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National Household Travel Survey

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Abbreviations and acronyms

NHTS	National Household Travel Survey
ABET	Adult Basic Education and Training
DM	District Manager
DoT	Department of Transport
DU	Dwelling unit
EA	Enumeration area
FET	Further Education and Training college
FW	Fieldworker
FWC	Fieldwork Coordinator
FWS	Fieldwork Supervisor
KPI	Key Performance Indicators
MDB	Municipal Demarcation Board
MTSF	Medium Term Strategic Framework
NDoT	National Department of Transport
PSC	Provincial Survey Coordinator
PSU	Primary sampling unit
QA	Quality Assurer
StatMx	Statistical Macro Extensions
Stats SA	Statistics South Africa
TAZ	Transport Analysis Zone
UIF	Unemployment Insurance Fund

Foreword

Transport and the need for transport has become an integral part of the daily lives of South Africans. The movement of goods and services in time and space define and influence and are impacted upon by economic activity. Demands for transport shape the urban landscape, and influence spatial choices that the citizenry makes in relation to social and economic services such as place of residence, education and work. Business in similar ways makes locational choices based on market proximity and size as well as considerations for ease of temporal and spatial mobility of labour, goods and services. These choices contribute to the well-being of individuals, households and business or lack thereof. South Africa is increasingly becoming urbanised, and metropolitan agglomerations attract more and more people annually, as the successive censuses of South Africa's population indeed can attest. The consequence of the increased population yields changes in the structure and especially size of demands on urban management systems, urban infrastructure and transport services.

The last National Household Travel Survey in South Africa (NHTS), was conducted in 2003 as a joint effort by Statistics South Africa (Stats SA) and the Department of Transport (DoT). The information from this survey was used extensively for transport policy and strategy formulation as well as planning at all spheres of government. Stats SA also assisted the DoT to conduct the second NHTS. Data collection in this regard took place between January and March 2013, and a total of 51 341 households and/or dwelling units were sampled, using a random stratified sample design. The findings are representative of the population of South Africa and can be analysed and reported on at provincial, municipal and Transport Analysis Zone (TAZ) levels.

The study results suggest that barriers to mobility in the last ten years have been reduced, yet several challenges still remain ahead. Over time, households living in rural areas had better access to public transport and had reduced travel times when compared to 2003. On the other hand, however, urban and metropolitan households tended to wait longer for transport than had been the case in 2003, and their journeys to work and school also took somewhat more time.

Most learners, who attended pre-school, school, ABET and literacy classes walked all the way to reach educational institutions. Those attending higher educational institutions tended to use taxis more than any other mode of travel. As far as workers were concerned, nearly four million of the 15,3 million workers drove all the way to work using private transport, whilst 3,7 million used taxis. A further 3 million walked all the way, and approximately 1 million made use of buses as their main mode of transport.

The National Land Transportation Act, 2000 (Act No. 22 of 2000) initiated the process of transforming and restructuring the national land transport system. In 2009, the National Land Transport Act (No 5 of 2009) was promulgated to further build on the provisions of the initial Act of 2000. The vision of the Department of Transport in their Public Transport Strategy (2007) is to phase in a lasting legacy of Integrated Rapid Transport Service Networks in metropolitan cities, smaller cities and rural districts that will ensure sustainable, equitable and uncongested mobility in liveable cities and districts. According to this strategy, metropolitan cities aim to achieve a significant shift of work trips from cars to public transport networks by 2020.

Since 2003 South Africans have become more mobile and more dependent on transport over time. The percentage of the population using taxis and buses for transport has increased and taxis remain the dominant public transport mode used across all provinces. Trains are primarily used for work and education related travel in Western Cape and Gauteng. There has been a reduction in transfers between different modes of public transport, signifying that the transportation system may be becoming more efficient. Challenges that will continue to need the attention of urban and transport planners include the increased travel times of especially metropolitan commuters, the cost of transport, the availability of buses, the poor condition of the roads and in some provinces such as Gauteng and Mpumalanga, the reckless driving by taxi drivers. The unavailability of public transport at specific times of the day or night is a problem in most areas, but were more specifically identified in Free State, KwaZulu-Natal and Limpopo.

This study is a statistical release and will be followed by thematic reports that will explore policy interventions further. In itself the data collected will make a valuable contribution towards shaping policy. However, the interval of ten years between surveys and monitoring instruments is overtaken by rapid urbanisation streams. It is desirable to have shorter time periods and more importantly, to move towards continuous monitoring of demand and supply of transportation in order for South Africa to realise and achieve a significant shift of work trips from cars to public transport networks by 2020.



