hout Bay Beach - Imizamo Yethu - Sea Point - Adderley	Feeder Route	Active	109	27647.1085
19	Vredehoek - Gardens - Civic Centre (anti-clockwise)	Feeder Route	Active	111	5436.38043
20	Vredehoek - Gardens - Civic Centre (anti-clockwise)	Feeder Route	Active	111	5917.59576
21	Upper Kloof Street - Adderley - Waterfront	Feeder Route	Active	113	8161.21993
22	Upper Kloof Street - Adderley - Waterfront	Feeder Route	Active	113	7814.74904
23	Sea Point - Civic Centre	Feeder Route	Active	114	7712.59679
24	Sea Point - Civic Centre	Feeder Route	Active	114	7860.62305
25	Sea Point - Grand Parade	Feeder Route	Active	115	8124.74878
26	Sea Point - Grand Parade	Feeder Route	Active	115	7593.05488
57	Century City Rail - Omuramba - Salt River - Adderley	Feeder Route	Active	261	28112.5351
61	Airport - Civic Centre	Direct Route	Active	A01	24104.9432
63	Khayelitsha East - Civic Centre	Direct Route	Active	D01	42911.5075
65	Khayelitsha West - Civic Centre	Direct Route	Active	D02	41693.8739
66	Mitchells Plain East - Civic Centre	Direct Route	Active	D03	37204.5611
69	Kapteinsklip - Mitchells Plain Town Centre - Civic Centre	Direct Route	Active	D04	42291.3712
70	Dunoon - Parklands - Table View - Civic Centre	Direct Route	Active	D05	33888.9248
71	Dunoon - Parklands - Table View - Civic Centre	Direct Route	Active	D05	34168.2259
72	Dunoon - Table View - Civic Centre - Waterfront	Trunk Route	Active	T01	32732.3474
73	Dunoon - Table View - Civic Centre - Waterfront	Trunk Route	Active	T01	32008.9692
76	Dunoon - Table View - Civic Centre - Waterfront - Express	Trunk Route	Active	T01X	32198.4114
77	Dunoon - Table View - Civic Centre - Waterfront - Express	Trunk Route	Active	T01X	32377.9491
80	Hangberg - Imizamo Yethu - Sea Point - Adderley	Feeder Route	Active	118	31802.3823
81	Hangberg - Imizamo Yethu - Sea Point - Adderley	Feeder Route	Active	118	31058.5658
Total					775420.14

WYNBERG					
OBJECTID	ROUTE NAME	ROUTE TYPE	ROUTE STATUS	ROUTE NUMBER	LENGTH
61	Airport - Civic Centre	Direct Route	Active	A01	24104.9432
63	Khayelitsha East - Civic Centre	Direct Route	Active	D01	42911.5075
65	Khayelitsha West - Civic Centre	Direct Route	Active	D02	41693.8739
66	Mitchells Plain East - Civic Centre	Direct Route	Active	D03	37204.5611
69	Kapteinsklip - Mitchells Plain Town Centre - Civic Centre	Direct Route	Active	D04	42291.3712
Total					188206.26

MyCiTi Stops

BELGRAVIA				
OBJECTID	STOP NAME	STOP TYPE	STOP STATUS	STOP DESCRIPTION
No Stops				
BLUE DOWNS				
OBJECTID	STOP NAME	STOP TYPE	STOP STATUS	STOP DESCRIPTION
No Stops				
CENTRAL CAPE TOWN				
OBJECTID	STOP NAME	STOP TYPE	STOP STATUS	STOP DESCRIPTION
26	Old Breakwater Prison 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
48	Civic Centre	IRT Station	Active	Station
52	Thibault Square	IRT Station	Active	Station
60	Adderley	IRT Station	Active	Station
65	Riebeeck 1	Existing IRT Stop	Active	Full Shelter
66	Riebeeck 2	Existing IRT Stop	Active	Totem
67	Alfred 1	Existing IRT Stop	Active	Totem
68	Alfred 2	Existing IRT Stop	Active	Totem
69	Gallows Hill 1	Existing IRT Stop	Active	Cantilever Shelter
70	Gallows Hill 2	Existing IRT Stop	Active	Full Shelter
71	Upper Portswood 1	Existing IRT Stop	Active	Totem
72	Upper Portswood 2	Existing IRT Stop	Active	Full Shelter
73	Civic Centre 1	IRT Station	Active	Station
74	Civic Centre 2	IRT Station	Active	Station
75	Civic Centre 3	IRT Station	Active	Station
76	Civic Centre 4	IRT Station	Active	Station
77	Civic Centre 5	IRT Station	Active	Station
78	Civic Centre 6	IRT Station	Active	Station
79	Civic Centre 7	IRT Station	Active	Station
80	Civic Centre 8	IRT Station	Active	Station
81	Civic Centre 11	IRT Station	Active	Station
82	Civic Centre 12	IRT Station	Active	Station
83	Civic Centre 9	IRT Station	Active	Station
94	Woodstock 1	IRT Station	Active	Station
95	Woodstock 2	IRT Station	Active	Station
106	Paarden Eiland 1	IRT Station	Active	Station
107	Paarden Eiland 2	IRT Station	Active	Station
119	Neptune 1	IRT Station	Active	Station
120	Neptune 2	IRT Station	Active	Station
131	Section 1	IRT Station	Active	Station
132	Section 2	IRT Station	Active	Station
141	Vrystaat 1	IRT Station	Active	Station
142	Vrystaat 2	IRT Station	Active	Station
153	Zoarvlei 1	IRT Station	Active	Station
154	Zoarvlei 2	IRT Station	Active	Station
165	Lagoon Beach 1	IRT Station	Active	Station
166	Lagoon Beach 2	IRT Station	Active	Station
191	Waterfront Silo 1	Existing IRT Stop	Active	Cantilever Shelter
192	Amsterdam 1	Existing IRT Stop	Active	Totem
193	Convention Centre 1	Existing IRT Stop	Active	Totem
194	Convention Centre 2	Existing IRT Stop	Active	Totem
197	Groote Kerk 1	Existing IRT Stop	Active	Totem
198	Groote Kerk 2	Existing IRT Stop	Active	Totem
252	Thibault Square 1	Existing IRT Stop	Active	Temp Pole
253	Thibault Square 2	IRT Station	Active	Station
254	Marina 1	Existing IRT Stop	Active	Totem
255	Marina 2	Existing IRT Stop	Active	Totem
256	Aquarium 1	Existing IRT Stop	Active	Temp Pole
257	Aquarium 2	Existing IRT Stop	Active	Temp Pole
258	Nobel Square 1	Existing IRT Stop	Active	Totem

259	Nobel Square 2	Existing IRT Stop	Active	Totem
263	Somerset Hospital 2	Existing IRT Stop	Active	Totem
292	Strand 1	Existing IRT Stop	Active	Totem
293	Strand 2	Existing IRT Stop	Active	Totem
297	Old Fire Station 2	Existing IRT Stop	Active	Totem
299	High Level 2	Existing IRT Stop	Active	Totem
326	Mid Long 1	Existing IRT Stop	Active	Totem
342	Mid Loop 1	Existing IRT Stop	Active	Totem
361	Balfour 1	Existing IRT Stop	Active	Cantilever Shelter
362	Balfour 2	Existing IRT Stop	Active	Cantilever Shelter
363	Lawley 1	Existing IRT Stop	Active	Totem
364	Lawley 2	Existing IRT Stop	Active	Totem
365	Upper Salt River 1	Existing IRT Stop	Active	Totem
366	Upper Salt River 2	Existing IRT Stop	Active	Cantilever Shelter
367	Kent 1	Existing IRT Stop	Active	Totem
368	Kent 2	Existing IRT Stop	Active	Cantilever Shelter
369	Spencer 1	Existing IRT Stop	Active	Cantilever Shelter
370	Salt River Rail 1	Existing IRT Stop	Active	Cantilever Shelter
387	Salt River Hall 1	Existing IRT Stop	Active	Totem
388	Salt River Hall 2	Existing IRT Stop	Active	Totem
389	Salt River Rail North 1	Existing IRT Stop	Active	Totem
390	Salt River Rail North 2	Existing IRT Stop	Active	Totem
391	Loco 1	Existing IRT Stop	Active	Totem
392	Loco 2	Existing IRT Stop	Active	Cantilever Shelter
393	Coronation 1	Existing IRT Stop	Active	Cantilever Shelter
394	Coronation 2	Existing IRT Stop	Active	Cantilever Shelter
395	Conway 1	Existing IRT Stop	Active	Cantilever Shelter
396	Conway 2	Existing IRT Stop	Active	Totem
397	Fenwick 1	Existing IRT Stop	Active	Cantilever Shelter
398	Fenwick 2	Existing IRT Stop	Active	Temp Pole
399	Sheridan 1	Existing IRT Stop	Active	Cantilever Shelter
400	Sheridan 2	Existing IRT Stop	Active	Cantilever Shelter
401	Narwhal 1	Existing IRT Stop	Active	Totem
402	Narwhal 2	Existing IRT Stop	Active	Full Shelter
403	Dreyer 1	Existing IRT Stop	Active	Totem
404	Dreyer 2	Existing IRT Stop	Active	Full Shelter
412	Green 1	Existing IRT Stop	Active	Totem
413	Green 2	Existing IRT Stop	Active	Full Shelter
420	Madeira 1	Existing IRT Stop	Active	Temp Pole
421	Madeira 2	Existing IRT Stop	Active	Full Shelter
422	Lower Church 1	Existing IRT Stop	Active	Cantilever Shelter
423	Lower Church 2	Existing IRT Stop	Active	Full Shelter
424	Biscuit Mill 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
425	Biscuit Mill 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
426	Dublin 1	Existing IRT Stop	Active	Totem
427	Dublin 2	Existing IRT Stop	Active	Totem
428	Davison 1	Existing IRT Stop	Active	Cantilever Shelter
429	Davison 2	Existing IRT Stop	Active	Totem
430	Barron 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
431	Barron 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
432	Russel 1	Existing IRT Stop	Active	Cantilever Shelter
433	Russel 2	Existing IRT Stop	Active	Cantilever Shelter
434	Castle 1	Existing IRT Stop	Active	Full Shelter
436	Adderley Holding 1	Existing IRT Stop	Active	Temp Pole
707	Century City Rail 1	Existing IRT Stop	Active	Cantilever Shelter
748	Adderley 1	IRT Station	Active	Station
749	Adderley 2	IRT Station	Active	Station
750	Adderley 3	IRT Station	Active	Station

751	Adderley 4	IRT Station	Active	Station
752	Adderley 5	IRT Station	Active	Station
753	Adderley 6	IRT Station	Active	Station
786	The Castle 1	Existing IRT Stop	Active	Cantilever Shelter
802	Longmarket 1	Existing IRT Stop	Active	Totem
805	St Georges 1	Existing IRT Stop	Active	Temp Pole
806	Waterfront 3	Existing IRT Stop	Active	Extended Shelter
808	Portswood 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
885	Breakwater 1	Existing IRT Stop	Active	Totem
886	Breakwater 2	Existing IRT Stop	Active	Totem
943	Foreshore 1	Existing IRT Stop	Not Active	Full Shelter
944	Foreshore 2	Existing IRT Stop	Not Active	Temp Pole
947	Waterfront 2	IRT Station	Active	Station
121				

DURBANVILLE

OBJECTID	STOP NAME	STOP TYPE	STOP STATUS	STOP DESCRIPTION
No Stops				

KHAYELITSHA

OBJECTID	STOP NAME	STOP TYPE	STOP STATUS	STOP DESCRIPTION
11	D Nyembe 2	Existing IRT Stop	Active	Cantilever Shelter
718	Oscar Mpetha 1	Existing IRT Stop	Active	Cantilever Shelter
719	Oscar Mpetha 2	Existing IRT Stop	Active	Cantilever Shelter
720	Ncumo West 1	Existing IRT Stop	Active	Cantilever Shelter
721	Ncumo West 2	Existing IRT Stop	Active	Full Shelter
722	Khwezi 1	Existing IRT Stop	Active	Full Shelter
723	Khwezi 2	Existing IRT Stop	Active	Totem
724	Ngcingcu 1	Existing IRT Stop	Active	Full Shelter
725	Ngcingcu 2	Existing IRT Stop	Active	Full Shelter
726	Makabeni 1	Existing IRT Stop	Active	Cantilever Shelter
727	Makabeni 2	Existing IRT Stop	Active	Cantilever Shelter
728	Mfundisweni 1	Existing IRT Stop	Active	Full Shelter
729	Mfundisweni 2	Existing IRT Stop	Active	Full Shelter
730	Pama West 1	Existing IRT Stop	Active	Cantilever Shelter
731	Pama West 2	Existing IRT Stop	Active	Cantilever Shelter
732	Sigwele 1	Existing IRT Stop	Active	Cantilever Shelter
733	Sigwele 2	Existing IRT Stop	Active	Cantilever Shelter
734	Aliam 1	Existing IRT Stop	Active	Cantilever Shelter
735	Aliam 2	Existing IRT Stop	Active	Cantilever Shelter
736	Jeff Masemola 1	Existing IRT Stop	Active	Full Shelter
737	Jeff Masemola 2	Existing IRT Stop	Active	Totem
754	Kuyasa 1	Existing IRT Stop	Active	Temp Pole
755	Lindela 1	Existing IRT Stop	Active	Full Shelter
756	Lindela 2	Existing IRT Stop	Active	Totem
757	Dibana 1	Existing IRT Stop	Active	Temp Pole
758	Dibana 2	Existing IRT Stop	Active	Cantilever Shelter
759	Tutu 1	Existing IRT Stop	Active	Cantilever Shelter
760	Tutu 2	Existing IRT Stop	Active	Full Shelter
761	D Nyembe 1	Existing IRT Stop	Active	Full Shelter
762	Steve Biko 1	Existing IRT Stop	Active	Cantilever Shelter
763	Steve Biko 2	Existing IRT Stop	Active	Cantilever Shelter
764	Charles Mokoena 1	Existing IRT Stop	Active	Cantilever Shelter
765	Charles Mokoena 2	Existing IRT Stop	Active	Full Shelter
766	Vuyani 1	Existing IRT Stop	Active	Cantilever Shelter
767	Vuyani 2	Existing IRT Stop	Active	Full Shelter
931	Ntlazane	Existing IRT Stop with Temporary Pole	Active	Temp Pole
932	Ntlazane	Existing IRT Stop with Temporary Pole	Active	Temp Pole

LANGA / BISHOP LAVIS				
OBJECTID	STOP NAME	STOP TYPE	STOP STATUS	STOP DESCRIPTION
448	Airport 1	IRT Station	Active	Station
MITCHELLS PLAIN / GUGULETHU				
OBJECTID	STOP NAME	STOP TYPE	STOP STATUS	STOP DESCRIPTION
59	Mitchells Plain	IRT Station	Active	Station
738	Mitchells Plain 1	IRT Station	Active	Station
739	Mitchells Plain 2	IRT Station	Active	Station
740	Pontiac 1	Existing IRT Stop	Active	Full Shelter
741	Pontiac 2	Existing IRT Stop	Active	Full Shelter
742	Kerrem 1	Existing IRT Stop	Active	Full Shelter
743	Kerrem 2	Existing IRT Stop	Active	Full Shelter
744	Marguerite 1	Existing IRT Stop	Active	Full Shelter
745	Marguerite 2	Existing IRT Stop	Active	Full Shelter
746	Sesame 1	Existing IRT Stop	Active	Full Shelter
747	Sesame 2	Existing IRT Stop	Active	Full Shelter
768	Kapteinsklip 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
769	Kapteinsklip 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
770	Snowdon 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
771	Snowdon 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
772	Paulsberg 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
773	Paulsberg 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
774	Langeberg 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
775	Langeberg 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
776	Spine 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
777	Spine 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
778	Figaro 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
779	Figaro 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
780	Imperial 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
781	Imperial 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
782	Highlands 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
783	Highlands 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
784	Morgenster 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
785	Morgenster 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
788	Buick 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
789	Bontebok 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
790	Bontebok 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
791	Tafelsig Primary 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
792	Tafelsig Primary 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
793	Ruwenzori 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
794	Ruwenzori 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
795	Dolomites East 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
796	Dolomites East 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
798	Dolomites West 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
799	Dolomites West 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
NORTHERN CORRIDOR				
OBJECTID	STOP NAME	STOP TYPE	STOP STATUS	STOP DESCRIPTION
1	La Paloma 1	Existing IRT Stop	Active	Full Shelter
2	La Paloma 2	Existing IRT Stop	Active	Full Shelter
3	Losperds 1	Existing IRT Stop	Active	Totem
4	Pella North 1	Existing IRT Stop	Active	Totem
5	Pella Central 1	Existing IRT Stop	Active	Totem
6	Insiswa 1	Existing IRT Stop	Active	Temp Pole
7	Kolgha 1	Existing IRT Stop	Active	Temp Pole
8	Lagan 1	Existing IRT Stop	Active	Temp Pole
9	Bridgeway 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
10	Loxton East 1	Existing IRT Stop	Active	Full Shelter
12	Johan Heyns North 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole

13	Begonia 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
14	Begonia 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
15	Aloe 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
16	Aloe 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
17	Acacia 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
18	Acacia 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
19	Azalea 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
20	Azalea 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
21	Kerria Primary 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
22	Kerria Primary 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
27	Walworth 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
28	Southwark 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
29	Lewisham 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
30	Sparrebos 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
31	Sparrebos 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
32	Castlehill 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
33	Castlehill 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
34	Montreal South 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
35	Montreal South 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
36	Klipheuwel 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
37	Klipheuwel 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
38	Capitoline 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
39	Capitoline 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
40	Harry Alexander 1	New IRT Stop with Temporary Pole	Active	Red Totem
41	Harry Alexander 2	New IRT Stop with Temporary Pole	Active	Red Totem
42	Ankerlig Power Station 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
43	Ankerlig Power Station 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
44	Brecon 1	Existing IRT Stop	Active	Full Shelter
45	Brecon 2	Existing IRT Stop	Active	Red Totem
46	Corsair 1	New IRT Stop with Temporary Pole	Active	Temp Pole
47	Corsair 2	New IRT Stop with Temporary Pole	Active	Temp Pole
50	Table View	IRT Station	Active	Station
51	Atlantis Station	IRT Station	Active	Station
54	Melkbosstrand	IRT Station	Active	Station
55	Discovery	Existing IRT Stop with Temporary Pole	Active	Temp Pole
56	Blaauwberg Hospital 1	Existing IRT Stop	Active	Cantilever Shelter
57	Blaauwberg Hospital 4	Existing IRT Stop	Active	Cantilever Shelter
58	Montague Gardens	IRT Station	Active	Station
61	Wood	IRT Station	Active	Station
62	Omuramba	IRT Station	Active	Station
63	Sanddrift	IRT Station	Active	Station
64	Century City	IRT Station	Active	Station
176	Woodbridge 1	IRT Station	Active	Station
177	Woodbridge 2	IRT Station	Active	Station
189	Milnerton 1	IRT Station	Active	Station
190	Milnerton 2	IRT Station	Active	Station
195	Racecourse 1	IRT Station	Active	Station
196	Racecourse 2	IRT Station	Active	Station
207	Sunset Beach 1	IRT Station	Active	Station
208	Sunset Beach 2	IRT Station	Active	Station
219	Table View 1	IRT Station	Active	Station
220	Table View 3	Existing IRT Stop	Active	Full Shelter
221	Table View 4	Existing IRT Stop	Active	Red Totem
222	Table View 5	IRT Station	Active	Station
223	Table View 6	IRT Station	Active	Station
235	Atlantis Station 1	IRT Station	Active	Station
236	Atlantis Station 2	IRT Station	Active	Station
237	Atlantis Station 3	IRT Station	Active	Station

238	Atlantis Station 4	IRT Station	Active	Station
239	Atlantis Station 5	IRT Station	Active	Station
240	Atlantis Station 6	IRT Station	Active	Station
241	Atlantis Station 8	IRT Station	Active	Station
268	Melkbosstrand 1	IRT Station	Active	Station
269	Melkbosstrand 2	IRT Station	Active	Station
270	Melkbosstrand 3	IRT Station	Active	Station
271	Melkbosstrand 4	IRT Station	Active	Station
294	Porterfield 1	IRT Station	Active	Station
295	Porterfield 2	IRT Station	Active	Station
306	Sandown 1	IRT Station	Active	Station
307	Sandown 2	IRT Station	Active	Station
318	Royal Ascot 1	IRT Station	Active	Station
319	Royal Ascot 2	IRT Station	Active	Station
405	Tijgerhof 1	Existing IRT Stop	Active	Cantilever Shelter
406	Tijgerhof 2	Existing IRT Stop	Active	Full Shelter
407	Quest 1	Existing IRT Stop	Active	Full Shelter
408	Quest 2	Existing IRT Stop	Active	Totem
409	Zastron 1	Existing IRT Stop	Active	Full Shelter
410	Zastron 2	Existing IRT Stop	Active	Full Shelter
411	Gousblom 2	Existing IRT Stop	Active	Full Shelter
414	Democracy South 1	Existing IRT Stop	Active	Full Shelter
415	Democracy South 2	Existing IRT Stop	Active	Full Shelter
416	Crassula 1	Existing IRT Stop	Active	Cantilever Shelter
417	Crassula 2	Existing IRT Stop	Active	Full Shelter
418	Boundary 1	Existing IRT Stop	Active	Cantilever Shelter
419	Boundary 2	Existing IRT Stop	Active	Full Shelter
437	Melkbosch 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
438	Melkbosch 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
439	Melkbosch 3	Existing IRT Stop with Temporary Pole	Active	Temp Pole
440	Hol Bay 1	Existing IRT Stop	Active	Temp Pole
441	Hol Bay 2	Existing IRT Stop	Active	Temp Pole
442	Marine 1	Existing IRT Stop	Active	Totem
443	Marine 2	Existing IRT Stop	Active	Full Shelter
444	Water's Edge 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
445	Water's Edge 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
446	De Mist 1	Existing IRT Stop	Active	Totem
447	De Mist 2	Existing IRT Stop	Active	Totem
449	Popham 1	Existing IRT Stop	Active	Full Shelter
450	Popham 2	Existing IRT Stop	Active	Full Shelter
451	Briza 1	Existing IRT Stop	Active	Totem
452	Briza 2	Existing IRT Stop	Active	Totem
453	Echium 1	Existing IRT Stop	Active	Totem
454	Echium 2	Existing IRT Stop	Active	Cantilever Shelter
455	Sandown East 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
456	Sandown East 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
457	Parklands Main South 1	Existing IRT Stop	Active	Cantilever Shelter
458	Parklands Main South 2	Existing IRT Stop	Active	Cantilever Shelter
459	Discovery 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
460	Discovery 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
461	Morningfield 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
462	Morningfield 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
463	St John's Wood 1	Existing IRT Stop	Active	Full Shelter
464	St John's Wood 2	Existing IRT Stop	Active	Cantilever Shelter
465	Hampstead 1	Existing IRT Stop	Active	Full Shelter
466	Hampstead 2	Existing IRT Stop	Active	Full Shelter
467	Oakdale 1	Existing IRT Stop	Active	Totem
468	Oakdale 2	Existing IRT Stop	Active	Full Shelter

469	Dorchester 1	Existing IRT Stop	Active	Totem
470	Dorchester 2	Existing IRT Stop	Active	Totem
471	Chippenham 1	Existing IRT Stop with Temporary Pole	Active	Totem
472	Chippenham 2	Existing IRT Stop with Temporary Pole	Active	Cantilever Shelter
473	Dartford 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
474	Dartford 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
475	Parklands Main North 1	Existing IRT Stop	Active	Full Shelter
476	Parklands Main North 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
477	Bittern 1	Existing IRT Stop	Active	Cantilever Shelter
478	Bittern 2	Existing IRT Stop	Active	Extended Shelter
479	Gie South 1	Existing IRT Stop	Active	Cantilever Shelter
480	Gie South 2	Existing IRT Stop	Active	Cantilever Shelter
481	Pinto 1	Existing IRT Stop	Active	Cantilever Shelter
482	Pinto 2	Existing IRT Stop	Active	Cantilever Shelter
483	Earlswood 1	Existing IRT Stop	Active	Cantilever Shelter
484	Earlswood 2	Existing IRT Stop	Active	Cantilever Shelter
485	Gie Central 1	Existing IRT Stop	Active	Full Shelter
486	Gie Central 2	Existing IRT Stop	Active	Full Shelter
487	Hamptons 1	Existing IRT Stop	Active	Full Shelter
488	Hamptons 2	Existing IRT Stop	Active	Full Shelter
489	Gie North 1	Existing IRT Stop	Active	Cantilever Shelter
490	Gie North 2	Existing IRT Stop	Active	Full Shelter
491	Wandsworth 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
492	Wandsworth 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
493	Parklands Secondary 1	Existing IRT Stop	Active	Extended Shelter
494	Woodlands 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
495	Woodlands 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
496	Braselton 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
497	Braselton 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
498	Blaauwberg Hospital 3	Existing IRT Stop	Active	Cantilever Shelter
499	Blaauwberg Hospital 2	Existing IRT Stop	Active	Cantilever Shelter
500	Muscadel 1	Existing IRT Stop	Active	Full Shelter
501	Muscadel 2	Existing IRT Stop	Active	Cantilever Shelter
502	Wood Central 1	Existing IRT Stop	Active	Totem
503	Wood Central 2	Existing IRT Stop	Active	Cantilever Shelter
504	Wood North 1	Existing IRT Stop	Active	Cantilever Shelter
505	Wood North 2	Existing IRT Stop	Active	Full Shelter
506	Devonshire 1	Existing IRT Stop	Active	Full Shelter
507	Devonshire 2	Existing IRT Stop	Active	Full Shelter
508	Valderrama 1	Existing IRT Stop	Active	Totem
509	Valderrama 2	Existing IRT Stop	Active	Full Shelter
510	Nantucket 1	Existing IRT Stop	Active	Totem
511	Nantucket 2	Existing IRT Stop	Active	Cantilever Shelter
512	Waterville 1	Existing IRT Stop	Active	Totem
513	Waterville 2	Existing IRT Stop	Active	Full Shelter
514	Oakland Hills 1	Existing IRT Stop	Active	Totem
515	Oakland Hills 2	Existing IRT Stop	Active	Full Shelter
516	Radar 1	Existing IRT Stop	Active	Cantilever Shelter
517	Radar 2	Existing IRT Stop	Active	Cantilever Shelter
518	Blouberg Sands 1	Existing IRT Stop	Active	Totem
519	Blouberg Sands 2	Existing IRT Stop	Active	Totem
520	Cabin 1	Existing IRT Stop	Active	Full Shelter
521	Cabin 2	Existing IRT Stop	Active	Cantilever Shelter
522	West Beach 1	Existing IRT Stop	Active	Totem
523	West Beach 2	Existing IRT Stop	Active	Totem
524	Stirling 1	Existing IRT Stop	Active	Cantilever Shelter
525	Stirling 2	Existing IRT Stop	Active	Totem
526	Blouberg Rise 1	Existing IRT Stop	Active	Cantilever Shelter

527	Blouberg Rise 2	Existing IRT Stop	Active	Full Shelter
528	Viola 1	Existing IRT Stop	Active	Cantilever Shelter
529	Viola 2	Existing IRT Stop	Active	Cantilever Shelter
530	Tritonia 1	Existing IRT Stop	Active	Full Shelter
531	Dunker 1	Existing IRT Stop	Active	Totem
532	Edward 1	Existing IRT Stop	Active	Totem
533	Narcissus 1	Existing IRT Stop	Active	Totem
534	Human 1	Existing IRT Stop	Active	Totem
535	Kemp 1	Existing IRT Stop	Active	Totem
536	Le Sueur 1	Existing IRT Stop	Active	Totem
537	Petrus 1	Existing IRT Stop	Active	Totem
538	Raymond 1	Existing IRT Stop	Active	Totem
539	Waldeck 1	Existing IRT Stop	Active	Totem
540	Hoffe North 1	Existing IRT Stop	Active	Totem
541	Hoffe North 2	Existing IRT Stop	Active	Full Shelter
542	Pelican 1	Existing IRT Stop	Active	Cantilever Shelter
543	Pelican 2	Existing IRT Stop	Active	Totem
544	Riebeeckstrand 1	Existing IRT Stop	Active	Cantilever Shelter
545	Riebeeckstrand 2	Existing IRT Stop	Active	Cantilever Shelter
546	Hoffe South 1	Existing IRT Stop	Active	Cantilever Shelter
547	Hoffe South 2	Existing IRT Stop	Active	Full Shelter
548	Robben 1	Existing IRT Stop	Active	Totem
549	Robben 2	Existing IRT Stop	Active	Full Shelter
550	Atalantes 1	Existing IRT Stop	Active	Totem
551	Atalantes 2	Existing IRT Stop	Active	Full Shelter
552	Atlantic Beach 1	Existing IRT Stop	Active	Temp Pole
553	Atlantic Beach 2	Existing IRT Stop	Active	Full Shelter
554	Brittlestar 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
555	Brittlestar 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
556	Berkshire West 1	Existing IRT Stop	Active	Temp Pole
557	Sand 1	Existing IRT Stop	Active	Red Totem
558	Crown 1	Existing IRT Stop	Active	Full Shelter
559	Paradise 1	Existing IRT Stop	Active	Totem
560	Paradise 2	Existing IRT Stop	Active	Full Shelter
561	Goedverwacht 1	Existing IRT Stop	Active	Totem
562	Goedverwacht 2	Existing IRT Stop	Active	Full Shelter
563	Enon 1	Existing IRT Stop	Active	Full Shelter
564	Enon 2	Existing IRT Stop	Active	Full Shelter
565	PM Louw 1	Existing IRT Stop	Active	Totem
566	PM Louw 2	Existing IRT Stop	Active	Cantilever Shelter
567	Silverstream 1	Existing IRT Stop	Active	Full Shelter
568	Silverstream 2	Existing IRT Stop	Active	Full Shelter
569	Grosvenor North 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
570	Grosvenor North 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
571	Montreal 1	Existing IRT Stop	Active	Full Shelter
572	Montreal 2	Existing IRT Stop	Active	Full Shelter
573	Charel Uys North 1	Existing IRT Stop	Active	Totem
574	Charel Uys North 2	Existing IRT Stop	Active	Full Shelter
575	Arion 1	Existing IRT Stop	Active	Full Shelter
576	Arion 2	Existing IRT Stop	Active	Full Shelter
577	Atlantis Cemetery 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
578	Atlantis Cemetery 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
579	Atlantis Cemetery 3	Existing IRT Stop with Temporary Pole	Active	Temp Pole
580	Pella North 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
581	Pella Central 2	Existing IRT Stop with Temporary Pole	Active	Cantilever Shelter
582	Pella South 1	Existing IRT Stop	Active	Totem
583	Pella South 2	Existing IRT Stop	Active	Totem
584	Fernande 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole

585	Magnet 1	Existing IRT Stop	Active	Full Shelter
586	Mauritius 1	Existing IRT Stop	Active	Full Shelter
587	Kehrweider 1	Existing IRT Stop	Active	Full Shelter
588	Hermes 1	Existing IRT Stop	Active	Full Shelter
589	Saxonsea Clinic 1	Existing IRT Stop	Active	Full Shelter
590	Saxonsea Clinic 2	Existing IRT Stop	Active	Full Shelter
591	Lisboa 1	Existing IRT Stop	Active	Cantilever Shelter
592	Saxonsea Primary 1	Existing IRT Stop	Active	Totem
593	Saxonsea Primary 2	Existing IRT Stop	Active	Full Shelter
594	Valleyfield 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
595	Valleyfield 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
596	Wesfleur Park 1	Existing IRT Stop	Active	Totem
597	Wesfleur Park 2	Existing IRT Stop	Active	Full Shelter
598	Goede Hoop 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
599	Goede Hoop 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
600	Knysna 1	Existing IRT Stop	Active	Cantilever Shelter
601	Newlands 1	Existing IRT Stop	Active	Full Shelter
602	Montezuma 1	Existing IRT Stop	Active	Totem
603	Clearwater 1	Existing IRT Stop	Active	Totem
604	Clearwater 2	Existing IRT Stop	Active	Full Shelter
605	Sherwood 1	Existing IRT Stop	Active	Cantilever Shelter
606	Sherwood 2	Existing IRT Stop	Active	Full Shelter
607	Brutus 1	Existing IRT Stop	Active	Full Shelter
608	Brutus 2	Existing IRT Stop	Active	Full Shelter
609	Jacana 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
610	Jacana 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
611	Swawel 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
612	Swawel 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
613	Robinvale 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
614	Robinvale 2	Existing IRT Stop with Temporary Pole	Active	Full Shelter
615	Curlew 1	Existing IRT Stop	Active	Totem
616	Curlew 2	Existing IRT Stop	Active	Full Shelter
617	Tortelduif 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
618	Tortelduif 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
619	Sampson 1	Existing IRT Stop	Active	Full Shelter
620	Sampson 2	Existing IRT Stop	Active	Full Shelter
621	Patrys 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
622	Patrys 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
623	Wesfleur Hospital 1	Existing IRT Stop	Active	Cantilever Shelter
624	Wesfleur Hospital 2	Existing IRT Stop	Active	Full Shelter
625	Malgas 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
626	Malgas 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
627	Swift 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
628	Swift 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
629	Flamingo Park 1	Existing IRT Stop	Active	Full Shelter
630	Flamingo Park 2	Existing IRT Stop	Active	Totem
631	Reygersdal 1	Existing IRT Stop	Active	Full Shelter
632	Reygersdal 2	Existing IRT Stop	Active	Full Shelter
633	Louwtjie Rothman 1	Existing IRT Stop	Active	Totem
634	Charles Piers 1	Existing IRT Stop	Active	Totem
635	Charles Piers 2	Existing IRT Stop	Active	Totem
636	Industrial 1	Existing IRT Stop	Active	Totem
637	Industrial 2	Existing IRT Stop	Active	Totem
638	Johan Heyns 1	Existing IRT Stop	Active	Totem
639	Johan Heyns 2	Existing IRT Stop	Active	Totem
640	John Dreyer 2	Existing IRT Stop	Active	Totem
641	Birkenhead 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
642	Birkenhead 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole

643	Charel Uys South 1	Existing IRT Stop	Active	Totem
644	Charel Uys South 2	Existing IRT Stop	Active	Totem
645	Dahlia 1	Existing IRT Stop	Active	Full Shelter
646	Dahlia 2	Existing IRT Stop	Active	Totem
647	Meermin 1	Existing IRT Stop	Active	Full Shelter
648	Grosvenor 1	Existing IRT Stop	Active	Full Shelter
649	Grosvenor 2	Existing IRT Stop	Active	Totem
650	Charel Uys 1	Existing IRT Stop	Active	Full Shelter
651	Charel Uys 2	Existing IRT Stop	Active	Totem
652	Duynefontein 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
653	Duynefontein 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
654	Koeberg Power Station 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
655	Koeberg Power Station 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
656	Gerwyn Owen 1	Existing IRT Stop	Active	Totem
657	Gerwyn Owen 2	Existing IRT Stop	Active	Totem
658	Melkbosch Village 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
659	Dawn 1	Existing IRT Stop	Active	Full Shelter
660	Dawn 2	Existing IRT Stop	Active	Cantilever Shelter
661	Esso 1	Existing IRT Stop	Active	Full Shelter
662	Esso 2	Existing IRT Stop	Active	Cantilever Shelter
663	First 1	Existing IRT Stop	Active	Full Shelter
664	First 2	Existing IRT Stop	Active	Extended Shelter
665	Marconi 1	Existing IRT Stop	Active	Full Shelter
666	Marconi 2	Existing IRT Stop	Active	Full Shelter
667	Edison 1	Existing IRT Stop	Active	Totem
668	Edison 2	Existing IRT Stop	Active	Full Shelter
669	Bolt 1	Existing IRT Stop with Temporary Pole	Active	Full Shelter
670	Bolt 2	Existing IRT Stop with Temporary Pole	Active	Full Shelter
671	Victoria 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
672	Drill 1	Existing IRT Stop	Active	Cantilever Shelter
673	Drill 2	Existing IRT Stop	Active	Cantilever Shelter
674	Soldier 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
675	Soldier 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
676	Bosmansdam 1	Existing IRT Stop	Active	Full Shelter
677	Bosmansdam 2	Existing IRT Stop	Active	Cantilever Shelter
678	Emerald 1	Existing IRT Stop	Active	Totem
679	Emerald 2	Existing IRT Stop	Active	Totem
680	Century Gate 1	Existing IRT Stop	Active	Full Shelter
681	Century Gate 2	Existing IRT Stop	Active	Extended Shelter
682	Oasis 1	Existing IRT Stop	Active	Cantilever Shelter
683	Oasis 2	Existing IRT Stop	Active	Cantilever Shelter
684	Estuaries 1	Existing IRT Stop	Active	Full Shelter
685	Estuaries 2	Existing IRT Stop	Active	Full Shelter
686	Central Park 1	Existing IRT Stop	Active	Cantilever Shelter
687	Central Park 2	Existing IRT Stop	Active	Cantilever Shelter
688	Waterview 1	Existing IRT Stop	Active	Full Shelter
689	Waterview 2	Existing IRT Stop	Active	Full Shelter
690	Waterstone 1	Existing IRT Stop	Active	Full Shelter
691	Waterstone 2	Existing IRT Stop	Active	Full Shelter
692	Waterford 1	Existing IRT Stop	Active	Full Shelter
693	Waterford 2	Existing IRT Stop	Active	Full Shelter
694	Studio 1	Existing IRT Stop	Active	Full Shelter
695	Studio 2	Existing IRT Stop	Active	Full Shelter
696	Canal Walk North 1	Existing IRT Stop	Active	Full Shelter
697	Canal Walk North 2	Existing IRT Stop	Active	Full Shelter
698	Sailors Green 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
699	Sailors Green 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
700	Canal Walk South 1	Existing IRT Stop	Active	Full Shelter

701	Canal Walk South 2	Existing IRT Stop	Active	Full Shelter
702	Ocean Spirit 1	Existing IRT Stop	Active	Full Shelter
703	Grand Canal 1	Existing IRT Stop	Active	Full Shelter
704	Grand Canal 2	Existing IRT Stop	Active	Full Shelter
705	Mansfield 1	Existing IRT Stop	Active	Cantilever Shelter
706	Mansfield 2	Existing IRT Stop	Active	Cantilever Shelter
708	Loxton West 1	Existing IRT Stop	Active	Totem
709	Loxton West 2	Existing IRT Stop	Active	Full Shelter
710	Milnerton Lighthouse 1	Existing IRT Stop	Active	Full Shelter
711	Turf Club 1	IRT Station	Active	Station
712	Turf Club 2	IRT Station	Active	Station
713	Namar 1	Existing IRT Stop	Active	Full Shelter
714	Montague Gardens 1	IRT Station	Active	Station
715	Montague Gardens 2	IRT Station	Active	Station
716	Refinery 1	IRT Station	Active	Station
717	Refinery 2	IRT Station	Active	Station
809	Grey 1	IRT Station	Active	Station
810	Grey 2	IRT Station	Active	Station
811	Janssens 1	IRT Station	Active	Station
812	Janssens 2	IRT Station	Active	Station
813	Wood 1	IRT Station	Active	Station
814	Wood 2	IRT Station	Active	Station
815	Wood 3	Existing IRT Stop	Active	Full Shelter
816	Big Bay 1	Existing IRT Stop	Active	Extended Shelter
817	Kleinbaai 1	Existing IRT Stop	Active	Totem
818	Kleinbaai 2	Existing IRT Stop	Active	Full Shelter
819	Bokkombaai 1	Existing IRT Stop	Active	Full Shelter
820	Bokkombaai 2	Existing IRT Stop	Active	Totem
821	Perlemoen 1	Existing IRT Stop	Active	Totem
822	Perlemoen 2	Existing IRT Stop	Active	Full Shelter
823	Shell 1	Existing IRT Stop	Active	Totem
824	Shell 2	Existing IRT Stop	Active	Full Shelter
825	Seal 1	Existing IRT Stop	Active	Totem
826	Seal 2	Existing IRT Stop	Active	Totem
827	Circle East 1	IRT Station	Active	Station
828	Circle East 2	IRT Station	Active	Station
829	Potsdam 1	IRT Station	Active	Station
830	Potsdam 2	IRT Station	Active	Station
831	Killarney 1	IRT Station	Active	Station
832	Killarney 2	IRT Station	Active	Station
833	Garden 1	Existing IRT Stop	Active	Totem
834	Garden 2	Existing IRT Stop	Active	Totem
835	Humewood 1	Existing IRT Stop	Active	Full Shelter
836	Humewood 2	Existing IRT Stop	Active	Full Shelter
837	Link 1	Existing IRT Stop	Active	Cantilever Shelter
838	Marine Circle 1	Existing IRT Stop	Active	Full Shelter
839	Marine Circle 2	Existing IRT Stop	Active	Full Shelter
840	Merlot 1	Existing IRT Stop	Active	Cantilever Shelter
841	Merlot 2	Existing IRT Stop	Active	Full Shelter
844	Parklands College 1	Existing IRT Stop	Active	Full Shelter
845	Parklands College 2	Existing IRT Stop	Active	Full Shelter
846	Parklands Main 1	Existing IRT Stop	Active	Totem
847	Parklands Main 2	Existing IRT Stop	Active	Totem
848	Ravenswood 1	Existing IRT Stop	Active	Cantilever Shelter
849	Ravenswood 2	Existing IRT Stop	Active	Full Shelter
850	Tryall 1	Existing IRT Stop	Active	Full Shelter
851	Tryall 2	Existing IRT Stop	Active	Full Shelter
852	Carmel 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole

