The Diagram above illustrates the education levels within Emfuleni area. This Diagram shows that 23% of Emfuleni population has a primary school education and 53% of the residents living within Emfuleni have completed secondary school education. In total, 3% of the population has no education, which constitutes a significant section of the population. Only 1% of the population has a post-scholastic educational qualification. Higher education levels are usually associated with higher income levels and certain employment categories, such as professional and managerial positions.
2.3.2. ECONOMIC OVERVIEW

The purpose of this section is to perform an analysis of Emfuleni area in terms of its economic development, particularly with regard to employment, income and expenditure patterns.

2.3.2.1. LEVEL OF EMPLOYMENT

![Diagram showing the level of employment distribution:]

- Employed: 30%
- Unemployed: 28%
- Discouraged work seekers: 15%
- Economically active: 24%
- Not Applicable: 3%

**DIAGRAM 3: LEVEL OF EMPLOYMENT**

Source: Census, 2011
The unemployment rate can be expressed as the number of economically active people who are willing and able to work but do not have jobs. Unemployment is one of the major contributors to poverty as unemployed people are not able to provide for their household’s basic needs due to the lack of disposable income. The Diagram above indicates high unemployment levels within Emfuleni, with almost 50% of the economically active population being unemployed.

2.3.2.2. Sector Employment

![Diagram showing employment by sector, 2001](image)

**Diagram 4: Employment by Sector, 2001**

Source: Census, 2001

The Diagram above shows major employment sectors that employ residents living within Emfuleni. The key sectors employing Emfuleni area residents are the community sector, the retail sector and the manufacturing sector. It can be assumed that the
Vanderbijlpark CBD and the Vereeniging CBD contribute significantly to the community sector and retail sector statistics, and that Mittal Steel and the industrial areas of Vereeniging contribute significantly to the manufacturing sector statistic. The number of people employed by the agricultural sector is surprisingly low, which suggests that the smallholdings and farms within Emfuleni are primarily used for rural residential purposes, rather than commercial farming purposes.

2.3.2.3. OCCUPATION

![Diagram showing occupation distribution]

Source: Census 2001
The Diagram above depicts the occupations held by economically active persons within Emfuleni area. Of these, significant numbers of persons within Emfuleni are labourers, tradesman, machine operators, clerks and service workers. These occupation types correspond with the employment sectors found within Emfuleni, such as the industrial and commercial areas of Vanderbijlpark and Vereeniging. Occupation relates directly to other economic factors, such levels of education, employment levels and income. Again, the low number of agricultural workers resident within Emfuleni is surprising, suggesting that most of the agricultural properties within the Municipal Area are not used for commercial agricultural purposes.

2.4. TRANSPORTATION

2.4.1. MOVEMENT PATTERN

Movement patterns provide an understanding of how an area functions, because it illustrates the spatial relationships between settlements and core areas (employment and shopping areas) and the linkages that exist between such spatial entities. The Diagram below depicts the movement of people within Emfuleni and between Emfuleni and the neighbouring municipal areas. Four primary core areas are located within and close to Emfuleni. Movement within Emfuleni largely occurs within a triangle, anchored by the core areas of Vanderbijlpark, Vereeniging and Sebokeng. Movements between Emfuleni and neighbouring municipal areas occur along two axes. The first axis is located between Vanderbijlpark and Sebokeng towards Orange Farm and Johannesburg. The second axis is located between Vanderbijlpark, Vereeniging and Meyerton towards Ekurhuleni.

The strongest movement of people is between Vanderbijlpark, Vereeniging and Meyerton towards Johannesburg along the P156 freeway. A strong movement also occurs between Sebokeng and Johannesburg, especially during morning and afternoon peak hours, as commuter access employment opportunities in Johannesburg and surrounding areas. A strengthening of movement in future can be expected between Vereeniging and Sebokeng, as urban development and densification occurred along this corridor. The densification of this corridor is set out in the Development Concept that is presented in Section 4 of the Emfuleni SDF. Movement along the corridor between Vereeniging, Sebokeng and Johannesburg will be supported by the existing commuter railway line serving these locations.
EMFULENI SPATIAL DEVELOPMENT FRAMEWORK

Movement Axis
Core Area
Railway Line
Future Densification

Vereeni

Sebokeng

Vanderbijlpark

Vereeniging

to Joburg

DIAGRAM 6: MOVEMENT AXIS
2.4.2. ROAD NETWORK

The South African Road Classification and Access Management Manual is an official requirement for National, Provincial and Municipal Authorities to implement. The South African Road Classification and Access Management Manual is funded and supported by SANRAL and the National Department of Transport (NDOT).

According to the South African Road Classification and Access Management Manual, the road hierarchy within South Africa functions on 5 levels (see Diagram above). The first level contains freeways, consisting of national freeways and provincial PWV roads and these are classified as Class 1 roads. These roads provide regional access, connecting an area to neighbouring cities and towns. The second and third levels comprises major and minor arterials (or K-routes), which aim to provide better intra-urban access between suburbs and activity areas. These are classified as Class 2 and 3 roads. The fourth level comprises collector roads, which are classified as Class 4 roads. These roads connect residential areas to the mentioned arterial network. On the fifth level, local streets provide direct access to land uses and link these land uses to the mentioned collector roads. These are classified as Class 5 roads.
FIGURE 4: TRANSPORTATION NETWORK

- Study Area
- Existing Station
- Existing Railway Line
- Existing Freeway
- Existing Distributor