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1. Key findings

Introduction

The NHTS 2013 had 11 objectives. This report is not an attempt to report on all the objectives of the survey, but rather to provide a general overview of the key findings of those aspects that do not require in-depth expert analysis by planners and transport officials. Aspects that are not specifically covered, but will be dealt with in later reports which will be compiled by DoT and their partners, include:

- Assessing the effectiveness of the existing subsidy mechanisms;
- Measuring the KPIs – will be reported on in a speared report that will be compiled in conjunction with the department;
- Understanding the travel choices of different market segments;
- Ascertaining the cost of transport for households (to assess level of affordability);
- Assisting in identifying the disadvantaged regions and transport needs for investment in transport infrastructure;
- Determining accessibility to services such as workplaces, education facilities, social needs markets and others; and
- Assessing accessibility of public transport for people with disabilities and the elderly in the communities.

Most of this report deals with the objective of gaining a better understanding of the transport needs and behaviour of households. The findings in relation to this are reported in several subsections. Firstly general travel patterns, education travel patterns, work related travel patterns, business trips and other travel patterns will be discussed.

Gaining a better understanding of household transport needs and behaviour

General travel patterns

The reference period of the study was a period of seven days prior to the interview. As would be expected because of population size and degree of urbanisation, the majority of persons who undertook trips during the reference period lived in Gauteng, and the least number of persons who undertook trips were found in Northern Cape. More than half of the travellers in the country reside in four provinces: Gauteng, KwaZulu-Natal, Eastern Cape and Western Cape. Approximately 85% of individuals in urban and metropolitan areas travelled during the 7-day reference period, whilst only 75,7% of individuals living in rural areas were likely to travel. Since 2003, there has been a significant increase in the percentage of travellers across all geographic types. In 2003, three-quarters (75,9%) of South Africans travelled during the seven days prior to the survey. This increased to 81,5% in 2013. Of the 42,6 million people who took trips across all provinces, a quarter lived in Gauteng, 18% in KwaZulu-Natal, and 12% in Eastern Cape.

Most travelling occurred from Monday to Friday. Even though men and women were equally likely to travel during the week, women tended to travel more over weekends.

Nationally, not needing to travel (43,3%) was the most commonly given explanation for not travelling. Other reasons included: being too old or too young to travel (22,7%) and it was too expensive to travel (12,9%).

Education and education related travel

Learners' travel patterns and modes of transport

Residents of rural areas (40,7%) were more likely to attend educational institutions than those living in metropolitan areas (33,7%) and urban areas (25,6%). This reflects the age structure of rural areas, where there is a relatively high percentage of individuals of school-going age, rather than a greater propensity for study in rural areas. A total of 16,5 million learners were identified across the country, irrespective of the type of educational institution

attended and including private, public and special schools. Of the 13,1 million learners attending school in the country, 3 million lived in KwaZulu-Natal, 2,2 million in Gauteng and 2,1 million in Eastern Cape.

Individuals who attended educational institutions and used public transport were most likely to use taxis (69,5%), followed by those who used buses (24,7%), while 5,8% used trains. Most learners who attended pre-school, school, ABET and literacy classes walked all the way to reach educational institutions. Learners who attended higher educational institutions were more likely to use taxis (14,8%), followed by driving cars/trucks (24,8%).

Learner's number of days and travel time

Across all educational institutions, as would be expected, most learners travelled to their institutions of learning for five days per week. The majority of learners (60,4%) travelled between 07:00 and 07:59 in the morning to their place of learning. In Western Cape and Eastern Cape, as many as 74% of learners travelled during this time slot. In Limpopo, only 46,2% of learners travelled at this time, as a significant number travelled before 06:30 (21,6%) and between 06:30 and 06:59 (27,2%).

Only 8,3% of learners travelled more than 60 minutes to reach their educational institution. However, this is higher than in 2003, when only 3,2% of learners travelled more than 60 minutes to reach their educational institution. Proportionally, those attending higher education institutions (26,2%) were more likely than learners attending school (10,1%) to travel more than 60 minutes. Nearly three-quarters (72,4%) of those who walked spent less than 30 minutes walking, while a further 21,8% needed between 31 and 60 minutes to reach their educational institution.

Work related travel patterns (persons aged 15 years and older)

Workers' geographic location

Approximately half of all workers were found in the metropolitan areas, and close to a third resided in urban areas. The highest percentages of workers classified as rural came from KwaZulu-Natal (26,1%) and Limpopo (21,5%).