853	Carmel 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
854	Caelian 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
855	Caelian 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
856	Malvern 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
857	Malvern 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
858	Deerlodge 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
859	Deerlodge 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
860	Tsitsikamma 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
861	Tsitsikamma 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
862	Frans 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
863	Frans 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
864	Johannes 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
865	Lord Caledon 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
866	Denne West 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
867	Denne East 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
872	Omuramba 1	IRT Station	Active	Station
873	Omuramba 2	IRT Station	Active	Station
874	Omuramba 3	Existing IRT Stop	Active	Station
875	Omuramba 4	Existing IRT Stop	Active	Station
876	Lobelia 1	New IRT Stop with Temporary Pole	Active	Full Shelter
877	Sanddrift 1	IRT Station	Active	Station
878	Sanddrift 2	IRT Station	Active	Station
879	Century City 1	IRT Station	Active	Station
880	Century City 2	IRT Station	Active	Station
881	Century City 3	Existing IRT Stop	Active	Station
882	Century City 4	Existing IRT Stop	Active	Station
883	Century City 5	IRT Station	Active	Station
884	Century City 6	IRT Station	Active	Station
890	Atlantis Station 7	IRT Station	Active	Station
891	Hawking 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
892	Johan Heyns North 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
893	Charles Matthews 1	Existing IRT Stop	Active	Totem
894	Charles Matthews 2	Existing IRT Stop	Active	Totem
895	Starke 1	Existing IRT Stop	Active	Totem
896	Starke 2	Existing IRT Stop	Active	Totem
897	Charles Duminy 1	Existing IRT Stop	Active	Totem
898	Charles Duminy 2	Existing IRT Stop	Active	Totem
899	Tom Henshilwood 1	Existing IRT Stop	Active	Totem
900	Tom Henshilwood 2	Existing IRT Stop	Active	Totem
901	John Van Niekerk 1	Existing IRT Stop	Active	Totem
902	John Van Niekerk 2	Existing IRT Stop	Active	Totem
903	Neil Hare 1	Existing IRT Stop	Active	Totem
904	Neil Hare 2	Existing IRT Stop	Active	Totem
905	Berzelia 1	Existing IRT Stop	Active	Totem
906	Berzelia 2	Existing IRT Stop	Active	Full Shelter
907	Bottlebrush 1	Existing IRT Stop	Active	Full Shelter
908	Bottlebrush 2	Existing IRT Stop	Active	Full Shelter
909	Disa 1	Existing IRT Stop	Active	Full Shelter
910	Disa 2	Existing IRT Stop	Active	Full Shelter
911	Alberto 1	Existing IRT Stop	Active	Full Shelter
912	Alberto 2	Existing IRT Stop	Active	Full Shelter
913	Bengal 1	Existing IRT Stop	Active	Full Shelter
914	Bengal 2	Existing IRT Stop	Active	Totem
915	Colebrook 1	Existing IRT Stop	Active	Full Shelter
916	Colebrook 2	Existing IRT Stop	Active	Totem
917	Gothenburg 1	Existing IRT Stop	Active	Full Shelter
918	Gothenburg 2	Existing IRT Stop	Active	Full Shelter
919	Avondale 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole

920	Avondale 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
921	Parkview 1	Existing IRT Stop	Active	Full Shelter
922	Parkview 2	Existing IRT Stop	Active	Full Shelter
923	Marigold 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
924	Marigold 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
925	Nicobar 1	Existing IRT Stop	Active	Totem
926	Nicobar 2	Existing IRT Stop	Active	Totem
927	Moravia 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
928	Moravia 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
929	Hoogergeest 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
930	Hoogergeest 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
933	Woodville 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
934	Windsor 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
935	August Kotzenberg 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
936	Daimler-Benz 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
937	Daimler-Benz 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
938	Gideon Basson 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
939	Gideon Basson 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
940	Brenton 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
941	David Cloete 1	Existing IRT Stop with Temporary Pole	Active	Full Shelter
942	David Cloete 2	Existing IRT Stop with Temporary Pole	Active	Red Totem
945	Stables Turnaround 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
946	John Dreyer 1	Existing IRT Stop	Active	Totem
948	Phoenix 1	IRT Station	Out of Service	Station
949	Phoenix 2	IRT Station	Out of Service	Station
950	Sanddrift 3	IRT Station	Active	Station
951	Sanddrift 4	IRT Station	Active	Station
952	Du Noon 1	IRT Station	Out of Service	Station
953	Du Noon 2	IRT Station	Out of Service	Station
954	Usasaza 1	IRT Station	Out of Service	Station
955	Usasaza 2	IRT Station	Out of Service	Station

SEA POINT

OBJECTID	STOP NAME	STOP TYPE	STOP STATUS	STOP DESCRIPTION
23	Union 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
24	Union 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
25	Old Breakwater Prison 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
49	Bakoven	Existing IRT Stop	Active	Totem
53	Stadium	Existing IRT Stop	Active	Temp Pole
84	Wigtown 1	Existing IRT Stop	Active	Full Shelter
85	Wigtown 2	Existing IRT Stop	Active	Full Shelter
86	Hill 1	Existing IRT Stop	Active	Full Shelter
87	Hill 2	Existing IRT Stop	Active	Full Shelter
88	Ellerton 1	Existing IRT Stop	Active	Full Shelter
89	Ellerton 2	Existing IRT Stop	Active	Full Shelter
90	Camberwell 1	Existing IRT Stop	Active	Totem
91	Camberwell 2	Existing IRT Stop	Active	Totem
92	Sea Point High 1	Existing IRT Stop	Active	Totem
93	Sea Point High 2	Existing IRT Stop	Active	Cantilever Shelter
96	Firmount 1	Existing IRT Stop	Active	Full Shelter
97	Firmount 2	Existing IRT Stop	Active	Totem
98	Sea Point 1	Existing IRT Stop	Active	Full Shelter
99	Sea Point 2	Existing IRT Stop	Active	Full Shelter
100	Arthur's 1	Existing IRT Stop	Active	Full Shelter
101	Arthur's 2	Existing IRT Stop	Active	Totem
102	Clarens 1	Existing IRT Stop	Active	Totem
103	Clarens 2	Existing IRT Stop	Active	Totem
104	Kei Apple 1	Existing IRT Stop	Active	Totem
105	Kei Apple 2	Existing IRT Stop	Active	Full Shelter

108	Tramway 1	Existing IRT Stop	Active	Totem
109	Tramway 2	Existing IRT Stop	Active	Cantilever Shelter
110	Queens 1	Existing IRT Stop	Active	Cantilever Shelter
111	Koosani 1	Existing IRT Stop	Active	Cantilever Shelter
112	Koosani 2	Existing IRT Stop	Active	Cantilever Shelter
113	Bantry Bay 1	Existing IRT Stop	Active	Totem
114	Bantry Bay 2	Existing IRT Stop	Active	Red Totem
115	Clifton 1	Existing IRT Stop	Active	Totem
116	Clifton 2	Existing IRT Stop	Active	Totem
117	Clifton 2nd 1	Existing IRT Stop	Active	Totem
118	Clifton 2nd 2	Existing IRT Stop	Active	Totem
121	Clifton 3rd 1	Existing IRT Stop	Active	Cantilever Shelter
122	Clifton 3rd 2	Existing IRT Stop	Active	Cantilever Shelter
123	Clifton 4th 1	Existing IRT Stop	Active	Totem
124	Clifton 4th 2	Existing IRT Stop	Active	Full Shelter
125	Maiden's Cove 1	Existing IRT Stop	Active	Full Shelter
126	Maiden's Cove 2	Existing IRT Stop	Active	Cantilever Shelter
127	Glen Beach 1	Existing IRT Stop	Active	Totem
128	Glen Beach 2	Existing IRT Stop	Active	Full Shelter
129	Camps Bay 1	Existing IRT Stop	Active	Full Shelter
130	Camps Bay 2	Existing IRT Stop	Active	Extended Shelter
133	Whale Rock 1	Existing IRT Stop	Active	Extended Shelter
134	Whale Rock 2	Existing IRT Stop	Active	Cantilever Shelter
135	Barley Bay 1	Existing IRT Stop	Active	Totem
136	Barley Bay 2	Existing IRT Stop	Active	Cantilever Shelter
137	Bakoven 1	Existing IRT Stop	Active	Full Shelter
138	Bakoven 2	Existing IRT Stop	Active	Totem
139	Koeël Bay 1	Existing IRT Stop	Active	Totem
140	Koeël Bay 2	Existing IRT Stop	Active	Totem
143	Oudekraal 1	Existing IRT Stop	Active	Totem
144	Oudekraal 2	Existing IRT Stop	Active	Totem
145	Llandudno 1	Existing IRT Stop	Active	Full Shelter
146	Llandudno 2	Existing IRT Stop	Active	Cantilever Shelter
147	Ruyterplaats 1	Existing IRT Stop	Active	Full Shelter
148	Ruyterplaats 2	Existing IRT Stop	Active	Full Shelter
149	Mount Rhodes 1	Existing IRT Stop	Active	Full Shelter
150	Mount Rhodes 2	Existing IRT Stop	Active	Totem
151	Helgarda 1	Existing IRT Stop	Active	Totem
152	Helgarda 2	Existing IRT Stop	Active	Full Shelter
155	Valley 1	Existing IRT Stop	Active	Full Shelter
156	Valley 2	Existing IRT Stop	Active	Full Shelter
157	Imizamo Yethu 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
158	Imizamo Yethu 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
159	Berg-en-dal 1	Existing IRT Stop	Active	Totem
160	Berg-en-dal 2	Existing IRT Stop	Active	Full Shelter
161	Scott 1	Existing IRT Stop	Active	Full Shelter
162	Scott 2	Existing IRT Stop	Active	Full Shelter
163	Mainstream 1	Existing IRT Stop	Active	Totem
164	Mainstream 2	Existing IRT Stop	Active	Totem
167	Hout Bay 1	Existing IRT Stop	Active	Cantilever Shelter
168	Daphne 1	Existing IRT Stop	Active	Totem
169	Daphne 2	Existing IRT Stop	Active	Full Shelter
170	Lancaster 1	Existing IRT Stop	Active	Full Shelter
171	Lancaster 2	Existing IRT Stop	Active	Full Shelter
172	Oxford Earl 1	Existing IRT Stop	Active	Totem
173	Oxford Earl 2	Existing IRT Stop	Active	Cantilever Shelter
174	Lower Victoria 1	Existing IRT Stop	Active	Totem
175	Lower Victoria 2	Existing IRT Stop	Active	Cantilever Shelter

178	Northshore 1	Existing IRT Stop	Active	Totem
179	Northshore 2	Existing IRT Stop	Active	Full Shelter
180	Fishmarket 1	Existing IRT Stop	Active	Totem
181	Fishmarket 2	Existing IRT Stop	Active	Full Shelter
182	Atlantic Skipper 1	Existing IRT Stop	Active	Totem
183	Atlantic Skipper 2	Existing IRT Stop	Active	Cantilever Shelter
184	Oceana 1	Existing IRT Stop	Active	Totem
185	Oceana 2	Existing IRT Stop	Active	Full Shelter
186	Bayview	Existing IRT Stop	Active	Cantilever Shelter
187	Hangberg 2	Existing IRT Stop	Active	Extended Shelter
188	Marlin 1	New IRT Stop with Temporary Pole	Active	Totem
199	Upper Long 1	Existing IRT Stop	Active	Totem
200	Lower Kloof 1	Existing IRT Stop	Active	Cantilever Shelter
201	Lower Kloof 2	Existing IRT Stop	Active	Cantilever Shelter
202	Ludwig's Garden 1	Existing IRT Stop	Active	Full Shelter
203	Ludwig's Garden 2	Existing IRT Stop	Active	Cantilever Shelter
204	Kew 1	Existing IRT Stop	Active	Temp Pole
205	Belle Ombre 1	Existing IRT Stop	Active	Totem
206	Belle Ombre 2	Existing IRT Stop	Active	Full Shelter
209	St Michael's 1	Existing IRT Stop	Active	Totem
210	St Michael's 2	Existing IRT Stop	Active	Full Shelter
211	Higgo 1	New IRT Stop with Temporary Pole	Active	Temp Pole
212	Cotswold 1	Existing IRT Stop	Active	Totem
213	Cotswold 2	Existing IRT Stop	Active	Full Shelter
214	Kloof Nek 1	Existing IRT Stop	Active	Full Shelter
215	Kloof Nek 2	Existing IRT Stop	Active	Cantilever Shelter
216	Platteklip 1	Existing IRT Stop	Active	Full Shelter
217	Dal 1	Existing IRT Stop	Active	Totem
218	Prima 1	Existing IRT Stop	Active	Totem
224	Horak 1	Existing IRT Stop	Active	Full Shelter
225	Ravensteyn 1	Existing IRT Stop	Active	Totem
226	Ravensteyn 2	Existing IRT Stop	Active	Totem
227	Fiskaal 1	Existing IRT Stop	Active	Full Shelter
228	Fiskaal 2	Existing IRT Stop	Active	Totem
229	Chas Booth 1	Existing IRT Stop	Active	Totem
230	Susan 1	Existing IRT Stop	Active	Cantilever Shelter
231	Rontree 1	Existing IRT Stop	Active	Totem
232	Rontree 2	Existing IRT Stop	Active	Cantilever Shelter
233	Houghton 1	Existing IRT Stop	Active	Cantilever Shelter
234	Houghton 2	Existing IRT Stop	Active	Cantilever Shelter
242	Lower Camps Bay 1	Existing IRT Stop	Active	Totem
243	Lower Camps Bay 2	Existing IRT Stop	Active	Cantilever Shelter
244	Comrie 1	Existing IRT Stop	Active	Totem
245	Comrie 2	Existing IRT Stop	Active	Full Shelter
246	Atholl 1	Existing IRT Stop	Active	Totem
247	Atholl 2	Existing IRT Stop	Active	Totem
248	Woodford 1	Existing IRT Stop	Active	Full Shelter
249	Woodford 2	Existing IRT Stop	Active	Totem
250	Quebec 1	Existing IRT Stop	Active	Totem
251	Quebec 2	Existing IRT Stop	Active	Totem
260	Stadium 3	IRT Station	Active	Station
261	Stadium 4	IRT Station	Active	Station
262	Somerset Hospital 1	Existing IRT Stop	Active	Full Shelter
264	Mouille Point 1	Existing IRT Stop	Active	Totem
265	Mouille Point 2	Existing IRT Stop	Active	Full Shelter
266	Surrey 1	Existing IRT Stop	Active	Totem
267	Surrey 2	Existing IRT Stop	Active	Full Shelter
272	Lighthouse 1	Existing IRT Stop	Active	Totem

273	Lighthouse 2	Existing IRT Stop	Active	Full Shelter
274	Three Anchor Bay 1	Existing IRT Stop	Active	Cantilever Shelter
275	Three Anchor Bay 2	Existing IRT Stop	Active	Full Shelter
276	Rocklands 1	Existing IRT Stop	Active	Cantilever Shelter
277	Rocklands 2	Existing IRT Stop	Active	Full Shelter
278	Promenade 1	Existing IRT Stop	Active	Cantilever Shelter
279	Promenade 2	Existing IRT Stop	Active	Full Shelter
280	London 1	Existing IRT Stop	Active	Red Totem
281	London 2	Existing IRT Stop	Active	Full Shelter
282	Granger Bay 1	IRT Station	Active	Station
283	Granger Bay 2	IRT Station	Active	Station
284	Graaf's Pool 1	Existing IRT Stop	Active	Full Shelter
285	Graaf's Pool 2	Existing IRT Stop	Active	Full Shelter
286	Boat Bay 1	Existing IRT Stop	Active	Cantilever Shelter
287	Boat Bay 2	Existing IRT Stop	Active	Full Shelter
288	Sea Point Pool 1	Existing IRT Stop	Active	Full Shelter
289	Sea Point Pool 2	Existing IRT Stop	Active	Cantilever Shelter
290	Cassel 1	Existing IRT Stop	Active	Totem
291	Cassel 2	Existing IRT Stop	Active	Totem
296	Old Fire Station 1	Existing IRT Stop	Active	Totem
298	High Level 1	Existing IRT Stop	Active	Totem
300	Skye Way 1	Existing IRT Stop	Active	Totem
301	Skye Way 2	Existing IRT Stop	Active	Totem
302	Ben Nevis 1	Existing IRT Stop	Active	Totem
303	Ben Nevis 2	Existing IRT Stop	Active	Totem
304	Ravenscraig 1	Existing IRT Stop	Active	Totem
305	Ravenscraig 2	Existing IRT Stop	Active	Cantilever Shelter
308	St Bedes 1	Existing IRT Stop	Active	Totem
309	St Bedes 2	Existing IRT Stop	Active	Totem
310	Rhine 1	Existing IRT Stop	Active	Totem
311	Rhine 2	Existing IRT Stop	Active	Cantilever Shelter
312	Albany 1	Existing IRT Stop	Active	Totem
313	Albany 2	Existing IRT Stop	Active	Full Shelter
314	The Glen 1	Existing IRT Stop	Active	Cantilever Shelter
315	The Glen 2	Existing IRT Stop	Active	Totem
316	Irwinton 1	Existing IRT Stop	Active	Totem
317	Irwinton 2	Existing IRT Stop	Active	Totem
320	Fresnaye 1	Existing IRT Stop	Active	Totem
321	Fresnaye 2	Existing IRT Stop	Active	Full Shelter
322	Disandt 1	Existing IRT Stop	Active	Cantilever Shelter
323	Disandt 2	Existing IRT Stop	Active	Cantilever Shelter
324	Brevity Lane 1	Existing IRT Stop	Active	Full Shelter
325	Kloof 1	Existing IRT Stop	Active	Totem
327	Granger 1	Existing IRT Stop	Active	Full Shelter
328	Granger 2	Existing IRT Stop	Active	Cantilever Shelter
329	Annandale 1	Existing IRT Stop	Active	Totem
330	Annandale 2	Existing IRT Stop	Active	Cantilever Shelter
331	Upper Buitenkant 1	Existing IRT Stop	Active	Full Shelter
332	Highlands 1	Existing IRT Stop	Active	Full Shelter
333	Herzlia 1	Existing IRT Stop	Active	Cantilever Shelter
334	Exner 1	Existing IRT Stop	Active	Cantilever Shelter
335	Wexford 1	Existing IRT Stop	Active	Cantilever Shelter
336	St James 1	Existing IRT Stop	Active	Cantilever Shelter
337	Gardenia 1	Existing IRT Stop	Active	Cantilever Shelter
338	Nazareth 1	Existing IRT Stop	Active	Cantilever Shelter
339	Upper Loop 1	Existing IRT Stop	Active	Totem
340	Leeuwen 1	Existing IRT Stop	Active	Cantilever Shelter
341	Church 1	Existing IRT Stop	Active	Totem

343	Darling 1	Existing IRT Stop	Active	Totem
344	Darling 2	Existing IRT Stop	Active	Totem
345	Hanover Street 1	Existing IRT Stop	Active	Full Shelter
346	Hanover Street 2	Existing IRT Stop	Active	Full Shelter
347	Cput 1	Existing IRT Stop	Active	Full Shelter
348	Cput 2	Existing IRT Stop	Active	Totem
349	District Six 1	Existing IRT Stop	Active	Full Shelter
350	District Six 2	Existing IRT Stop	Active	Cantilever Shelter
351	Zonnebloem 1	Existing IRT Stop	Active	Full Shelter
352	Zonnebloem 2	Existing IRT Stop	Active	Cantilever Shelter
353	Chester West 1	Existing IRT Stop	Active	Totem
354	Coronation West 1	Existing IRT Stop	Active	Cantilever Shelter
355	Coronation East 1	Existing IRT Stop	Active	Cantilever Shelter
356	Chester East 1	Existing IRT Stop	Active	Totem
357	Upper Mountain 1	Existing IRT Stop	Active	Full Shelter
358	Upper Mountain 2	Existing IRT Stop	Active	Totem
359	Upper Roodebloem 1	Existing IRT Stop	Active	Full Shelter
360	Upper Roodebloem 2	Existing IRT Stop	Active	Cantilever Shelter
371	Lower Buitenkant 1	Existing IRT Stop	Active	Full Shelter
372	Lower Buitenkant 2	Existing IRT Stop	Active	Full Shelter
373	Roeland 1	Existing IRT Stop	Active	Cantilever Shelter
374	Roeland 2	Existing IRT Stop	Active	Full Shelter
375	Roodehek 1	Existing IRT Stop	Active	Temp Pole
376	Roodehek 2	Existing IRT Stop	Active	Full Shelter
377	De Waal Park 1	Existing IRT Stop	Active	Cantilever Shelter
378	Upper Orange 1	Existing IRT Stop	Active	Totem
379	Montrose 1	Existing IRT Stop	Active	Totem
380	Molteno 1	Existing IRT Stop	Active	Cantilever Shelter
381	Rayden 1	Existing IRT Stop	Active	Full Shelter
382	Upper Kloof 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
383	Upper Kloof 2	Existing IRT Stop	Active	Totem
384	Welgemeend 1	Existing IRT Stop	Active	Totem
385	Welgemeend 2	Existing IRT Stop	Active	Temp Pole
386	Lower Reservoir 1	Existing IRT Stop	Active	Cantilever Shelter
435	Castle 2	Existing IRT Stop	Active	Totem
787	The Castle 2	Existing IRT Stop	Active	Full Shelter
797	Dorp 1	Existing IRT Stop	Active	Totem
800	Government Ave 1	Existing IRT Stop	Active	Cantilever Shelter
801	Government Ave 2	Existing IRT Stop	Active	Full Shelter
803	Lower Plein 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
804	Lower Plein 2	Existing IRT Stop with Temporary Pole	Active	Temp Pole
807	Portswood 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
842	Michaelis 1	Existing IRT Stop	Active	Cantilever Shelter
843	Michaelis 2	Existing IRT Stop	Active	Full Shelter
868	Queens Beach 1	IRT Station	Active	Station
869	Queens Beach 2	IRT Station	Active	Station
870	Gardens 1	IRT Station	Active	Station
871	Gardens 2	IRT Station	Active	Station
887	Invermark 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
888	Chesterfield 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole
889	Marmion 1	Existing IRT Stop with Temporary Pole	Active	Temp Pole

WYNBERG

OBJECTID	STOP NAME	STOP TYPE	STOP STATUS	STOP DESCRIPTION
No Stops				

Taxi Routes

BELGRAVIA		
ORIGIN	DESTINATION	LENGTH
BELLVILLE	MOWBRAY	24910.27
GUGULETU	CLAREMONT	15462.34
GUGULETU	SEA POINT	35082.82
KHAYELITSHA	WYNBERG	22398.72
LANGA	CAPE TOWN	15402.25
LANGA	SEA POINT	24447.12
LANGA	MOWBRAY	9835.66
NYANGA	WYNBERG	14229.48
NYANGA	CLAREMONT	16184.31
NYANGA	ATHLONE	11533.42
NYANGA	MOWBRAY	15650.29
NYANGA	CAPE TOWN	23147.71
WYNBERG	KHAYELITSHA	32215.97
BONTEHEUWEL	MOWBRAY	10600.82
HEIDEVELD	MOWBRAY	11723.76
HEIDEVELD	CAPE TOWN	18580.92
MOWBRAY	MANENBERG	13921.30
KHAYELITSHA	MOWBRAY	24429.42
BONTEHEUWEL	CAPE TOWN	11753.56
KHAYELITSHA	LANGA	19144.21
MITCHELLS PLAIN	HANOVER PARK	17153.01
CAPE TOWN	HEIDEVELD	19495.23
HANOVER PARK	CLAREMONT	7866.81
EINDHOVEN DELFT	CAPE TOWN	32526.47
HANOVER PARK	RETREAT	17341.46
HANOVER PARK	CAPE TOWN (VIA	19194.08
HANOVER PARK	ATHLONE	6577.30
N1 CITY	MITCHELLS PLAIN	30976.47
WYNBERG	HANOVER PARK	7622.47
HANOVER PARK	CAPE TOWN (VIA	17670.70
HANOVER PARK	CAPE TOWN (VIA	21437.32
MITCHELLS PLAIN	CAPE TOWN	34605.51
SEA POINT	NYANGA	32440.63
MITCHELLS PLAIN	VIA MOWBRAY - CAPE	34337.78
MITCHELLS PLAIN	VIA MERRYDALE - CAPE	38029.34
MITCHELLS PLAIN	VIA BELGRAVIA - CAPE	37785.67
MITCHELLS PLAIN	GROOTTE SCHUUR	40453.85
VOORBRUG DELFT	CAPE TOWN	33191.92
KHAYELITSHA	CLAREMONT	24411.09
THE HAGUE DELFT	CAPE TOWN	34114.99
BONTEHEUWEL	ATHLONE	10600.82
LANGA	ATHLONE	6319.62
CROSS ROADS	WYNBERG	17542.87
KOEBERG STATION	MITCHELLS PLAIN	32071.67
BONTEHEUWEL	SILVERTOWN	17761.44
RED CROSS HOSPITAL	ELSIES RIVER	21658.41
NYANGA	SEA POINT	32406.70
HANOVER PARK	LANSDOWNE	3523.43
V & A WATERFRONT	CAPE TOWN	28070.18
CAPE TOWN	HEIDEVELD	19495.23
HEIDEVELD	MOWBRAY	15843.62
MANENBERG	CLAREMONT	13935.59
MANENBERG	MOWBRAY	13844.15
MANENBERG	CAPE TOWN	20784.57
GRASSY PARK	HANOVER PARK	10334.02
KHAYELITSHA	SEA POINT	40118.45

BLUE DOWNS		
ORIGIN	DESTINATION	LENGTH
BELLVILLE	KHAYELITSHA	22221.73
WYNBERG	KHAYELITSHA	32215.97
KHAYELITSHA	MOWBRAY	24429.42
KHAYELITSHA	LANGA	19144.21
MFULENI	BLACKHEATH	7715.85
BELLVILLE	MAKHAZA KHAYELITSHA	29877.83
THE HAGUE DELFT	MITCHELLS PLAIN	16141.21
VOORBRUG DELFT	MITCHELLS PLAIN	15218.15
THE HAGUE DELFT	PAROW	15393.48
VOORBRUG DELFT	PAROW	16534.27
THE HAGUE DELFT	BELLVILLE	12777.77
EINDHOVEN DELFT	CAPE TOWN	32526.47
EINDHOVEN DELFT	PAROW	17934.62
EINDHOVEN DELFT	ELSIES RIVER	16072.31
VOORBRUG	ELSIES RIVER	14671.97
UNIBELL	BELLVILLE	24561.50
PAROW SANLAM CENTRE	VOORBRUG DELFT	15050.44
MELTON ROSE	ELSIES RIVER	4902.79
KHAYELITSHA	PAROW	22697.63
PAROW STATION	BELHAR DELFT	16511.42
KHAYELITSHA	PAROW	22755.15
MELTON ROSE	BELLVILLE	17563.10
MELTON ROSE	DELFT	11154.94
VOORBRUG DELFT	BELLVILLE	14916.19
BELLVILLE	EERSTE RIVER	21048.08
VOORBRUG DELFT	CAPE TOWN	33191.92
MELTON ROSE	EERSTE RIVER	10789.44
KHAYELITSHA	BELLVILLE	22644.75
EINDHOVEN DELFT	BELLVILLE	16315.61
THE HAGUE DELFT	CAPE TOWN	34114.99
KHAYELITSHA	ELSIES RIVER	22809.91
THE HAGUE DELFT	ELSIES RIVER	13531.18
KOEBERG STATION	MITCHELLS PLAIN	32071.67
UNIBELL	BELLVILLE STATION	17238.21
MACASSAR	BLACKHEATH	19992.61
MACASSAR	EERSTE RIVER	13237.64
FIRGROVE	EERSTE RIVER	11466.53
KHAYELITSHA	SEA POINT	40118.45
KHAYELITSHA	SEA POINT	39865.05
KHAYELITSHA	SEA POINT	40068.66
TYGERBERG HOSPITAL	DELFT	20812.98
MALIBU	BLACKHEATH	5364.56
BELLVILLE	DELFT	18208.58
KRAAIFONTEIN	KHAYELITSHA	34250.92
EERSTERIVIER	DEVON PARK	5977.98
EERSTERIVIER	DEVON PARK	1942.29
MAITLAND	MITCHELLS PLAIN	32407.12
BLACKHEATH	EERSTERIVIER	15080.03
EERSTE RIVER	EERSTE RIVER	5759.29
EERSTE RIVER	BLUE DOWNS	10989.88
ELECTRIC CITY	EERSTE RIVER	7791.42
EERSTE RIVER	STRATFORD	3310.44
EERSTE RIVER	BELLVILLE	19126.26
EINDHOVEN,DELFT	MITCHELLS PLAIN	14135.36
MFULENI	KHAYELITSHA	11885.49
MFULENI	BELLVILLE	20975.19

ORIGIN	DESTINATION	LENGTH
KHAYELITSHA	SEA POINT	39865.05
KHAYELITSHA	SEA POINT	40068.66
HAZELDENE	N1 CITY	32943.73
MITCHELLS PLAIN	CAPE TOWN	43227.17
MITCHELLS PLAIN	CAPE TOWN	32775.86
MITCHELLS PLAIN	CAPE TOWN	32943.29
MITCHELLS PLAIN	CAPE TOWN	33185.66
GROOTTE SCHUUR	MITCHELLS PLAIN	29720.26
HANOVER PARK	CAPE TOWN	21949.39
CLAREMONT	HANOVER PARK	7748.19
CLAREMONT	HANOVER PARK	7670.05
CLAREMONT	HANOVER PARK	9475.98
BONTEHEUWEL	CAPE TOWN	21611.89
LOTUS RIVER	HANOVER PARK	10722.78
MAITLAND	MITCHELLS PLAIN	32407.12
ATHLONE	BRIDGETOWN	4645.79
ATHLONE	BRIDGETOWN	3756.15
ATHLONE	CAPE TOWN	20055.74
ATHLONE	CAPE TOWN	20916.51
ATHLONE	HANOVER PARK	7041.21
ATHLONE	HEIDEVELD	7998.28
ATHLONE	BONTEHEUWEL	8139.28
ATHLONE	MANENBERG	10268.69
MOWBRAY	LANGA	8928.21
GUGULETU	WYNBERG	13597.25
NYANGA	LANGA	10513.72
HANOVER PARK	MANENBERG	6563.56
CROSS ROADS	CLAREMONT	18588.66
CAPE TOWN STATION	MANENBERG	22380.42
CAPE TOWN STATION	MANENBERG	21062.32
MITCHELLS	CAPE TOWN	34820.38
KHAYELITSHA	SEA POINT	39919.78
MANENBERG	CLAREMONT	12926.51
HEIDEVELD	CAPE TOWN	21392.53
MITCHELLS PLAIN	HANOVER PARK	21288.28
MITCHELLS PLAIN	HANOVER PARK	19502.65
MITCHELLS PLAIN	HANOVER PARK	17153.01
BONTEHEUWEL	CAPE TOWN	19884.94
BONTEHEUWEL	MOWBRAY	14318.34
BONTEHEUWEL	ATHLONE	10625.36
MANENBERG	MOWBRAY	14294.27
ATHLONE	HANOVER PARK	7041.21
ATHLONE	HANOVER PARK	6485.67
ATHLONE	HANOVER PARK	6791.70
ATHLONE	HANOVER PARK	7126.46
CAPE TOWN	BONTEHEUWEL	19607.03
KHAYELITSHA	CAPE TOWN	31882.25
CLAREMONT	NYANGA	16056.88
NYANGA	MOWBRAY	21727.38
GATESVILLE	NYANGA	8076.29
CAPE TOWN	BONTEHEUWEL	19734.48
CAPE TOWN	BONTEHEUWEL	22717.81
HANOVER PARK	WYNBERG	7611.66
WYNBERG	HANOVER PARK	10836.92
HEIDEVELD	ATHLONE	11247.40
MANENBERG	CAPE TOWN	22123.92
PHILIPPI	CLAREMONT	16449.91

ORIGIN	DESTINATION	LENGTH
KHAYELITSHA	MFULENI	9986.42
SILVERSANDS	KUILSRIVER	18472.34
LANGA	KHAYELITSHA	19733.80
KUILSRIVER	MITCHELLS PLAIN	22068.74
SILVERSANDS	EERSTERIVIER	9434.59
PAROW	DELFT	22020.27
BLOEKOMBOS	KHAYELITSHA	31156.84
MFULENI	EERSTE RIVER	7622.12
SCOTTSDENE	KHAYELITSHA	28055.79
MFULENI	KUILSRIVER	12127.10
KHAYELITSHA	SEA POINT	39919.78
MELTON ROSE	BLUE DOWNS	9069.06
MELTON ROSE	TUSCANY GLEN	4055.64
MELTON ROSE	TUSCANY GLEN	4077.61
MELTON ROSE	EERSTERIVER	2941.75
MELTON ROSE	BLACKHEATH	2922.01
EERSTERIVER	KLEINVLEI	3745.05
BLACKHEATH	DENNEGEUR	8930.71
BLACKHEATH	BELLVILLE	14393.30
BRENTWOOD PARK	KUILSRIVER	10984.27
BLACKHEATH RAILWAY	HAPPY VALLEY	3087.27
BLACKHEATH RAILWAY	KUILSRIVER	7260.77
MELTON ROSE	PINEPLACE	2347.05
MELTON ROSE	EERSTERIVIER	2660.04
THE HAGUE	BELLVILLE	10459.15
MALIBU VILLAGE	MITCHELLS PLAIN	36598.94
ELSIES RIVER	EINDHOVEN	21112.93
UNIBELL	THE HAGUE	5607.90
UNIBELL	VOORBRUG	6703.06
UNIBELL	EINDHOVEN	8151.24
KHAYELITSHA	CAPE TOWN	31882.25
KHAYELITSHA	SOMERSET WEST	20354.22
DELFT	ELSIES RIVER	16785.67
NYANGA	KHAYELITSHA	10769.38
MITCHELLS PLAIN	BELLVILLE	26414.08
EINDHOVEN	UNIBELL	8129.43
DELFT SOUTH	BELLVILLE	20856.72
VOORBRUG	UNIBELL	8857.71
DELFT SOUTH	ELSIES RIVER	23792.35
DELFT SOUTH	UNIBELL	12543.29
WESBANK	KUILSRIVER	13201.64
KHAYELITSHA	SEA POINT	40063.72
KHAYELITSHA	MOWBRAY	25711.95
KHAYELITSHA	WOODSTOCK	30917.17
HAPPY VALLEY	KUILSRIVER	10037.08
BLUE DOWNS	MITCHELLS PLAIN	46281.06
LANGA	HARARE	31557.54
LANGA	MAKHAZA	29894.54
KHAYELITSHA	ELSIES RIVER	22809.91
KHAYELITSHA	PAROW RAILWAY	25659.72
KHAYELITSHA	TYGERBERG RAILWAY	31864.70
TYGERBERG RAILWAY	KHAYELITSHA	22029.26
MALIBU	BLACKHEATH	5176.40
MALIBU	BELLVILLE	19338.84
MALIBU	EERSTE RIVER	8534.34
BRENTWOOD PARK	KUILSRIVER	16773.87
BRENTWOOD PARK	BELLVILLE	15684.65

ORIGIN	DESTINATION	LENGTH
NYANGA	SEA POINT	32116.69
GRASSY PARK	HANOVER PARK	13700.07
GUGULETU	SEA POINT	34857.03
GUGULETU	CAPE TOWN	21435.20
LANGA	SEA POINT	24221.34
CAPE TOWN	HEIDEVELD	24307.45
CAPE TOWN	BRIDGETOWN	18360.81
CAPE TOWN	BRIDGETOWN	18379.48
SILVERTOWN	ATHLONE	5464.42
SILVERTOWN	ATHLONE	5230.23
SILVERTOWN	ATHLONE	5354.03
BRIDGETOWN	ATHLONE	3438.74
BRIDGETOWN	ATHLONE	4273.53
BRIDGETOWN	ATHLONE	3213.43
SILVERTOWN	CAPE TOWN	14148.72
SILVERTOWN	CAPE TOWN	16488.28
SILVERTOWN	CAPE TOWN	17145.39
SILVERTOWN	CAPE TOWN	16895.37
SILVERTOWN	CAPE TOWN	17536.90
BRIDGETOWN	CAPE TOWN	15306.27
BRIDGETOWN	CAPE TOWN	15128.59
BRIDGETOWN	CAPE TOWN	14471.48
BRIDGETOWN	CAPE TOWN	15128.59
BRIDGETOWN	GATESVILLE	2721.00
BRIDGETOWN	GATESVILLE	2880.51
SILVERTOWN	MOWBRAY	9547.86
SILVERTOWN	MOWBRAY	9322.55
BRIDGETOWN	MOWBRAY	8365.86
SILVERTOWN	MOWBRAY	9322.55
BRIDGETOWN	MOWBRAY	7531.06
BRIDGETOWN	MOWBRAY	7305.75
BRIDGETOWN	ATHLONE	3922.03
RETREAT	HANOVER PARK	18710.71
GUGULETU	CAPE TOWN	20094.39
KHAYELITSHA	SEA POINT	40063.72
KHAYELITSHA	MOWBRAY	25711.95
KHAYELITSHA	WOODSTOCK	30917.17
HEIDEVELD	CAPE TOWN	22331.17
HEIDEVELD	CAPE TOWN	19291.23
SEA POINT	LANGA	23278.77
BELLVILLE	GROOTTE SCHUUR	26861.16
DELFT SOUTH	CAPE TOWN	35443.67
SAMORA MACHEL	CAPE TOWN	25615.14
LANGA	CAPE TOWN	15135.62
KHAYELITSHA	TABLE VIEW	42436.88
HEIDEVELD	CAPE TOWN	17950.42
KHAYELITSHA	LANGA	22950.45
NYANGA	CAPE TOWN	22547.93
WYNBERG	CROSS RAODS	25783.92
NYANGA	WYNBERG (VIA	17761.07
CROSS ROADS	WYNBERG (VIA	20754.30
GUGULETU	CLAREMONT (VIA	20970.35
CROSS ROADS	CLAREMONT (VIA	21238.99
SAMORA MACHEL	SEA POINT	33344.55
KHAYELITSHA	WYNBERG (VIA	28180.53
KHAYELITSHA	CLAREMONT (VIA	25916.55
LANGA	WYNBERG	15494.44

ORIGIN	DESTINATION	LENGTH
DELFT SOUTH	CAPE TOWN	35443.67
UNIBELL	DELFT SOUTH	12520.39
KHAYELITSHA (LUZUKO	MITCHELLS PLAIN	9979.19
KHAYELITSHA	TABLE VIEW	42436.88
KUWAIT	HARARE	23992.29
KUWAIT	MAKHAZA	23533.16
DELFT SOUTH	PAROW	21704.23
DELFT SOUTH	PAROW	21455.65
PENTECH STATION	DELFT SOUTH	12739.76
UNIBELL	ELSIES RIVER	34780.44
KHAYELITSHA	DELFT	9351.03
KHAYELITSHA	WESBANK	13679.93
KHAYELITSHA	LANGA	22950.45
WESBANK	BELLVILLE	21057.16
EERSTE RIVER	FOREST HEIGHTS	10379.29
DELFT SOUTH	MITCHELLS PLAIN	10058.64
KHAYELITSHA	FISANTEKRAAL	44411.39
BELLVILLE	MITCHELLS PLAIN	26794.34
EINDHOVEN	MITCHELLS PLAIN	13236.43
EERSTE RIVER	BELLVILLE	28302.59
WESBANK	EERSTE RIVER	16676.01
TYGERBERG HOSPITAL	DELFT SOUTH	21745.25
SANLAM CENTRE PAROW	DELFT	22096.66
EERSTE RIVER	MITCHELLS PLAIN	36245.45
EERSTE RIVER	MITCHELLS PLAIN	19540.62
EERSTE RIVER	MITCHELLS PLAIN	25679.80
MELTON ROSE	EERSTE RIVER	3397.77
BELLVILLE	WESBANK	13339.33
UNIBELL	BELLVILLE	24967.75
KHAYELITSHA	MAITLAND	32113.57
KHAYELITSHA	MAITLAND	31908.54
PENTECH	PAROW	33810.62
UNIBELL RAILWAY	PAROW RAILWAY	35819.83
WESBANK	ELSIES RIVER STATION	18613.93
DELFT SOUTH	ELSIES RIVER	22763.93
EINDHOVEN	BELLVILLE	13976.53
PAROW	DELFT	23237.06
SANLAM CENTRE,PAROW	DELFT	17970.98
SANLAM CENTRE,PAROW	DELFT	21363.86
TOWN	BELLVILLE	26651.83
KHAYELITSHA	GOODWOOD-MAITLAND-	50581.50
7TH AVENUE MITCHELLS	BELLVILLE RAILWAY	26666.53
KHAYELITSHA	MFULENI	6528.30
KHAYELITSHA	EERSTE RIVER	9171.43
KHAYELITSHA	BLACKHEATH	11850.82
KHAYELITSHA	KUILSRIVER	16422.02
KHAYELITSHA	LWANDLE	28565.98
LANGA	DELFT	15135.45
LEIDEN DELFT	ELSIES RIVER	17397.74
WESBANK	BELLVILLE	13294.59
GUGULETU	KHAYELITSHA	15492.45
KHAYELITSHA	MONTE VISTA	37245.73
KHAYELITSHA	DE LA REY	42086.90
KHAYELITSHA	GOODWOOD	25747.91
HAPPY VALLEY	BELLVILLE	16935.65
MFULENI	KUILSRIVER	15078.28
PAROW	DELFT	19688.20