Workers' mode of travel

The nearly 40% of workers (38,8%) used public transport as their main mode of travel to work. Slightly fewer workers used private transport (38,3%). Approximately one in five workers reported walking all the way (21,6%). Workers living in metropolitan areas were more likely to use taxis (29,5%) than trains (9,4%) and buses (6,3%). On the other hand, workers living in rural areas were less likely to use taxis (21,4%) than their metropolitan and urban counterparts, but more likely to use buses (13,4%).

The total number of public transport trips per weekday to go to work is estimated at 5,4 million, which is significantly higher than the 5 million measured in 2003. A total of 3,7 million taxi trips were made on a daily basis to work. More than half of all these trips to work were made in Gauteng (1,4 million), and KwaZulu-Natal combined (0,8 million).

The proportional share of the different public transport modes remained the same across this time period. With 68% of these being public transport trips made by taxi, 19% by bus and 13% by train.

The percentage of public transport users who made at least one transfer decreased from 26,5% to 17,1% between 2003 and 2013. Train users were more likely than any other kind of public transport users to make one or more modal transfer (change in type of transport).

Most of the working population worked for five days per week (62,5%). Metropolitan workers were the least likely to work for more than five days per week (24%), and those residing in rural areas (34,6%) were much more likely to work six or more days per week.

Time workers leave for work

Slightly more than one in five workers (22,3%) left their residences before 6 am to travel to work. More than one-quarter (29,6%) of workers left their area of residence for work between seven and seven fifty nine in the morning. Almost 12% of workers started travelling at eight o'clock or later. Workers in rural areas tended to leave earlier for work than those residents in urban and metropolitan areas. Nearly sixty five per cent (64,9%) of rural workers leave before 7 am as opposed to 58,2% in metropolitan areas and 54,5% in urban areas.

Workers received travel allowances from the employer

The proportion of workers who received a travel allowance from their employer dropped from 3,4% in 2003 to 2,3% in 2013, both nationally and in most provinces. Limpopo however increased from 2,7% to 3%.

Walked to and time waited for the first public transport (train, bus and taxi)

In 2003, almost 11% of workers waited for their first public transport for more than 15 minutes. Percentages increased to 14,4% in 2013. The highest percentage of workers who had to wait for more than 15 minutes for the first public transport to arrive were found in Gauteng (12,4%) and KwaZulu-Natal (11,7%). Compared to metropolitan and urban areas workers in rural areas were more likely to wait for more than 15 minutes (11,2%). For them the situation remained unchanged since 2003, while the percentage of workers waiting this long in metro and urban areas increased by 4,4 and 1,5 percentage points respectively.

After having been dropped off by their public transport, most workers walked in order to reach their workplace. About 14,7% of these workers in Western Cape, 15,9% in Free State and 15,1% in Gauteng reported walking for more than 15 minutes to get to work.

Business trips

Business trips are trips taken by people aged 15 years and older, as part of the execution of their duties. Business trips can be day or overnight trip(s), and were defined as trips of 20 km or more from the usual place of work. In the country, of the 15,3 million persons aged 15 years and older who were interviewed, only 1,4 million indicated that they had undertaken business trips during the calendar month preceding the survey. Four out of ten business travelers were from Gauteng (42,5%), with a further 12% from Western Cape and 11,9% from KwaZulu-Natal. Northern Cape (1,8%) contributed the least to the national business travel count. Most people travelled within their own provinces; however, when leaving their province of residence, business travelers were most likely to travel to Gauteng.

Most business travelers (57,6%) drove themselves in a car/bakkie/truck. The second most used transport modes were taxis and aircraft.

Other travel patterns

Travel patterns refer to trips other than work, education and business related trips. This replaces the 2003 section on migration related travel and was broadened to capture all kinds of other travel. Some people travel on a weekly basis, monthly or once in three months. Such trips were categorised as day and/or overnight trips.

Day trips

Most of the day trip travellers lived in Gauteng (61,6%) and KwaZulu-Natal (62,3%). Shopping for personal or business use (34,2%) was cited by the majority of travellers as their main purpose for travel, followed by 21,9% of those who visited the place that they considered home. The majority of day trippers used taxis (46,6%), followed by those who used cars/bakkies/trucks as passengers (17,5%), while 14,9% of travellers were car/bakkie/truck drivers.

Overnight trips

Provincially, the same patterns were followed with visiting home as the most important reason (47,4%) in all provinces. Travelling to attend funerals was most common in Free State (20%), Northern Cape (18,3%), Mpumalanga (17,1%) and Limpopo (16,7%). Religious trips were important in Limpopo (12,1%), North West (7,8%), Eastern Cape (7,8%) and Mpumalanga (7,3%).