ORIGIN	DESTINATION	LENGTH
LANGA	MOWBRAY (VIA	23883.28
SAMORA MACHEL	SEA POINT	33344.55
NYANGA	CLAREMONT (VIA	17761.07
KHAYELITSHA	MAITLAND	32113.57
KHAYELITSHA	MAITLAND	31908.54
SEA POINT	NYANGA	32590.52
MUTUAL	LANGA (BHUNGA)	8623.22
SEA POINT	EYONA	29072.12
SEA POINT	EYONA	37797.92
KHAYELITSHA	GOODWOOD-MAITLAND-	50581.50
MOWBRAY	NYANGA	18644.29
NYANGA	SAMORA MACHEL	7338.97
PHILIPPI	SAMORA MACHEL	7803.53
NYANGA JUNCTION	SAMORA MACHEL	6630.59
NYANGA	WYNBERG	14183.64
NYANGA	WYNBERG (VIA	25296.90
NYANGA	WYNBERG (VIA	22515.76
NYANGA	WYNBERG (VIA LOWER	22026.65
NYANGA	CLAREMONT (VIA	22042.83
NYANGA	CLAREMONT	18870.85
NYANGA	CLAREMONT (VIA	19586.77
NYANGA	CLAREMONT (VIA CROSS	19844.96
NYANGA	WYNBERG (VIA	15621.43
NYANGA	WYNBERG (VIA PHILIPPI)	17635.59
NYANGA	WYNBERG (VIA CROSS	17832.59
NYANGA TERM	SAMORA MACHEL	7338.97
CROOS ROADS(JO-BURG	CLAREMONT	14911.56
LANGA	WYNBERG	15519.30
WYNBERG	NYANGA	19854.16
SAMORA MACHEL	CLAREMONT	15035.49
SAMORA MACHEL	CLAREMONT (VIA	16607.78
LOWER CROSS ROADS	CAPE TOWN	31256.81
CLAREMONT	LANGA	15002.90
CLAREMONT	NYANGA	21638.80
CLAREMONT	NYANGA	17990.60
CROSS ROADS (JO-BURG	WYNBERG	12899.19
CROSS ROADS (JO-BURG	WYNBERG (VIA	14854.01
CROSS ROADS (JO-BURG	CLAREMONT(VIA	16430.78
EYONA	CAPE TOWN	20094.39
GUGULETU	LANGA	15921.15
WYNBERG	CENTURY CITY	22986.80
WYNBERG	CENTURY CITY	32909.93
WYNBERG	CENTURY CITY	29193.08
MITCHELLS PLAIN	CENTURY CITY	36590.96
MITCHELLS PLAIN	CENTURY CITY	37866.79
MITCHELLS PLAIN	CENTURY CITY	39979.05
DELFT	WYNBERG	18702.40
DELFT	WYNBERG (VIA	24372.73
LANGA	MOWBRAY	14937.69
KHAYELITSHA	CENTURY CITY	31562.35
GUGULETU	MOWBRAY	19303.09
DELFT	WYNBERG	19140.71
LOWER CROSS ROADS	WYNBERG	17386.55
PHILIPPI	WYNBERG	14495.09
DELFT	WYNBERG AND RETURN	42284.43
LOWER CROSSROADS	WYNBERG (VIA	23041.53
SAMORA MACHEL	WYNBERG	13335.85

ORIGIN	DESTINATION	LENGTH
DELFT	WYNBERG	18702.40
DELFT	WYNBERG (VIA	24372.73
LEIDEN,DELFT	BELLVILLE	13140.54
KHAYELITSHA	CENTURY CITY	31562.35
LEIDEN	ELSIES RIVER	18880.23
DELFT	WYNBERG	19140.71
DELFT	WYNBERG AND RETURN	42284.43
NYANGA TAXI RANK	DELFT	12545.33
LEIDEN	BELLVILLE	13159.73
YSTERPLAAT	MITCHELLS PLAIN	33836.93
SURBURBAN BLISS	ATHLONE	24243.83
SURBURBAN BLISS	MOWBRAY	28186.39
SURBURBAN BLISS	CAPE TOWN	35126.81
SURBURBAN BLISS	CAPE TOWN	35685.44
SURBURBAN BLISS	SEA POINT	44754.19
SURBURBAN BLISS	ELSIES RIVER	18988.59
SURBURBAN BLISS	PAROW	19243.65
WESBANK	PAROW STATION	15509.99
DELFT SOUTH	EPPING (VIA	21217.15
DELFT SOUTH	EPPING (VIA 35TH STREET	18967.39
MFULENI	SOMERSET WEST	27244.98
MFULENI	STELLENBOSCH	27884.27
VOORBRUG DELFT	MITCHELLS PLAIN (VIA	17007.31
VOORBRUG DELFT	MITCHELLS PLAIN (VIA	17007.31
KHAYELITSHA SITE C	PLATTEKLOOF	33361.53
KHAYELITSH SITE C	PANORAMA	29132.09
KHAYELITSH SITE C	MONTE VISTA	32555.46
KHAYELITSHA SITE C	KILLARNEY	33800.14
KHAYELITSHA	PANORAMA (VIA ELSIES	47974.78
KHAYELITSHA SITE C	VANGATE MALL (VIA N2)	17268.21
LEIDEN DELFT	CAPE TOWN (VIA N2 &	35695.96
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60994.19
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60928.36
MFULENI	TYGERBERG RAILWAY	33199.95
MFULENI	ELSIES RIVER	24678.38
SUBURBAN BLISS	TYGERBERG STATION (VIA	24282.79
ROOSENDAL	BELLVILLE	13104.04
MACASSAR	EERSTE RIVIER STASIE	13561.35
KILLARNEY	KHAYELITSHA (VIA	50894.34
SURBURBAN BLISS	KILLARNEY	85333.56
KHAYELITSHA SITE C	MELKBOS	52518.66
MFULENI	KILLARNEY (VIA	467.43
MFULENI	KILLARNEY (VIA	84008.60
KILLARNEY	KHAYELITSHA (VIA	110255.18
KHAYELITSHA SITE C	BLAAUWBERG	54131.18
BLAAUWBERG	KHAYELITSHA SITE C	55325.70
KHAYELITSHA	KILLARNEY	109288.29
		18702.40
		20540.67
		27945.33
		27183.85
		24746.41
		19926.17
SURBURBAN BLISS	TYGERBERG STATION	22273.92
WESBANK	TYGERBERG	19892.33
WESBANK	TYGERBERG STATION	15234.80
WESBANK	ELSIES RIVER	16529.79

ORIGIN	DESTINATION	LENGTH
WYNBERG	LANGA	15720.25
YSTERPLAAT	MITCHELLS PLAIN	33836.93
SURBURBAN BLISS	ATHLONE	24243.83
SURBURBAN BLISS	MOWBRAY	28186.39
SURBURBAN BLISS	CAPE TOWN	35126.81
SURBURBAN BLISS	CAPE TOWN	35685.44
SURBURBAN BLISS	SEA POINT	44754.19
CROSS ROADS(JO-BURG	CLAREMONT	14854.01
MUTUAL RAILWAY	LANGA	17058.80
KHAYELITSHA	WYNBERG	22488.45
HANOVER PARK	CAPE TOWN (VIA	19111.77
HANOVER PARK	CAPE TOWN (VIA	21533.80
HANOVER PARK	CAPE TOWN	22045.87
RETREAT	ATHLONE (VIA KLIP RD,	19300.51
RETREAT	ATHLONE (VIA M5 &	17528.71
SAMORA MACHEL	CLAREMONT	9432.58
NYANGA	TAMBO VILLAGE	20657.27
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	32969.25
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	35829.56
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	35622.23
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	33211.63
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	34846.35
TOWN CENTRE CALYPSO	CAPE TOWN (HIGHLANDS	34438.08
KHAYELITSHA SITE C	PLATTEKLOOF	33361.53
RETREAT	ATHLONE (VIA M5,	20081.94
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	32969.25
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	35829.56
KHAYELITSHA SITE C	KILLARNEY	33800.14
GUGULETU	MOWBRAY	13002.31
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	38055.31
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	34605.51
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	33211.63
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	34846.35
GUGULETU	CLAREMONT	15556.59
PHILIPPI	ATHLONE	14573.91
PHILIPPI	MOWBRAY	18592.62
PHILIPPI	CAPE TOWN	27025.51
SAMORA MACHEL	CAPE TOWN	25325.28
LANGA	VANGATE MALL	2986.37
BONTEHEUWEL	VANGATE MALL	6793.67
PHILIPPI	VANGATE MALL	11735.11
NYANGA	VANGATE MALL	8616.67
GUGULETU	VANGATE MALL	6208.94
GUGULETU	VANGATE MALL	6208.94
SAMORA MACHEL	VANGATE MALL	12281.77
HANOVER PARK	VANGATE MALL (VIA	9266.28
HANOVER PARK	VANGATE MALL (VIA	5658.65
HANOVER PARK	VANGATE MALL (VIA	6438.24
BONTEHEUWEL	VANGATE MALL	6793.67
HEIDEVELD	VANGATE MALL (VIA	4653.09
HEIDEVELD	VANGATE MALL (VIA	4022.59
HEIDEVELD	VANGATE MALL (VIA	5752.13
HANOVER PARK	VANGATE MALL (VIA	6438.24
KHAYELITSHA SITE C	VANGATE MALL (VIA N2)	17268.21
HANOVER PARK	VANGATE MALL (VIA	6438.24
HANOVER PARK	VANGATE MALL (VIA	5658.65
ATHLONE	VANGATE MALL (VIA	5323.80
WESBANK	CAPE TOWN STATION	32927.56
SHOPRITE KUILSRIVER	ZEVENWACHT MALL	8049.34
MELTON ROSE	ZEVENWACHT MALL	7215.48
MELTON ROSE	BELLVILLE	17248.58
TYGERBERG STATION	SURBURBAN BLISS	22543.74
ELSIES RIVER	WESBANK	16534.43
CAPE TOWN	WESBANK	33056.21
ZEVENWACHT MALL	SHOPRITE KUILSRIVER	8085.45
ZEVENWACHT MALL	MELTON ROSE	7125.93
BELLVILLE	MELTON ROSE	17481.23
MFULENI	ATHLONE	26607.80
MFULENI	MOWBRAY	29831.10
MFULENI	CLAREMONT(VIA	30778.96
MFULENI	WYNBERG	27247.37
MFULENI RANK	EXTENSION 3	2486.63
MFULENI	LANGA/EPPING	23263.35
MFULENI	KHAYELITSHA	7071.14
MFULENI	CAPE TOWN (STATION	36001.40
MFULENI	MITCHELLS PLAIN	15125.82
MFULENI	CAPE TOWN	36144.32
MFULENI	CLAREMONT	29167.42
MFULENI	MELKBOSSTRAND -	114453.11
MFULENI	KILLARNEY (VIA	86082.98
MFULENI	WYNBERG	27259.37
KILLARNEY	MFULENI (VIA	85915.68
KILLARNEY	MFULENI (VIA	83965.15
		48838.81
MFULENI	FISH HOEK	467.43
MFULENI	FISH HOEK	47671.19
		6072829.13

ORIGIN	DESTINATION	LENGTH
ATHLONE	VANGATE MALL (VIA	5616.80
LEIDEN DELFT	CAPE TOWN (VIA N2 &	35695.96
ATHLONE	BRIDGETOWN (VIA	5731.91
LANGA	BELLVILLE (VIA N2, CAPE	43577.59
LANGA	BELLVILLE (VIA N2, CAPE	43511.76
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60994.19
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60928.36
LANGA	CAPE TOWN	14549.04
MITCHELLS PLAIN	CLAREMONT (VIA	29582.13
MITCHELLS PLAIN	CLAREMONT (VIA	27197.98
MITCHELLS PLAIN	CLAREMONT (VIA	30330.60
NYANGA	KILLARNEY	73438.13
SAMORA MACHEL	MELKBOSSTRAND -	76043.55
GUGULETU	KILLARNEY (VIA	71815.17
GUGULETU	KILLARNEY	82476.01
SURBURBAN BLISS	KILLARNEY	85333.56
KHAYELITSHA SITE C	MELKBOS	52518.66
PHILIPPI	KILLARNEY (VIA	77189.19
MFULENI	KILLARNEY (VIA	84008.60
KILLARNEY	SAMORA MACHEL (VIA	76484.49
KHAYELITSHA SITE C	BLAAUWBERG	54131.18
KILLARNEY	PHILIPPI	77913.35
KHAYELITSHA	KILLARNEY	109288.29
		7525.88
		9437.33
		25715.31
		18702.40
		20540.67
WESBANK	CAPE TOWN STATION	32927.56
NYANGA	MITCHELL'S PLAIN	17540.43
GUGULETHU	MUTUAL	16065.74
GUGULETHU	BELLVILLE	50532.44
GUGULETHU	BELLVILLE	50435.37
SAMORA MACHEL	NYANGA JUNCTION	4575.98
NYANGA	MITCHELL'S PLAIN	18777.28
NYANGA	CENTURY CITY (VIA	23777.31
NYANGA	CENTURY CITY (VIA N1 -	22957.89
NYANGA	KILLARNEY	27528.52
PHILIPPI STATION	KILLARNEY	31455.39
PHILIPPI	LANGA	14287.47
LANGA	PHILIPPI	13990.97
CAPE TOWN	WESBANK	33056.21
MITCHELL'S PLAIN	NYANGA (VIA SAMORA	21196.83
NYANGA JUNCTION	SAMORA MACHEL	4470.99
KILLARNEY	PHILIPPI STATION	32198.70
MFULENI	ATHLONE	26607.80
MFULENI	MOWBRAY	29831.10
MFULENI	CLAREMONT(VIA	30778.96
MFULENI	WYNBERG	27247.37
MFULENI	LANGA/EPPING	23263.35
MFULENI	CAPE TOWN (STATION	36001.40
MFULENI	CAPE TOWN	36144.32
MFULENI	CLAREMONT	29167.42
MFULENI	MELKBOSSTRAND -	114453.11
MFULENI	KILLARNEY (VIA	86082.98
MFULENI	WYNBERG	27259.37
		7908667.68

ORIGIN	DESTINATION	LENGTH

ORIGIN	DESTINATION	LENGTH
CENTRAL CAPE TOWN		
ORIGIN	DESTINATION	LENGTH
GUGULETU	SEA POINT	35082.82
LANGA	CAPE TOWN	15402.25
LANGA	SEA POINT	24447.12
LANGA	MOWBRAY	9835.66
NYANGA	CAPE TOWN	23147.71
WYNBERG	CAPE TOWN	14554.64
CAPE TOWN	HOUT BAY	30330.01
HEIDEVELD	CAPE TOWN	18580.92
KHAYELITSHA	LANGA	19144.21
CAPE TOWN	HEIDEVELD	19495.23
EINDHOVEN DELFT	CAPE TOWN	32526.47
HANOVER PARK	CAPE TOWN (VIA	19194.08
HANOVER PARK	CAPE TOWN (VIA	17670.70
HANOVER PARK	CAPE TOWN (VIA	21437.32
KENSINGTON	CAPE TOWN	16770.06
KENSINGTON	VASCO	7894.23
KENSINGTON	MUTUAL STATION	4660.20
MITCHELLS PLAIN	CAPE TOWN	34605.51
CAPE TOWN	WYNBERG	14742.43
CAPE TOWN	HOUT BAY (VIA HIGH	29865.59
CAPE TOWN	HOUT BAY (VIA MAIN RD)	29834.87
CAPE TOWN	HOUT BAY (VIA KLOOF	26405.47
CAPE TOWN	HOUT BAY (VIA WESTERN	30047.00
SEA POINT	NYANGA	32440.63
MITCHELLS PLAIN	VIA MOWBRAY - CAPE	34337.78
MITCHELLS PLAIN	VIA MERRYDALE - CAPE	38029.34
MITCHELLS PLAIN	VIA BELGRAVIA - CAPE	37785.67
MITCHELLS PLAIN	GROOTTE SCHUUR	40453.85
BELLVILLE	CAPE TOWN	24064.20
VOORBRUG DELFT	CAPE TOWN	33191.92
MUTUAL STATION	RICHWOOD	26034.60
CAPE TOWN	SOMERSET HOSPITAL	3164.96
THE HAGUE DELFT	CAPE TOWN	34114.99
KOEBERG STATION	FRANKDALE	31561.11
KOEBERG STATION	SANDDRIFT	19860.29
KOEBERG STATION	MONTAGUE GARDENS	13514.66
KOEBERG STATION	MILNERTON	8556.56
KOEBERG STATION	CAMBRIDGE	7018.73
LANGA	ATHLONE	6319.62
KOEBERG STATION	MITCHELLS PLAIN	32071.67
BONTEHEUWEL	SILVERTOWN	17761.44
TABLE VIEW	KOEBERG STATION	21946.14
RED CROSS HOSPITAL	ELSIES RIVER	21658.41
NYANGA	SEA POINT	32406.70
V & A WATERFRONT	CAPE TOWN CAPTOUR	3800.59
V & A WATERFRONT	CAPE TOWN INTERSITE	3609.94
V & A WATERFRONT	CAPE TOWN OLD MARINE	3876.86
V & A WATERFRONT	CABLE WAY STATION	16534.68
V & A WATERFRONT	CAPE TOWN	28070.18
MAMRE	CAPE TOWN (VIA	79589.16
CAPE TOWN	HEIDEVELD	19495.23
CAPE TOWN	CAMPS BAY (VIA HIGH	13454.26
CAPE TOWN	CAMPS BAY (VIA MAIN	13421.50
CAPE TOWN	CAMPS BAY (VIA KLOOF	12012.70

ORIGIN	DESTINATION	LENGTH
DURBANVILLE		
ORIGIN	DESTINATION	LENGTH
SAXONWOLD	ATLANTIS	49530.07
KLIPHEUWEL	BELLVILLE	64858.52
PAROW	PANORAMA	9218.72
MUTUAL STATION	RICHWOOD	26034.60
KOEBERG STATION	FRANKDALE	31561.11
MAMRE	CAPE TOWN (VIA	79589.16
VASCO	BOTHASIG	15491.51
VASCO	MONTAGUE GARDENS	13105.90
VASCO	BOTHASIG	13687.42
DURBANVILLE	DURBANVILLE(ZAND DAM	61046.88
ELSIES RIVER	BOTHASIG	15661.23
ATLANTIS(WESFLEUR)	BELLVILLE	60480.09
MAMRE	BELLVILLE	68655.80
ATLANTIS(WESFLEUR)	BELLVILLE	87412.73
KENSINGTON	BOTHASIG	23474.39
KENSINGTON	MONTAGUE GARDENS	20116.85
ELSIES RIVER	EDGEMEAD	20872.20
TABLE VIEW	KOEBERG	23539.23
N1 CITY	BOTHASIG	15426.36
VASCO	BOTHASIG	19431.05
KILLARNEY	KOEBERG RAILWAY	19638.59
KILLARNEY	MORNINGSTAR	18327.68
LANGA	KILLARNEY	18491.58
DURBANVILLE	KLIPHEUWEL	19726.07
NYANGA	BOTHASIG	31084.09
KHAYELITSHA	TABLE VIEW	42436.88
DU NOON	BOTHASIG	13373.46
KHAYELITSHA	FISANTEKRAAL	44411.39
VASCO	BOTHASIG	12390.06
VASCO	BOTHASIG	12909.30
DURBANVILLE	VISSERSHOK FARM	10736.42
KRAAIFONTEIN	JOOSTENBERG VLAKTE	38238.86
GOODWOOD STATION	TABLE VIEW	19097.77
GOODWOOD STATION	MONTAGUE GARDENS	18686.42
KHAYELITSHA	GOODWOOD-MAITLAND-	50581.50
RATANGA JUNCTION	GOODWOOD	10432.36
RATANGA JUNCTION	GOODWOOD	19876.95
BELLVILLE	FISANTEKRAAL	22309.02
BELLVILLE	CENTURY CITY (VIA	20205.58
SAXON WORLD	BELLVILLE	89439.75
SAXON WORLD	LANGA STATION	69636.32
KHAYELITSHA	MONTE VISTA	37245.73
KHAYELITSHA	DE LA REY	42086.90
MITCHELLS PLAIN	CENTURY CITY	36590.96
MITCHELLS PLAIN	CENTURY CITY	37866.79
MITCHELLS PLAIN	CENTURY CITY	39979.05
BELLVILLE	DU NOON	26240.18
CAPE TOWN (STATION	FRANKDALE	42598.22
KHAYELITSHA SITE C	PLATTEKLOOF	33361.53
KHAYELITSH SITE C	PANORAMA	29132.09
KHAYELITSH SITE C	MONTE VISTA	32555.46
KHAYELITSHA SITE C	KILLARNEY	33800.14
YSTERPLAAT RAILWAY	FRANKDALE	41310.21
VREDENDAL	CAPE TOWN	147689.23

ORIGIN	DESTINATION	LENGTH
CAPE TOWN	CAMPS BAY (VIA	13633.63
MANENBERG	CAPE TOWN	20784.57
CAPE TOWN	GARDENS	5131.67
CAPE TOWN	ORANJEZICHT	5558.12
CAPE TOWN	CABLE WAY STATION	14163.16
KHAYELITSHA	SEA POINT	40118.45
KHAYELITSHA	SEA POINT	39865.05
KHAYELITSHA	SEA POINT	40068.66
CAPE TOWN	WYNBERG (VIA M3)	15277.07
HAZELDENE	N1 CITY	32943.73
BELLVILLE	CAPE TOWN (VIA N1 CITY)	28085.41
MITCHELLS PLAIN	CAPE TOWN	43227.17
MITCHELLS PLAIN	CAPE TOWN	32775.86
MITCHELLS PLAIN	CAPE TOWN	32943.29
MITCHELLS PLAIN	CAPE TOWN	33185.66
GROOTTE SCHUUR	CAPE TOWN	5534.11
GROOTTE SCHUUR	WYNBERG	9940.43
GROOTTE SCHUUR	MITCHELLS PLAIN	29720.26
HANOVER PARK	CAPE TOWN	21949.39
KILLARNEY	MAITLAND	18466.60
VASCO	MONTAGUE GARDENS	13105.90
VASCO	PAROW (PLATTEKLOOF	13818.06
MOWBRAY	CAPE TOWN	6986.63
BONTEHEUWEL	CAPE TOWN	21611.89
CAPE TOWN	ORANJEZICHT	5005.16
MAITLAND	MITCHELLS PLAIN	32407.12
MAITLAND	FACTRETON	6119.40
MAITLAND	MONTAGUE GARDENS	14740.35
MAITLAND	KILLARNEY	14205.33
KENSINGTON	BOTHASIG	23474.39
KENSINGTON	BELLVILLE	20744.84
ATHLONE	CAPE TOWN	20055.74
ATHLONE	CAPE TOWN	20916.51
ATHLONE	BONTEHEUWEL	8139.28
MOWBRAY	LANGA	8928.21
KENSINGTON	MONTAGUE GARDENS	20116.85
MAITLAND	CAPE TOWN	7148.77
MAITLAND	KILLARNEY GARDENS	14220.98
LANGA	KHAYELITSHA	19733.80
NYANGA	LANGA	10513.72
CAPE TOWN STATION	MANENBERG	22380.42
CAPE TOWN STATION	MANENBERG	21062.32
MITCHELLS	CAPE TOWN	34820.38
TABLE VIEW	YSTERPLAAT	16429.90
KHAYELITSHA	SEA POINT	39919.78
HEIDEVELD	CAPE TOWN	21392.53
LANGA	MUTUAL STATION	6956.03
BONTEHEUWEL	CAPE TOWN	19884.94
BONTEHEUWEL	MOWBRAY	14318.34
MUTUAL	NYANGA	17681.56
TABLE VIEW	CAPE TOWN	29450.50
TABLE VIEW	KOEBERG	18026.95
TABLE VIEW	YSTERPLAAT STATION	16379.02
TABLE VIEW	KOEBERG	23539.23
CAPE TOWN	BONTEHEUWEL	19607.03
KHAYELITSHA	CAPE TOWN	31882.25
NYANGA	MOWBRAY	21727.38

ORIGIN	DESTINATION	LENGTH
DU NOON	BELLVILLE	22242.43
BELLVILLE	DU NOON	22496.33
KHAYELITSHA	PANORAMA (VIA ELSIES	47974.78
KENSINGTON	BELLVILLE (VIA CAPE	41378.60
KENSINGTON	BELLVILLE (VIA CAPE	41312.76
LANGA	BELLVILLE (VIA N2, CAPE	43577.59
LANGA	BELLVILLE (VIA N2, CAPE	43511.76
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60994.19
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60928.36
MAITLAND STATION	KILLARNEY & DU NOON	21372.12
LANGA	CENTURY CITY	16158.58
MUTUAL STATION	RICHWOOD	25263.80
MUTUAL STATION	BOTHASIG	19945.09
CAPE TOWN	MAMRE (VIA KILLARNEY)	79594.94
TABLE VIEW	MORNINGSTAR	17914.97
MORNINGSTAR	TABLEVIEW	17926.39
MORNINGSTAR	KILLARNEY	18558.91
MONTAGUE GARDENS	KOEBERG STATION	13744.42
MELKBOSSTRAND	KOEBERG STATION	46690.90
BOTHASIG	DU NOON	13429.26
TABLEVIEW BAYSIDE	GOODWOOD STATION	19874.40
MONTAGUE GARDENS	GOODWOOD STATION	18225.42
KILLARNEY	KHAYELITSHA (VIA	50894.34
GOODWOOD	RATANGA JUNCTION (VIA	18421.28
KILLARNEY	GUGULETU	24474.41
DU NOON	BELLVILLE	26242.59
MONTAGUE GARDENS	YSTERPLAAT	18073.74
PARKLANDS	KOEBERG STATION	24376.20
NYANGA	KILLARNEY	73438.13
KOEBERG STATION	CAPE TOWN (VIA	90868.37
DU NOON	TABLE VIEW -	46249.24
SAMORA MACHEL	MELKBOSSTRAND -	76043.55
GUGULETU	KILLARNEY (VIA	71815.17
GUGULETU	KILLARNEY	82476.01
SURBURBAN BLISS	KILLARNEY	85333.56
KHAYELITSHA SITE C	MELKBOS	52518.66
PHILIPPI	KILLARNEY (VIA	77189.19
YSTERPLAAT	CAPE TOWN (VIA	90142.13
MFULENI	KILLARNEY (VIA	84008.60
KILLARNEY	NYANGA	73902.16
KILLARNEY	KHAYELITSHA (VIA	110255.18
KILLARNEY	SAMORA MACHEL (VIA	76484.49
KILLARNEY	GUGULETU (VIA	72211.39
CAPE TOWN (STATION	MELKBOSSTRAND	64939.81
KHAYELITSHA SITE C	BLAAUWBERG	54131.18
BLAAUWBERG	KHAYELITSHA SITE C	55325.70
KILLARNEY	PHILIPPI	77913.35
FRANKDALE	KOEBERG STATION	44649.30
FRANKDALE	CAPE TOWN STATION	50283.18
FRANKDALE	YSTERPLAAT	47417.98
KOEBERG STATION	DU NOON	21977.26
DU NOON	KOEBERG STATION	22496.73
KOEBERG STATION	TABLEVIEW (VIA N1, N7 &	25010.58
TABLEVIEW	KOEBERG STATION (VIA	18485.17
KOEBERG STATION	GOODWOOD	15053.66
KOEBERG STATION	GOODWOOD	15247.44
KHAYELITSHA	KILLARNEY	109288.29

ORIGIN	DESTINATION	LENGTH
TABLE VIEW	KOEBERG RAILWAY	16067.70
CLAREMONT	CAPE TOWN	11425.61
SEA POINT	GREEN POINT	6457.71
CAPE TOWN	DOCK RD,CAPE TOWN	3154.71
CAPE TOWN	GREEN POINT	3442.31
N1 CITY	CAPE TOWN	18475.19
CAPE TOWN	WYNBERG	15437.97
CAPE TOWN	CAMPS BAY	13914.99
CAPE TOWN	BONTEHEUWEL	19734.48
CAPE TOWN	BONTEHEUWEL	22717.81
TABLE VIEW	KOEBERG RAILWAY	15803.23
TABLE VIEW	KOEBERG RAILWAY	16222.05
KILLARNEY	CAPE TOWN	25190.66
KILLARNEY	KOEBERG RAILWAY	25336.83
KILLARNEY	YSTERPLAAT	20871.97
KILLARNEY	YSTERPLAAT	14886.21
KILLARNEY	KOEBERG RAILWAY	15494.15
KILLARNEY	KOEBERG RAILWAY	19638.59
DOLPHIN BEACH	KOEBERG RAILWAY	22222.48
MANENBERG	CAPE TOWN	22123.92
MUTUAL STATION	LANGA	7121.94
LANGA	NYANGA	13387.05
NYANGA	SEA POINT	32116.69
GUGULETU	SEA POINT	34857.03
GUGULETU	CAPE TOWN	21435.20
LANGA	SEA POINT	24221.34
KOEBERG RAILWAY	SUMMERGREENS	11061.47
KOEBERG RAILWAY	KILLARNEY	14193.80
KOEBERG RAILWAY	PAARDEN EILAND	7433.23
KOEBERG RAILWAY	YSTERPLAAT RAILWAY	2753.75
KOEBERG RAILWAY	MONTAGUE GARDENS	14581.85
WOODSTOCK	CAPE TOWN(STATION	3374.71
RATANGA JUNCTION	KOEBERG RAILWAY	10746.12
CAPE TOWN	HEIDEVELD	24307.45
CAPE TOWN	BRIDGETOWN	18360.81
CAPE TOWN	BRIDGETOWN	18379.48
SILVERTOWN	CAPE TOWN	14148.72
SILVERTOWN	CAPE TOWN	16488.28
SILVERTOWN	CAPE TOWN	17145.39
SILVERTOWN	CAPE TOWN	16895.37
SILVERTOWN	CAPE TOWN	17536.90
BRIDGETOWN	CAPE TOWN	15306.27
BRIDGETOWN	CAPE TOWN	15128.59
BRIDGETOWN	CAPE TOWN	14471.48
BRIDGETOWN	CAPE TOWN	15128.59
LANGA	KILLARNEY	18491.58
GUGULETU	CAPE TOWN	20094.39
MONTAGUE GARDENS	KOEBERG RAILWAY	14102.46
KHAYELITSHA	SEA POINT	40063.72
KHAYELITSHA	WOODSTOCK	30917.17
CAPE TOWN	SEA POINT	9291.42
HEIDEVELD	CAPE TOWN	22331.17
HEIDEVELD	CAPE TOWN	19291.23
LANGA	NYANGA	13341.21
LANGA	HARARE	31557.54
LANGA	MAKHAZA	29894.54
SEA POINT	LANGA	23278.77

ORIGIN	DESTINATION	LENGTH
		29111.94
		29046.10
GUGULETHU	BELLVILLE	50532.44
GUGULETHU	BELLVILLE	50435.37
NYANGA	CENTURY CITY (VIA	23777.31
NYANGA	KILLARNEY	27528.52
PHILIPPI STATION	KILLARNEY	31455.39
CENTURY CITY (VIA	NYANGA	24548.62
CENTURY CITY (VIA N1 -	NYANGA	23386.59
KILLARNEY	NYANGA	28219.76
KILLARNEY	PHILIPPI STATION	32198.70
MFULENI	MELKBOSSTRAND -	114453.11
MFULENI	KILLARNEY (VIA	86082.98
KILLARNEY	MFULENI (VIA	85915.68
KILLARNEY	MFULENI (VIA	83965.15
		5283092.01

ORIGIN	DESTINATION	LENGTH
BELLVILLE	GROOTTE SCHUUR	26861.16
DELFT SOUTH	CAPE TOWN	35443.67
SAMORA MACHEL	CAPE TOWN	25615.14
LANGA	CAPE TOWN	15135.62
KHAYELITSHA	TABLE VIEW	42436.88
HEIDEVELD	CAPE TOWN	17950.42
MUTUAL RAILWAY	LANGA	7121.94
LANGA	GUGULETU	13341.21
KHAYELITSHA	LANGA	24777.39
KHAYELITSHA	LANGA	22950.45
DU NOON	MAITLAND RAILWAY	17203.51
NYANGA	CAPE TOWN	22547.93
CAPE TOWN	SALT RIVER	6733.24
SAMORA MACHEL	SEA POINT	33344.55
LANGA	WYNBERG	15494.44
LANGA	MOWBRAY (VIA	23883.28
SAMORA MACHEL	SEA POINT	33344.55
KOEBERG STATION	TABLE VIEW	18040.80
LANGA	BELLVILLE	15853.98
KHAYELITSHA	MAITLAND	32113.57
KOEBERG STATION	TABLE VIEW	18040.80
KHAYELITSHA	MAITLAND	31908.54
GOODWOOD STATION	TABLE VIEW	19097.77
GOODWOOD STATION	MONTAGUE GARDENS	18686.42
SEA POINT	NYANGA	32590.52
RATANGA JUNCTION	MAITLAND RAILWAY	10735.37
MUTUAL	LANGA (BHUNGA)	8623.22
SEA POINT	EYONA	29072.12
SEA POINT	EYONA	37797.92
KHAYELITSHA	GOODWOOD-MAITLAND-	50581.50
MOWBRAY	NYANGA	18644.29
RATANGA JUNCTION	GOODWOOD	10432.36
YSTERPLAAT	MAITLAND	2708.50
YSTERPLAAT	PARKLANDS	18067.68
YSTERPLAAT	MONTAGUE GARDENS	13931.73
YSTERPLAAT	METRO	4751.26
YSTERPLAAT	KILLARNEY	13291.09
LANGA	WYNBERG	15519.30
LANGA	NYANGA	11982.38
BELLVILLE	CENTURY CITY (VIA N1)	19937.06
BELLVILLE	CENTURY CITY (VIA	20205.58
DU NOON	CAPE TOWN	21531.57
LANGA	DELFT	15135.45
LOWER CROSS ROADS	CAPE TOWN	31256.81
CLAREMONT	LANGA	15002.90
CAPE TOWN	BELLVILLE	24041.74
EYONA	CAPE TOWN	20094.39
GUGULETU	LANGA	15921.15
CAPE TOWN	GARDENS	3428.13
CAPE TOWN	ORANJEZICHT	4097.64
CAPE TOWN	CABLE WAY STATION	12459.62
WYNBERG	CENTURY CITY	22986.80
WYNBERG	CENTURY CITY	32909.93
WYNBERG	CENTURY CITY	29193.08
WYNBERG	CENTURY CITY	30609.72
MITCHELLS PLAIN	CENTURY CITY	36590.96
MITCHELLS PLAIN	CENTURY CITY	37866.79

ORIGIN	DESTINATION	LENGTH

ORIGIN	DESTINATION	LENGTH
MITCHELLS PLAIN	CENTURY CITY	39979.05
LANGA	MOWBRAY	14937.69
CAPE TOWN	RUYTERWACHT (VIA	23754.67
KHAYELITSHA	CENTURY CITY	31562.35
CAPE TOWN (STATION	FRANKDALE	42598.22
CAPE TOWN (STATION	SANDRIFT - MONTAGUE	18439.04
CAPE TOWN (STATION	TABLE VIEW	26889.59
MOWBRAY	CENTURY CITY	12160.28
GUGULETU	MOWBRAY	19303.09
WYNBERG	LANGA	15720.25
YSTERPLAAT	MITCHELLS PLAIN	33836.93
SURBURBAN BLISS	CAPE TOWN	35126.81
SURBURBAN BLISS	CAPE TOWN	35685.44
SURBURBAN BLISS	SEA POINT	44754.19
MOWBRAY	CAPE TOWN	19064.11
MOWBRAY	CENTURY CITY	22631.31
MUTUAL RAILWAY	BELLVILLE	7693.20
MUTUAL RAILWAY	LANGA	17058.80
DU NOON	CAPE TOWN (VIA	22574.09
HANOVER PARK	CAPE TOWN (VIA	19111.77
HANOVER PARK	CAPE TOWN (VIA	21533.80
HANOVER PARK	CAPE TOWN	22045.87
CAPE TOWN	SUMMER GREENS (VIA	16633.96
CAPE TOWN	SUMMER GREENS	15795.86
CAPE TOWN	CAMBRIDGE (VIA	11623.06
MUTUAL STATION	MUTUAL RAILWAY	8884.68
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	32969.25
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	35829.56
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	35622.23
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	33211.63
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	34846.35
TOWN CENTRE CALYPSO	CAPE TOWN (HIGHLANDS	34438.08
KHAYELITSHA SITE C	PLATTEKLOOF	33361.53
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	32969.25
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	35829.56
KHAYELITSHA SITE C	KILLARNEY	33800.14
YSTERPLAAT RAILWAY	MONTAGUE GARDENS	11070.15
YSTERPLAAT RAILWAY	FRANKDALE	41310.21
YSTERPLAAT RAILWAY	SANDRIF	7184.82
YSTERPLAAT RAILWAY	MILNERTON	8562.22
YSTERPLAAT RAILWAY	CAMBRIDGE	5643.85
YSTERPLAAT RAILWAY	MONTAGUE GARDENS	14375.57
VREDENDAL	CAPE TOWN	147689.23
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	38055.31
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	34605.51
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	33211.63
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	34846.35
PHILIPPI	CAPE TOWN	27025.51
SAMORA MACHEL	CAPE TOWN	25325.28
BELLVILLE	CAPE TOWN	24064.20
LANGA	VANGATE MALL	2986.37
LEIDEN DELFT	CAPE TOWN (VIA N2 &	35695.96
KENSINGTON	BELLVILLE (VIA CAPE	41378.60
KENSINGTON	BELLVILLE (VIA CAPE	41312.76
LANGA	BELLVILLE (VIA N2, CAPE	43577.59
LANGA	BELLVILLE (VIA N2, CAPE	43511.76
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60994.19

ORIGIN	DESTINATION	LENGTH

ORIGIN	DESTINATION	LENGTH
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60928.36
MAITLAND STATION	KILLARNEY & DU NOON	21372.12
MAITLAND STATION	SUMMER GREENS(VIA N1	12687.41
MAITLAND STATION	SUMMER GREENS (VIA	12399.05
MAITLAND STATION	WEST BEACH,	28593.14
MAITLAND STATION	KILLARNAY & DU NOON	18343.78
MAITLAND STATION	MILNERTON RIDGE (VIA	13125.27
MAITLAND STATION	PARKLANDS (VIA	22403.65
LANGA	CAPE TOWN	14549.04
LANGA	CENTURY CITY	16158.58
MUTUAL STATION	RICHWOOD	25263.80
MUTUAL STATION	BOTHASIG	19945.09
KOEBERG STATION	PARKLANDS	18443.65
KOEBERG STATION	PARKLANDS	21374.64
KOEBERG STATION	PARKLANDS	18662.84
KOEBERG STATION	PARKLANDS	18919.43
CAPE TOWN	KOEBERG STATION	7008.25
SANDRIFT	KOEBERG STATION	8601.49
MONTAGUE GARDENS	KOEBERG STATION	11669.32
MILNERTON	KOEBERG STATION	10303.58
CAMBRIDGE	KOEBERG STATION	7400.58
KOEBERG STATION	TABLEVIEW	21844.87
CAPE TOWN	MAMRE (VIA KILLARNEY)	79594.94
MAITLAND	KILLARNEY	18218.38
TABLEVIEW	YSTERPLAAT	20453.07
KILLARNEY	MAITLAND	14136.18
KILLARNEY	MAITLAND	14136.18
CAPE TOWN	TABLEVIEW (VIA SUMMER	28703.56
KOEBERG STATION	TABLEVIEW	18076.99
YSTERPLAAT STATION	TABLEVIEW	16333.34
KOEBERG STATION	TABLEVIEW (VIA N1 &	22103.06
KOBERG STATION	TABLEVIEW (VIA	16094.16
KOBERG STATION	TABLEVIEW (VIA LOXTON	15817.71
KOBERG STATION	TABLEVIEW (VIA	16218.10
KILLARNEY	KOEBERG RAILWAY	15188.84
KOEBERG STATION	KILLARNEY	15298.77
CAPE TOWN	KILLARNEY (VIA SUMMER	25982.05
KOEBERG STATION	KILLARNEY	25569.74
YSTERPLAAT	KILLARNEY	20858.56
YSTERPLAAT	KILLARNEY	14894.28
KOEBEGR STATION	KILLARNEY	15749.90
KOBERG STATION	KILLARNEY (VIA N1, N7 &	18256.05
KOEBERG STATION	DOLPHIN BEACH	22293.79
SUMMERGREENS	KOEBERG STATION	10918.82
KILLARNEY	KOEBERG STATION	13975.49
PAARDEN EILAND	KOEBERG STATION	8531.16
YSTERPLAAT STATION	KOEBERG STATION	2698.41
MONTAGUE GARDENS	KOEBERG STATION	13744.42
MELKBOSSTRAND	KOEBERG STATION	46690.90
KOBERG STATION	MONTAGUE GARDENS	12865.98
MAITLAND STATION	DU NOON	17317.75
TABLEVIEW BAYSIDE	KOEBERG STATION	18010.92
TABLEVIEW BAYSIDE	KEOBERG STATION	18010.92
KILLARNEY	KHAYELITSHA (VIA	50894.34
GOODWOOD	RATANGA JUNCTION	9889.70
GOODWOOD	RATANGA JUNCTION (VIA	18421.28
MAITLAND	YSTERPLAAT	2763.62

ORIGIN	DESTINATION	LENGTH

ORIGIN	DESTINATION	LENGTH
PARKLANDS	YSTERPLAAT	18020.96
MONTAGUE GARDENS	YSTERPLAAT	10207.87
METRO INDUSTRY	YSTERPLAAT	4723.84
KILLARNEY	YSTERPLAAT	13350.93
CAPE TOWN	DU NOON	21555.13
MONTAGUE GARDENS	CAPE TOWN STATION (VIA	17703.86
CAPE TOWN (STATION	MILNERTON	15141.33
CAPE TOWN STATION	DU NOON	22649.33
SUMMERGREENS	CAPE TOWN STATION	19041.41
CAMBRIDGE	CAPE TOWN STATION	13377.86
TABLEVIEW	YSTERPLAAT	27001.36
MONTAGUE GARDENS	YSTERPLAAT	18073.74
SANDRIFT	YSTERPLAAT	10909.53
MILNERTON	YSTERPLAAT	12146.33
CAMBRIDGE	YSTERPLAAT	9155.76
MONTAGUE GARDENS	YSTERPLAAT (VIA	15045.64
CAPE TOWN	YSTERPLAAT	9413.06
DU NOON	MAITLAND	19497.06
KILLARNEY	MAITLAND	18002.62
MELKBOSSTRAND	CAPE TOWN	27808.78
MILNERTON	CAPE TOWN	12373.14
SUMMER GREENS	MAITLAND	14462.52
SUMMER GREENS	MAITLAND	12208.00
PARKLANDS	MAITLAND	19403.77
DU NOON	MAITLAND	18221.25
MILNERTON RIDGE	MAITLAND	13768.09
PARKLANDS	MAITLAND	18350.45
YSTERPLAAT	SUMMER GREENS	11725.97
SUMMER GREENS	YSTERPLAAT	11687.05
KOEBERG STATION	MILNERTON	10590.19
MILNERTON	KOEBERG STATION	11132.82
YSTERPLAAT	TABLEVIEW	17122.57
TABLEVIEW	YSTERPLAAT	17251.57
YSTERPLAAT	METRO	5695.77
METRO	YSTERPLAAT	5730.44
TABLEVIEW	YSTERPLAAT	28001.29
KOEBERG STATION	PARKLANDS	22653.27
PARKLANDS	KOEBERG STATION	24376.20
KOEBERG STATION	PARKLANDS	13521.93
PARKLANDS	KOEBERG STATION	13375.04
KOEBERG STATION	PARKLANDS	16641.60
PARKLANDS	KOEBERG STATION	16500.20
KOEBERG STATION	PARKLANDS	22818.21
PARKLANDS	KOEBERG STATION	22592.61
KOEBERG STATION	PARKLANDS	26912.18
PARKLANDS	KOEBERG STATION	26664.83
KOEBERG STATION	PARKLANDS	18510.09
ATLANTIS	CAPE TOWN	60265.38
PELLA	CAPE TOWN	72082.62
NYANGA	KILLARNEY	73438.13
MAITLAND	KOEBERG POWER	38146.46
PELLA	CAPE TOWN	69880.56
KOEBERG STATION	CAPE TOWN (VIA	90868.37
KOEBERG STATION	MELKBOSSTRAND	31573.51
KOEBERG	ATLANTIS (VIA TABLE	63616.87
YSTERPLAAT	KOEBERG POWER	37711.76
KOEBERG RAILWAY	MELKBOSSTRAND	39667.42

ORIGIN	DESTINATION	LENGTH

ORIGIN	DESTINATION	LENGTH
SAMORA MACHEL	MELKBOSSTRAND -	76043.55
GUGULETU	KILLARNEY (VIA	71815.17
GUGULETU	KILLARNEY	82476.01
SURBURBAN BLISS	KILLARNEY	85333.56
CAPE TOWN (STATION	KOEBERG POWER	46364.08
CAPE TOWN (STATION	TABLE VIEW -	36094.97
KHAYELITSHA SITE C	MELKBOS	52518.66
YSTERPLAAT RAILWAY	KOEBERG POWER	37233.88
PHILIPPI	KILLARNEY (VIA	77189.19
YSTERPLAAT	CAPE TOWN (VIA	90142.13
MFULENI	KILLARNEY (VIA	84008.60
MAITLAND STATION	3RD STEEN BIG BAY (VIA	24356.76
KOEBERG POWER	MAITLAND	44427.53
CAPE TOWN	PELLA	69814.67
MELKBOSSTRAND	KOEBERG STATION (VIA	37483.77
CAPE TOWN (STATION	MELKBOSSTRAND	64939.81
MELKBOSSTRAND	CAPE TOWN STATION (VIA	43881.00
KHAYELITSHA SITE C	BLAAUWBERG	54131.18
KOEBERG POWER	YSTERPLAAT	40370.29
YSTERPLAAT	TABLE VIEW	27155.87
PAARDEN EILAND	BLAAUWBERG	22842.44
BLAAUWBERG	PAARDEN EILAND	22907.24
YSTERPLAAT	TABLE VIEW	25970.15
MAITLAND	BLOUBERG STRAND	21431.50
BLOUBERGSTRAND	KOEBERG RAILWAY	25951.08
KOEBERG STATION	BLOUBERGSTRAND	26123.18
YSTERPLAAT RAILWAY	TABLEVIEW	26366.45
YSTERPLAAT	TABLEVIEW	26222.86
ATLANTIS	CAPE TOWN	59416.05
ATLANTIS	CAPE TOWN (VIA	63143.66
MAMRE	CAPE TOWN	67451.53
ATLANTIS	CAPE TOWN (STATION	62292.61
ATLANTIS	CAPE TOWN (VIA	66123.50
ATLANTIS(WESFLEUR)	CAPE TOWN	62093.45
ATLANTIS(WESFLEUR)	BELLVILLE	87032.88
CAPE TOWN	ATLANTIS	60489.52
CAPE TOWN	PELLA	72223.78
ATLANTIS	KOEBERG STATION (VIA	67401.13
FRANKDALE	KOEBERG STATION	44649.30
CAPE TOWN	WESFLEUR ATLANTIS	59333.16
CAPE TOWN	WESFLEUR ATLANTIS (VIA	63174.86
CAPE TOWN	MAMRE	67368.63
CAPE TOWN	SAXONSEA ATLANTIS	62209.71
CAPE TOWN	SAXONSEA ATLANTIS (VIA	66081.17
CAPE TOWN	WESFLEUR ATLANTIS	62134.71
CAPE TOWN	VREDENBURG	121150.10
CAPE TOWN	LAMBERTSBAAI	121150.10
VREDENBURG	CAPE TOWN	121233.32
LAMBERTSBAAI	CAPE TOWN	121233.32
LAMBERTSBAAI	CAPE TOWN	136609.96
CAPE TOWN	LAMBERTSBAAI	136522.39
LAMBERTSBAAI	CAPE TOWN	136609.96
CAPE TOWN	LAMBERTSBAAI	136522.39
SALDANHA	CAPE TOWN	121233.32
CAPE TOWN	SALDANHA	121150.10
FRANKDALE	CAPE TOWN STATION	50283.18
KOEBERG POWER	CAPE TOWN STATION	47569.72

ORIGIN	DESTINATION	LENGTH

ORIGIN	DESTINATION	LENGTH
FRANKDALE	YSTERPLAAT	47417.98
KOEBERG STATION	DU NOON	21977.26
DU NOON	KOEBERG STATION	22496.73
KOEBERG STATION	TABLEVIEW (VIA N1, N7 &	25010.58
TABLEVIEW	KOEBERG STATION (VIA	18485.17
KOEBERG STATION	GOODWOOD	15053.66
GOODWOOD	KOEBERG STATION	13353.44
KOEBERG STATION	GOODWOOD	15247.44
GOODWOOD	KOEBERG STATION	13598.17
KOEBERG STATION	MILNERTON	13521.93
MILNERTON	KOEBERG STATION	11067.92
KOEBERG STATION	MILNERTON	10605.71
MILNERTON	KOEBERG STATION	11389.74
KHAYELITSHA	KILLARNEY	109288.29
		15879.95
		29111.94
		29046.10
WESBANK	CAPE TOWN STATION	32927.56
GUGULETHU	MUTUAL	16065.74
GUGULETHU	BELLVILLE	50532.44
GUGULETHU	BELLVILLE	50435.37
KOEBERG STATION	MONTAGUE GARDENS	24199.51
NYANGA	CENTURY CITY (VIA	23777.31
NYANGA	CENTURY CITY (VIA N1 -	22957.89
NYANGA	KILLARNEY	27528.52
PHILIPPI STATION	KILLARNEY	31455.39
PHILIPPI	LANGA	14287.47
LANGA	PHILIPPI	13990.97
CAPE TOWN	WESBANK	33056.21
MUTUAL	GUGULETHU	15658.61
CENTURY CITY (VIA N1 -	NYANGA	23386.59
MFULENI	LANGA/EPPING	23263.35
MFULENI	CAPE TOWN (STATION	36001.40
MFULENI	CAPE TOWN	36144.32
MFULENI	MELKBOSSTRAND -	114453.11
MFULENI	KILLARNEY (VIA	86082.98
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ORIGIN	DESTINATION	LENGTH

GRASSY PARK

ORIGIN	DESTINATION	LENGTH
GUGULETU	CLAREMONT	15462.34
GUGULETU	SEA POINT	35082.82
KHAYELITSHA	WYNBERG	22398.72
MITCHELLS PLAIN - TOWN	WYNBERG	26375.53
NYANGA	WYNBERG	14229.48
NYANGA	CLAREMONT	16184.31
WYNBERG	KHAYELITSHA	32215.97
MITCHELLS PLAIN	HANOVER PARK	17153.01
LOTUS RIVER	WYNBERG	8878.19
GRASSY PARK	WYNBERG	8989.60
GRASSY PARK	MITCHELLS PLAIN	21052.77
HANOVER PARK	RETREAT	17341.46
HAZELDENE	SPINE RD MITCHELLS	4880.48
N1 CITY	MITCHELLS PLAIN	30976.47
WYNBERG	HANOVER PARK	7622.47
MITCHELLS PLAIN	LENTEGEUR STATION	15483.42
GRASSY PARK	WYNBERG	10501.03
GRASSY PARK	WYNBERG	7124.49

KHAYELITSHA

ORIGIN	DESTINATION	LENGTH
BELLVILLE	KHAYELITSHA	22221.73
KHAYELITSHA	WYNBERG	22398.72
WYNBERG	KHAYELITSHA	32215.97
KHAYELITSHA	MOWBRAY	24429.42
KHAYELITSHA	LANGA	19144.21
BELLVILLE	MAKHAZA KHAYELITSHA	29877.83
LWANDLE	KHAYELITSHA	34762.03
KHAYELITSHA	PAROW	22697.63
KHAYELITSHA	PAROW	22755.15
KHAYELITSHA	CLAREMONT	24411.09
KHAYELITSHA	BELLVILLE	22644.75
MANDALAY	3RD /7TH AVE MITCHELLS	10366.64
KHAYELITSHA	ELSIES RIVER	22809.91
KHAYELITSHA	SEA POINT	40118.45
KHAYELITSHA	SEA POINT	39865.05
KHAYELITSHA	SEA POINT	40068.66
KRAAIFONTEIN	KHAYELITSHA	34250.92
MFULENI	KHAYELITSHA	11885.49

ORIGIN	DESTINATION	LENGTH
MITCHELLS PLAIN	CAPE TOWN	34605.51
GRASSY PARK	VIA PLUMSTEAD -	7531.70
GRASSY PARK	VIA VICTORIA RD -	8989.60
MITCHELLS PLAIN	VIA MOWBRAY - CAPE	34337.78
MITCHELLS PLAIN	VIA BELGRAVIA - CAPE	37785.67
MITCHELLS PLAIN	GROOTTE SCHUUR	40453.85
FALSE BAY	GRASSY PARK	10006.38
KHAYELITSHA	CLAREMONT	24411.09
PARKWOOD	VIA LIME RD -WYNBERH	5800.78
PARKWOOD	VIA BLACKBIRD WLK -	6107.44
PARKWOOD	VIA KESTREL RD -	6092.08
PARKWOOD	VIA PLANTATION RD -	6178.60
PARKWOOD	VIA WALMER RD -	13584.45
PARKWOOD	SOUTHFIELD	8364.02
CROSS ROADS	WYNBERG	17542.87
RETREAT	GRASSY PARK	8833.72
RETREAT	RETREAT	4937.34
GRASSY PARK	WYNBERG	10508.76
GRASSY PARK	HANOVER PARK	10334.02
MITCHELLS PLAIN	WYNBERG	30916.15
GRASSY PARK	MITCHELLS PLAIN	22122.17
HAZELDENE	ROCKLANDS	6067.00
HAZELDENE	WESTGATE MALL (VIA	10215.45
HAZELDENE	N1 CITY	32943.73
RETREAT	RETREAT STATION	5453.24
STEENBERG	WESTLAKE	4969.04
STEENBERG	TOKAI	2693.44
MITCHELLS PLAIN	CAPE TOWN	43227.17
MITCHELLS PLAIN	CAPE TOWN	32775.86
MITCHELLS PLAIN	CAPE TOWN	32943.29
GROOTTE SCHUUR	MITCHELLS PLAIN	29720.26
GRASSY PARK	RETREAT	4249.83
CLAREMONT	HANOVER PARK	9475.98
LOTUS RIVER	WYNBERG	8878.19
LOTUS RIVER	WYNBERG	9318.20
LOTUS RIVER	HANOVER PARK	10722.78
STEENBERG	RETREAT	11370.36
STEENBERG	GRASSY PARK	6662.82
OTTERY	WYNBERG	7621.10
OTTERY	LOTUS RIVER	5641.31
LOTUS RIVER	PLUMSTEAD	6235.81
LOTUS RIVER	RETREAT	7175.42
LOTUS RIVER	PLUMSTEAD	10328.54
LOTUS RIVER	TOKAI	9476.99
LOTUS RIVER	MUIZENBERG	14639.20
LOTUS RIVER	MITCHELLS PLAIN	18236.71
STEENBERG	LAVENDER HILL	3771.25
STEENBERG	SEA WINDS	4010.89
STEENBERG	MONTAGUE GARDENS	4252.52
GUGULETU	WYNBERG	13597.25
STRANDFONTEIN	TOWN	14076.54
STRANDFONTEIN	TOWN	13926.98
STRANDFONTEIN	WYNBERG	18316.85
STRANDFONTEIN	WESTGATE	12641.75
GRASSY PARK	STEENBERG	6634.38
CROSS ROADS	CLAREMONT	18588.66
MITCHELLS	CAPE TOWN	34820.38

ORIGIN	DESTINATION	LENGTH
KHAYELITSHA	MFULENI	9986.42
KHAYELITSHA	NYANGA	10829.83
LANGA	KHAYELITSHA	19733.80
BLOEKOMBOS	KHAYELITSHA	31156.84
SCOTTSDENE	KHAYELITSHA	28055.79
KHAYELITSHA	SEA POINT	39919.78
MALIBU VILLAGE	MITCHELLS PLAIN	36598.94
KHAYELITSHA	CAPE TOWN	31882.25
KHAYELITSHA	SOMERSET WEST	20354.22
NYANGA	KHAYELITSHA	10769.38
KHAYELITSHA	MITCHELLS PLAIN	7277.92
KHAYELITSHA	SEA POINT	40063.72
KHAYELITSHA	MOWBRAY	25711.95
KHAYELITSHA	WOODSTOCK	30917.17
BLUE DOWNS	MITCHELLS PLAIN	46281.06
LANGA	HARARE	31557.54
LANGA	MAKHAZA	29894.54
KHAYELITSHA	ELSIES RIVER	22809.91
KHAYELITSHA	PAROW RAILWAY	25659.72
KHAYELITSHA	TYGERBERG RAILWAY	31864.70
TYGERBERG RAILWAY	KHAYELITSHA	22029.26
KHAYELITSHA (KUWAIT)	MITCHELLS PLAIN	9993.34
KHAYELITSHA (KUWAIT)	MITCHELLS PLAIN	12320.19
KHAYELITSHA (SITE B)	MITCHELLS PLAIN	9114.71
KHAYELITSHA (MAKHAZA)	MITCHELLS PLAIN	13329.76
KHAYELITSHA (TOWN 2)	MITCHELLS PLAIN	10871.58
KHAYELITSHA (LUZUKO	MITCHELLS PLAIN	9979.19
KHAYELITSHA (HARARE)	MITCHELLS PLAIN	8257.83
KHAYELITSHA (MAKAYA)	MITCHELLS PLAIN	12119.94
KHAYELITSHA	TABLE VIEW	42436.88
KUWAIT	HARARE	23992.29
KUWAIT	MAKHAZA	23533.16
KUWAIT	MAKHAZA	13859.62
KHAYELITSHA	DELFT	9351.03
KHAYELITSHA	WESBANK	13679.93
KHAYELITSHA	NYANGA	11846.22
KHAYELITSHA	LANGA	24777.39
KHAYELITSHA	LANGA	22950.45
KHAYELITSHA	FISANTEKRAAL	44411.39
EERSTE RIVER	MITCHELLS PLAIN	36245.45
EERSTE RIVER	MITCHELLS PLAIN	19540.62
KHAYELITSHA	WYNBERG (VIA	28180.53
KHAYELITSHA	CLAREMONT (VIA	25916.55
KHAYELITSHA	MAITLAND	32113.57
KHAYELITSHA	MAITLAND	31908.54
KHAYELITSHA	GOODWOOD-MAITLAND-	50581.50
KHAYELITSHA	MFULENI	6528.30
KHAYELITSHA	EERSTE RIVER	9171.43
KHAYELITSHA	BLACKHEATH	11850.82
KHAYELITSHA	KUILSRIVER	16422.02
KHAYELITSHA	LWANDLE	28565.98
KHAYELITSHA	FISH HOEK	39887.24
GUGULETU	KHAYELITSHA	15492.45
KHAYELITSHA	MONTE VISTA	37245.73
KHAYELITSHA	DE LA REY	42086.90
KHAYELITSHA	GOODWOOD	25747.91
KHAYELITSHA	CENTURY CITY	31562.35

ORIGIN	DESTINATION	LENGTH
MITCHELLS PLAIN	HANOVER PARK	21288.28
MITCHELLS PLAIN	HANOVER PARK	19502.65
MITCHELLS PLAIN	HANOVER PARK	17153.01
GRASSY APRK	RETREAT	8602.86
FISH HOEK	WYNBERG	20878.94
CLAREMONT	NYANGA	16056.88
HANOVER PARK	WYNBERG	7611.66
WYNBERG	HANOVER PARK	10836.92
PHILIPPI	CLAREMONT	16449.91
GRASSY PARK	HANOVER PARK	13700.07
GUGULETU	SEA POINT	34857.03
RETREAT	LAVENDER HILL	7518.62
RETREAT	REATREAT	9836.76
RETREAT	FISH HOEK	13518.94
RETREAT	WYNBERG	12354.47
WYNBERG	KENILWORTH CENTRE	3202.17
RETREAT	HANOVER PARK	18710.71
SAMORA MACHEL	CAPE TOWN	25615.14
WYNBERG	CROSS RAODS	25783.92
NYANGA	WYNBERG (VIA	17761.07
CROSS ROADS	WYNBERG (VIA	20754.30
GUGULETU	CLAREMONT (VIA	20970.35
CROSS ROADS	CLAREMONT (VIA	21238.99
MITCHELLS PLAIN	WYNBERG	23221.29
MITCHELLS PLAIN	WYNBERG	29058.28
SAMORA MACHEL	SEA POINT	33344.55
KHAYELITSHA	WYNBERG (VIA	28180.53
KHAYELITSHA	CLAREMONT (VIA	25916.55
LANGA	WYNBERG	15494.44
LANGA	MOWBRAY (VIA	23883.28
SAMORA MACHEL	SEA POINT	33344.55
NYANGA	CLAREMONT (VIA	17761.07
STEENBERG	HILLVIEW	20789.41
STEENBERG	CAPRICORN,RETREAT	13632.16
STEENBERG	SEAWINDS,RETREAT	18173.45
STEENBERG	7TH & 11TH AVE,RETREAT	8659.06
STEENBERG	BLUE ROUTE,TOKAI	3103.63
STEENBERG	MUIZENBERG	9081.98
STEENBERG	GRASSY PARK	6662.82
MITCHELLS PLAIN(TOWN	MUIZENBERG	22433.64
RETREAT	LAVENDER HILL	8267.43
RETREAT	MONTAGUE VILLAGE	10576.29
RETREAT	STEENBERG(HILLVIEW)	13111.26
RETREAT	VRYGROND - STEENBERG	14943.10
RETREAT	STEENBERG	7634.32
RETREAT	RETREAT	7124.56
RETREAT	MUIZENBERG-FISH HOEK	18026.93
RETREAT	FISH HOEK	13468.48
NYANGA	SAMORA MACHEL	7338.97
PHILIPPI	SAMORA MACHEL	7803.53
NYANGA JUNCTION	SAMORA MACHEL	6630.59
RETREAT	RETREAT STATION	7940.62
NYANGA	WYNBERG	14183.64
NYANGA	WYNBERG (VIA	25296.90
NYANGA	WYNBERG (VIA LOWER	22026.65
NYANGA	CLAREMONT (VIA	22042.83
NYANGA	CLAREMONT (VIA	19586.77

ORIGIN	DESTINATION	LENGTH
KHAYELITSHA	MACASSAR	21566.58
KHAYELITSHA	WYNBERG	22488.45
KHAYELITSHA SITE C	PLATTEKLOOF	33361.53
KHAYELITSH SITE C	PANORAMA	29132.09
KHAYELITSH SITE C	MONTE VISTA	32555.46
KHAYELITSHA SITE C	KILLARNEY	33800.14
KHAYELITSHA	PANORAMA (VIA ELSIES	47974.78
KHAYELITSHA SITE C	VANGATE MALL (VIA N2)	17268.21
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60994.19
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60928.36
KILLARNEY	KHAYELITSHA (VIA	50894.34
KHAYELITSHA SITE C	MELKBOS	52518.66
MFULENI	KILLARNEY (VIA	84008.60
KILLARNEY	KHAYELITSHA (VIA	110255.18
KHAYELITSHA SITE C	BLAAUWBERG	54131.18
BLAAUWBERG	KHAYELITSHA SITE C	55325.70
KHAYELITSHA	KILLARNEY	109288.29
VRYGROND	KHAYELITSHA	84926.49
MFULENI	ATHLONE	26607.80
MFULENI	MOWBRAY	29831.10
MFULENI	CLAREMONT(VIA	30778.96
MFULENI	WYNBERG	27247.37
MFULENI	LANGA/EPPING	23263.35
MFULENI	KHAYELITSHA	7071.14
MFULENI	CAPE TOWN (STATION	36001.40
MFULENI	MITCHELLS PLAIN	15125.82
MFULENI	CAPE TOWN	36144.32
MFULENI	CLAREMONT	29167.42
MFULENI	MELKBOSSTRAND -	114453.11
MFULENI	KILLARNEY (VIA	86082.98
MFULENI	WYNBERG	27259.37
		48838.81
MFULENI	FISH HOEK	47671.19
		3383113.50

ORIGIN	DESTINATION	LENGTH
NYANGA	CLAREMONT (VIA CROSS	19844.96
NYANGA	WYNBERG (VIA	15621.43
NYANGA	WYNBERG (VIA PHILIPPI)	17635.59
NYANGA	WYNBERG (VIA CROSS	17832.59
NYANGA TERM	SAMORA MACHEL	7338.97
KHAYELITSHA	FISH HOEK	39887.24
CROOS ROADS(JO-BURG	CLAREMONT	14911.56
FISH HOEK	RETREAT	14093.44
LANGA	WYNBERG	15519.30
WYNBERG	NYANGA	19854.16
SAMORA MACHEL	CLAREMONT	15035.49
SAMORA MACHEL	CLAREMONT (VIA	16607.78
RETREAT	RETREAT STATION	10742.59
LOWER CROSS ROADS	CAPE TOWN	31256.81
CLAREMONT	NYANGA	21638.80
CLAREMONT	NYANGA	17990.60
CROSS ROADS (JO-BURG	WYNBERG	12899.19
CROSS ROADS (JO-BURG	WYNBERG (VIA	14854.01
CROSS ROADS (JO-BURG	CLAREMONT(VIA	16430.78
WYNBERG	CENTURY CITY	22986.80
WYNBERG	CENTURY CITY	29193.08
MUIZENBERG	MITCHELLS PLAIN	23947.88
MITCHELLS PLAIN	CENTURY CITY	36590.96
MITCHELLS PLAIN	CENTURY CITY	37866.79
MITCHELLS PLAIN	CENTURY CITY	39979.05
DELFT	WYNBERG	18702.40
DELFT	WYNBERG (VIA	24372.73
DELFT	WYNBERG	19140.71
LOWER CROSS ROADS	WYNBERG	17386.55
PHILIPPI	WYNBERG	14495.09
DELFT	WYNBERG AND RETURN	42284.43
LOWER CROSSROADS	WYNBERG (VIA	23041.53
SAMORA MACHEL	WYNBERG	13335.85
WYNBERG	LANGA	15720.25
CROSS ROADS(JO-BURG	CLAREMONT	14854.01
KHAYELITSHA	WYNBERG	22488.45
TOWN CENTRE CALYPSO	MUIZENBERG	25530.79
RETREAT	ATHLONE (VIA KLIP RD,	19300.51
RETREAT	ATHLONE (VIA M5 &	17528.71
SAMORA MACHEL	CLAREMONT	9432.58
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	32969.25
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	34846.35
TOWN CENTRE CALYPSO	CAPE TOWN (HIGHLANDS	34438.08
RETREAT	ATHLONE (VIA M5,	20081.94
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	32969.25
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	34605.51
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	34846.35
GUGULETU	CLAREMONT	15556.59
PHILIPPI	ATHLONE	14573.91
PHILIPPI	MOWBRAY	18592.62
PHILIPPI	CAPE TOWN	27025.51
SAMORA MACHEL	CAPE TOWN	25325.28
SAMORA MACHEL	VANGATE MALL	12281.77
MITCHELLS PLAIN	CLAREMONT (VIA	29582.13
MITCHELLS PLAIN	CLAREMONT (VIA	27197.98
MITCHELLS PLAIN	CLAREMONT (VIA	30330.60
SAMORA MACHEL	MELKBOSSTRAND -	76043.55

ORIGIN	DESTINATION	LENGTH

ORIGIN	DESTINATION	LENGTH
PHILIPPI	KILLARNEY (VIA	77189.19
KILLARNEY	SAMORA MACHEL (VIA	76484.49
STEENBERG	WESTLAKE - BLUE ROUTE	10837.98
		7525.88
		25715.31
		18702.40
		20540.67
NYANGA	MITCHELL'S PLAIN	17540.43
SAMORA MACHEL	NYANGA JUNCTION	4575.98
NYANGA	MITCHELL'S PLAIN	18777.28
PHILIPPI STATION	KILLARNEY	31455.39
VRYGROND	FISH HOEK	11094.79
VRYGROND	KHAYELITSHA	84926.49
VRYGROND	MUIZENBERG	5022.03
PHILIPPI	LANGA	14287.47
MITCHELL'S PLAIN	NYANGA (VIA SAMORA	21196.83
NYANGA JUNCTION	SAMORA MACHEL	4470.99
FISH HOEK	VRYGROND	11260.81
MUIZENBERG	VRYGROND	4954.39
MFULENI	CLAREMONT(VIA	30778.96
MFULENI	WYNBERG	27247.37
MFULENI	CLAREMONT	29167.42
MFULENI	WYNBERG	27259.37
		48838.81
MFULENI	FISH HOEK	47671.19
		4096985.97

ORIGIN	DESTINATION	LENGTH

KRAAIFONTEIN		**1012350.83**
ORIGIN	DESTINATION	LENGTH
BELLVILLE	WALLACEDENE	14241.91
WALLACEDENE	BELLVILLE	14246.52
BRACKENFELL	BLOEKOMBOS (VIA	15890.87
EIKENFONTEIN	WALLACEDENE	8217.61
DURBANVILLE	WALLACEDENE	11463.37
NORTHPINE	BRACKENFELL STATION	3999.33
NORTHPINE	BRACKENFELL	3863.81
NORTHPINE	BELLVILLE	11461.21
NORTHPINE	WALLACEDENE	3595.94
NORTHPINE	WALLACEDENE	3595.94
NORTHPINE	BELLVILLE	20086.50
NORTHPINE	DURBANVILLE	14604.22
NORTHPINE	BLOEKOMBOS	10328.73
DE NOVA	WALLACEDENE	11801.71
KRAAIFONTEIN	KHAYELITSHA	34250.92
BELLVILLE	BLOEKOMBOS	18462.67
BELLVILLE	BLOEKOMBOS	14532.77
BLOEKOMBOS	KHAYELITSHA	31156.84
SCOTTSDENE	KHAYELITSHA	28055.79
SCOTTSDENE	SCOTTSVILLE	5810.12
SCOTTSDENE	BLOEKOMBOS	8221.04
SCOTTSDENE	BELLVILLE	13211.01
SCOTTSDENE	DURBANVILLE	15671.20
KRAAIFONTEIN	BLOEKOMBOS	3715.49
KRAAIFONTEIN	SCOTTSDENE	3386.99
KRAAIFONTEIN	BRACKENFELL	7474.14
BLOEKOMBOS	WALLACEDENE	7123.56
BLOEKOMBOS	BELLVILLE	16312.06
BLOEKOMBOS	DURBANVILLE	13283.99

KUILSRIVIER		**1214893.62**
ORIGIN	DESTINATION	LENGTH
BELLVILLE	KHAYELITSHA	22221.73
BELLVILLE	MAKHAZA KHAYELITSHA	29877.83
THE HAGUE DELFT	BELLVILLE	12777.77
MELTON ROSE	BELLVILLE	17563.10
BELLVILLE	EERSTE RIVER	21048.08
KHAYELITSHA	BELLVILLE	22644.75
KRAAIFONTEIN	KHAYELITSHA	34250.92
ATLANTIS(WESFLEUR)	BELLVILLE	87412.73
EERSTE RIVER	BELLVILLE	19126.26
KUILSRIVER	BELLVILLE	13594.41
MFULENI	BELLVILLE	20975.19
SILVERSANDS	KUILSRIVER	18472.34
KUILSRIVER	MITCHELLS PLAIN	22068.74
BLOEKOMBOS	KHAYELITSHA	31156.84
KALKFONTEIN	KUILSRIVER	6210.70
SCOTTSDENE	KHAYELITSHA	28055.79
MFULENI	KUILSRIVER	12127.10
SAREPTA	TYGERBERG HOSPITAL	27585.28
BLACKHEATH	BELLVILLE	14393.30
BRENTWOOD PARK	KUILSRIVER	10984.27
SAREPTA	KUILSRIVER	3737.37
SAREPTA	BELLVILLE	9479.34
KUILSRIVER	INDUSTRIAL AREA	4034.67
KUILSRIVER	KALKFONTEIN	6539.26
KUILSRIVER	KALKFONTEIN	3737.37
KUILSRIVER	BOTTELARY	19540.05
KUILSRIVER STATION	BELLVILLE	8809.18
KUILSRIVER STATION	INDUSTRIAL	5484.90
KUILSRIVER STATION	KALKFONTEIN	5668.71

ORIGIN	DESTINATION	LENGTH
SCOTTSVILLE	BLOEKOMBOS	8201.03
SCOTTSVILLE	DURBANVILLE	10091.18
NORTHPINE	SCOTTSVILLE	9569.73
BRACKENFELL STATION	BELLVILLE	7949.98
EIKENFONTEIN	DURBANVILLE	11744.07
EIKENFONTEIN	SCOTTSDENE	7435.95
SCOTTSDENE	EIKENFONTEIN	3544.44
SCOTTSDENE	BRACKENFELL STATION	6129.92
NORTHPINE	EIKENFONTEIN	2432.83
NORTHPINE	BELLVILLE	11949.31
NORTHPINE	SCOTTSDENE	4739.63
KRAAIFONTEIN	BELLVILLE	15415.21
EIKENFONTEIN	BLOEKOMBOS	7468.58
EIKENFONTEIN	BELLVILLE	13018.06
KRAAIFONTEIN	DURBANVILLE	11492.61
KUILSRIVER	BOTTELARY	19540.05
BRACKENFELL	CRAMMIX	9977.74
DURBANVILLE	BLOEKOMBOS	13532.41
KRAAIFONTEIN	WALLACEDENE	4734.54
KRAAIFONTEIN	BLOEKOMBOS	5476.85
KRAAIFONTEIN	DE NOVA	10911.52
WALLACEDENE	DURBANVILLE	11276.85
BLOEKOMBOS	BELLVILLE	16638.15
WALLACEDENE	BELLVILLE	14558.57
BLOEKOMBOS	KRAAIFONTEIN STATION	3715.49
BLOEKOMBOS	DURBANVILLE	9188.65
KRAAIFONTEIN	JOOSTENBERG VLAKTE	38238.86
BLOEKOMBOS	KRAAIFONTEIN	5672.07
KRAAIFONTEIN	WALLACEDENE	6088.17
KRAAIFONTEIN	BRACKENFELL STATION	7108.40
KRAAIFONTEIN	BOTFONTEIN - BOTLARY	6347.80
KRAAIFONTEIN	DE NOVA	9918.39
KRAAIFONTEIN	BELLVILLE	15801.75
KRAAIFONTEIN	DURBANVILLE	9615.37
KRAAIFONTEIN	GOLIATH ESTATE	4391.09
WALLACEDENE	BLOEKOMBOS	5694.80
NORTHPINE	WALLACEDENE	5524.61
STELLENBOSCH (DU TOIT	BELLVILLE	31402.71
KRAAIFONTEIN	SCOTTSVILLE -	12072.44
BLOEKOMBOS	BELLVILLE (VIA	42404.13
NORTHPINE	BELLVILLE	21029.87
BLOEKOMBOS	SCOTTSVILLE	11501.19
SCOTTSVILLE	BELLVILLE	12936.89
SCOTTSVILLE	SCOTTSDENE	9446.11
BRACKENFELL STATION	DURBANVILLE	16366.33
NORTHPINE	CAPE GATE (VIA PROTEA	23032.26
SCOTTSDENE	CAPE GATE	5714.27
NORTHPINE	CAPE GATE	3764.71
EIKENFONTEIN	CAPE GATE	4833.46
SCOTTSVILLE	CAPE GATE	3152.40
BLOEKOMBOS	CAPE GATE	8036.30
WALLACEDENE	CAPE GATE	6969.11
KRAAIFONTEIN	CAPE GATE	7230.61
BLOEKOMBOS	CAPE GATE (VIA	10610.80
		13944.93
		11464.27
		4480.30

ORIGIN	DESTINATION	LENGTH
BLACKHEATH RAILWAY	KUILSRIVER	7260.77
SAREPTA	KUILSRIVER STATION	2916.00
KUILSRIVER	BELLVILLE	7562.26
KUILSRIVER STATION	SAREPTA	2916.00
BRACKENFELL	CRAMMIX	9977.74
MITCHELLS PLAIN	BELLVILLE	26414.08
WESBANK	KUILSRIVER	13201.64
HAPPY VALLEY	KUILSRIVER	10037.08
MALIBU	BELLVILLE	19338.84
BRENTWOOD PARK	KUILSRIVER	16773.87
BRENTWOOD PARK	BELLVILLE	15684.65
WESBANK	BELLVILLE	21057.16
KHAYELITSHA	FISANTEKRAAL	44411.39
BELLVILLE	MITCHELLS PLAIN	26794.34
EERSTE RIVER	BELLVILLE	28302.59
KALKFONTEIN	BELLVILLE	11941.09
BELLVILLE	WESBANK	13339.33
WESBANK	ELSIES RIVER STATION	18613.93
DELFT SOUTH	ELSIES RIVER	22763.93
TOWN	BELLVILLE	26651.83
7TH AVENUE MITCHELLS	BELLVILLE RAILWAY	26666.53
KHAYELITSHA	KUILSRIVER	16422.02
WESBANK	BELLVILLE	13294.59
KALKFONTEIN	KUILSRIVER	5038.60
HAPPY VALLEY	BELLVILLE	16935.65
MFULENI	KUILSRIVER	15078.28
KALKFONTEIN	KUILSRIVER	5038.60
WESBANK	PAROW STATION	15509.99
KALKFONTEIN	SHOPRITE KUILSRIVER	7614.37
STELLENBOSCH (DU TOIT	BELLVILLE	31402.71
NORTHPINE	CAPE GATE (VIA PROTEA	23032.26
		19926.17
WESBANK	TYGERBERG	19892.33
WESBANK	TYGERBERG STATION	15234.80
WESBANK	ELSIES RIVER	16529.79
SHOPRITE KUILSRIVER	ZEVENWACHT MALL	8049.34
MELTON ROSE	ZEVENWACHT MALL	7215.48
MELTON ROSE	BELLVILLE	17248.58
ELSIES RIVER	WESBANK	16534.43
ZEVENWACHT MALL	SHOPRITE KUILSRIVER	8085.45
ZEVENWACHT MALL	MELTON ROSE	7125.93
BELLVILLE	MELTON ROSE	17481.23
		1214893.62

ORIGIN	DESTINATION	LENGTH
WALLACEDENE	BRACKENFELL	7249.48
BRACKENFELL	WALLACEDENE	11507.32
		1012350.83

ORIGIN	DESTINATION	LENGTH

LANGA / BISHOP LAVIS

ORIGIN	DESTINATION	LENGTH
BELLVILLE	NYANGA	15814.79
BELLVILLE	MOWBRAY	24910.27
KHAYELITSHA	WYNBERG	22398.72
WYNBERG	KHAYELITSHA	32215.97
BONTEHEUWEL	MOWBRAY	10600.82
KHAYELITSHA	MOWBRAY	24429.42
NYANGA	PAROW	17280.69
ELSIES RIVER	NYANGA	13845.81
PAROW	NYANGA	13903.42
BONTEHEUWEL	CAPE TOWN	11753.56
KHAYELITSHA	LANGA	19144.21
CAPE TOWN	HEIDEVELD	19495.23
THE HAGUE DELFT	MITCHELLS PLAIN	16141.21
VOORBRUG DELFT	MITCHELLS PLAIN	15218.15
VOORBRUG DELFT	PAROW	16534.27
EINDHOVEN DELFT	CAPE TOWN	32526.47
EINDHOVEN DELFT	PAROW	17934.62
EINDHOVEN DELFT	ELSIES RIVER	16072.31
VOORBRUG	ELSIES RIVER	14671.97
UNIBELL	BELLVILLE	24561.50
PAROW SANLAM CENTRE	VOORBRUG DELFT	15050.44
KHAYELITSHA	PAROW	22697.63
PAROW STATION	BELHAR DELFT	16511.42
PAROW STATION	NORWOOD	6987.80
PAROW STATION	ELSIES RIVER	7160.42
KHAYELITSHA	PAROW	22755.15
N1 CITY	MITCHELLS PLAIN	30976.47
MELTON ROSE	DELFT	11154.94
ELSIES RIVER	NETREG	11394.23
SEA POINT	NYANGA	32440.63
VOORBRUG DELFT	BELLVILLE	14916.19
VOORBRUG DELFT	CAPE TOWN	33191.92
KHAYELITSHA	CLAREMONT	24411.09
EINDHOVEN DELFT	BELLVILLE	16315.61
THE HAGUE DELFT	CAPE TOWN	34114.99
BONTEHEUWEL	ATHLONE	10600.82
KHAYELITSHA	ELSIES RIVER	22809.91
THE HAGUE DELFT	ELSIES RIVER	13531.18
KOEBERG STATION	MITCHELLS PLAIN	32071.67
BONTEHEUWEL	SILVERTOWN	17761.44
UNIBELL	BELLVILLE STATION	17238.21
RED CROSS HOSPITAL	ELSIES RIVER	21658.41
V & A WATERFRONT	CAPE TOWN	28070.18
CAPE TOWN	HEIDEVELD	19495.23
KHAYELITSHA	SEA POINT	40118.45
KHAYELITSHA	SEA POINT	39865.05
KHAYELITSHA	SEA POINT	40068.66
TYGERBERG HOSPITAL	ELSIES RIVER	11264.29
TYGERBERG HOSPITAL	ELSIES RIVER	13138.63
TYGERBERG HOSPITAL	DELFT	20812.98
HAZELDENE	N1 CITY	32943.73
BISHOP LAVIS	ELSIES RIVER	8718.87