Nearly half of overnight trips were made by persons using taxis (46,1%), followed by those who travelled by car/bakkie/truck as passengers (20,6%) to reach their main destination. About 14,5% of the overnight travelers drove cars/bakkies/trucks to reach their main destination. Approximately 10,2% of travelers made use of buses.

Household travel patterns, attitudes and perceptions

Transportation modes and travel time used by households to visit public facilities

Metro

Compared to 2003, more households in the metropolitan areas travelled more than 60 minutes to get to all types of facilities in 2013. More than 20% of households travelled more than 60 minutes to reach other shops (20,5%) and traditional healers (26,5%). Approximately 13% of households travelled more than 60 minutes to a medical service compared to 6,6% of households in 2003.

Urban

The percentage of urban households who had to travel for more than 60 minutes to get to selected services had also increased since 2003, although not as much as in metropolitan areas.

Rural

Rural households is the only subgroup that have seen a significant decrease in access time to selected services, even though rural travellers still took longer time periods than their urban and metropolitan counterparts.

Use of taxis, buses and trains

Even though public transport use by workers on the travel day did not change significantly during the period of review, the general reported usage patterns of public transport by households have changed significantly between 2003 and 2013. There has been a general increase in the percentage of households who used taxis (from 59% to 68,8%), buses (16,6% to 20,1%) and trains (5,7% to 9,9%). This reflects a general increase of the percentage of travelers in the country during that particular decade.

During the calendar month preceding the survey, 68,8% of households used taxis. This is significantly higher than the 59% recorded in 2003. In 2013, about one in five South African households reported using buses during the past calendar month. This is slightly higher than the use reported in 2003, which was 16,6%. The percentage of households that used trains increased from 5,8% in 2003 to 9,9% in 2013.

Walking for more than 30 minutes to the nearest taxi rank, bus or train station

Generally, households needed more time to walk to their nearest taxi, bus or train stations in 2013 when compared to 2003. The percentage of households that walked for more than 30 minutes to the taxi rank increased from 17,6% in 2003 to 22,4% in 2013. Those who walked to bus stations for that long decreased from 11,2% in 2003 to 4,4% in 2013. In 2003, about 17,4% of households walked for more than 30 minutes to get to train stations, and this figure increased to 22,4% in 2013.

Attitudes and perceptions about transport

Close to fourteen per cent (13,5%) of households indicated that they had no transport related problems. The most important problems mentioned nationally is the poor condition of roads (9,4%). Provinces with the most complaints about the condition of roads were Eastern Cape (19,6%), Free State (17,4%), Limpopo (13,7%) and North West (11,6%). Nationally, sixteen per cent (16,3%) of households identified lack of buses as their main transport related problem, with the majority of complaints coming from those residing in Gauteng (20,5%), Western Cape (19,8%), KwaZulu-Natal (18,4%) and Eastern Cape (16,2%).

Taxis too expensive, reckless driving, taxis too far, no buses at specific times, crime, congestion

One in ten households in South Africa thought that taxis were too expensive. Households in Mpumalanga (13,3%), Northern Cape (12,7%) and Limpopo (9,2%) were more likely to be concerned about the cost of taxis. Seven per cent (6,9%) considered reckless driving by taxi drivers as one of their most important transport related problems.

Not surprisingly three of the country's busiest provinces, i.e. Gauteng (9,9%), Western Cape (9,7%) and Mpumalanga (8,2%), had more households identifying this as a problem.

Dissatisfaction with taxi, bus, and train services

In Gauteng, about 61,6% of households that used train services indicated that they were not satisfied with the distance between the train station and their home. In Western Cape, one in five households mentioned this as a problem. Nationally, 8,5% households were dissatisfied with the level of crowding in busses. They were also dissatisfied with the facilities at bus stops, such as toilets and offices.

Other problems that were not as important nationally, but for which there were significant percentages of provincial complaints, included:

- Lack of taxis at specific times
- No buses at specific times/late at night
- Taxis are too far
- Congestion: Gauteng (5,6%) and Western Cape (4,7%)
- Crime: Western Cape (8,7%)
- No taxis available: Free State (5,4%) and Northern Cape (5,3%)

Factors influencing the household's choice

About 32,5% of households indicated that travel time was the biggest determinant of transport mode choice, while the cost of travel was important to 26,2% of households. Flexibility was mentioned by 9,2% of households and safety from accidents by 8,7%.

The availability, ownership and use of motor cars and driver's licences

Ownership of bicycles and or access to cars

Close to a million households owned between one and three bicycles, and about 49 000 owned more than three bicycles. There has been a significant increase from 2003 to 2013 in the percentage of households who owned or had access to cars (from 22,9% to 32,9%). Household ownership or access to motorcycles, kombis and other transport modes remained relatively unchanged during this period, whilst ownership/access to company cars had decreased.