MITCHELLS PLAIN / GUGULETHU

ORIGIN	DESTINATION	LENGTH
BELLVILLE	NYANGA	15814.79
BELLVILLE	MOWBRAY	24910.27
GUGULETU	CLAREMONT	15462.34
GUGULETU	SEA POINT	35082.82
KHAYELITSHA	WYNBERG	22398.72
MITCHELLS PLAIN - TOWN	WYNBERG	26375.53
NYANGA	WYNBERG	14229.48
NYANGA	CLAREMONT	16184.31
NYANGA	ATHLONE	11533.42
NYANGA	MOWBRAY	15650.29
NYANGA	CAPE TOWN	23147.71
WYNBERG	KHAYELITSHA	32215.97
HEIDEVELD	MOWBRAY	11723.76
HEIDEVELD	CAPE TOWN	18580.92
MOWBRAY	MANENBERG	13921.30
KHAYELITSHA	MOWBRAY	24429.42
NYANGA	PAROW	17280.69
ELSIES RIVER	NYANGA	13845.81
PAROW	NYANGA	13903.42
KHAYELITSHA	LANGA	19144.21
MITCHELLS PLAIN	HANOVER PARK	17153.01
CAPE TOWN	HEIDEVELD	19495.23
THE HAGUE DELFT	MITCHELLS PLAIN	16141.21
VOORBRUG DELFT	MITCHELLS PLAIN	15218.15
EINDHOVEN DELFT	CAPE TOWN	32526.47
GRASSY PARK	MITCHELLS PLAIN	21052.77
KHAYELITSHA	PAROW	22697.63
KHAYELITSHA	PAROW	22755.15
MITCHELLS PLAIN	NORTHWOOD	6157.36
HAZELDENE	SPINE RD MITCHELLS	4880.48
MITCHELLS PLAIN	TAFELSIG	5460.38
N1 CITY	MITCHELLS PLAIN	30976.47
MITCHELLS PLAIN	LENTEGEUR STATION	15483.42
MITCHELLS PLAIN	NEW LENTEGEUR	7476.13
MITCHELLS PLAIN	NEW LENTEGEUR (VIA	5986.02
MITCHELLS PLAIN	MONTROSE PARK	6878.62
MITCHELLS PLAIN	CAPE TOWN	34605.51
SEA POINT	NYANGA	32440.63
MITCHELLS PLAIN	VIA MOWBRAY - CAPE	34337.78
MITCHELLS PLAIN	VIA MERRYDALE - CAPE	38029.34
MITCHELLS PLAIN	VIA BELGRAVIA - CAPE	37785.67
MITCHELLS PLAIN	GROOTTE SCHUUR	40453.85
VOORBRUG DELFT	CAPE TOWN	33191.92
KHAYELITSHA	CLAREMONT	24411.09
THE HAGUE DELFT	CAPE TOWN	34114.99
MANDALAY	3RD /7TH AVE MITCHELLS	10366.64
LENTEGEUR STATION	TOWN CENTRE	10646.34
NORTHWOOD	LENTEGEUR STATION	3977.40
NYANGA	NYANGA STATION	3548.34
CROSS ROADS	WYNBERG	17542.87
KHAYELITSHA	ELSIES RIVER	22809.91
KOEBERG STATION	MITCHELLS PLAIN	32071.67

ORIGIN	DESTINATION	LENGTH
BELLVILLE	DELFT	18208.58
BONTEHEUWEL	CAPE TOWN	21611.89
MAITLAND	MITCHELLS PLAIN	32407.12
NETREG	ELSIES RIVER	11356.90
NETREG	ELSIES RIVER	9640.74
ATHLONE	BONTEHEUWEL	8139.28
EINDHOVEN,DELFT	MITCHELLS PLAIN	14135.36
NYANGA	TYGERBERG STATION	19544.16
NYANGA	PAROW	14264.04
NYANGA	ELSIES RIVER	13986.67
BISHOP LAVIS	ELSIES RIVER	8447.21
KHAYELITSHA	NYANGA	10829.83
LANGA	KHAYELITSHA	19733.80
NYANGA	LANGA	10513.72
CAPE TOWN STATION	MANENBERG	22380.42
PAROW	DELFT	22020.27
KHAYELITSHA	SEA POINT	39919.78
ELSIES RIVER	PAROW	8934.28
ELSIES RIVER	NORWOOD	2644.12
BISHOP LAVIS	HYPERAMA PAROW	12374.94
BISHOP LAVIS	ELSIES RIVER	8230.41
LANGA	MUTUAL STATION	6956.03
BONTEHEUWEL	CAPE TOWN	19884.94
BONTEHEUWEL	MOWBRAY	14318.34
BONTEHEUWEL	ATHLONE	10625.36
MUTUAL	NYANGA	17681.56
ELSIES RIVER	MATROOSFONTEIN	5047.78
THE HAGUE	BELLVILLE	10459.15
ELSIES RIVER	EINDHOVEN	21112.93
NETREG STATION	SANLAM CENTRE ,PAROW	15636.01
MONTANA	ELSIES RIVER	12306.91
UNIBELL	VOORBRUG	6703.06
UNIBELL	EINDHOVEN	8151.24
CAPE TOWN	BONTEHEUWEL	19607.03
KHAYELITSHA	CAPE TOWN	31882.25
CAPE TOWN	BONTEHEUWEL	19734.48
CAPE TOWN	BONTEHEUWEL	22717.81
MATROOSFONTEIN	ELSIES RIVER	4934.92
ELSIES RIVER	BISHOP LAVIS	8909.66
DELFT	ELSIES RIVER	16785.67
NYANGA	BELLVILLE	15259.25
NYANGA	KHAYELITSHA	10769.38
NYANGA	TYGERBERG HOSPITAL	25391.35
EINDHOVEN	UNIBELL	8129.43
DELFT SOUTH	BELLVILLE	20856.72
VOORBRUG	UNIBELL	8857.71
MUTUAL STATION	LANGA	7121.94
LANGA	NYANGA	13387.05
DELFT SOUTH	ELSIES RIVER	23792.35
DELFT SOUTH	UNIBELL	12543.29
LANGA	KILLARNEY	18491.58
KHAYELITSHA	SEA POINT	40063.72
KHAYELITSHA	MOWBRAY	25711.95
KHAYELITSHA	WOODSTOCK	30917.17
NYANGA	BOTHASIG	31084.09
LANGA	NYANGA	13341.21
MATROOSFONTEIN	ELSIES RIVER	6671.93

ORIGIN	DESTINATION	LENGTH
MITCHELLS PLAIN	LONDON VILLAGE	14235.35
NYANGA	SEA POINT	32406.70
CAPE TOWN	HEIDEVELD	19495.23
HEIDEVELD	MOWBRAY	15843.62
MANENBERG	MOWBRAY	13844.15
MANENBERG	CAPE TOWN	20784.57
KHAYELITSHA	SEA POINT	40118.45
KHAYELITSHA	SEA POINT	39865.05
KHAYELITSHA	SEA POINT	40068.66
MITCHELLS PLAIN	WYNBERG	30916.15
GRASSY PARK	MITCHELLS PLAIN	22122.17
HAZELDENE	ROCKLANDS	6067.00
HAZELDENE	WESTRIDGE	3516.69
HAZELDENE	WESTGATE MALL	5154.11
HAZELDENE	WESTGATE MALL (VIA	4933.53
HAZELDENE	WESTGATE MALL (VIA	10215.45
HAZELDENE	WESTGATE PALMS	6646.04
HAZELDENE	N1 CITY	32943.73
MITCHELLS PLAIN	CAPE TOWN	43227.17
MITCHELLS PLAIN	CAPE TOWN	32775.86
MITCHELLS PLAIN	CAPE TOWN	32943.29
MITCHELLS PLAIN	CAPE TOWN	33185.66
MITCHELLS PLAIN	LOST CITY	6358.11
MITCHELLS PLAIN	LOST CITY	6226.67
MITCHELLS PLAIN	TAFELSIG	5460.38
MITCHELLS PLAIN	TAFELSIG	5735.37
GROOTTE SCHUUR	MITCHELLS PLAIN	29720.26
MITCHELLS PLAIN	BEACON VALLEY	2794.13
MAITLAND	MITCHELLS PLAIN	32407.12
LOTUS RIVER	MITCHELLS PLAIN	18236.71
ATHLONE	HEIDEVELD	7998.28
ATHLONE	MANENBERG	10268.69
LONDON	TOWN	22918.72
GUGULETU	WYNBERG	13597.25
EINDHOVEN,DELFT	MITCHELLS PLAIN	14135.36
NYANGA	TYGERBERG STATION	19544.16
NYANGA	PAROW	14264.04
NYANGA	ELSIES RIVER	13986.67
TOWN	NORTHWOOD	6544.42
KHAYELITSHA	NYANGA	10829.83
STRANDFONTEIN	TOWN	14076.54
STRANDFONTEIN	TOWN	13926.98
STRANDFONTEIN	WESTGATE	12641.75
LANGA	KHAYELITSHA	19733.80
NYANGA	LANGA	10513.72
BEACON	MITCHELLS PLAIN	2490.08
CROSS ROADS	CLAREMONT	18588.66
CAPE TOWN STATION	MANENBERG	22380.42
CAPE TOWN STATION	MANENBERG	21062.32
KUILSRIVER	MITCHELLS PLAIN	22068.74
MITCHELLS	CAPE TOWN	34820.38
KHAYELITSHA	SEA POINT	39919.78
HEIDEVELD	CAPE TOWN	21392.53
MITCHELLS PLAIN	HANOVER PARK	21288.28
MITCHELLS PLAIN	HANOVER PARK	19502.65
MITCHELLS PLAIN	HANOVER PARK	17153.01
MANENBERG	MOWBRAY	14294.27

ORIGIN	DESTINATION	LENGTH
MATROOSFONTEIN	EPPING 2	3800.61
LANGA	HARARE	31557.54
LANGA	MAKHAZA	29894.54
KHAYELITSHA	ELSIES RIVER	22809.91
KHAYELITSHA	PAROW RAILWAY	25659.72
KHAYELITSHA	TYGERBERG RAILWAY	31864.70
TYGERBERG RAILWAY	KHAYELITSHA	22029.26
BELLVILLE	GROOTTE SCHUUR	26861.16
DELFT SOUTH	CAPE TOWN	35443.67
UNIBELL	DELFT SOUTH	12520.39
NORWOOD	ELSIES RIVER	4835.44
KHAYELITSHA	TABLE VIEW	42436.88
KUWAIT	HARARE	23992.29
DELFT SOUTH	PAROW	21704.23
DELFT SOUTH	PAROW	21455.65
PENTECH STATION	DELFT SOUTH	12739.76
UNIBELL	ELSIES RIVER	34780.44
KHAYELITSHA	DELFT	9351.03
KHAYELITSHA	WESBANK	13679.93
MUTUAL RAILWAY	LANGA	7121.94
LANGA	GUGULETU	13341.21
KHAYELITSHA	NYANGA	11846.22
KHAYELITSHA	LANGA	24777.39
KHAYELITSHA	LANGA	22950.45
DELFT SOUTH	MITCHELLS PLAIN	10058.64
EINDHOVEN	MITCHELLS PLAIN	13236.43
TYGERBERG HOSPITAL	DELFT SOUTH	21745.25
SANLAM CENTRE PAROW	DELFT	22096.66
KHAYELITSHA	WYNBERG (VIA	28180.53
KHAYELITSHA	CLAREMONT (VIA	25916.55
UNIBELL	BELLVILLE	24967.75
GUGULETU	BELLVILLE	18389.12
LANGA	BELLVILLE	15853.98
KHAYELITSHA	MAITLAND	32113.57
KHAYELITSHA	MAITLAND	31908.54
SEA POINT	NYANGA	32590.52
PENTECH	PAROW	33810.62
UNIBELL RAILWAY	PAROW RAILWAY	35819.83
WESBANK	ELSIES RIVER STATION	18613.93
DELFT SOUTH	ELSIES RIVER	22763.93
EINDHOVEN	BELLVILLE	13976.53
PAROW	DELFT	23237.06
SANLAM CENTRE,PAROW	DELFT	17970.98
SANLAM CENTRE,PAROW	DELFT	21363.86
SEA POINT	EYONA	37797.92
KHAYELITSHA	GOODWOOD-MAITLAND-	50581.50
MOWBRAY	NYANGA	18644.29
LANGA	NYANGA	11982.38
SAXON WORLD	LANGA STATION	69636.32
LANGA	DELFT	15135.45
LEIDEN DELFT	ELSIES RIVER	17397.74
GUGULETU	KHAYELITSHA	15492.45
GUGULETU	LANGA	15921.15
BELLVILLE	LOWER CROSS ROADS	20621.83
KHAYELITSHA	MONTE VISTA	37245.73
KHAYELITSHA	DE LA REY	42086.90
KHAYELITSHA	GOODWOOD	25747.91

ORIGIN	DESTINATION	LENGTH
MUTUAL	NYANGA	17681.56
MALIBU VILLAGE	MITCHELLS PLAIN	36598.94
KHAYELITSHA	CAPE TOWN	31882.25
CLAREMONT	NYANGA	16056.88
NYANGA	MOWBRAY	21727.38
LENTEGEUR STATION	WESTGATE MALL	4932.62
GATESVILLE	NYANGA	8076.29
NYANGA	MITCHELLS PLAIN	11501.81
NYANGA	BELLVILLE	15259.25
NYANGA	KHAYELITSHA	10769.38
MITCHELLS PLAIN	BELLVILLE	26414.08
HEIDEVELD	ATHLONE	11247.40
NYANGA	TYGERBERG HOSPITAL	25391.35
MANENBERG	CAPE TOWN	22123.92
LANGA	NYANGA	13387.05
PHILIPPI	CLAREMONT	16449.91
NYANGA	SEA POINT	32116.69
GUGULETU	SEA POINT	34857.03
GUGULETU	CAPE TOWN	21435.20
CAPE TOWN	HEIDEVELD	24307.45
KHAYELITSHA	MITCHELLS PLAIN	7277.92
GUGULETU	CAPE TOWN	20094.39
KHAYELITSHA	SEA POINT	40063.72
KHAYELITSHA	MOWBRAY	25711.95
KHAYELITSHA	WOODSTOCK	30917.17
NYANGA	BOTHASIG	31084.09
HEIDEVELD	CAPE TOWN	22331.17
HEIDEVELD	CAPE TOWN	19291.23
BLUE DOWNS	MITCHELLS PLAIN	46281.06
LANGA	NYANGA	13341.21
LANGA	HARARE	31557.54
KHAYELITSHA	ELSIES RIVER	22809.91
KHAYELITSHA	PAROW RAILWAY	25659.72
KHAYELITSHA	TYGERBERG RAILWAY	31864.70
BELLVILLE	GROOTTE SCHUUR	26861.16
DELFT SOUTH	CAPE TOWN	35443.67
SAMORA MACHEL	CAPE TOWN	25615.14
KHAYELITSHA (KUWAIT)	MITCHELLS PLAIN	9993.34
KHAYELITSHA (KUWAIT)	MITCHELLS PLAIN	12320.19
KHAYELITSHA (SITE B)	MITCHELLS PLAIN	9114.71
KHAYELITSHA (MAKHAZA)	MITCHELLS PLAIN	13329.76
KHAYELITSHA (TOWN 2)	MITCHELLS PLAIN	10871.58
KHAYELITSHA (LUZUKO	MITCHELLS PLAIN	9979.19
KHAYELITSHA (HARARE)	MITCHELLS PLAIN	8257.83
KHAYELITSHA (MAKAYA)	MITCHELLS PLAIN	12119.94
KHAYELITSHA	TABLE VIEW	42436.88
KUWAIT	HARARE	23992.29
KUWAIT	MAKHAZA	23533.16
KHAYELITSHA	DELFT	9351.03
KHAYELITSHA	WESBANK	13679.93
HEIDEVELD	CAPE TOWN	17950.42
LANGA	GUGULETU	13341.21
KHAYELITSHA	NYANGA	11846.22
KHAYELITSHA	LANGA	24777.39
KHAYELITSHA	LANGA	22950.45
DELFT SOUTH	MITCHELLS PLAIN	10058.64
NYANGA	CAPE TOWN	22547.93

ORIGIN	DESTINATION	LENGTH
PAROW	DELFT	19688.20
MITCHELLS PLAIN	CENTURY CITY	36590.96
MITCHELLS PLAIN	CENTURY CITY	37866.79
MITCHELLS PLAIN	CENTURY CITY	39979.05
DELFT	WYNBERG	18702.40
DELFT	WYNBERG (VIA	24372.73
NYANGA	GOODWOOD	17820.14
LEIDEN,DELFT	BELLVILLE	13140.54
KHAYELITSHA	CENTURY CITY	31562.35
LEIDEN	ELSIES RIVER	18880.23
DELFT	WYNBERG	19140.71
DELFT	WYNBERG AND RETURN	42284.43
NYANGA TAXI RANK	DELFT	12545.33
LEIDEN	BELLVILLE	13159.73
YSTERPLAAT	MITCHELLS PLAIN	33836.93
SURBURBAN BLISS	ATHLONE	24243.83
SURBURBAN BLISS	MOWBRAY	28186.39
SURBURBAN BLISS	CAPE TOWN	35126.81
SURBURBAN BLISS	CAPE TOWN	35685.44
SURBURBAN BLISS	SEA POINT	44754.19
SURBURBAN BLISS	ELSIES RIVER	18988.59
SURBURBAN BLISS	PAROW	19243.65
WESBANK	PAROW STATION	15509.99
KHAYELITSHA	WYNBERG	22488.45
DELFT SOUTH	EPPING (VIA	21217.15
DELFT SOUTH	EPPING (VIA 35TH STREET	18967.39
VOORBRUG DELFT	MITCHELLS PLAIN (VIA	17007.31
VOORBRUG DELFT	MITCHELLS PLAIN (VIA	17007.31
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	35829.56
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	35622.23
KHAYELITSHA SITE C	PLATTEKLOOF	33361.53
KHAYELITSH SITE C	PANORAMA	29132.09
KHAYELITSH SITE C	MONTE VISTA	32555.46
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	35829.56
KHAYELITSHA SITE C	KILLARNEY	33800.14
KHAYELITSHA	PANORAMA (VIA ELSIES	47974.78
LANGA	VANGATE MALL	2986.37
BONTEHEUWEL	VANGATE MALL	6793.67
BONTEHEUWEL	VANGATE MALL	6793.67
KHAYELITSHA SITE C	VANGATE MALL (VIA N2)	17268.21
LEIDEN DELFT	CAPE TOWN (VIA N2 &	35695.96
PHILIPPI STATION	MITCHELLS PLAIN	15185.91
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60994.19
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60928.36
MFULENI	TYGERBERG RAILWAY	33199.95
MFULENI	ELSIES RIVER	24678.38
LANGA	CENTURY CITY	16158.58
SUBURBAN BLISS	TYGERBERG STATION (VIA	24282.79
ROOSENDAL	BELLVILLE	13104.04
NYANGA	PAROW	18145.87
NYANGA	TYGERBERG STATION (VIA	23552.45
NYANGA	ELSIES RIVER	20011.00
KILLARNEY	KHAYELITSHA (VIA	50894.34
KILLARNEY	GUGULETU	24474.41
NYANGA	KILLARNEY	73438.13
SAMORA MACHEL	MELKBOSSTRAND -	76043.55
GUGULETU	KILLARNEY (VIA	71815.17

ORIGIN	DESTINATION	LENGTH
WYNBERG	CROSS RAODS	25783.92
NYANGA	WYNBERG (VIA	17761.07
CROSS ROADS	WYNBERG (VIA	20754.30
GUGULETU	CLAREMONT (VIA	20970.35
CROSS ROADS	CLAREMONT (VIA	21238.99
BELLVILLE	MITCHELLS PLAIN	26794.34
EINDHOVEN	MITCHELLS PLAIN	13236.43
MITCHELLS PLAIN	WYNBERG	23221.29
MITCHELLS PLAIN	WYNBERG	29058.28
EERSTE RIVER	MITCHELLS PLAIN	36245.45
EERSTE RIVER	MITCHELLS PLAIN	19540.62
EERSTE RIVER	MITCHELLS PLAIN	25679.80
SAMORA MACHEL	SEA POINT	33344.55
KHAYELITSHA	WYNBERG (VIA	28180.53
KHAYELITSHA	CLAREMONT (VIA	25916.55
GUGULETU	BELLVILLE	18389.12
SAMORA MACHEL	SEA POINT	33344.55
NYANGA	CLAREMONT (VIA	17761.07
KHAYELITSHA	MAITLAND	32113.57
KHAYELITSHA	MAITLAND	31908.54
SEA POINT	NYANGA	32590.52
MITCHELLS PLAIN(TOWN	MUIZENBERG	22433.64
TOWN	BELLVILLE	26651.83
SEA POINT	EYONA	29072.12
SEA POINT	EYONA	37797.92
KHAYELITSHA	GOODWOOD-MAITLAND-	50581.50
MOWBRAY	NYANGA	18644.29
7TH AVENUE MITCHELLS	BELLVILLE RAILWAY	26666.53
NYANGA	MITCHELLS PLAIN	14442.41
NYANGA	SAMORA MACHEL	7338.97
NYANGA	PHILIPPI	3125.16
NYANGA JUNCTION	PHILIPPI	7826.72
NYANGA	HEIDEVELD STATION	4991.44
NYANGA	NYANGA JUNCTION	3548.34
PHILIPPI	NYANGA TERMINUS	2926.19
PHILIPPI	MITCHELLS PLAIN	10530.30
PHILIPPI	CROSS ROADS	7270.98
PHILIPPI	HEIDEVELD	8677.77
PHILIPPI	NYANGA JUNCTION	5619.70
PHILIPPI	SAMORA MACHEL	7803.53
NYANGA JUNCTION	NYANGA	4905.33
NYANGA JUNCTION	PHILIPPI	6152.26
NYANGA JUNCTION	SAMORA MACHEL	6630.59
NYANGA JUNCTION	CROSS ROADS	8070.79
NYANGA JUNCTION	HEIDEVELD STATION	3827.93
NYANGA JUNCTION	TAMBO VILLAGE	4269.84
NYANGA	GUGULETU	6449.19
NYANGA	PHILIPPI - LOWER CROSS	6751.98
GUGULETU	NYANGA	4007.13
GUGULETU	PHILIPPI - LOWER CROSS	8458.91
PHILIPPI	GUGULETU	6139.21
PHILIPPI	NYANGA	2880.35
PHILIPPI	LOWER CROSS ROADS	5103.92
LOWER CROSS ROADS	NYANGA	4772.02
LOWER CROSS ROADS	GUGULETU	7636.07
LOWER CROSS ROADS	PHILIPPI	5086.59
NYANGA	WYNBERG	14183.64

ORIGIN	DESTINATION	LENGTH
GUGULETU	KILLARNEY	82476.01
SURBURBAN BLISS	KILLARNEY	85333.56
KHAYELITSHA SITE C	MELKBOS	52518.66
PHILIPPI	KILLARNEY (VIA	77189.19
MFULENI	KILLARNEY (VIA	84008.60
KILLARNEY	NYANGA	73902.16
KILLARNEY	KHAYELITSHA (VIA	110255.18
KILLARNEY	SAMORA MACHEL (VIA	76484.49
KILLARNEY	GUGULETU (VIA	72211.39
KHAYELITSHA SITE C	BLAAUWBERG	54131.18
BLAAUWBERG	KHAYELITSHA SITE C	55325.70
KILLARNEY	PHILIPPI	77913.35
KHAYELITSHA	KILLARNEY	109288.29
		15879.95
		25715.31
		18702.40
		20540.67
		27945.33
		27183.85
		24746.41
		19926.17
SURBURBAN BLISS	TYGERBERG STATION	22273.92
WESBANK	TYGERBERG	19892.33
WESBANK	TYGERBERG STATION	15234.80
WESBANK	ELSIES RIVER	16529.79
WESBANK	CAPE TOWN STATION	32927.56
GUGULETHU	MUTUAL	16065.74
BELLVILLE	LOWER CROSS ROADS	11382.29
NYANGA	MITCHELL'S PLAIN	14569.35
NYANGA	MITCHELL'S PLAIN	14569.35
NYANGA	MITCHELL'S PLAIN	15612.23
NYANGA	MITCHELL'S PLAIN	14377.73
NYANGA	MITCHELL'S PLAIN	14523.51
NYANGA	CENTURY CITY (VIA	23777.31
NYANGA	CENTURY CITY (VIA N1 -	22957.89
NYANGA	KILLARNEY	27528.52
PHILIPPI STATION	KILLARNEY	31455.39
TYGERBERG STATION	SURBURBAN BLISS	22543.74
PHILIPPI	LANGA	14287.47
LANGA	PHILIPPI	13990.97
ELSIES RIVER	WESBANK	16534.43
CAPE TOWN	WESBANK	33056.21
MUTUAL	GUGULETHU	15658.61
MITCHELL'S PLAIN	NYANGA	14668.93
CENTURY CITY (VIA	NYANGA	24548.62
CENTURY CITY (VIA N1 -	NYANGA	23386.59
KILLARNEY	NYANGA	28219.76
KILLARNEY	PHILIPPI STATION	32198.70
MFULENI	ATHLONE	26607.80
MFULENI	MOWBRAY	29831.10
MFULENI	CLAREMONT(VIA	30778.96
MFULENI	WYNBERG	27247.37
MFULENI	LANGA/EPPING	23263.35
MFULENI	CAPE TOWN (STATION	36001.40
MFULENI	CAPE TOWN	36144.32
MFULENI	CLAREMONT	29167.42
MFULENI	MELKBOSSTRAND -	114453.11

ORIGIN	DESTINATION	LENGTH
NYANGA	WYNBERG (VIA	25296.90
NYANGA	WYNBERG (VIA	22515.76
NYANGA	WYNBERG (VIA LOWER	22026.65
NYANGA	CLAREMONT (VIA	22042.83
NYANGA	CLAREMONT	18870.85
NYANGA	CLAREMONT (VIA	19586.77
NYANGA	CLAREMONT (VIA CROSS	19844.96
NYANGA	WYNBERG (VIA	15621.43
NYANGA	WYNBERG (VIA PHILIPPI)	17635.59
NYANGA	WYNBERG (VIA CROSS	17832.59
NYANGA TERM	MITCHELLS PLAIN	12135.50
NYANGA	MITCHELLS PLAIN (VIA	10959.50
NYANGA TERM	SAMORA MACHEL	7338.97
KHAYELITSHA	FISH HOEK	39887.24
CROOS ROADS(JO-BURG	CLAREMONT	14911.56
WYNBERG	NYANGA	19854.16
LANGA	NYANGA	11982.38
SAMORA MACHEL	CLAREMONT	15035.49
SAMORA MACHEL	CLAREMONT (VIA	16607.78
LANGA	DELFT	15135.45
LOWER CROSS ROADS	CAPE TOWN	31256.81
CLAREMONT	NYANGA	21638.80
CLAREMONT	NYANGA	17990.60
CROSS ROADS (JO-BURG	WYNBERG	12899.19
CROSS ROADS (JO-BURG	WYNBERG (VIA	14854.01
CROSS ROADS (JO-BURG	CLAREMONT(VIA	16430.78
EYONA	CAPE TOWN	20094.39
GUGULETU	KHAYELITSHA	15492.45
GUGULETU	LANGA	15921.15
BELLVILLE	LOWER CROSS ROADS	20621.83
KHAYELITSHA	MONTE VISTA	37245.73
KHAYELITSHA	DE LA REY	42086.90
KHAYELITSHA	GOODWOOD	25747.91
MUIZENBERG	MITCHELLS PLAIN	23947.88
MITCHELLS PLAIN	CENTURY CITY	36590.96
MITCHELLS PLAIN	CENTURY CITY	37866.79
MITCHELLS PLAIN	CENTURY CITY	39979.05
DELFT	WYNBERG	18702.40
DELFT	WYNBERG (VIA	24372.73
NYANGA	GOODWOOD	17820.14
KHAYELITSHA	CENTURY CITY	31562.35
GUGULETU	MOWBRAY	19303.09
DELFT	WYNBERG	19140.71
LOWER CROSS ROADS	WYNBERG	17386.55
PHILIPPI	WYNBERG	14495.09
DELFT	WYNBERG AND RETURN	42284.43
LOWER CROSSROADS	WYNBERG (VIA	23041.53
NYANGA TAXI RANK	DELFT	12545.33
SAMORA MACHEL	WYNBERG	13335.85
YSTERPLAAT	MITCHELLS PLAIN	33836.93
SURBURBAN BLISS	ATHLONE	24243.83
SURBURBAN BLISS	MOWBRAY	28186.39
SURBURBAN BLISS	CAPE TOWN	35126.81
SURBURBAN BLISS	CAPE TOWN	35685.44
SURBURBAN BLISS	SEA POINT	44754.19
CROSS ROADS(JO-BURG	CLAREMONT	14854.01
KHAYELITSHA	WYNBERG	22488.45

ORIGIN	DESTINATION	LENGTH
MFULENI	KILLARNEY (VIA	86082.98
MFULENI	WYNBERG	27259.37
KILLARNEY	MFULENI (VIA	85915.68
KILLARNEY	MFULENI (VIA	83965.15
		7374943.93

ORIGIN	DESTINATION	LENGTH
TOWN CENTRE CALYPSO	MUIZENBERG	25530.79
VOORBRUG DELFT	MITCHELLS PLAIN (VIA	17007.31
TOWN CENTRE	JOHANNES MEINTJIES	6157.36
VOORBRUG DELFT	MITCHELLS PLAIN (VIA	17007.31
SAMORA MACHEL	CLAREMONT	9432.58
NYANGA	TAMBO VILLAGE	20657.27
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	32969.25
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	35829.56
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	35622.23
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	33211.63
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	34846.35
TOWN CENTRE CALYPSO	CAPE TOWN (HIGHLANDS	34438.08
KHAYELITSHA SITE C	PLATTEKLOOF	33361.53
KHAYELITSH SITE C	PANORAMA	29132.09
KHAYELITSH SITE C	MONTE VISTA	32555.46
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	32969.25
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	35829.56
KHAYELITSHA SITE C	KILLARNEY	33800.14
GUGULETU	MOWBRAY	13002.31
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	38055.31
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	34605.51
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	33211.63
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	34846.35
GUGULETU	CLAREMONT	15556.59
PHILIPPI	ATHLONE	14573.91
PHILIPPI	MOWBRAY	18592.62
PHILIPPI	CAPE TOWN	27025.51
SAMORA MACHEL	CAPE TOWN	25325.28
KHAYELITSHA	PANORAMA (VIA ELSIES	47974.78
PHILIPPI	VANGATE MALL	11735.11
NYANGA	VANGATE MALL	8616.67
GUGULETU	VANGATE MALL	6208.94
GUGULETU	VANGATE MALL	6208.94
SAMORA MACHEL	VANGATE MALL	12281.77
HEIDEVELD	VANGATE MALL (VIA	4653.09
HEIDEVELD	VANGATE MALL (VIA	4022.59
HEIDEVELD	VANGATE MALL (VIA	5752.13
KHAYELITSHA SITE C	VANGATE MALL (VIA N2)	17268.21
LEIDEN DELFT	CAPE TOWN (VIA N2 &	35695.96
FEZEKA	MITCHELL'S PLAIN	12775.06
SAMORA MACHEL	MITCHELL'S PLAIN	10141.35
PHILIPPI STATION	MITCHELLS PLAIN	15185.91
NYANGA STATION PUBLIC	MITCHELLS PLAIN (VIA	14626.91
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60994.19
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60928.36
MITCHELLS PLAIN	CLAREMONT (VIA	29582.13
MITCHELLS PLAIN	CLAREMONT (VIA	27197.98
MITCHELLS PLAIN	CLAREMONT (VIA	30330.60
NYANGA	PAROW	18145.87
NYANGA	TYGERBERG STATION (VIA	23552.45
NYANGA	ELSIES RIVER	20011.00
KILLARNEY	GUGULETU	24474.41
NYANGA	KILLARNEY	73438.13
SAMORA MACHEL	MELKBOSSTRAND -	76043.55
GUGULETU	KILLARNEY (VIA	71815.17
GUGULETU	KILLARNEY	82476.01
SURBURBAN BLISS	KILLARNEY	85333.56

ORIGIN	DESTINATION	LENGTH
KHAYELITSHA SITE C	MELKBOS	52518.66
PHILIPPI	KILLARNEY (VIA	77189.19
MFULENI	KILLARNEY (VIA	84008.60
KILLARNEY	NYANGA	73902.16
KILLARNEY	SAMORA MACHEL (VIA	76484.49
KILLARNEY	GUGULETU (VIA	72211.39
KHAYELITSHA SITE C	BLAAUWBERG	54131.18
KILLARNEY	PHILIPPI	77913.35
KHAYELITSHA	KILLARNEY	109288.29
		9437.33
		25715.31
		2866.11
		18702.40
		20540.67
WESBANK	CAPE TOWN STATION	32927.56
PHILIPPI	MITCHELL'S PLAIN	10337.14
PHILIPPI	MITCHELL'S PLAIN	9394.57
NYANGA	MITCHELL'S PLAIN	10878.71
NYANGA	MITCHELL'S PLAIN	17540.43
GUGULETHU	MUTUAL	16065.74
GUGULETHU	BELLVILLE	50532.44
GUGULETHU	BELLVILLE	50435.37
NYANGA	PHILIPPI	2926.19
SAMORA MACHEL	NYANGA JUNCTION	4575.98
NYANGA	MITCHELL'S PLAIN	10527.50
NYANGA	MITCHELL'S PLAIN	16409.71
NYANGA	MITCHELL'S PLAIN	14569.35
NYANGA	MITCHELL'S PLAIN	5500.32
NYANGA	MITCHELL'S PLAIN	14569.35
NYANGA	MITCHELL'S PLAIN	10625.48
NYANGA	NYANGA JUNCTION	3548.34
NYANGA	MITCHELL'S PLAIN	15612.23
NYANGA	MITCHELL'S PLAIN	12786.80
NYANGA	MITCHELL'S PLAIN	14377.73
NYANGA	MITCHELL'S PLAIN	18777.28
NYANGA	MITCHELL'S PLAIN	14523.51
MITCHELL'S PLAIN	MITCHELL'S PLAIN	6179.18
NYANGA	CENTURY CITY (VIA	23777.31
NYANGA	CENTURY CITY (VIA N1 -	22957.89
NYANGA	KILLARNEY	27528.52
PHILIPPI STATION	KILLARNEY	31455.39
VRYGROND	KHAYELITSHA	84926.49
PHILIPPI	LANGA	14287.47
LANGA	PHILIPPI	13990.97
MITCHELL'S PLAIN	PHILIPPI	10547.28
MITCHELL'S PLAIN	NYANGA (VIA SAMORA	21196.83
MUTUAL	GUGULETHU	15658.61
PHILIPPI	NYANGA	3125.16
NYANGA JUNCTION	SAMORA MACHEL	4470.99
MITCHELL'S PLAIN	NYANGA	16875.56
MITCHELL'S PLAIN	NYANGA	14668.93
CENTURY CITY (VIA	NYANGA	24548.62
CENTURY CITY (VIA N1 -	NYANGA	23386.59
KILLARNEY	NYANGA	28219.76
KILLARNEY	PHILIPPI STATION	32198.70
MFULENI	ATHLONE	26607.80
MFULENI	MOWBRAY	29831.10

ORIGIN	DESTINATION	LENGTH

ORIGIN	DESTINATION	LENGTH
MFULENI	CLAREMONT(VIA	30778.96
MFULENI	WYNBERG	27247.37
MFULENI	LANGA/EPPING	23263.35
MFULENI	CAPE TOWN (STATION	36001.40
MFULENI	MITCHELLS PLAIN	15125.82
MFULENI	CAPE TOWN	36144.32
MFULENI	CLAREMONT	29167.42
MFULENI	MELKBOSSTRAND -	114453.11
MFULENI	KILLARNEY (VIA	86082.98
MFULENI	WYNBERG	27259.37
		48838.81
MFULENI	FISH HOEK	47671.19
		9283081.06

MITCHELLS PLAIN / GUGULETHU		**9283081.06**
ORIGIN	DESTINATION	LENGTH
BELLVILLE	NYANGA	15814.79
BELLVILLE	MOWBRAY	24910.27
GUGULETU	CLAREMONT	15462.34
GUGULETU	SEA POINT	35082.82
KHAYELITSHA	WYNBERG	22398.72
MITCHELLS PLAIN - TOWN	WYNBERG	26375.53
NYANGA	WYNBERG	14229.48
NYANGA	CLAREMONT	16184.31
NYANGA	ATHLONE	11533.42
NYANGA	MOWBRAY	15650.29
NYANGA	CAPE TOWN	23147.71
WYNBERG	KHAYELITSHA	32215.97
HEIDEVELD	MOWBRAY	11723.76
HEIDEVELD	CAPE TOWN	18580.92
MOWBRAY	MANENBERG	13921.30
KHAYELITSHA	MOWBRAY	24429.42
NYANGA	PAROW	17280.69
ELSIES RIVER	NYANGA	13845.81
PAROW	NYANGA	13903.42
KHAYELITSHA	LANGA	19144.21
MITCHELLS PLAIN	HANOVER PARK	17153.01
CAPE TOWN	HEIDEVELD	19495.23
THE HAGUE DELFT	MITCHELLS PLAIN	16141.21
VOORBRUG DELFT	MITCHELLS PLAIN	15218.15
EINDHOVEN DELFT	CAPE TOWN	32526.47
GRASSY PARK	MITCHELLS PLAIN	21052.77
KHAYELITSHA	PAROW	22697.63
KHAYELITSHA	PAROW	22755.15
MITCHELLS PLAIN	NORTHWOOD	6157.36
HAZELDENE	SPINE RD MITCHELLS	4880.48
MITCHELLS PLAIN	TAFELSIG	5460.38
N1 CITY	MITCHELLS PLAIN	30976.47
MITCHELLS PLAIN	LENTEGEUR STATION	15483.42
MITCHELLS PLAIN	NEW LENTEGEUR	7476.13
MITCHELLS PLAIN	NEW LENTEGEUR (VIA	5986.02
MITCHELLS PLAIN	MONTROSE PARK	6878.62
MITCHELLS PLAIN	CAPE TOWN	34605.51
SEA POINT	NYANGA	32440.63
MITCHELLS PLAIN	VIA MOWBRAY - CAPE	34337.78
MITCHELLS PLAIN	VIA MERRYDALE - CAPE	38029.34
MITCHELLS PLAIN	VIA BELGRAVIA - CAPE	37785.67
MITCHELLS PLAIN	GROOTTE SCHUUR	40453.85

NORTHERN CORRIDOR		##########
ORIGIN	DESTINATION	LENGTH
SAXONWOLD	ATLANTIS	49530.07
PELLA	MALMESBURY	45152.31
PELLA	DARLING	19378.35
PELLA	ATLANTIS	8773.92
MUTUAL STATION	RICHWOOD	26034.60
ATLANTIS	MELKBOSSTRAND	33060.34
ATLANTIS	DARLING	12249.10
ATLANTIS VIA	FABRIEKS AREA ATLANTIS	10485.21
ATLANTIS VIA HOOP	FABRIEKS AREA ATLANTIS	17069.71
ATLANTIS	WESFLEUR	4073.77
KOEBERG STATION	FRANKDALE	31561.11
KOEBERG STATION	SANDDRIFT	19860.29
KOEBERG STATION	MONTAGUE GARDENS	13514.66
KOEBERG STATION	MILNERTON	8556.56
KOEBERG STATION	CAMBRIDGE	7018.73
TABLE VIEW	KOEBERG STATION	21946.14
ATLANTIS	DUINEFONTEIN MELKBOS	28989.27
ATLANTIS	DARLING	8035.47
ATLANTIS	FABRIEKS AREA ATLANTIS	7912.27
ATLANTIS	SAXON SEA ATLANTIS	3683.08
ATLANTIS	MALMESBURY	36541.83
MAMRE	FABRIEKS AREA ATLANTIS	15296.18
MAMRE	FABRIEKS AREA ATLANTIS	35879.29
MAMRE	DARLING	37573.87
MAMRE	CAPE TOWN (VIA	79589.16
ATLANTIS	MELKBOS STRAND	31671.45
ATLANTIS	FABRIEKS AREA ATLANTIS	10485.21
ATLANTIS	FABRIEKS AREA ATLANTIS	13564.57
ATLANTIS	WESFLEUR	4073.77
KILLARNEY	MAITLAND	18466.60
VASCO	MONTAGUE GARDENS	13105.90
ATLANTIS(WESFLEUR)	WITSAND	3799.58
ATLANTIS(WESFLEUR)	BELLVILLE	60480.09
MAMRE	BELLVILLE	68655.80
ATLANTIS(WESFLEUR)	BELLVILLE	87412.73
MAITLAND	MONTAGUE GARDENS	14740.35
MAITLAND	KILLARNEY	14205.33
PELLA	FABRIEKS AREA,ATLANTIS	16034.63
PELLA	FABRIEKS AREA,ATLANTIS	19303.34
KENSINGTON	MONTAGUE GARDENS	20116.85
MAITLAND	KILLARNEY GARDENS	14220.98
TABLE VIEW	YSTERPLAAT	16429.90

ORIGIN	DESTINATION	LENGTH
VOORBRUG DELFT	CAPE TOWN	33191.92
KHAYELITSHA	CLAREMONT	24411.09
THE HAGUE DELFT	CAPE TOWN	34114.99
MANDALAY	3RD /7TH AVE MITCHELLS	10366.64
LENTEGEUR STATION	TOWN CENTRE	10646.34
NORTHWOOD	LENTEGEUR STATION	3977.40
NYANGA	NYANGA STATION	3548.34
CROSS ROADS	WYNBERG	17542.87
KHAYELITSHA	ELSIES RIVER	22809.91
KOEBERG STATION	MITCHELLS PLAIN	32071.67
MITCHELLS PLAIN	LONDON VILLAGE	14235.35
NYANGA	SEA POINT	32406.70
CAPE TOWN	HEIDEVELD	19495.23
HEIDEVELD	MOWBRAY	15843.62
MANENBERG	MOWBRAY	13844.15
MANENBERG	CAPE TOWN	20784.57
KHAYELITSHA	SEA POINT	40118.45
KHAYELITSHA	SEA POINT	39865.05
KHAYELITSHA	SEA POINT	40068.66
MITCHELLS PLAIN	WYNBERG	30916.15
GRASSY PARK	MITCHELLS PLAIN	22122.17
HAZELDENE	ROCKLANDS	6067.00
HAZELDENE	WESTRIDGE	3516.69
HAZELDENE	WESTGATE MALL	5154.11
HAZELDENE	WESTGATE MALL (VIA	4933.53
HAZELDENE	WESTGATE MALL (VIA	10215.45
HAZELDENE	WESTGATE PALMS	6646.04
HAZELDENE	N1 CITY	32943.73
MITCHELLS PLAIN	CAPE TOWN	43227.17
MITCHELLS PLAIN	CAPE TOWN	32775.86
MITCHELLS PLAIN	CAPE TOWN	32943.29
MITCHELLS PLAIN	CAPE TOWN	33185.66
MITCHELLS PLAIN	LOST CITY	6358.11
MITCHELLS PLAIN	LOST CITY	6226.67
MITCHELLS PLAIN	TAFELSIG	5460.38
MITCHELLS PLAIN	TAFELSIG	5735.37
GROOTTE SCHUUR	MITCHELLS PLAIN	29720.26
MITCHELLS PLAIN	BEACON VALLEY	2794.13
MAITLAND	MITCHELLS PLAIN	32407.12
LOTUS RIVER	MITCHELLS PLAIN	18236.71
ATHLONE	HEIDEVELD	7998.28
ATHLONE	MANENBERG	10268.69
LONDON	TOWN	22918.72
GUGULETU	WYNBERG	13597.25
EINDHOVEN,DELFT	MITCHELLS PLAIN	14135.36
NYANGA	TYGERBERG STATION	19544.16
NYANGA	PAROW	14264.04
NYANGA	ELSIES RIVER	13986.67
TOWN	NORTHWOOD	6544.42
KHAYELITSHA	NYANGA	10829.83
STRANDFONTEIN	TOWN	14076.54
STRANDFONTEIN	TOWN	13926.98
STRANDFONTEIN	WESTGATE	12641.75
LANGA	KHAYELITSHA	19733.80
NYANGA	LANGA	10513.72
BEACON	MITCHELLS PLAIN	2490.08
CROSS ROADS	CLAREMONT	18588.66

ORIGIN	DESTINATION	LENGTH
TABLE VIEW	CAPE TOWN	29450.50
TABLE VIEW	KOEBERG	18026.95
TABLE VIEW	YSTERPLAAT STATION	16379.02
TABLE VIEW	KOEBERG	23539.23
TABLE VIEW	KOEBERG RAILWAY	16067.70
TABLE VIEW	KOEBERG RAILWAY	15803.23
TABLE VIEW	KOEBERG RAILWAY	16222.05
KILLARNEY	CAPE TOWN	25190.66
KILLARNEY	KOEBERG RAILWAY	25336.83
KILLARNEY	YSTERPLAAT	20871.97
KILLARNEY	YSTERPLAAT	14886.21
KILLARNEY	KOEBERG RAILWAY	15494.15
KILLARNEY	KOEBERG RAILWAY	19638.59
KILLARNEY	MORNINGSTAR	18327.68
DOLPHIN BEACH	KOEBERG RAILWAY	22222.48
KOEBERG RAILWAY	SUMMERGREENS	11061.47
KOEBERG RAILWAY	KILLARNEY	14193.80
KOEBERG RAILWAY	MONTAGUE GARDENS	14581.85
RATANGA JUNCTION	KOEBERG RAILWAY	10746.12
RATANGA JUNCTION	KILLARNEY	10667.77
LANGA	KILLARNEY	18491.58
MONTAGUE GARDENS	KOEBERG RAILWAY	14102.46
KHAYELITSHA	TABLE VIEW	42436.88
DU NOON	BOTHASIG	13373.46
DU NOON	MAITLAND RAILWAY	17203.51
KOEBERG STATION	TABLE VIEW	18040.80
KOEBERG STATION	TABLE VIEW	18040.80
GOODWOOD STATION	TABLE VIEW	19097.77
GOODWOOD STATION	MONTAGUE GARDENS	18686.42
RATANGA JUNCTION	MAITLAND RAILWAY	10735.37
KHAYELITSHA	GOODWOOD-MAITLAND-	50581.50
DU NOON	MONTAGUE GARDENS	9523.49
DU NOON	JOE SLOVO PARK	11925.38
RATANGA JUNCTION	GOODWOOD	10432.36
RATANGA JUNCTION	GOODWOOD	19876.95
YSTERPLAAT	PARKLANDS	18067.68
YSTERPLAAT	MONTAGUE GARDENS	13931.73
YSTERPLAAT	KILLARNEY	13291.09
ATLANTIS(WESFLEUR)	FARMS(ATLANTIS)	13031.25
BELLVILLE	CENTURY CITY (VIA N1)	19937.06
BELLVILLE	CENTURY CITY (VIA	20205.58
SAXON WORLD	BELLVILLE	89439.75
SAXON WORLD	LANGA STATION	69636.32
DU NOON	CAPE TOWN	21531.57
DU NOON	SUMMER GREENS	10888.43
DU NOON	PARKLANDS	12301.58
WYNBERG	CENTURY CITY	22986.80
WYNBERG	CENTURY CITY	32909.93
WYNBERG	CENTURY CITY	29193.08
WYNBERG	CENTURY CITY	30609.72
MITCHELLS PLAIN	CENTURY CITY	36590.96
MITCHELLS PLAIN	CENTURY CITY	37866.79
MITCHELLS PLAIN	CENTURY CITY	39979.05
BELLVILLE	DU NOON	26240.18
KHAYELITSHA	CENTURY CITY	31562.35
CAPE TOWN (STATION	FRANKDALE	42598.22
CAPE TOWN (STATION	SANDRIFT - MONTAGUE	18439.04

ORIGIN	DESTINATION	LENGTH
CAPE TOWN STATION	MANENBERG	22380.42
CAPE TOWN STATION	MANENBERG	21062.32
KUILSRIVER	MITCHELLS PLAIN	22068.74
MITCHELLS	CAPE TOWN	34820.38
KHAYELITSHA	SEA POINT	39919.78
HEIDEVELD	CAPE TOWN	21392.53
MITCHELLS PLAIN	HANOVER PARK	21288.28
MITCHELLS PLAIN	HANOVER PARK	19502.65
MITCHELLS PLAIN	HANOVER PARK	17153.01
MANENBERG	MOWBRAY	14294.27
MUTUAL	NYANGA	17681.56
MALIBU VILLAGE	MITCHELLS PLAIN	36598.94
KHAYELITSHA	CAPE TOWN	31882.25
CLAREMONT	NYANGA	16056.88
NYANGA	MOWBRAY	21727.38
LENTEGEUR STATION	WESTGATE MALL	4932.62
GATESVILLE	NYANGA	8076.29
NYANGA	MITCHELLS PLAIN	11501.81
NYANGA	BELLVILLE	15259.25
NYANGA	KHAYELITSHA	10769.38
MITCHELLS PLAIN	BELLVILLE	26414.08
HEIDEVELD	ATHLONE	11247.40
NYANGA	TYGERBERG HOSPITAL	25391.35
MANENBERG	CAPE TOWN	22123.92
LANGA	NYANGA	13387.05
PHILIPPI	CLAREMONT	16449.91
NYANGA	SEA POINT	32116.69
GUGULETU	SEA POINT	34857.03
GUGULETU	CAPE TOWN	21435.20
CAPE TOWN	HEIDEVELD	24307.45
KHAYELITSHA	MITCHELLS PLAIN	7277.92
GUGULETU	CAPE TOWN	20094.39
KHAYELITSHA	SEA POINT	40063.72
KHAYELITSHA	MOWBRAY	25711.95
KHAYELITSHA	WOODSTOCK	30917.17
NYANGA	BOTHASIG	31084.09
HEIDEVELD	CAPE TOWN	22331.17
HEIDEVELD	CAPE TOWN	19291.23
BLUE DOWNS	MITCHELLS PLAIN	46281.06
LANGA	NYANGA	13341.21
LANGA	HARARE	31557.54
KHAYELITSHA	ELSIES RIVER	22809.91
KHAYELITSHA	PAROW RAILWAY	25659.72
KHAYELITSHA	TYGERBERG RAILWAY	31864.70
BELLVILLE	GROOTTE SCHUUR	26861.16
DELFT SOUTH	CAPE TOWN	35443.67
SAMORA MACHEL	CAPE TOWN	25615.14
KHAYELITSHA (KUWAIT)	MITCHELLS PLAIN	9993.34
KHAYELITSHA (KUWAIT)	MITCHELLS PLAIN	12320.19
KHAYELITSHA (SITE B)	MITCHELLS PLAIN	9114.71
KHAYELITSHA (MAKHAZA)	MITCHELLS PLAIN	13329.76
KHAYELITSHA (TOWN 2)	MITCHELLS PLAIN	10871.58
KHAYELITSHA (LUZUKO	MITCHELLS PLAIN	9979.19
KHAYELITSHA (HARARE)	MITCHELLS PLAIN	8257.83
KHAYELITSHA (MAKAYA)	MITCHELLS PLAIN	12119.94
KHAYELITSHA	TABLE VIEW	42436.88
KUWAIT	HARARE	23992.29

ORIGIN	DESTINATION	LENGTH
CAPE TOWN (STATION	TABLE VIEW	26889.59
MOWBRAY	CENTURY CITY	12160.28
MOWBRAY	CAPE TOWN	19064.11
MOWBRAY	CENTURY CITY	22631.31
DU NOON	CAPE TOWN (VIA	22574.09
CAPE TOWN	SUMMER GREENS (VIA	16633.96
CAPE TOWN	SUMMER GREENS	15795.86
CAPE TOWN	CAMBRIDGE (VIA	11623.06
KHAYELITSHA SITE C	PLATTEKLOOF	33361.53
KHAYELITSHA SITE C	KILLARNEY	33800.14
YSTERPLAAT RAILWAY	MONTAGUE GARDENS	11070.15
YSTERPLAAT RAILWAY	FRANKDALE	41310.21
YSTERPLAAT RAILWAY	SANDRIF	7184.82
YSTERPLAAT RAILWAY	MILNERTON	8562.22
YSTERPLAAT RAILWAY	CAMBRIDGE	5643.85
YSTERPLAAT RAILWAY	MONTAGUE GARDENS	14375.57
VREDENDAL	CAPE TOWN	147689.23
DU NOON	BELLVILLE	22242.43
BELLVILLE	DU NOON	22496.33
KENSINGTON	BELLVILLE (VIA CAPE	41378.60
KENSINGTON	BELLVILLE (VIA CAPE	41312.76
LANGA	BELLVILLE (VIA N2, CAPE	43577.59
LANGA	BELLVILLE (VIA N2, CAPE	43511.76
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60994.19
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60928.36
MAITLAND STATION	KILLARNEY & DU NOON	21372.12
MAITLAND STATION	SUMMER GREENS(VIA N1	12687.41
MAITLAND STATION	SUMMER GREENS (VIA	12399.05
MAITLAND STATION	WEST BEACH,	28593.14
MAITLAND STATION	KILLARNAY & DU NOON	18343.78
MAITLAND STATION	MILNERTON RIDGE (VIA	13125.27
MAITLAND STATION	PARKLANDS (VIA	22403.65
LANGA	CENTURY CITY	16158.58
MUTUAL STATION	RICHWOOD	25263.80
MUTUAL STATION	BOTHASIG	19945.09
KOEBERG STATION	PARKLANDS	18443.65
KOEBERG STATION	PARKLANDS	21374.64
KOEBERG STATION	PARKLANDS	18662.84
KOEBERG STATION	PARKLANDS	18919.43
MELKBOSSTRAND	ATLANTIS	33060.66
SANDRIFT	KOEBERG STATION	8601.49
MONTAGUE GARDENS	KOEBERG STATION	11669.32
MILNERTON	KOEBERG STATION	10303.58
CAMBRIDGE	KOEBERG STATION	7400.58
KOEBERG STATION	TABLEVIEW	21844.87
CAPE TOWN	MAMRE (VIA KILLARNEY)	79594.94
MAITLAND	KILLARNEY	18218.38
TABLEVIEW	YSTERPLAAT	20453.07
KILLARNEY	MAITLAND	14136.18
KILLARNEY	MAITLAND	14136.18
TABLE VIEW	DU NOON	9511.03
DU NOON	TABLEVIEW	9496.76
TABLE VIEW	DU NOON	8535.66
DU NOON	TABLEVIEW	8521.38
TABLE VIEW	MORNINGSTAR	17914.97
MORNINGSTAR	TABLEVIEW	17926.39
CAPE TOWN	TABLEVIEW (VIA SUMMER	28703.56

ORIGIN	DESTINATION	LENGTH
KUWAIT	MAKHAZA	23533.16
KHAYELITSHA	DELFT	9351.03
KHAYELITSHA	WESBANK	13679.93
HEIDEVELD	CAPE TOWN	17950.42
LANGA	GUGULETU	13341.21
KHAYELITSHA	NYANGA	11846.22
KHAYELITSHA	LANGA	24777.39
KHAYELITSHA	LANGA	22950.45
DELFT SOUTH	MITCHELLS PLAIN	10058.64
NYANGA	CAPE TOWN	22547.93
WYNBERG	CROSS RAODS	25783.92
NYANGA	WYNBERG (VIA	17761.07
CROSS ROADS	WYNBERG (VIA	20754.30
GUGULETU	CLAREMONT (VIA	20970.35
CROSS ROADS	CLAREMONT (VIA	21238.99
BELLVILLE	MITCHELLS PLAIN	26794.34
EINDHOVEN	MITCHELLS PLAIN	13236.43
MITCHELLS PLAIN	WYNBERG	23221.29
MITCHELLS PLAIN	WYNBERG	29058.28
EERSTE RIVER	MITCHELLS PLAIN	36245.45
EERSTE RIVER	MITCHELLS PLAIN	19540.62
EERSTE RIVER	MITCHELLS PLAIN	25679.80
SAMORA MACHEL	SEA POINT	33344.55
KHAYELITSHA	WYNBERG (VIA	28180.53
KHAYELITSHA	CLAREMONT (VIA	25916.55
GUGULETU	BELLVILLE	18389.12
SAMORA MACHEL	SEA POINT	33344.55
NYANGA	CLAREMONT (VIA	17761.07
KHAYELITSHA	MAITLAND	32113.57
KHAYELITSHA	MAITLAND	31908.54
SEA POINT	NYANGA	32590.52
MITCHELLS PLAIN(TOWN	MUIZENBERG	22433.64
TOWN	BELLVILLE	26651.83
SEA POINT	EYONA	29072.12
SEA POINT	EYONA	37797.92
KHAYELITSHA	GOODWOOD-MAITLAND-	50581.50
MOWBRAY	NYANGA	18644.29
7TH AVENUE MITCHELLS	BELLVILLE RAILWAY	26666.53
NYANGA	MITCHELLS PLAIN	14442.41
NYANGA	SAMORA MACHEL	7338.97
NYANGA	PHILIPPI	3125.16
NYANGA JUNCTION	PHILIPPI	7826.72
NYANGA	HEIDEVELD STATION	4991.44
NYANGA	NYANGA JUNCTION	3548.34
PHILIPPI	NYANGA TERMINUS	2926.19
PHILIPPI	MITCHELLS PLAIN	10530.30
PHILIPPI	CROSS ROADS	7270.98
PHILIPPI	HEIDEVELD	8677.77
PHILIPPI	NYANGA JUNCTION	5619.70
PHILIPPI	SAMORA MACHEL	7803.53
NYANGA JUNCTION	NYANGA	4905.33
NYANGA JUNCTION	PHILIPPI	6152.26
NYANGA JUNCTION	SAMORA MACHEL	6630.59
NYANGA JUNCTION	CROSS ROADS	8070.79
NYANGA JUNCTION	HEIDEVELD STATION	3827.93
NYANGA JUNCTION	TAMBO VILLAGE	4269.84
NYANGA	GUGULETU	6449.19

ORIGIN	DESTINATION	LENGTH
KOEBERG STATION	TABLEVIEW	18076.99
YSTERPLAAT STATION	TABLEVIEW	16333.34
KOEBERG STATION	TABLEVIEW (VIA N1 &	22103.06
KOBERG STATION	TABLEVIEW (VIA	16094.16
KOBERG STATION	TABLEVIEW (VIA LOXTON	15817.71
KOBERG STATION	TABLEVIEW (VIA	16218.10
KILLARNEY	KOEBERG RAILWAY	15188.84
KOEBERG STATION	KILLARNEY	15298.77
CAPE TOWN	KILLARNEY (VIA SUMMER	25982.05
KOEBERG STATION	KILLARNEY	25569.74
YSTERPLAAT	KILLARNEY	20858.56
YSTERPLAAT	KILLARNEY	14894.28
KOEBEGR STATION	KILLARNEY	15749.90
KILLARNEY	DU NOON	3958.91
DE NOON	KILLARNEY	3929.48
KOBERG STATION	KILLARNEY (VIA N1, N7 &	18256.05
MORNINGSTAR	KILLARNEY	18558.91
KOEBERG STATION	DOLPHIN BEACH	22293.79
SUMMERGREENS	KOEBERG STATION	10918.82
KILLARNEY	KOEBERG STATION	13975.49
MONTAGUE GARDENS	KOEBERG STATION	13744.42
MELKBOSSTRAND	KOEBERG STATION	46690.90
KOBERG STATION	MONTAGUE GARDENS	12865.98
BOTHASIG	DU NOON	13429.26
MAITLAND STATION	DU NOON	17317.75
TABLEVIEW BAYSIDE	KOEBERG STATION	18010.92
TABLEVIEW BAYSIDE	KEOBERG STATION	18010.92
TABLEVIEW BAYSIDE	GOODWOOD STATION	19874.40
MONTAGUE GARDENS	GOODWOOD STATION	18225.42
KILLARNEY	KHAYELITSHA (VIA	50894.34
MONTAGUE GARDENS	DU NOON	9575.88
JOE SLOVO PARK	DU NOON	11803.20
GOODWOOD	RATANGA JUNCTION	9889.70
GOODWOOD	RATANGA JUNCTION (VIA	18421.28
PARKLANDS	YSTERPLAAT	18020.96
MONTAGUE GARDENS	YSTERPLAAT	10207.87
KILLARNEY	YSTERPLAAT	13350.93
CAPE TOWN	DU NOON	21555.13
SUMMER GREENS	DU NOON	11182.01
PARKLANDS	DU NOON	12254.02
KILLARNEY	GUGULETU	24474.41
DU NOON	BELLVILLE	26242.59
MONTAGUE GARDENS	CAPE TOWN STATION (VIA	17703.86
CAPE TOWN (STATION	MILNERTON	15141.33
CAPE TOWN STATION	DU NOON	22649.33
SUMMERGREENS	CAPE TOWN STATION	19041.41
CAMBRIDGE	CAPE TOWN STATION	13377.86
TABLEVIEW	YSTERPLAAT	27001.36
MONTAGUE GARDENS	YSTERPLAAT	18073.74
SANDRIFT	YSTERPLAAT	10909.53
MILNERTON	YSTERPLAAT	12146.33
CAMBRIDGE	YSTERPLAAT	9155.76
MONTAGUE GARDENS	YSTERPLAAT (VIA	15045.64
DU NOON	MAITLAND	19497.06
KILLARNEY	MAITLAND	18002.62
MELKBOSSTRAND	CAPE TOWN	27808.78
MILNERTON	CAPE TOWN	12373.14

ORIGIN	DESTINATION	LENGTH
NYANGA	PHILIPPI - LOWER CROSS	6751.98
GUGULETU	NYANGA	4007.13
GUGULETU	PHILIPPI - LOWER CROSS	8458.91
PHILIPPI	GUGULETU	6139.21
PHILIPPI	NYANGA	2880.35
PHILIPPI	LOWER CROSS ROADS	5103.92
LOWER CROSS ROADS	NYANGA	4772.02
LOWER CROSS ROADS	GUGULETU	7636.07
LOWER CROSS ROADS	PHILIPPI	5086.59
NYANGA	WYNBERG	14183.64
NYANGA	WYNBERG (VIA	25296.90
NYANGA	WYNBERG (VIA	22515.76
NYANGA	WYNBERG (VIA LOWER	22026.65
NYANGA	CLAREMONT (VIA	22042.83
NYANGA	CLAREMONT	18870.85
NYANGA	CLAREMONT (VIA	19586.77
NYANGA	CLAREMONT (VIA CROSS	19844.96
NYANGA	WYNBERG (VIA	15621.43
NYANGA	WYNBERG (VIA PHILIPPI)	17635.59
NYANGA	WYNBERG (VIA CROSS	17832.59
NYANGA TERM	MITCHELLS PLAIN	12135.50
NYANGA	MITCHELLS PLAIN (VIA	10959.50
NYANGA TERM	SAMORA MACHEL	7338.97
KHAYELITSHA	FISH HOEK	39887.24
CROOS ROADS(JO-BURG	CLAREMONT	14911.56
WYNBERG	NYANGA	19854.16
LANGA	NYANGA	11982.38
SAMORA MACHEL	CLAREMONT	15035.49
SAMORA MACHEL	CLAREMONT (VIA	16607.78
LANGA	DELFT	15135.45
LOWER CROSS ROADS	CAPE TOWN	31256.81
CLAREMONT	NYANGA	21638.80
CLAREMONT	NYANGA	17990.60
CROSS ROADS (JO-BURG	WYNBERG	12899.19
CROSS ROADS (JO-BURG	WYNBERG (VIA	14854.01
CROSS ROADS (JO-BURG	CLAREMONT(VIA	16430.78
EYONA	CAPE TOWN	20094.39
GUGULETU	KHAYELITSHA	15492.45
GUGULETU	LANGA	15921.15
BELLVILLE	LOWER CROSS ROADS	20621.83
KHAYELITSHA	MONTE VISTA	37245.73
KHAYELITSHA	DE LA REY	42086.90
KHAYELITSHA	GOODWOOD	25747.91
MUIZENBERG	MITCHELLS PLAIN	23947.88
MITCHELLS PLAIN	CENTURY CITY	36590.96
MITCHELLS PLAIN	CENTURY CITY	37866.79
MITCHELLS PLAIN	CENTURY CITY	39979.05
DELFT	WYNBERG	18702.40
DELFT	WYNBERG (VIA	24372.73
NYANGA	GOODWOOD	17820.14
KHAYELITSHA	CENTURY CITY	31562.35
GUGULETU	MOWBRAY	19303.09
DELFT	WYNBERG	19140.71
LOWER CROSS ROADS	WYNBERG	17386.55
PHILIPPI	WYNBERG	14495.09
DELFT	WYNBERG AND RETURN	42284.43
LOWER CROSSROADS	WYNBERG (VIA	23041.53

ORIGIN	DESTINATION	LENGTH
SUMMER GREENS	MAITLAND	14462.52
SUMMER GREENS	MAITLAND	12208.00
PARKLANDS	MAITLAND	19403.77
DU NOON	MAITLAND	18221.25
MILNERTON RIDGE	MAITLAND	13768.09
PARKLANDS	MAITLAND	18350.45
YSTERPLAAT	SUMMER GREENS	11725.97
SUMMER GREENS	YSTERPLAAT	11687.05
KOEBERG STATION	MILNERTON	10590.19
MILNERTON	KOEBERG STATION	11132.82
YSTERPLAAT	TABLEVIEW	17122.57
TABLEVIEW	YSTERPLAAT	17251.57
TABLEVIEW	YSTERPLAAT	28001.29
KOEBERG STATION	PARKLANDS	22653.27
PARKLANDS	KOEBERG STATION	24376.20
KOEBERG STATION	PARKLANDS	13521.93
PARKLANDS	KOEBERG STATION	13375.04
KOEBERG STATION	PARKLANDS	16641.60
PARKLANDS	KOEBERG STATION	16500.20
KOEBERG STATION	PARKLANDS	22818.21
PARKLANDS	KOEBERG STATION	22592.61
KOEBERG STATION	PARKLANDS	26912.18
PARKLANDS	KOEBERG STATION	26664.83
KOEBERG STATION	PARKLANDS	18510.09
ATLANTIS	CAPE TOWN	60265.38
PELLA	CAPE TOWN	72082.62
NYANGA	KILLARNEY	73438.13
MAITLAND	KOEBERG POWER	38146.46
PELLA	CAPE TOWN	69880.56
PELLA	MONTAGUE GARDENS	63144.96
KOEBERG STATION	CAPE TOWN (VIA	90868.37
KOEBERG STATION	MELKBOSSTRAND	31573.51
KOEBERG	ATLANTIS (VIA TABLE	63616.87
MAMRE	KILLARNEY	56511.03
YSTERPLAAT	KOEBERG POWER	37711.76
ATLANTIS	KILLARNEY	48310.65
KILLARNEY	KOEBERG POWER	27538.83
TABLE VIEW	MELKBOS STRAND	23877.21
TABLE VIEW	MELKBOSSTRAND	15729.88
KILLARNEY	MELKBOSSTRAND	21954.94
KILLARNEY	MELKBOSSTRAND	19242.64
KOEBERG RAILWAY	MELKBOSSTRAND	39667.42
DU NOON	TABLE VIEW -	21922.32
DU NOON	TABLE VIEW -	46249.24
SAMORA MACHEL	MELKBOSSTRAND -	76043.55
GUGULETU	KILLARNEY (VIA	71815.17
GUGULETU	KILLARNEY	82476.01
SURBURBAN BLISS	KILLARNEY	85333.56
CAPE TOWN (STATION	KOEBERG POWER	46364.08
CAPE TOWN (STATION	TABLE VIEW -	36094.97
KHAYELITSHA SITE C	MELKBOS	52518.66
YSTERPLAAT RAILWAY	KOEBERG POWER	37233.88
PHILIPPI	KILLARNEY (VIA	77189.19
YSTERPLAAT	CAPE TOWN (VIA	90142.13
MFULENI	KILLARNEY (VIA	84008.60
MAITLAND STATION	3RD STEEN BIG BAY (VIA	24356.76
KILLARNEY	NYANGA	73902.16

ORIGIN	DESTINATION	LENGTH
NYANGA TAXI RANK	DELFT	12545.33
SAMORA MACHEL	WYNBERG	13335.85
YSTERPLAAT	MITCHELLS PLAIN	33836.93
SURBURBAN BLISS	ATHLONE	24243.83
SURBURBAN BLISS	MOWBRAY	28186.39
SURBURBAN BLISS	CAPE TOWN	35126.81
SURBURBAN BLISS	CAPE TOWN	35685.44
SURBURBAN BLISS	SEA POINT	44754.19
CROSS ROADS(JO-BURG	CLAREMONT	14854.01
KHAYELITSHA	WYNBERG	22488.45
TOWN CENTRE CALYPSO	MUIZENBERG	25530.79
VOORBRUG DELFT	MITCHELLS PLAIN (VIA	17007.31
TOWN CENTRE	JOHANNES MEINTJIES	6157.36
VOORBRUG DELFT	MITCHELLS PLAIN (VIA	17007.31
SAMORA MACHEL	CLAREMONT	9432.58
NYANGA	TAMBO VILLAGE	20657.27
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	32969.25
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	35829.56
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	35622.23
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	33211.63
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	34846.35
TOWN CENTRE CALYPSO	CAPE TOWN (HIGHLANDS	34438.08
KHAYELITSHA SITE C	PLATTEKLOOF	33361.53
KHAYELITSH SITE C	PANORAMA	29132.09
KHAYELITSH SITE C	MONTE VISTA	32555.46
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	32969.25
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	35829.56
KHAYELITSHA SITE C	KILLARNEY	33800.14
GUGULETU	MOWBRAY	13002.31
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	38055.31
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	34605.51
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	33211.63
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	34846.35
GUGULETU	CLAREMONT	15556.59
PHILIPPI	ATHLONE	14573.91
PHILIPPI	MOWBRAY	18592.62
PHILIPPI	CAPE TOWN	27025.51
SAMORA MACHEL	CAPE TOWN	25325.28
KHAYELITSHA	PANORAMA (VIA ELSIES	47974.78
PHILIPPI	VANGATE MALL	11735.11
NYANGA	VANGATE MALL	8616.67
GUGULETU	VANGATE MALL	6208.94
GUGULETU	VANGATE MALL	6208.94
SAMORA MACHEL	VANGATE MALL	12281.77
HEIDEVELD	VANGATE MALL (VIA	4653.09
HEIDEVELD	VANGATE MALL (VIA	4022.59
HEIDEVELD	VANGATE MALL (VIA	5752.13
KHAYELITSHA SITE C	VANGATE MALL (VIA N2)	17268.21
LEIDEN DELFT	CAPE TOWN (VIA N2 &	35695.96
FEZEKA	MITCHELL'S PLAIN	12775.06
SAMORA MACHEL	MITCHELL'S PLAIN	10141.35
PHILIPPI STATION	MITCHELLS PLAIN	15185.91
NYANGA STATION PUBLIC	MITCHELLS PLAIN (VIA	14626.91
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60994.19
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60928.36
MITCHELLS PLAIN	CLAREMONT (VIA	29582.13
MITCHELLS PLAIN	CLAREMONT (VIA	27197.98

ORIGIN	DESTINATION	LENGTH
KILLARNEY	KHAYELITSHA (VIA	110255.18
KOEBERG POWER	MAITLAND	44427.53
CAPE TOWN	PELLA	69814.67
MONTAGUE GARDENS	PELLA	63145.17
MELKBOSSTRAND	KOEBERG STATION (VIA	37483.77
KILLARNEY	MAMRE	57600.98
KILLARNEY	WESFLEUR ATLANTIS	49895.30
KOEBERG POWER	KILLARNEY	27110.76
MELKBOSSTRAND	TABLEVIEW	23387.30
MELKBOSSTRAND	TABLEVIEW	15647.20
MELKBOSSTRAND	KILLARNEY (VIA	21653.41
MELKBOSSTRAND	KILLARNEY	19281.16
MELKBOSSTRAND	DU NOON (VIA	21870.79
KILLARNEY	SAMORA MACHEL (VIA	76484.49
KILLARNEY	GUGULETU (VIA	72211.39
CAPE TOWN (STATION	MELKBOSSTRAND	64939.81
MELKBOSSTRAND	CAPE TOWN STATION (VIA	43881.00
KHAYELITSHA SITE C	BLAAUWBERG	54131.18
BLAAUWBERG	KHAYELITSHA SITE C	55325.70
KOEBERG POWER	YSTERPLAAT	40370.29
KILLARNEY	PHILIPPI	77913.35
YSTERPLAAT	TABLE VIEW	27155.87
PAARDEN EILAND	BLAAUWBERG	22842.44
BLAAUWBERG	PAARDEN EILAND	22907.24
YSTERPLAAT	TABLE VIEW	25970.15
MAITLAND	BLOUBERG STRAND	21431.50
BLOUBERGSTRAND	KOEBERG RAILWAY	25951.08
KOEBERG STATION	BLOUBERGSTRAND	26123.18
YSTERPLAAT RAILWAY	TABLEVIEW	26366.45
YSTERPLAAT	TABLEVIEW	26222.86
ATLANTIS	MONTAGUE GARDENS	51566.89
ATLANTIS	CAPE TOWN	59416.05
ATLANTIS	CAPE TOWN (VIA	63143.66
MAMRE	CAPE TOWN	67451.53
ATLANTIS	MONTAGUE GARDENS	54503.34
ATLANTIS	CAPE TOWN (STATION	62292.61
ATLANTIS	CAPE TOWN (VIA	66123.50
ATLANTIS(WESFLEUR)	CAPE TOWN	62093.45
ATLANTIS(WESFLEUR)	BELLVILLE	87032.88
TABLE VIEW	ATLANTIS	40836.30
MAMRE	MONTAGUE GARDENS	60347.56
WESFLEUR	KILLARNEY	45477.39
TABLE VIEW	ATLANTIS	44348.34
ATLANTIS(WESFLEUR)	CENTURY CITY(RATANGA)	61572.27
CAPE TOWN	ATLANTIS	60489.52
CAPE TOWN	PELLA	72223.78
ATLANTIS	KOEBERG STATION (VIA	67401.13
MONTAGUE GARDENS	WESFLEUR ATLANTIS	51556.78
FRANKDALE	KOEBERG STATION	44649.30
CAPE TOWN	WESFLEUR ATLANTIS	59333.16
CAPE TOWN	WESFLEUR ATLANTIS (VIA	63174.86
CAPE TOWN	MAMRE	67368.63
MONTAGUE GARDENS	SAXONSEA ATLANTIS (VIA	54433.34
CAPE TOWN	SAXONSEA ATLANTIS	62209.71
CAPE TOWN	SAXONSEA ATLANTIS (VIA	66081.17
CAPE TOWN	WESFLEUR ATLANTIS	62134.71
ATLANTIS	TABLEVIEW	40669.46

ORIGIN	DESTINATION	LENGTH
MITCHELLS PLAIN	CLAREMONT (VIA	30330.60
NYANGA	PAROW	18145.87
NYANGA	TYGERBERG STATION (VIA	23552.45
NYANGA	ELSIES RIVER	20011.00
KILLARNEY	GUGULETU	24474.41
NYANGA	KILLARNEY	73438.13
SAMORA MACHEL	MELKBOSSTRAND -	76043.55
GUGULETU	KILLARNEY (VIA	71815.17
GUGULETU	KILLARNEY	82476.01
SURBURBAN BLISS	KILLARNEY	85333.56
KHAYELITSHA SITE C	MELKBOS	52518.66
PHILIPPI	KILLARNEY (VIA	77189.19
MFULENI	KILLARNEY (VIA	84008.60
KILLARNEY	NYANGA	73902.16
KILLARNEY	SAMORA MACHEL (VIA	76484.49
KILLARNEY	GUGULETU (VIA	72211.39
KHAYELITSHA SITE C	BLAAUWBERG	54131.18
KILLARNEY	PHILIPPI	77913.35
KHAYELITSHA	KILLARNEY	109288.29
		9437.33
		25715.31
		2866.11
		18702.40
		20540.67
WESBANK	CAPE TOWN STATION	32927.56
PHILIPPI	MITCHELL'S PLAIN	10337.14
PHILIPPI	MITCHELL'S PLAIN	9394.57
NYANGA	MITCHELL'S PLAIN	10878.71
NYANGA	MITCHELL'S PLAIN	17540.43
GUGULETHU	MUTUAL	16065.74
GUGULETHU	BELLVILLE	50532.44
GUGULETHU	BELLVILLE	50435.37
NYANGA	PHILIPPI	2926.19
SAMORA MACHEL	NYANGA JUNCTION	4575.98
NYANGA	MITCHELL'S PLAIN	10527.50
NYANGA	MITCHELL'S PLAIN	16409.71
NYANGA	MITCHELL'S PLAIN	14569.35
NYANGA	MITCHELL'S PLAIN	5500.32
NYANGA	MITCHELL'S PLAIN	14569.35
NYANGA	MITCHELL'S PLAIN	10625.48
NYANGA	NYANGA JUNCTION	3548.34
NYANGA	MITCHELL'S PLAIN	15612.23
NYANGA	MITCHELL'S PLAIN	12786.80
NYANGA	MITCHELL'S PLAIN	14377.73
NYANGA	MITCHELL'S PLAIN	18777.28
NYANGA	MITCHELL'S PLAIN	14523.51
MITCHELL'S PLAIN	MITCHELL'S PLAIN	6179.18
NYANGA	CENTURY CITY (VIA	23777.31
NYANGA	CENTURY CITY (VIA N1 -	22957.89
NYANGA	KILLARNEY	27528.52
PHILIPPI STATION	KILLARNEY	31455.39
VRYGROND	KHAYELITSHA	84926.49
PHILIPPI	LANGA	14287.47
LANGA	PHILIPPI	13990.97
MITCHELL'S PLAIN	PHILIPPI	10547.28
MITCHELL'S PLAIN	NYANGA (VIA SAMORA	21196.83
MUTUAL	GUGULETHU	15658.61

ORIGIN	DESTINATION	LENGTH
MONTAGUE GARDENS	MAMRE	60337.45
CAPE TOWN	VREDENBURG	121150.10
CAPE TOWN	LAMBERTSBAAI	121150.10
VREDENBURG	CAPE TOWN	121233.32
LAMBERTSBAAI	CAPE TOWN	121233.32
KILLARNEY	WESFLEUR ATLANTIS	45426.48
ATLANTIS	TABLEVIEW	44309.28
LAMBERTSBAAI	CAPE TOWN	136609.96
CAPE TOWN	LAMBERTSBAAI	136522.39
LAMBERTSBAAI	CAPE TOWN	136609.96
CAPE TOWN	LAMBERTSBAAI	136522.39
SALDANHA	CAPE TOWN	121233.32
CAPE TOWN	SALDANHA	121150.10
CENTURY CITY	WESFLEUR ATLANTIS	61756.05
FRANKDALE	CAPE TOWN STATION	50283.18
KOEBERG POWER	CAPE TOWN STATION	47569.72
FRANKDALE	YSTERPLAAT	47417.98
KOEBERG STATION	DU NOON	21977.26
DU NOON	KOEBERG STATION	22496.73
KOEBERG STATION	TABLEVIEW (VIA N1, N7 &	25010.58
TABLEVIEW	KOEBERG STATION (VIA	18485.17
KOEBERG STATION	GOODWOOD	15053.66
KOEBERG STATION	GOODWOOD	15247.44
KOEBERG STATION	MILNERTON	13521.93
MILNERTON	KOEBERG STATION	11067.92
KOEBERG STATION	MILNERTON	10605.71
MILNERTON	KOEBERG STATION	11389.74
KHAYELITSHA	KILLARNEY	109288.29
		29111.94
		29046.10
GUGULETHU	BELLVILLE	50532.44
GUGULETHU	BELLVILLE	50435.37
KOEBERG STATION	MONTAGUE GARDENS	24199.51
NYANGA	CENTURY CITY (VIA	23777.31
NYANGA	CENTURY CITY (VIA N1 -	22957.89
NYANGA	KILLARNEY	27528.52
PHILIPPI STATION	KILLARNEY	31455.39
CENTURY CITY (VIA	NYANGA	24548.62
CENTURY CITY (VIA N1 -	NYANGA	23386.59
KILLARNEY	NYANGA	28219.76
KILLARNEY	PHILIPPI STATION	32198.70
MFULENI	MELKBOSSTRAND -	114453.11
MFULENI	KILLARNEY (VIA	86082.98
KILLARNEY	MFULENI (VIA	85915.68
KILLARNEY	MFULENI (VIA	83965.15
		##########

ORIGIN	DESTINATION	LENGTH
PHILIPPI	NYANGA	3125.16
NYANGA JUNCTION	SAMORA MACHEL	4470.99
MITCHELL'S PLAIN	NYANGA	16875.56
MITCHELL'S PLAIN	NYANGA	14668.93
CENTURY CITY (VIA	NYANGA	24548.62
CENTURY CITY (VIA N1 -	NYANGA	23386.59
KILLARNEY	NYANGA	28219.76
KILLARNEY	PHILIPPI STATION	32198.70
MFULENI	ATHLONE	26607.80
MFULENI	MOWBRAY	29831.10
MFULENI	CLAREMONT(VIA	30778.96
MFULENI	WYNBERG	27247.37
MFULENI	LANGA/EPPING	23263.35
MFULENI	CAPE TOWN (STATION	36001.40
MFULENI	MITCHELLS PLAIN	15125.82
MFULENI	CAPE TOWN	36144.32
MFULENI	CLAREMONT	29167.42
MFULENI	MELKBOSSTRAND -	114453.11
MFULENI	KILLARNEY (VIA	86082.98
MFULENI	WYNBERG	27259.37
		48838.81
MFULENI	FISH HOEK	47671.19
		9283081.06

ORIGIN	DESTINATION	LENGTH

OOSTENBERG

ORIGIN	DESTINATION	LENGTH
BELLVILLE	DURBANVILLE	12918.67
KLIPHEUWEL	BELLVILLE	64858.52
BELLVILLE	EVERSDAL	15648.79
DURBANVILLE	WALLACEDENE	11463.37
BELLVILLE	EVERSDAL	15648.79
DURBANVILLE	BELLVILLE	12628.66
DURBANVILLE	DURBANVILLE(ZAND DAM	61046.88
NORTHPINE	DURBANVILLE	14604.22
ATLANTIS(WESFLEUR)	BELLVILLE	60480.09
MAMRE	BELLVILLE	68655.80
ATLANTIS(WESFLEUR)	BELLVILLE	87412.73
SCOTTSDENE	DURBANVILLE	15671.20
BLOEKOMBOS	DURBANVILLE	13283.99
SCOTTSVILLE	DURBANVILLE	10091.18
EIKENFONTEIN	DURBANVILLE	11744.07
KRAAIFONTEIN	DURBANVILLE	11492.61
BELLVILLE	WELGEMOED	10296.91
BELLVILLE	WELGEMOED	9646.18
TYGERVALLEY SHOPPING	BELLVILLE	5605.45
TYGERVALLEY SHOPPING	DURBANVILLE	6739.57
DURBANVILLE	TYGERVALLEY CENTRE	8226.88
DURBANVILLE	KLIPHEUWEL	19726.07
DURBANVILLE	BLOEKOMBOS	13532.41
WALLACEDENE	DURBANVILLE	11276.85
BELLVILLE	DURBANVILLE	11434.07
KHAYELITSHA	FISANTEKRAAL	44411.39
DURBANVILLE	VISSERSHOK FARM	10736.42
BLOEKOMBOS	DURBANVILLE	9188.65
KRAAIFONTEIN	JOOSTENBERG VLAKTE	38238.86
KRAAIFONTEIN	DURBANVILLE	9615.37
KRAAIFONTEIN	GOLIATH ESTATE	4391.09
BELLVILLE	FISANTEKRAAL	22309.02

PAROW / BELLVILLE

ORIGIN	DESTINATION	LENGTH
BELLVILLE	DURBANVILLE	12918.67
BELLVILLE	NYANGA	15814.79
BELLVILLE	KHAYELITSHA	22221.73
BELLVILLE	MOWBRAY	24910.27
NYANGA	PAROW	17280.69
ELSIES RIVER	NYANGA	13845.81
PAROW	NYANGA	13903.42
BELLVILLE	MAKHAZA KHAYELITSHA	29877.83
BELLVILLE	WALLACEDENE	14241.91
THE HAGUE DELFT	PAROW	15393.48
PAROW	UITSIG	3947.58
VOORBRUG DELFT	PAROW	16534.27
THE HAGUE DELFT	BELLVILLE	12777.77
EINDHOVEN DELFT	PAROW	17934.62
EINDHOVEN DELFT	ELSIES RIVER	16072.31
VOORBRUG	ELSIES RIVER	14671.97
UNIBELL	BELLVILLE	24561.50
PAROW SANLAM CENTRE	VOORBRUG DELFT	15050.44
KHAYELITSHA	PAROW	22697.63
PAROW STATION	BELHAR DELFT	16511.42
PAROW STATION	NORWOOD	6987.80
PAROW STATION	ELSIES RIVER	7160.42
PAROW STATION	RAVENSMEAD	4205.81
KHAYELITSHA	PAROW	22755.15
MELTON ROSE	BELLVILLE	17563.10
N1 CITY	ELSIES RIVER	4683.28
VASCO VIA N1 CITY	ELSIES RIVER	6625.07
N1 CITY	MITCHELLS PLAIN	30976.47
KLIPHEUWEL	BELLVILLE	64858.52
KENSINGTON	VASCO	7894.23
PAROW	PANORAMA	9218.72
ELSIES RIVER	NETREG	11394.23

ORIGIN	DESTINATION	LENGTH
SAXON WORLD	BELLVILLE	89439.75
BLOEKOMBOS	BELLVILLE (VIA	42404.13
BRACKENFELL STATION	DURBANVILLE	16366.33
NORTHPINE	CAPE GATE (VIA PROTEA	23032.26
SCOTTSDENE	CAPE GATE	5714.27
NORTHPINE	CAPE GATE	3764.71
EIKENFONTEIN	CAPE GATE	4833.46
SCOTTSVILLE	CAPE GATE	3152.40
BLOEKOMBOS	CAPE GATE	8036.30
WALLACEDENE	CAPE GATE	6969.11
KRAAIFONTEIN	CAPE GATE	7230.61
BLOEKOMBOS	CAPE GATE (VIA	10610.80
KENSINGTON	BELLVILLE (VIA CAPE	41312.76
LANGA	BELLVILLE (VIA N2, CAPE	43511.76
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60928.36
		13944.93
		11464.27
		6251.83
		14015.08
		4480.30
		29046.10
GUGULETHU	BELLVILLE	50435.37
		1219969.65

ORIGIN	DESTINATION	LENGTH
VOORBRUG DELFT	BELLVILLE	14916.19
BELLVILLE	BELLVILLE SOUTH	6583.68
BELLVILLE	EERSTE RIVER	21048.08
BELLVILLE	TYGERBERG HOSPITAL	6402.72
BELLVILLE	KARL BREMMER	4147.25
BELLVILLE	CAPE TOWN	24064.20
MUTUAL STATION	RICHWOOD	26034.60
KHAYELITSHA	BELLVILLE	22644.75
EINDHOVEN DELFT	BELLVILLE	16315.61
KHAYELITSHA	ELSIES RIVER	22809.91
THE HAGUE DELFT	ELSIES RIVER	13531.18
BONTEHEUWEL	SILVERTOWN	17761.44
UNIBELL	BELLVILLE STATION	17238.21
RED CROSS HOSPITAL	ELSIES RIVER	21658.41
WALLACEDENE	BELLVILLE	14246.52
BELLVILLE	EVERSDAL	15648.79
TYGERBERG HOSPITAL	ELSIES RIVER	11264.29
TYGERBERG HOSPITAL	PAROW	5639.43
TYGERBERG HOSPITAL	TYGERBERG RAILWAY	4467.56
TYGERBERG HOSPITAL	BELLVILLE	6273.93
TYGERBERG HOSPITAL	ELSIES RIVER	13138.63
TYGERBERG HOSPITAL	DELFT	20812.98
BELHAR	BELLVILLE	12388.74
HAZELDENE	N1 CITY	32943.73
BELLVILLE	CAPE TOWN (VIA N1 CITY)	28085.41
N1 CITY	VASCO	2924.71
VASCO	BOTHASIG	15491.51
VASCO	MONTAGUE GARDENS	13105.90
VASCO	BOTHASIG	13687.42
VASCO	PAROW (PLATTEKLOOF	13818.06
NORTHPINE	BELLVILLE	11461.21
BELLVILLE	EVERSDAL	15648.79
DURBANVILLE	BELLVILLE	12628.66
BISHOP LAVIS	ELSIES RIVER	8718.87
ELSIES RIVER	BOTHASIG	15661.23
BELLVILLE	DELFT	18208.58
NORTHPINE	BELLVILLE	20086.50
ATLANTIS(WESFLEUR)	BELLVILLE	60480.09
MAMRE	BELLVILLE	68655.80
ATLANTIS(WESFLEUR)	BELLVILLE	87412.73
ELSIES RIVER	PAROW	4907.64
NETREG	ELSIES RIVER	11356.90
NETREG	ELSIES RIVER	9640.74
KENSINGTON	BOTHASIG	23474.39
KENSINGTON	BELLVILLE	20744.84
KENSINGTON	MONTAGUE GARDENS	20116.85
EERSTE RIVER	BELLVILLE	19126.26
KUILSRIVER	BELLVILLE	13594.41
NYANGA	TYGERBERG STATION	19544.16
NYANGA	PAROW	14264.04
NYANGA	ELSIES RIVER	13986.67
BISHOP LAVIS	ELSIES RIVER	8447.21
BELLVILLE	BLOEKOMBOS	18462.67
BELLVILLE	BLOEKOMBOS	14532.77
MFULENI	BELLVILLE	20975.19
PAROW	DELFT	22020.27
SCOTTSDENE	BELLVILLE	13211.01

ORIGIN	DESTINATION	LENGTH
BLOEKOMBOS	BELLVILLE	16312.06
ELSIES RIVER	EDGEMEAD	20872.20
ELSIES RIVER	N1 CITY	3892.67
ELSIES RIVER	PAROW	8934.28
ELSIES RIVER	NORWOOD	2644.12
BISHOP LAVIS	HYPERAMA PAROW	12374.94
BISHOP LAVIS	ELSIES RIVER	8230.41
SAREPTA	TYGERBERG HOSPITAL	27585.28
BRACKENFELL STATION	BELLVILLE	7949.98
NORTHPINE	BELLVILLE	11949.31
KRAAIFONTEIN	BELLVILLE	15415.21
EIKENFONTEIN	BELLVILLE	13018.06
BLACKHEATH	BELLVILLE	14393.30
BRENTWOOD PARK	KUILSRIVER	10984.27
TABLE VIEW	KOEBERG	23539.23
SAREPTA	BELLVILLE	9479.34
KUILSRIVER STATION	BELLVILLE	8809.18
ELSIES RIVER	MATROOSFONTEIN	5047.78
THE HAGUE	BELLVILLE	10459.15
ELSIES RIVER	EINDHOVEN	21112.93
NETREG STATION	SANLAM CENTRE ,PAROW	15636.01
MONTANA	ELSIES RIVER	12306.91
UNIBELL	THE HAGUE	5607.90
UNIBELL	VOORBRUG	6703.06
UNIBELL	EINDHOVEN	8151.24
ELSIES RIVER	N1 CITY	3822.60
BELLVILLE	WELGEMOED	10296.91
BELLVILLE	WELGEMOED	9646.18
KUILSRIVER	BELLVILLE	7562.26
N1 CITY	BOTHASIG	15426.36
VASCO	N1 CITY	3027.48
N1 CITY	GOODWOOD	4445.04
N1 CITY	CAPE TOWN	18475.19
MATROOSFONTEIN	ELSIES RIVER	4934.92
VASCO	BOTHASIG	19431.05
ELSIES RIVER	BISHOP LAVIS	8909.66
KILLARNEY	KOEBERG RAILWAY	19638.59
DELFT	ELSIES RIVER	16785.67
NYANGA	BELLVILLE	15259.25
TYGERVALLEY SHOPPING	BELLVILLE	5605.45
MITCHELLS PLAIN	BELLVILLE	26414.08
NYANGA	TYGERBERG HOSPITAL	25391.35
EINDHOVEN	UNIBELL	8129.43
DELFT SOUTH	BELLVILLE	20856.72
VOORBRUG	UNIBELL	8857.71
MUTUAL STATION	LANGA	7121.94
DELFT SOUTH	ELSIES RIVER	23792.35
DELFT SOUTH	UNIBELL	12543.29
GOODWOOD	N1 CITY	6130.46
LANGA	KILLARNEY	18491.58
PENTECH RAILWAY	BELHAR	4354.46
NYANGA	BOTHASIG	31084.09
MATROOSFONTEIN	ELSIES RIVER	6671.93
KHAYELITSHA	ELSIES RIVER	22809.91
KHAYELITSHA	PAROW RAILWAY	25659.72
KHAYELITSHA	TYGERBERG RAILWAY	31864.70
TYGERBERG RAILWAY	KHAYELITSHA	22029.26

ORIGIN	DESTINATION	LENGTH
MALIBU	BELLVILLE	19338.84
BELLVILLE	GROOTTE SCHUUR	26861.16
BRENTWOOD PARK	BELLVILLE	15684.65
UNIBELL	DELFT SOUTH	12520.39
NORWOOD	ELSIES RIVER	4835.44
KHAYELITSHA	TABLE VIEW	42436.88
DELFT SOUTH	PAROW	21704.23
DELFT SOUTH	PAROW	21455.65
PENTECH STATION	DELFT SOUTH	12739.76
UNIBELL	ELSIES RIVER	34780.44
MUTUAL RAILWAY	LANGA	7121.94
BLOEKOMBOS	BELLVILLE	16638.15
WALLACEDENE	BELLVILLE	14558.57
WESBANK	BELLVILLE	21057.16
BELLVILLE	DURBANVILLE	11434.07
KHAYELITSHA	FISANTEKRAAL	44411.39
BELHAR	BELLVILLE	18716.40
BELLVILLE	MITCHELLS PLAIN	26794.34
VASCO	BOTHASIG	12390.06
VASCO	BOTHASIG	12909.30
EERSTE RIVER	BELLVILLE	28302.59
TYGERBERG RAILWAY	TYGERBERG HOSPITAL	4406.25
TYGERBERG RAILWAY	RAVENSMEAD	8583.35
TYGERBERG RAILWAY	RAVENSMEAD	3792.56
TYGERBERG HOSPITAL	DELFT SOUTH	21745.25
KALKFONTEIN	BELLVILLE	11941.09
SANLAM CENTRE PAROW	DELFT	22096.66
BELLVILLE	WESBANK	13339.33
UNIBELL	BELLVILLE	24967.75
GUGULETU	BELLVILLE	18389.12
LANGA	BELLVILLE	15853.98
TYGERBERG STATION	RAVENSMEAD	8031.21
TYGERBERG STATION	RAVENSMEAD	5026.86
GOODWOOD STATION	TABLE VIEW	19097.77
GOODWOOD STATION	MONTAGUE GARDENS	18686.42
KRAAIFONTEIN	BELLVILLE	15801.75
PENTECH	PAROW	33810.62
UNIBELL RAILWAY	PAROW RAILWAY	35819.83
WESBANK	ELSIES RIVER STATION	18613.93
DELFT SOUTH	ELSIES RIVER	22763.93
EINDHOVEN	BELLVILLE	13976.53
PAROW	DELFT	23237.06
SANLAM CENTRE,PAROW	DELFT	17970.98
SANLAM CENTRE,PAROW	DELFT	21363.86
TOWN	BELLVILLE	26651.83
KHAYELITSHA	GOODWOOD-MAITLAND-	50581.50
7TH AVENUE MITCHELLS	BELLVILLE RAILWAY	26666.53
RATANGA JUNCTION	GOODWOOD	10432.36
RATANGA JUNCTION	GOODWOOD	19876.95
BELLVILLE	FISANTEKRAAL	22309.02
BELLVILLE	CENTURY CITY (VIA N1)	19937.06
BELLVILLE	CENTURY CITY (VIA	20205.58
SAXON WORLD	BELLVILLE	89439.75
SAXON WORLD	LANGA STATION	69636.32
LEIDEN DELFT	ELSIES RIVER	17397.74
WESBANK	BELLVILLE	13294.59
CAPE TOWN	BELLVILLE	24041.74

ORIGIN	DESTINATION	LENGTH
BELLVILLE	LOWER CROSS ROADS	20621.83
KHAYELITSHA	MONTE VISTA	37245.73
KHAYELITSHA	DE LA REY	42086.90
KHAYELITSHA	GOODWOOD	25747.91
HAPPY VALLEY	BELLVILLE	16935.65
WYNBERG	CENTURY CITY	32909.93
WYNBERG	CENTURY CITY	29193.08
WYNBERG	CENTURY CITY	30609.72
PAROW	DELFT	19688.20
MITCHELLS PLAIN	CENTURY CITY	36590.96
MITCHELLS PLAIN	CENTURY CITY	37866.79
MITCHELLS PLAIN	CENTURY CITY	39979.05
BELLVILLE	DU NOON	26240.18
NYANGA	GOODWOOD	17820.14
CAPE TOWN	RUYTERWACHT (VIA	23754.67
LEIDEN,DELFT	BELLVILLE	13140.54
KHAYELITSHA	CENTURY CITY	31562.35
LEIDEN	ELSIES RIVER	18880.23
LEIDEN	BELLVILLE	13159.73
SURBURBAN BLISS	ELSIES RIVER	18988.59
SURBURBAN BLISS	PAROW	19243.65
MOWBRAY	CENTURY CITY	22631.31
WESBANK	PAROW STATION	15509.99
DELFT SOUTH	EPPING (VIA	21217.15
DELFT SOUTH	EPPING (VIA 35TH STREET	18967.39
KHAYELITSHA SITE C	PLATTEKLOOF	33361.53
KHAYELITSH SITE C	PANORAMA	29132.09
KHAYELITSH SITE C	MONTE VISTA	32555.46
KHAYELITSHA SITE C	KILLARNEY	33800.14
STELLENBOSCH (DU TOIT	BELLVILLE	31402.71
DU NOON	BELLVILLE	22242.43
BELLVILLE	DU NOON	22496.33
BLOEKOMBOS	BELLVILLE (VIA	42404.13
NORTHPINE	BELLVILLE	21029.87
SCOTTSVILLE	BELLVILLE	12936.89
KHAYELITSHA	PANORAMA (VIA ELSIES	47974.78
BELLVILLE	CAPE TOWN	24064.20
KENSINGTON	BELLVILLE (VIA CAPE	41378.60
KENSINGTON	BELLVILLE (VIA CAPE	41312.76
LANGA	BELLVILLE (VIA N2, CAPE	43577.59
LANGA	BELLVILLE (VIA N2, CAPE	43511.76
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60994.19
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60928.36
MFULENI	TYGERBERG RAILWAY	33199.95
MFULENI	ELSIES RIVER	24678.38
LANGA	CENTURY CITY	16158.58
SUBURBAN BLISS	TYGERBERG STATION (VIA	24282.79
MUTUAL STATION	RICHWOOD	25263.80
MUTUAL STATION	BOTHASIG	19945.09
ROOSENDAL	BELLVILLE	13104.04
NYANGA	PAROW	18145.87
NYANGA	TYGERBERG STATION (VIA	23552.45
NYANGA	ELSIES RIVER	20011.00
MONTAGUE GARDENS	KOEBERG STATION	13744.42
TABLEVIEW BAYSIDE	GOODWOOD STATION	19874.40
MONTAGUE GARDENS	GOODWOOD STATION	18225.42
KILLARNEY	KHAYELITSHA (VIA	50894.34

ORIGIN	DESTINATION	LENGTH
GOODWOOD	RATANGA JUNCTION	9889.70
GOODWOOD	RATANGA JUNCTION (VIA	18421.28
KILLARNEY	GUGULETU	24474.41
DU NOON	BELLVILLE	26242.59
MONTAGUE GARDENS	YSTERPLAAT	18073.74
PARKLANDS	KOEBERG STATION	24376.20
NYANGA	KILLARNEY	73438.13
SAMORA MACHEL	MELKBOSSTRAND -	76043.55
GUGULETU	KILLARNEY (VIA	71815.17
GUGULETU	KILLARNEY	82476.01
SURBURBAN BLISS	KILLARNEY	85333.56
KHAYELITSHA SITE C	MELKBOS	52518.66
PHILIPPI	KILLARNEY (VIA	77189.19
MFULENI	KILLARNEY (VIA	84008.60
KILLARNEY	NYANGA	73902.16
KILLARNEY	KHAYELITSHA (VIA	110255.18
KILLARNEY	SAMORA MACHEL (VIA	76484.49
KILLARNEY	GUGULETU (VIA	72211.39
KHAYELITSHA SITE C	BLAAUWBERG	54131.18
BLAAUWBERG	KHAYELITSHA SITE C	55325.70
KILLARNEY	PHILIPPI	77913.35
ATLANTIS(WESFLEUR)	BELLVILLE	87032.88
DU NOON	KOEBERG STATION	22496.73
TABLEVIEW	KOEBERG STATION (VIA	18485.17
KOEBERG STATION	GOODWOOD	15053.66
GOODWOOD	KOEBERG STATION	13353.44
KOEBERG STATION	GOODWOOD	15247.44
GOODWOOD	KOEBERG STATION	13598.17
KHAYELITSHA	KILLARNEY	109288.29
		15879.95
		11464.27
		6251.83
		14015.08
		25715.31
		29111.94
		29046.10
		27945.33
		27183.85
		24746.41
		19926.17
SURBURBAN BLISS	TYGERBERG STATION	22273.92
WESBANK	TYGERBERG	19892.33
WESBANK	TYGERBERG STATION	15234.80
WESBANK	ELSIES RIVER	16529.79
GUGULETHU	BELLVILLE	50532.44
GUGULETHU	BELLVILLE	50435.37
BELLVILLE	LOWER CROSS ROADS	11382.29
NYANGA	CENTURY CITY (VIA	23777.31
NYANGA	CENTURY CITY (VIA N1 -	22957.89
NYANGA	KILLARNEY	27528.52
PHILIPPI STATION	KILLARNEY	31455.39
MELTON ROSE	BELLVILLE	17248.58
TYGERBERG STATION	SURBURBAN BLISS	22543.74
ELSIES RIVER	WESBANK	16534.43
CENTURY CITY (VIA	NYANGA	24548.62
CENTURY CITY (VIA N1 -	NYANGA	23386.59
KILLARNEY	NYANGA	28219.76

ORIGIN	DESTINATION	LENGTH

ORIGIN	DESTINATION	LENGTH
KILLARNEY	PHILIPPI STATION	32198.70
BELLVILLE	MELTON ROSE	17481.23
MFULENI	MELKBOSSTRAND -	114453.11
MFULENI	KILLARNEY (VIA	86082.98
KILLARNEY	MFULENI (VIA	85915.68
KILLARNEY	MFULENI (VIA	83965.15
		7797030.93

PAROW / BELLVILLE

ORIGIN	DESTINATION	LENGTH
BELLVILLE	DURBANVILLE	12918.67
BELLVILLE	NYANGA	15814.79
BELLVILLE	KHAYELITSHA	22221.73
BELLVILLE	MOWBRAY	24910.27
NYANGA	PAROW	17280.69
ELSIES RIVER	NYANGA	13845.81
PAROW	NYANGA	13903.42
BELLVILLE	MAKHAZA KHAYELITSHA	29877.83
BELLVILLE	WALLACEDENE	14241.91
THE HAGUE DELFT	PAROW	15393.48
PAROW	UITSIG	3947.58
VOORBRUG DELFT	PAROW	16534.27
THE HAGUE DELFT	BELLVILLE	12777.77
EINDHOVEN DELFT	PAROW	17934.62
EINDHOVEN DELFT	ELSIES RIVER	16072.31
VOORBRUG	ELSIES RIVER	14671.97
UNIBELL	BELLVILLE	24561.50
PAROW SANLAM CENTRE	VOORBRUG DELFT	15050.44
KHAYELITSHA	PAROW	22697.63
PAROW STATION	BELHAR DELFT	16511.42
PAROW STATION	NORWOOD	6987.80
PAROW STATION	ELSIES RIVER	7160.42
PAROW STATION	RAVENSMEAD	4205.81
KHAYELITSHA	PAROW	22755.15
MELTON ROSE	BELLVILLE	17563.10
N1 CITY	ELSIES RIVER	4683.28
VASCO VIA N1 CITY	ELSIES RIVER	6625.07
N1 CITY	MITCHELLS PLAIN	30976.47
KLIPHEUWEL	BELLVILLE	64858.52
KENSINGTON	VASCO	7894.23
PAROW	PANORAMA	9218.72
ELSIES RIVER	NETREG	11394.23
VOORBRUG DELFT	BELLVILLE	14916.19
BELLVILLE	BELLVILLE SOUTH	6583.68
BELLVILLE	EERSTE RIVER	21048.08
BELLVILLE	TYGERBERG HOSPITAL	6402.72
BELLVILLE	KARL BREMMER	4147.25
BELLVILLE	CAPE TOWN	24064.20
MUTUAL STATION	RICHWOOD	26034.60
KHAYELITSHA	BELLVILLE	22644.75
EINDHOVEN DELFT	BELLVILLE	16315.61
KHAYELITSHA	ELSIES RIVER	22809.91
THE HAGUE DELFT	ELSIES RIVER	13531.18
BONTEHEUWEL	SILVERTOWN	17761.44
UNIBELL	BELLVILLE STATION	17238.21
RED CROSS HOSPITAL	ELSIES RIVER	21658.41
WALLACEDENE	BELLVILLE	14246.52
BELLVILLE	EVERSDAL	15648.79

SEA POINT

ORIGIN	DESTINATION	LENGTH
GUGULETU	SEA POINT	35082.82
LANGA	CAPE TOWN	15402.25
LANGA	SEA POINT	24447.12
NYANGA	CAPE TOWN	23147.71
WYNBERG	CAPE TOWN	14554.64
CAPE TOWN	HOUT BAY	30330.01
HEIDEVELD	CAPE TOWN	18580.92
WYNBERG	HOUTBAY	21374.73
EINDHOVEN DELFT	CAPE TOWN	32526.47
HANOVER PARK	CAPE TOWN (VIA	19194.08
HANOVER PARK	CAPE TOWN (VIA	17670.70
HANOVER PARK	CAPE TOWN (VIA	21437.32
KENSINGTON	CAPE TOWN	16770.06
VREDEHOEK	CAPE TOWN	4597.68
MITCHELLS PLAIN	CAPE TOWN	34605.51
CAPE TOWN	WYNBERG	14742.43
CAPE TOWN	HOUT BAY (VIA HIGH	29865.59
CAPE TOWN	HOUT BAY (VIA MAIN RD)	29834.87
CAPE TOWN	HOUT BAY (VIA KLOOF	26405.47
CAPE TOWN	HOUT BAY (VIA WESTERN	30047.00
SEA POINT	NYANGA	32440.63
MITCHELLS PLAIN	VIA MOWBRAY - CAPE	34337.78
MITCHELLS PLAIN	VIA MERRYDALE - CAPE	38029.34
MITCHELLS PLAIN	VIA BELGRAVIA - CAPE	37785.67
MITCHELLS PLAIN	GROOTTE SCHUUR	40453.85
BELLVILLE	CAPE TOWN	24064.20
VOORBRUG DELFT	CAPE TOWN	33191.92
CAPE TOWN	SOMERSET HOSPITAL	3164.96
THE HAGUE DELFT	CAPE TOWN	34114.99
NYANGA	SEA POINT	32406.70
V & A WATERFRONT	CABLE WAY STATION	16534.68
MAMRE	CAPE TOWN (VIA	79589.16
CAPE TOWN	CAMPS BAY (VIA HIGH	13454.26
CAPE TOWN	CAMPS BAY (VIA MAIN	13421.50
CAPE TOWN	CAMPS BAY (VIA KLOOF	12012.70
CAPE TOWN	CAMPS BAY (VIA	13633.63
MANENBERG	CAPE TOWN	20784.57
HOUT BAY	WYNBERG	21434.63
CAPE TOWN	GARDENS	5131.67
CAPE TOWN	ORANJEZICHT	5558.12
CAPE TOWN	CABLE WAY STATION	14163.16
KHAYELITSHA	SEA POINT	40118.45
KHAYELITSHA	SEA POINT	39865.05
KHAYELITSHA	SEA POINT	40068.66
MITCHELLS PLAIN	CAPE TOWN	43227.17
MITCHELLS PLAIN	CAPE TOWN	32775.86
MITCHELLS PLAIN	CAPE TOWN	32943.29
MITCHELLS PLAIN	CAPE TOWN	33185.66

ORIGIN	DESTINATION	LENGTH
TYGERBERG HOSPITAL	ELSIES RIVER	11264.29
TYGERBERG HOSPITAL	PAROW	5639.43
TYGERBERG HOSPITAL	TYGERBERG RAILWAY	4467.56
TYGERBERG HOSPITAL	BELLVILLE	6273.93
TYGERBERG HOSPITAL	ELSIES RIVER	13138.63
TYGERBERG HOSPITAL	DELFT	20812.98
BELHAR	BELLVILLE	12388.74
HAZELDENE	N1 CITY	32943.73
BELLVILLE	CAPE TOWN (VIA N1 CITY)	28085.41
N1 CITY	VASCO	2924.71
VASCO	BOTHASIG	15491.51
VASCO	MONTAGUE GARDENS	13105.90
VASCO	BOTHASIG	13687.42
VASCO	PAROW (PLATTEKLOOF	13818.06
NORTHPINE	BELLVILLE	11461.21
BELLVILLE	EVERSDAL	15648.79
DURBANVILLE	BELLVILLE	12628.66
BISHOP LAVIS	ELSIES RIVER	8718.87
ELSIES RIVER	BOTHASIG	15661.23
BELLVILLE	DELFT	18208.58
NORTHPINE	BELLVILLE	20086.50
ATLANTIS(WESFLEUR)	BELLVILLE	60480.09
MAMRE	BELLVILLE	68655.80
ATLANTIS(WESFLEUR)	BELLVILLE	87412.73
ELSIES RIVER	PAROW	4907.64
NETREG	ELSIES RIVER	11356.90
NETREG	ELSIES RIVER	9640.74
KENSINGTON	BOTHASIG	23474.39
KENSINGTON	BELLVILLE	20744.84
KENSINGTON	MONTAGUE GARDENS	20116.85
EERSTE RIVER	BELLVILLE	19126.26
KUILSRIVER	BELLVILLE	13594.41
NYANGA	TYGERBERG STATION	19544.16
NYANGA	PAROW	14264.04
NYANGA	ELSIES RIVER	13986.67
BISHOP LAVIS	ELSIES RIVER	8447.21
BELLVILLE	BLOEKOMBOS	18462.67
BELLVILLE	BLOEKOMBOS	14532.77
MFULENI	BELLVILLE	20975.19
PAROW	DELFT	22020.27
SCOTTSDENE	BELLVILLE	13211.01
BLOEKOMBOS	BELLVILLE	16312.06
ELSIES RIVER	EDGEMEAD	20872.20
ELSIES RIVER	N1 CITY	3892.67
ELSIES RIVER	PAROW	8934.28
ELSIES RIVER	NORWOOD	2644.12
BISHOP LAVIS	HYPERAMA PAROW	12374.94
BISHOP LAVIS	ELSIES RIVER	8230.41
SAREPTA	TYGERBERG HOSPITAL	27585.28
BRACKENFELL STATION	BELLVILLE	7949.98
NORTHPINE	BELLVILLE	11949.31
KRAAIFONTEIN	BELLVILLE	15415.21
EIKENFONTEIN	BELLVILLE	13018.06
BLACKHEATH	BELLVILLE	14393.30
BRENTWOOD PARK	KUILSRIVER	10984.27
TABLE VIEW	KOEBERG	23539.23
SAREPTA	BELLVILLE	9479.34

ORIGIN	DESTINATION	LENGTH
GROOTTE SCHUUR	CAPE TOWN	5534.11
HANOVER PARK	CAPE TOWN	21949.39
CAPE TOWN	VREDEHOEK	4433.32
CAPE TOWN	WALMER ESTATE	3561.95
MOWBRAY	CAPE TOWN	6986.63
BONTEHEUWEL	CAPE TOWN	21611.89
CAPE TOWN	ORANJEZICHT	5005.16
CAPE TOWN	ORANJEZICHT	4361.33
WYNBERG	HOUT BAY	23347.91
ATHLONE	CAPE TOWN	20055.74
ATHLONE	CAPE TOWN	20916.51
MAITLAND	CAPE TOWN	7148.77
MITCHELLS	CAPE TOWN	34820.38
KHAYELITSHA	SEA POINT	39919.78
HEIDEVELD	CAPE TOWN	21392.53
BONTEHEUWEL	CAPE TOWN	19884.94
TABLE VIEW	CAPE TOWN	29450.50
KHAYELITSHA	CAPE TOWN	31882.25
NYANGA	MOWBRAY	21727.38
CLAREMONT	CAPE TOWN	11425.61
SEA POINT	GREEN POINT	6457.71
CAPE TOWN	DOCK RD,CAPE TOWN	3154.71
N1 CITY	CAPE TOWN	18475.19
CAPE TOWN	CAMPS BAY	13914.99
KILLARNEY	CAPE TOWN	25190.66
MANENBERG	CAPE TOWN	22123.92
NYANGA	SEA POINT	32116.69
GUGULETU	SEA POINT	34857.03
GUGULETU	CAPE TOWN	21435.20
LANGA	SEA POINT	24221.34
WOODSTOCK	CAPE TOWN(STATION	3374.71
SILVERTOWN	CAPE TOWN	14148.72
SILVERTOWN	CAPE TOWN	16488.28
SILVERTOWN	CAPE TOWN	17145.39
SILVERTOWN	CAPE TOWN	16895.37
SILVERTOWN	CAPE TOWN	17536.90
BRIDGETOWN	CAPE TOWN	15306.27
BRIDGETOWN	CAPE TOWN	15128.59
BRIDGETOWN	CAPE TOWN	14471.48
BRIDGETOWN	CAPE TOWN	15128.59
ORANJEZICHT	CAPE TOWN	4068.94
GUGULETU	CAPE TOWN	20094.39
KHAYELITSHA	SEA POINT	40063.72
CAPE TOWN	SEA POINT	9291.42
HEIDEVELD	CAPE TOWN	22331.17
HEIDEVELD	CAPE TOWN	19291.23
SEA POINT	LANGA	23278.77
DELFT SOUTH	CAPE TOWN	35443.67
SAMORA MACHEL	CAPE TOWN	25615.14
LANGA	CAPE TOWN	15135.62
HEIDEVELD	CAPE TOWN	17950.42
NYANGA	CAPE TOWN	22547.93
CAPE TOWN	SALT RIVER	6733.24
SAMORA MACHEL	SEA POINT	33344.55
SAMORA MACHEL	SEA POINT	33344.55
SEA POINT	NYANGA	32590.52
SEA POINT	EYONA	29072.12

ORIGIN	DESTINATION	LENGTH
KUILSRIVER STATION	BELLVILLE	8809.18
ELSIES RIVER	MATROOSFONTEIN	5047.78
THE HAGUE	BELLVILLE	10459.15
ELSIES RIVER	EINDHOVEN	21112.93
NETREG STATION	SANLAM CENTRE ,PAROW	15636.01
MONTANA	ELSIES RIVER	12306.91
UNIBELL	THE HAGUE	5607.90
UNIBELL	VOORBRUG	6703.06
UNIBELL	EINDHOVEN	8151.24
ELSIES RIVER	N1 CITY	3822.60
BELLVILLE	WELGEMOED	10296.91
BELLVILLE	WELGEMOED	9646.18
KUILSRIVER	BELLVILLE	7562.26
N1 CITY	BOTHASIG	15426.36
VASCO	N1 CITY	3027.48
N1 CITY	GOODWOOD	4445.04
N1 CITY	CAPE TOWN	18475.19
MATROOSFONTEIN	ELSIES RIVER	4934.92
VASCO	BOTHASIG	19431.05
ELSIES RIVER	BISHOP LAVIS	8909.66
KILLARNEY	KOEBERG RAILWAY	19638.59
DELFT	ELSIES RIVER	16785.67
NYANGA	BELLVILLE	15259.25
TYGERVALLEY SHOPPING	BELLVILLE	5605.45
MITCHELLS PLAIN	BELLVILLE	26414.08
NYANGA	TYGERBERG HOSPITAL	25391.35
EINDHOVEN	UNIBELL	8129.43
DELFT SOUTH	BELLVILLE	20856.72
VOORBRUG	UNIBELL	8857.71
MUTUAL STATION	LANGA	7121.94
DELFT SOUTH	ELSIES RIVER	23792.35
DELFT SOUTH	UNIBELL	12543.29
GOODWOOD	N1 CITY	6130.46
LANGA	KILLARNEY	18491.58
PENTECH RAILWAY	BELHAR	4354.46
NYANGA	BOTHASIG	31084.09
MATROOSFONTEIN	ELSIES RIVER	6671.93
KHAYELITSHA	ELSIES RIVER	22809.91
KHAYELITSHA	PAROW RAILWAY	25659.72
KHAYELITSHA	TYGERBERG RAILWAY	31864.70
TYGERBERG RAILWAY	KHAYELITSHA	22029.26
MALIBU	BELLVILLE	19338.84
BELLVILLE	GROOTTE SCHUUR	26861.16
BRENTWOOD PARK	BELLVILLE	15684.65
UNIBELL	DELFT SOUTH	12520.39
NORWOOD	ELSIES RIVER	4835.44
KHAYELITSHA	TABLE VIEW	42436.88
DELFT SOUTH	PAROW	21704.23
DELFT SOUTH	PAROW	21455.65
PENTECH STATION	DELFT SOUTH	12739.76
UNIBELL	ELSIES RIVER	34780.44
MUTUAL RAILWAY	LANGA	7121.94
BLOEKOMBOS	BELLVILLE	16638.15
WALLACEDENE	BELLVILLE	14558.57
WESBANK	BELLVILLE	21057.16
BELLVILLE	DURBANVILLE	11434.07
KHAYELITSHA	FISANTEKRAAL	44411.39

ORIGIN	DESTINATION	LENGTH
SEA POINT	EYONA	37797.92
LOWER CROSS ROADS	CAPE TOWN	31256.81
CAPE TOWN	BELLVILLE	24041.74
EYONA	CAPE TOWN	20094.39
CAPE TOWN	GARDENS	3428.13
CAPE TOWN	ORANJEZICHT	4097.64
CAPE TOWN	CABLE WAY STATION	12459.62
LANGA	MOWBRAY	14937.69
GUGULETU	MOWBRAY	19303.09
SURBURBAN BLISS	CAPE TOWN	35126.81
SURBURBAN BLISS	CAPE TOWN	35685.44
SURBURBAN BLISS	SEA POINT	44754.19
MOWBRAY	CAPE TOWN	19064.11
DU NOON	CAPE TOWN (VIA	22574.09
HANOVER PARK	CAPE TOWN (VIA	19111.77
HANOVER PARK	CAPE TOWN (VIA	21533.80
HANOVER PARK	CAPE TOWN	22045.87
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	32969.25
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	35829.56
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	35622.23
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	33211.63
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	34846.35
TOWN CENTRE CALYPSO	CAPE TOWN (HIGHLANDS	34438.08
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	32969.25
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	35829.56
VREDENDAL	CAPE TOWN	147689.23
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	38055.31
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	34605.51
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	33211.63
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	34846.35
PHILIPPI	CAPE TOWN	27025.51
WYNBERG	HOUT BAY	22834.38
SAMORA MACHEL	CAPE TOWN	25325.28
BELLVILLE	CAPE TOWN	24064.20
LEIDEN DELFT	CAPE TOWN (VIA N2 &	35695.96
IMIZAMO YETHU	HOUT BAY DAY HOSPITAL	5161.02
IMIZAMO YETHU	SHOPRITE HOUT BAY	3430.98
KENSINGTON	BELLVILLE (VIA CAPE	41378.60
KENSINGTON	BELLVILLE (VIA CAPE	41312.76
LANGA	BELLVILLE (VIA N2, CAPE	43577.59
LANGA	BELLVILLE (VIA N2, CAPE	43511.76
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60994.19
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60928.36
LANGA	CAPE TOWN	14549.04
WYNBERG	HOUT BAY (VIA VICTORIA	21839.82
CAPE TOWN	MAMRE (VIA KILLARNEY)	79594.94
CAPE TOWN	KILLARNEY (VIA SUMMER	25982.05
CAPE TOWN STATION	DU NOON	22649.33
SUMMERGREENS	CAPE TOWN STATION	19041.41
CAMBRIDGE	CAPE TOWN STATION	13377.86
MELKBOSSTRAND	CAPE TOWN	27808.78
MILNERTON	CAPE TOWN	12373.14
ATLANTIS	CAPE TOWN	60265.38
PELLA	CAPE TOWN	72082.62
KOEBERG STATION	CAPE TOWN (VIA	90868.37
YSTERPLAAT	CAPE TOWN (VIA	90142.13
MELKBOSSTRAND	CAPE TOWN STATION (VIA	43881.00

ORIGIN	DESTINATION	LENGTH
BELHAR	BELLVILLE	18716.40
BELLVILLE	MITCHELLS PLAIN	26794.34
VASCO	BOTHASIG	12390.06
VASCO	BOTHASIG	12909.30
EERSTE RIVER	BELLVILLE	28302.59
TYGERBERG RAILWAY	TYGERBERG HOSPITAL	4406.25
TYGERBERG RAILWAY	RAVENSMEAD	8583.35
TYGERBERG RAILWAY	RAVENSMEAD	3792.56
TYGERBERG HOSPITAL	DELFT SOUTH	21745.25
KALKFONTEIN	BELLVILLE	11941.09
SANLAM CENTRE PAROW	DELFT	22096.66
BELLVILLE	WESBANK	13339.33
UNIBELL	BELLVILLE	24967.75
GUGULETU	BELLVILLE	18389.12
LANGA	BELLVILLE	15853.98
TYGERBERG STATION	RAVENSMEAD	8031.21
TYGERBERG STATION	RAVENSMEAD	5026.86
GOODWOOD STATION	TABLE VIEW	19097.77
GOODWOOD STATION	MONTAGUE GARDENS	18686.42
KRAAIFONTEIN	BELLVILLE	15801.75
PENTECH	PAROW	33810.62
UNIBELL RAILWAY	PAROW RAILWAY	35819.83
WESBANK	ELSIES RIVER STATION	18613.93
DELFT SOUTH	ELSIES RIVER	22763.93
EINDHOVEN	BELLVILLE	13976.53
PAROW	DELFT	23237.06
SANLAM CENTRE,PAROW	DELFT	17970.98
SANLAM CENTRE,PAROW	DELFT	21363.86
TOWN	BELLVILLE	26651.83
KHAYELITSHA	GOODWOOD-MAITLAND-	50581.50
7TH AVENUE MITCHELLS	BELLVILLE RAILWAY	26666.53
RATANGA JUNCTION	GOODWOOD	10432.36
RATANGA JUNCTION	GOODWOOD	19876.95
BELLVILLE	FISANTEKRAAL	22309.02
BELLVILLE	CENTURY CITY (VIA N1)	19937.06
BELLVILLE	CENTURY CITY (VIA	20205.58
SAXON WORLD	BELLVILLE	89439.75
SAXON WORLD	LANGA STATION	69636.32
LEIDEN DELFT	ELSIES RIVER	17397.74
WESBANK	BELLVILLE	13294.59
CAPE TOWN	BELLVILLE	24041.74
BELLVILLE	LOWER CROSS ROADS	20621.83
KHAYELITSHA	MONTE VISTA	37245.73
KHAYELITSHA	DE LA REY	42086.90
KHAYELITSHA	GOODWOOD	25747.91
HAPPY VALLEY	BELLVILLE	16935.65
WYNBERG	CENTURY CITY	32909.93
WYNBERG	CENTURY CITY	29193.08
WYNBERG	CENTURY CITY	30609.72
PAROW	DELFT	19688.20
MITCHELLS PLAIN	CENTURY CITY	36590.96
MITCHELLS PLAIN	CENTURY CITY	37866.79
MITCHELLS PLAIN	CENTURY CITY	39979.05
BELLVILLE	DU NOON	26240.18
NYANGA	GOODWOOD	17820.14
CAPE TOWN	RUYTERWACHT (VIA	23754.67
LEIDEN,DELFT	BELLVILLE	13140.54

ORIGIN	DESTINATION	LENGTH
ATLANTIS	CAPE TOWN (VIA	63143.66
ATLANTIS	CAPE TOWN (VIA	66123.50
ATLANTIS(WESFLEUR)	CAPE TOWN	62093.45
CAPE TOWN	ATLANTIS	60489.52
CAPE TOWN	PELLA	72223.78
CAPE TOWN	WESFLEUR ATLANTIS (VIA	63174.86
CAPE TOWN	SAXONSEA ATLANTIS (VIA	66081.17
CAPE TOWN	WESFLEUR ATLANTIS	62134.71
FRANKDALE	CAPE TOWN STATION	50283.18
KOEBERG POWER	CAPE TOWN STATION	47569.72
WESBANK	CAPE TOWN STATION	32927.56
GUGULETHU	BELLVILLE	50532.44
GUGULETHU	BELLVILLE	50435.37
MFULENI	CAPE TOWN (STATION	36001.40
MFULENI	CAPE TOWN	36144.32
		5142187.06

ORIGIN	DESTINATION	LENGTH
KHAYELITSHA	CENTURY CITY	31562.35
LEIDEN	ELSIES RIVER	18880.23
LEIDEN	BELLVILLE	13159.73
SURBURBAN BLISS	ELSIES RIVER	18988.59
SURBURBAN BLISS	PAROW	19243.65
MOWBRAY	CENTURY CITY	22631.31
WESBANK	PAROW STATION	15509.99
DELFT SOUTH	EPPING (VIA	21217.15
DELFT SOUTH	EPPING (VIA 35TH STREET	18967.39
KHAYELITSHA SITE C	PLATTEKLOOF	33361.53
KHAYELITSH SITE C	PANORAMA	29132.09
KHAYELITSH SITE C	MONTE VISTA	32555.46
KHAYELITSHA SITE C	KILLARNEY	33800.14
STELLENBOSCH (DU TOIT	BELLVILLE	31402.71
DU NOON	BELLVILLE	22242.43
BELLVILLE	DU NOON	22496.33
BLOEKOMBOS	BELLVILLE (VIA	42404.13
NORTHPINE	BELLVILLE	21029.87
SCOTTSVILLE	BELLVILLE	12936.89
KHAYELITSHA	PANORAMA (VIA ELSIES	47974.78
BELLVILLE	CAPE TOWN	24064.20
KENSINGTON	BELLVILLE (VIA CAPE	41378.60
KENSINGTON	BELLVILLE (VIA CAPE	41312.76
LANGA	BELLVILLE (VIA N2, CAPE	43577.59
LANGA	BELLVILLE (VIA N2, CAPE	43511.76
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60994.19
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60928.36
MFULENI	TYGERBERG RAILWAY	33199.95
MFULENI	ELSIES RIVER	24678.38
LANGA	CENTURY CITY	16158.58
SUBURBAN BLISS	TYGERBERG STATION (VIA	24282.79
MUTUAL STATION	RICHWOOD	25263.80
MUTUAL STATION	BOTHASIG	19945.09
ROOSENDAL	BELLVILLE	13104.04
NYANGA	PAROW	18145.87
NYANGA	TYGERBERG STATION (VIA	23552.45
NYANGA	ELSIES RIVER	20011.00
MONTAGUE GARDENS	KOEBERG STATION	13744.42
TABLEVIEW BAYSIDE	GOODWOOD STATION	19874.40
MONTAGUE GARDENS	GOODWOOD STATION	18225.42
KILLARNEY	KHAYELITSHA (VIA	50894.34
GOODWOOD	RATANGA JUNCTION	9889.70
GOODWOOD	RATANGA JUNCTION (VIA	18421.28
KILLARNEY	GUGULETU	24474.41
DU NOON	BELLVILLE	26242.59
MONTAGUE GARDENS	YSTERPLAAT	18073.74
PARKLANDS	KOEBERG STATION	24376.20
NYANGA	KILLARNEY	73438.13
SAMORA MACHEL	MELKBOSSTRAND -	76043.55
GUGULETU	KILLARNEY (VIA	71815.17
GUGULETU	KILLARNEY	82476.01
SURBURBAN BLISS	KILLARNEY	85333.56
KHAYELITSHA SITE C	MELKBOS	52518.66
PHILIPPI	KILLARNEY (VIA	77189.19
MFULENI	KILLARNEY (VIA	84008.60
KILLARNEY	NYANGA	73902.16
KILLARNEY	KHAYELITSHA (VIA	110255.18

ORIGIN	DESTINATION	LENGTH

ORIGIN	DESTINATION	LENGTH
KILLARNEY	SAMORA MACHEL (VIA	76484.49
KILLARNEY	GUGULETU (VIA	72211.39
KHAYELITSHA SITE C	BLAAUWBERG	54131.18
BLAAUWBERG	KHAYELITSHA SITE C	55325.70
KILLARNEY	PHILIPPI	77913.35
ATLANTIS(WESFLEUR)	BELLVILLE	87032.88
DU NOON	KOEBERG STATION	22496.73
TABLEVIEW	KOEBERG STATION (VIA	18485.17
KOEBERG STATION	GOODWOOD	15053.66
GOODWOOD	KOEBERG STATION	13353.44
KOEBERG STATION	GOODWOOD	15247.44
GOODWOOD	KOEBERG STATION	13598.17
KHAYELITSHA	KILLARNEY	109288.29
		15879.95
		11464.27
		6251.83
		14015.08
		25715.31
		29111.94
		29046.10
		27945.33
		27183.85
		24746.41
		19926.17
SURBURBAN BLISS	TYGERBERG STATION	22273.92
WESBANK	TYGERBERG	19892.33
WESBANK	TYGERBERG STATION	15234.80
WESBANK	ELSIES RIVER	16529.79
GUGULETHU	BELLVILLE	50532.44
GUGULETHU	BELLVILLE	50435.37
BELLVILLE	LOWER CROSS ROADS	11382.29
NYANGA	CENTURY CITY (VIA	23777.31
NYANGA	CENTURY CITY (VIA N1 -	22957.89
NYANGA	KILLARNEY	27528.52
PHILIPPI STATION	KILLARNEY	31455.39
MELTON ROSE	BELLVILLE	17248.58
TYGERBERG STATION	SURBURBAN BLISS	22543.74
ELSIES RIVER	WESBANK	16534.43
CENTURY CITY (VIA	NYANGA	24548.62
CENTURY CITY (VIA N1 -	NYANGA	23386.59
KILLARNEY	NYANGA	28219.76
KILLARNEY	PHILIPPI STATION	32198.70
BELLVILLE	MELTON ROSE	17481.23
MFULENI	MELKBOSSTRAND -	114453.11
MFULENI	KILLARNEY (VIA	86082.98
KILLARNEY	MFULENI (VIA	85915.68
KILLARNEY	MFULENI (VIA	83965.15
		7797030.93

ORIGIN	DESTINATION	LENGTH

SIMONSTOWN

ORIGIN	DESTINATION	LENGTH
OCEAN VIEW	FISH HOEK	12312.8151
HANOVER PARK	RETREAT	17341.4592
FALSE BAY	GRASSY PARK	10006.3778
STEENBERG	WESTLAKE	4969.03717
STEENBERG	TOKAI	2693.44169
WYNBERG	RETREAT	7799.27854
STEENBERG	RETREAT	11370.3614

SOMERSET WEST

ORIGIN	DESTINATION	LENGTH
SOMERSET WEST	GORDONS BAY	17036.68
MACASSAR	SOMERSET WEST (VIA	20141.52
MACASSAR	SOMERSET WEST	15103.40
MACASSAR	SOMERSET WEST (VIA	13157.83
SOMERSET WEST	LOURENSFORD(SOMERS	11991.98
SOMERSET WEST	DRAMA	7771.89
SOMERSET WEST	UPPER MOUNTAIN	9098.06

ORIGIN	DESTINATION	LENGTH
LOTUS RIVER	TOKAI	9476.98937
LOTUS RIVER	MUIZENBERG	14639.1957
FISH HOEK	MASIPHUMELELE	7194.34798
FISH HOEK	NOORDHOEK	6086.41534
FISH HOEK	KOMMETJIE	14534.5634
FISH HOEK	OCEAN VIEW	12067.5578
FISH HOEK	SUN VALLEY	6091.24643
FISH HOEK	SEA FORTH	10748.5547
FISH HOEK	WYNBERG	20878.9414
OCEAN VIEW	SUN VALLEY	7763.06068
OCEAN VIEW	SIMONS TOWN	17415.3733
RETREAT	LAVENDER HILL	7518.61689
RETREAT	REATREAT	9836.76122
RETREAT	WYNBERG	15513.3215
RETREAT	POLLSMOOR	7853.22403
RETREAT	WYNBERG	8001.82355
RETREAT	FISH HOEK	13518.9431
RETREAT	WYNBERG	12354.4688
RETREAT	HANOVER PARK	18710.7073
MASIPHUMELELE	FISH HOEK	7361.40587
OCEAN VIEW	KOMMETJIE	4343.66709
OCEAN VIEW	MURDOCK VALLEY	24252.5676
OCEAN VIEW	NOORDHOEK	16273.6819
STEENBERG	CAPRICORN,RETREAT	13632.1607
STEENBERG	SEAWINDS,RETREAT	18173.4458
STEENBERG	7TH & 11TH AVE,RETREAT	8659.06032
STEENBERG	BLUE ROUTE,TOKAI	3103.63051
STEENBERG	MUIZENBERG	9081.98011
MITCHELLS PLAIN(TOWN	MUIZENBERG	22433.639
RETREAT	LAVENDER HILL	8267.42879
RETREAT	MONTAGUE VILLAGE	10576.2916
RETREAT	STEENBERG(HILLVIEW)	13111.2599
RETREAT	VRYGROND - STEENBERG	14943.0962
RETREAT	WESTLAKE - RETREAT	15246.2632
RETREAT	WESTLAKE M3 - RETREAT	14357.9638
RETREAT	WESTLAKE - TOKAI	16032.4007
RETREAT	STEENBERG	7634.32354
RETREAT	RETREAT	7124.55749
RETREAT	WYNBERG	8187.95338
RETREAT	CONSTANTIA - WYNBERG	10924.5015
RETREAT	CONSTANTIA - WYNBERG	23589.7408
RETREAT	MUIZENBERG-FISH HOEK	18026.9271
RETREAT	FISH HOEK	13468.4773
WYNBERG	CONSTANTIA (SWEET	15064.6781
KHAYELITSHA	FISH HOEK	39887.2433
FISH HOEK	RETREAT	14093.4437
MASIPHUMELELE	SIMONS TOWN	25690.7929
MUIZENBERG	MITCHELLS PLAIN	23947.8841
MASIPHUMELELE	NOORDHOEK	10312.5066
MASIPHUMELELE	KOMMETJIE	7531.09301
TOWN CENTRE CALYPSO	MUIZENBERG	25530.7862
STEENBERG	WESTLAKE - BLUE ROUTE	10837.9828
WESTLAKE	WYNBERG (CONSTANTIA)	16260.3533
VRYGROND	FISH HOEK	11094.7878
VRYGROND	MUIZENBERG	5022.03402
WYNBERG (CONSTANTIA)	WESTLAKE	16323.5199
FISH HOEK	VRYGROND	11260.8138
SOMERSET WEST	RUE MOUNT	12311.29
SOMERSET WEST	STRAND	11241.93
SOMERSET WEST	SIR LOWRYS PASS TOWN	19797.24
SOMERSET WEST	DIAZ STREET(SOMERSET	3013.45
SOMERSET WEST	SIR LOWRYS PASS TOWN	11817.42
STRAND	SOMERSET WEST	6341.16
STRAND	SIR LOWRYS PASS TOWN	14309.90
SIR LOWRYS PASS TOWN	MACASSAR	24065.08
SIR LOWRYS PASS TOWN	LOURENSFORD PLAAS	18170.97
SIR LOWRYS PASS TOWN	SOMERSET	11451.11
SIR LOWRYS PASS TOWN	FIRGROVE (R102)	22751.42
SIR LOWRYS PASS TOWN	SOMERSET WEST (SUID	16085.49
SIR LOWRYS PASS TOWN	STRAND (AE &CI)	16296.31
SIR LOWRYS PASS TOWN	SOMERSET WEST	10678.72
SIR LOWRYS PASS TOWN	STRAND	20751.45
SIR LOWRYS PASS TOWN	RUSTHOF (STRAND)	21258.90
LWANDLE	SIR LOWRYS PASS TOWN	7241.73
FIRGROVE	STEYNRUST	9104.07
FIRGROVE	LOURENSFORD	15362.59
SOMERSET WEST	WINERY RD	9318.46
SOMERSET WEST	STRAND	6535.19
SOMERSET WEST	RUSTHOF	17064.03
SIR LOWRYS PASS TOWN	SOMERSET WEST	8563.14
SIR LOWRYS PASS TOWN	STRAND	13224.46
SIR LOWRYS PASS TOWN	GORDONS BAY	8144.92
SIR LOWRYS PASS TOWN	LWANDLE	7284.72
SOMERSET WEST	MACASSAR	15814.69
MACASSAR	LOURENSFORD,SOMERS	11574.53
LWANDLE	LOURENSFORD FARM	15781.14
SIR LOWRYS PASS	SOMERSET WEST	11371.41
STRAND	LOURENSFORD &	23726.14
STRAND	HOTTENTOTS HOLLAND	19257.71
LWANDLE	HELDERVUE (SOMERSET	13680.87
LWANDLE	HELDERVUE (SOMERSET	14225.84
LWANDLE	SOMERSET WEST	7665.28
LWANDLE	SIR LOWRY'S PASS	7241.73
LWANDLE	HELDERBERG (VIA	31457.67
LWANDLE	SIR LOWRYS PASS	7629.28
MACASSAR	SOMERSET WEST	19950.34
MACASSAR	SOMERSET WEST	21749.55
		657612.68

ORIGIN	DESTINATION	LENGTH
MUIZENBERG	VRYGROND	4954.39369
		48838.8111
MFULENI	FISH HOEK	47671.1907
		929825.62

STRAND

ORIGIN	DESTINATION	LENGTH
LWANDLE	SOMERSET WEST	7503.21
LWANDLE	KHAYELITSHA	34762.03
SOMERSET WEST	VIA MUSICA MACASSAR	15268.10
SOMERSET WEST	VIA ALBATROS	16597.64
SOMERSET WEST	KRAMAT	15454.83
SOMERSET WEST	GORDONS BAY	17036.68
MACASSAR	SOMERSET WEST (VIA	20133.66
MACASSAR	SOMERSET WEST (VIA	18053.02
MACASSAR	SOMERSET WEST (VIA DE	24436.49
MACASSAR	FIRGROVE (VIA R102)	8800.43
MACASSAR	SOMERSET WEST (VIA	20141.52
MACASSAR	SOMERSET WEST (VIA	15579.90
MACASSAR	SOMERSET WEST	15103.40
MACASSAR	BLACKHEATH	19992.61
MACASSAR	EERSTE RIVER	13237.64
FIRGROVE	SOMERSET WEST (VIA	10608.49
FIRGROVE	MACASSAR	3265.72
FIRGROVE	EERSTE RIVER	11466.53
MACASSAR	SOMERSET WEST (VIA	13157.83
SOMERSET WEST	LOURENSFORD(SOMERS	11991.98
SOMERSET WEST	DRAMA	7771.89
SOMERSET WEST	UPPER MOUNTAIN	9098.06
SOMERSET WEST	RUE MOUNT	12311.29
SOMERSET WEST	KRAMAT	20795.91
SOMERSET WEST	LINK AVENUE	18687.03
SOMERSET WEST	STRAND	11241.93
SOMERSET WEST	SIR LOWRYS PASS TOWN	19797.24
SOMERSET WEST	RIVERTON	10591.09
SOMERSET WEST	DIAZ STREET(SOMERSET	3013.45
SOMERSET WEST	LOURENS	2706.93
SOMERSET WEST	RAILWAY	1743.64
SOMERSET WEST	VICTORIA PARK	2611.06
SOMERSET WEST	ADVANCED MEDICAL	4686.74
SOMERSET WEST	SIR LOWRYS PASS TOWN	11817.42
STRAND	CASSA BLANCA (STRAND)	9692.14
STRAND	CASSA BLANCA (STRAND)	6265.37
STRAND	SOMERSET WEST	6341.16
STRAND	TEMPERANCE TOWN	11023.60
STRAND	MACASSAR	14288.53
STRAND	SIR LOWRYS PASS TOWN	14309.90
STRAND	SOMERSET WEST MALL	6119.30
LWANDLE	SOMERSET WEST	6908.78
STRAND	RUSTHOF	7203.44
SIR LOWRYS PASS TOWN	MACASSAR	24065.08
STRAND	VANDER STEL STATION	8747.92
STRAND	STRAND NORTH	37013.74
SIR LOWRYS PASS TOWN	LOURENSFORD PLAAS	18170.97
SIR LOWRYS PASS TOWN	SOMERSET	11451.11
SIR LOWRYS PASS TOWN	FIRGROVE (R102)	22751.42
SIR LOWRYS PASS TOWN	SOMERSET WEST (SUID	16085.49
SIR LOWRYS PASS TOWN	STRAND (AE &CI)	16296.31

ORIGIN	DESTINATION	LENGTH

WYNBERG

ORIGIN	DESTINATION	LENGTH
BELLVILLE	MOWBRAY	24910.27
GUGULETU	CLAREMONT	15462.34
GUGULETU	SEA POINT	35082.82
KHAYELITSHA	WYNBERG	22398.72
MITCHELLS PLAIN - TOWN	WYNBERG	26375.53
LANGA	CAPE TOWN	15402.25
LANGA	SEA POINT	24447.12
LANGA	MOWBRAY	9835.66
NYANGA	WYNBERG	14229.48
NYANGA	CLAREMONT	16184.31
NYANGA	MOWBRAY	15650.29
NYANGA	CAPE TOWN	23147.71
WYNBERG	KHAYELITSHA	32215.97
WYNBERG	CONSTANTIA	6937.56
WYNBERG	CAPE TOWN	14554.64
HEIDEVELD	MOWBRAY	11723.76
HEIDEVELD	CAPE TOWN	18580.92
WYNBERG	HOUTBAY	21374.73
MOWBRAY	MANENBERG	13921.30
KHAYELITSHA	MOWBRAY	24429.42
BONTEHEUWEL	CAPE TOWN	11753.56
HANOVER PARK	CLAREMONT	7866.81
EINDHOVEN DELFT	CAPE TOWN	32526.47
LOTUS RIVER	WYNBERG	8878.19
GRASSY PARK	WYNBERG	8989.60
HANOVER PARK	RETREAT	17341.46
HANOVER PARK	CAPE TOWN (VIA	19194.08
WYNBERG	HANOVER PARK	7622.47
HANOVER PARK	CAPE TOWN (VIA	17670.70
HANOVER PARK	CAPE TOWN (VIA	21437.32
GRASSY PARK	WYNBERG	10501.03
GRASSY PARK	WYNBERG	7124.49
MITCHELLS PLAIN	CAPE TOWN	34605.51
CAPE TOWN	WYNBERG	14742.43
GRASSY PARK	VIA PLUMSTEAD -	7531.70
GRASSY PARK	VIA VICTORIA RD -	8989.60
MITCHELLS PLAIN	VIA MOWBRAY - CAPE	34337.78
MITCHELLS PLAIN	VIA MERRYDALE - CAPE	38029.34
MITCHELLS PLAIN	VIA BELGRAVIA - CAPE	37785.67
MITCHELLS PLAIN	GROOTTE SCHUUR	40453.85
VOORBRUG DELFT	CAPE TOWN	33191.92
KHAYELITSHA	CLAREMONT	24411.09
THE HAGUE DELFT	CAPE TOWN	34114.99
PARKWOOD	VIA LIME RD -WYNBERH	5800.78
PARKWOOD	VIA BLACKBIRD WLK -	6107.44
PARKWOOD	VIA KESTREL RD -	6092.08
PARKWOOD	VIA PLANTATION RD -	6178.60
PARKWOOD	VIA WALMER RD -	13584.45
PARKWOOD	SOUTHFIELD	8364.02
CROSS ROADS	WYNBERG	17542.87
NYANGA	SEA POINT	32406.70

ORIGIN	DESTINATION	LENGTH
SIR LOWRYS PASS TOWN	SOMERSET WEST	10678.72
SIR LOWRYS PASS TOWN	STRAND	20751.45
SIR LOWRYS PASS TOWN	RUSTHOF (STRAND)	21258.90
LWANDLE	SIR LOWRYS PASS TOWN	7241.73
LWANDLE	STRAND	6227.95
FIRGROVE	KRAMAT WAY,MACASSAR	8046.40
FIRGROVE	STEYNRUST	9104.07
FIRGROVE	LOURENSFORD	15362.59
FIRGROVE	SOMERSET WEST	10608.49
FIRGROVE	STRAND	11095.30
FIRGROVE	STRAND	13640.47
FIRGROVE	STRAND	14761.14
SOMERSET WEST	WINERY RD	9318.46
STRAND	AE & CI STRAND	5619.16
MACASSAR	STRAND	21733.91
MACASSAR	STRAND	14991.89
MACASSAR	SIR LOWRYS PASS TOWN	11599.30
KHAYELITSHA	SOMERSET WEST	20354.22
SOMERSET WEST	STRAND	6535.19
SOMERSET WEST	STRAND	7208.85
SOMERSET WEST	RUSTHOF	17064.03
SOMERSET WEST	CASSABLANCA	12241.64
SIR LOWRYS PASS TOWN	SOMERSET WEST	8563.14
SIR LOWRYS PASS TOWN	STRAND	13224.46
SIR LOWRYS PASS TOWN	GORDONS BAY	8144.92
SIR LOWRYS PASS TOWN	LWANDLE	7284.72
FIRGROVE	SOMERSET WEST	12944.44
GORDONS BAY	STRAND	8596.53
GORDONS BAY	SOMERSET WEST	14901.47
GORDONS BAY	SOMERSET	14610.09
SOMERSET WEST	MACASSAR	15814.69
FIRGROVE	SOMERSET WEST	13339.12
MACASSAR	LOURENSFORD,SOMERS	11574.53
MACASSAR	SOMERSET	16416.64
GORDONS BAY	TEMPERANCE TOWN	9548.64
BLUE DOWNS	MITCHELLS PLAIN	46281.06
LWANDLE	LOURENSFORD FARM	15781.14
LWANDLE	SOMERSET WEST (VIA	9054.79
SIR LOWRYS PASS	SOMERSET WEST	11371.41
STRAND	RUSTHOF	4738.36
STRAND	RUSTHOF	8615.01
STRAND	LOURENSFORD &	23726.14
STRAND	HOTTENTOTS HOLLAND	19257.71
KHAYELITSHA	LWANDLE	28565.98
KHAYELITSHA	MACASSAR	21566.58
LWANDLE	SOMERSET WEST (VIA	10834.37
LWANDLE	HELDERVUE (SOMERSET	13680.87
LWANDLE	SANDVLEI	15340.86
LWANDLE	SOMERSET WEST(VIA	9963.23
LWANDLE	GORDONS BAY	6936.60
MFULENI	SOMERSET WEST	27244.98
MFULENI	STELLENBOSCH	27884.27
LWANDLE	SOMERSET WEST MALL	10206.23
LWANDLE	HELDERVUE (SOMERSET	14225.84
LWANDLE	SOMERSET WEST	7665.28
LWANDLE	KOGGELBAAI	30981.81
LWANDLE	SIR LOWRY'S PASS	7241.73

ORIGIN	DESTINATION	LENGTH
HEIDEVELD	MOWBRAY	15843.62
RETREAT	GRASSY PARK	8833.72
RETREAT	RETREAT	4937.34
GRASSY PARK	WYNBERG	10508.76
MANENBERG	CLAREMONT	13935.59
MANENBERG	MOWBRAY	13844.15
MANENBERG	CAPE TOWN	20784.57
HOUT BAY	WYNBERG	21434.63
KHAYELITSHA	SEA POINT	40118.45
KHAYELITSHA	SEA POINT	39865.05
KHAYELITSHA	SEA POINT	40068.66
MITCHELLS PLAIN	WYNBERG	30916.15
CAPE TOWN	WYNBERG (VIA M3)	15277.07
RETREAT	RETREAT STATION	5453.24
MITCHELLS PLAIN	CAPE TOWN	43227.17
MITCHELLS PLAIN	CAPE TOWN	32775.86
MITCHELLS PLAIN	CAPE TOWN	32943.29
MITCHELLS PLAIN	CAPE TOWN	33185.66
GROOTTE SCHUUR	WYNBERG	9940.43
GROOTTE SCHUUR	MITCHELLS PLAIN	29720.26
HANOVER PARK	CAPE TOWN	21949.39
GRASSY PARK	RETREAT	4249.83
WYNBERG	RETREAT	7799.28
MOWBRAY	WYNBERG	8149.05
MOWBRAY	WYNBERG	8311.85
MOWBRAY	CAPE TOWN	6986.63
CLAREMONT	HANOVER PARK	7748.19
CLAREMONT	HANOVER PARK	7670.05
CLAREMONT	HANOVER PARK	9475.98
LOTUS RIVER	WYNBERG	8878.19
LOTUS RIVER	WYNBERG	9318.20
BONTEHEUWEL	CAPE TOWN	21611.89
STEENBERG	RETREAT	11370.36
WYNBERG	HOUT BAY	23347.91
OTTERY	WYNBERG	7621.10
LOTUS RIVER	PLUMSTEAD	6235.81
LOTUS RIVER	RETREAT	7175.42
LOTUS RIVER	PLUMSTEAD	10328.54
LOTUS RIVER	TOKAI	9476.99
ATHLONE	CAPE TOWN	20055.74
ATHLONE	CAPE TOWN	20916.51
MOWBRAY	LANGA	8928.21
GUGULETU	WYNBERG	13597.25
STRANDFONTEIN	WYNBERG	18316.85
CROSS ROADS	CLAREMONT	18588.66
CAPE TOWN STATION	MANENBERG	21062.32
MITCHELLS	CAPE TOWN	34820.38
KHAYELITSHA	SEA POINT	39919.78
MANENBERG	CLAREMONT	12926.51
HEIDEVELD	CAPE TOWN	21392.53
GRASSY APRK	RETREAT	8602.86
FISH HOEK	WYNBERG	20878.94
BONTEHEUWEL	CAPE TOWN	19884.94
BONTEHEUWEL	MOWBRAY	14318.34
MANENBERG	MOWBRAY	14294.27
WYNBERG	CONSTANTIA	9724.41
KHAYELITSHA	CAPE TOWN	31882.25

ORIGIN	DESTINATION	LENGTH
LWANDLE	HELDERBERG (VIA	31457.67
MACASSAR	SOMERSET WEST	23318.42
LWANDLE	SOMERSET WEST	7813.44
LWANDLE	SOMERSET WEST	6939.24
LWANDLE	SIR LOWRYS PASS	7629.28
MACASSAR	EERSTE RIVIER STASIE	13561.35
MACASSAR	SOMERSET WEST	19950.34
MACASSAR	SOMERSET WEST	21749.55
		1620190.46

ORIGIN	DESTINATION	LENGTH
CLAREMONT	NYANGA	16056.88
NYANGA	MOWBRAY	21727.38
CLAREMONT	CAPE TOWN	11425.61
CLAREMONT	WYNBERG	3624.65
CAPE TOWN	WYNBERG	15437.97
HANOVER PARK	WYNBERG	7611.66
WYNBERG	HANOVER PARK	10836.92
MANENBERG	CAPE TOWN	22123.92
PHILIPPI	CLAREMONT	16449.91
NYANGA	SEA POINT	32116.69
GUGULETU	SEA POINT	34857.03
GUGULETU	CAPE TOWN	21435.20
LANGA	SEA POINT	24221.34
RETREAT	LAVENDER HILL	7518.62
RETREAT	REATREAT	9836.76
RETREAT	WYNBERG	15513.32
RETREAT	WYNBERG	8001.82
RETREAT	WYNBERG	12354.47
WYNBERG	KENILWORTH CENTRE	3202.17
SILVERTOWN	CAPE TOWN	14148.72
SILVERTOWN	CAPE TOWN	16488.28
SILVERTOWN	CAPE TOWN	17145.39
SILVERTOWN	CAPE TOWN	16895.37
SILVERTOWN	CAPE TOWN	17536.90
BRIDGETOWN	CAPE TOWN	15306.27
BRIDGETOWN	CAPE TOWN	15128.59
BRIDGETOWN	CAPE TOWN	14471.48
BRIDGETOWN	CAPE TOWN	15128.59
SILVERTOWN	MOWBRAY	9547.86
SILVERTOWN	MOWBRAY	9322.55
BRIDGETOWN	MOWBRAY	8365.86
SILVERTOWN	MOWBRAY	9322.55
BRIDGETOWN	MOWBRAY	7531.06
BRIDGETOWN	MOWBRAY	7305.75
RETREAT	HANOVER PARK	18710.71
GUGULETU	CAPE TOWN	20094.39
KHAYELITSHA	SEA POINT	40063.72
KHAYELITSHA	MOWBRAY	25711.95
KHAYELITSHA	WOODSTOCK	30917.17
HEIDEVELD	CAPE TOWN	22331.17
HEIDEVELD	CAPE TOWN	19291.23
BELLVILLE	GROOTTE SCHUUR	26861.16
DELFT SOUTH	CAPE TOWN	35443.67
SAMORA MACHEL	CAPE TOWN	25615.14
LANGA	CAPE TOWN	15135.62
HEIDEVELD	CAPE TOWN	17950.42
NYANGA	CAPE TOWN	22547.93
BELLVILLE	ATLANTIS	3650.04
WYNBERG	CROSS RAODS	25783.92
NYANGA	WYNBERG (VIA	17761.07
CROSS ROADS	WYNBERG (VIA	20754.30
GUGULETU	CLAREMONT (VIA	20970.35
CROSS ROADS	CLAREMONT (VIA	21238.99
MITCHELLS PLAIN	WYNBERG	23221.29
MITCHELLS PLAIN	WYNBERG	29058.28
SAMORA MACHEL	SEA POINT	33344.55
KHAYELITSHA	WYNBERG (VIA	28180.53

ORIGIN	DESTINATION	LENGTH
KHAYELITSHA	CLAREMONT (VIA	25916.55
LANGA	WYNBERG	15494.44
LANGA	MOWBRAY (VIA	23883.28
SAMORA MACHEL	SEA POINT	33344.55
NYANGA	CLAREMONT (VIA	17761.07
STEENBERG	CAPRICORN,RETREAT	13632.16
STEENBERG	SEAWINDS,RETREAT	18173.45
STEENBERG	7TH & 11TH AVE,RETREAT	8659.06
RETREAT	LAVENDER HILL	8267.43
RETREAT	MONTAGUE VILLAGE	10576.29
RETREAT	STEENBERG(HILLVIEW)	13111.26
RETREAT	VRYGROND - STEENBERG	14943.10
RETREAT	WESTLAKE - RETREAT	15246.26
RETREAT	WESTLAKE M3 - RETREAT	14357.96
RETREAT	WESTLAKE - TOKAI	16032.40
RETREAT	STEENBERG	7634.32
RETREAT	RETREAT	7124.56
RETREAT	WYNBERG	8187.95
RETREAT	CONSTANTIA - WYNBERG	10924.50
RETREAT	CONSTANTIA - WYNBERG	23589.74
RETREAT	MUIZENBERG-FISH HOEK	18026.93
WYNBERG	CONSTANTIA (SWEET	15064.68
SEA POINT	EYONA	29072.12
MOWBRAY	NYANGA	18644.29
RETREAT	RETREAT STATION	7940.62
NYANGA	WYNBERG	14183.64
NYANGA	WYNBERG (VIA	25296.90
NYANGA	WYNBERG (VIA	22515.76
NYANGA	WYNBERG (VIA LOWER	22026.65
NYANGA	CLAREMONT (VIA	22042.83
NYANGA	CLAREMONT	18870.85
NYANGA	CLAREMONT (VIA	19586.77
NYANGA	CLAREMONT (VIA CROSS	19844.96
NYANGA	WYNBERG (VIA	15621.43
NYANGA	WYNBERG (VIA PHILIPPI)	17635.59
NYANGA	WYNBERG (VIA CROSS	17832.59
CROOS ROADS(JO-BURG	CLAREMONT	14911.56
FISH HOEK	RETREAT	14093.44
LANGA	WYNBERG	15519.30
WYNBERG	NYANGA	19854.16
SAMORA MACHEL	CLAREMONT	15035.49
SAMORA MACHEL	CLAREMONT (VIA	16607.78
RETREAT	RETREAT STATION	10742.59
LOWER CROSS ROADS	CAPE TOWN	31256.81
CLAREMONT	LANGA	15002.90
CLAREMONT	NYANGA	21638.80
CLAREMONT	NYANGA	17990.60
CROSS ROADS (JO-BURG	WYNBERG	12899.19
CROSS ROADS (JO-BURG	WYNBERG (VIA	14854.01
CROSS ROADS (JO-BURG	CLAREMONT(VIA	16430.78
EYONA	CAPE TOWN	20094.39
WYNBERG	CENTURY CITY	22986.80
WYNBERG	CENTURY CITY	32909.93
WYNBERG	CENTURY CITY	29193.08
WYNBERG	CENTURY CITY	30609.72
DELFT	WYNBERG	18702.40
DELFT	WYNBERG (VIA	24372.73

ORIGIN	DESTINATION	LENGTH
LANGA	MOWBRAY	14937.69
WYNBERG	BISHOPS COURT	12587.89
MOWBRAY	CENTURY CITY	12160.28
GUGULETU	MOWBRAY	19303.09
DELFT	WYNBERG	19140.71
LOWER CROSS ROADS	WYNBERG	17386.55
PHILIPPI	WYNBERG	14495.09
DELFT	WYNBERG AND RETURN	42284.43
LOWER CROSSROADS	WYNBERG (VIA	23041.53
SAMORA MACHEL	WYNBERG	13335.85
WYNBERG	LANGA	15720.25
SURBURBAN BLISS	MOWBRAY	28186.39
SURBURBAN BLISS	CAPE TOWN	35126.81
SURBURBAN BLISS	CAPE TOWN	35685.44
SURBURBAN BLISS	SEA POINT	44754.19
CROSS ROADS(JO-BURG	CLAREMONT	14854.01
MOWBRAY	CAPE TOWN	19064.11
MOWBRAY	CENTURY CITY	22631.31
KHAYELITSHA	WYNBERG	22488.45
HANOVER PARK	CAPE TOWN (VIA	19111.77
HANOVER PARK	CAPE TOWN (VIA	21533.80
HANOVER PARK	CAPE TOWN	22045.87
RETREAT	ATHLONE (VIA KLIP RD,	19300.51
RETREAT	ATHLONE (VIA M5 &	17528.71
NYANGA	TAMBO VILLAGE	20657.27
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	32969.25
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	35829.56
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	35622.23
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	33211.63
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	34846.35
TOWN CENTRE CALYPSO	CAPE TOWN (HIGHLANDS	34438.08
RETREAT	ATHLONE (VIA M5,	20081.94
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	32969.25
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	35829.56
GUGULETU	MOWBRAY	13002.31
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	38055.31
TOWN CENTRE CALYPSO	CAPE TOWN (VIA N2,	34605.51
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	33211.63
TOWN CENTRE CALYPSO	CAPE TOWN (VIA	34846.35
GUGULETU	CLAREMONT	15556.59
PHILIPPI	MOWBRAY	18592.62
PHILIPPI	CAPE TOWN	27025.51
WYNBERG	HOUT BAY	22834.38
SAMORA MACHEL	CAPE TOWN	25325.28
LEIDEN DELFT	CAPE TOWN (VIA N2 &	35695.96
LANGA	BELLVILLE (VIA N2, CAPE	43577.59
LANGA	BELLVILLE (VIA N2, CAPE	43511.76
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60994.19
KHAYELITSHA SITE C	BELLVILLE (VIA N2, CAPE	60928.36
LANGA	CAPE TOWN	14549.04
WYNBERG	HOUT BAY (VIA VICTORIA	21839.82
MITCHELLS PLAIN	CLAREMONT (VIA	29582.13
MITCHELLS PLAIN	CLAREMONT (VIA	27197.98
MITCHELLS PLAIN	CLAREMONT (VIA	30330.60
STEENBERG	WESTLAKE - BLUE ROUTE	10837.98
		7525.88
		18702.40

ORIGIN	DESTINATION	LENGTH

ORIGIN	DESTINATION	LENGTH
		20540.67
WESBANK	CAPE TOWN STATION	32927.56
GUGULETHU	BELLVILLE	50532.44
GUGULETHU	BELLVILLE	50435.37
WESTLAKE	WYNBERG (CONSTANTIA)	16260.35
WYNBERG (CONSTANTIA)	WESTLAKE	16323.52
MFULENI	MOWBRAY	29831.10
MFULENI	CLAREMONT(VIA	30778.96
MFULENI	WYNBERG	27247.37
MFULENI	CAPE TOWN (STATION	36001.40
MFULENI	CAPE TOWN	36144.32
MFULENI	CLAREMONT	29167.42
MFULENI	WYNBERG	27259.37
		5947818.34