Nationally, Gauteng had the highest percentage (39,3%) of persons 18 years and older with a driver's licence, followed by Western Cape (35,9%) and KwaZulu-Natal (21%). Close to 6,1 million persons aged 18 years and older had a licence for light motor vehicles, while 3 million persons had a licence for a heavy-duty motor vehicle, and 403 000 persons had a motorcycle licence. The absolute number of licences increased from 6,5 million in 2003 to 9,2 million in 2013. The percentage of black African males with a licence increased from 48,2% in 2003 to 56,2% in 2013, and the percentage for black African females increased from 21,9% in 2003 to 39% in 2013. In 2003, 61,6% of female licence holders were white. This number decreased to 46,1% in 2013. This reflects the increase in especially black African women holding licences over the same time period, rather than an absolute decrease in white female licence holders.

To measure usage of non-motorised transport

Use of non-motorised transport

One in five workers walked all the way, and only 1,3% cycled all the way to work. The majority of those that walked all the way to work were found in the rural areas. Those who cycled all the way were found in urban areas.

2. Introduction

2.1 Background

The first National Household Travel Survey (NHTS) was conducted in 2003. This report presents the findings of the second round of this survey. It was executed by Statistics South Africa (Stats SA) from February to March 2013. Prior to the main survey, a pilot survey was conducted on a small scale – mainly to test the questionnaire, its contents, and the training manual.

During the early years of democracy (1994–1999), the National Department of Transport (NDoT) relied on the annual October Household Survey (now known as the General Household Survey) for transport related statistics. Although some questions related to transport were included in the General Household Survey from 2002 onwards, the National Department of Transport decided to undertake the National Household Travel Survey (NHTS) because there was a need to understand in more detail how and why people travel. The first NHTS was conducted in 2003 by Stats SA. The aim of the NHTS is to gain strategic insight into the travel patterns and transport problems in the country so that the collected information would serve as the basis for DoT research, planning and policy formulation. The information will further assist transport authorities to effectively target where transport subsidies could be needed and granted. This information will also serve as a data source for the definition and measurement of Key Performance Indicators for land passenger transport, as required in terms of the National Land Transport Transition Act (Act No. 22 of 2000).

The NHTS 2013 was executed during February and March 2013 across all nine provinces using a two-staged random stratified sample of 51 341 dwelling units (DUs). More information related to the questionnaire content and design, sampling and weighting methodology as well as data collection can be found in Section 10 of this report, as well as a detailed technical report.

The survey covered land, air and water transport related travel. Land transport focuses on public and private transport and includes non-motorised transport such as walking all the way to one's destination, cycling or using animal-drawn vehicles. It encompasses travel related to education facilities, work, business and leisure and migration for individuals. Most of the work and education related questions were applicable to a randomly selected travel day that could be any day from Monday to Friday. In addition to these themes, household-level information was also collected about the demographic profiles of individuals, the socio-economic circumstances of households, and general attitudes and perceptions about transport.

Even though the questionnaire is similar to the 2003 questionnaire, the slight rewording of questions, as well as the addition of categories to make the questionnaire more relevant to current circumstances, resulted in only a limited number of questions being directly comparable. If a comprehensive time series is to be built for household travel patterns, it will be very important that the survey be repeated every five years and as few changes as possible be made to the questionnaire in order to ensure comparability.

2.2 Objectives of the National Household Travel Survey 2013

The objectives of the National Household Travel Survey 2013 have been formulated within the context of the transport related policy, and strategic and planning responsibilities of the Department of Transport, the requirements of the Medium Term Strategic Framework (MTSF) 2009–2014, as well as the imperatives of the National Development Plan 2030 with a special focus on households in South Africa.

These objectives were:

- a. To understand the transport needs and behaviour of households;
- b. To ascertain the cost of transport for households (to assess level of affordability);
- c. To assess attitudes towards transport services and facilities;
- d. To measure the availability, ownership and use of motor cars;
- e. To understand the travel choices of different market segments;
- f. To determine accessibility to services such as workplaces, education facilities, social needs markets and others;
- g. To assess the effectiveness of the existing subsidy mechanisms;

- h. To assist in identifying the disadvantaged regions and transport needs for investment in transport infrastructure;
- i. To measure key performance indicators (KPIs) as required by the National Land Transport Act (Act No. 5 of 2009) and the National Land Transport Strategic Framework;
- j. To measure usage of non-motorised transport by households; and
- k. To assess accessibility of public transport for people with disabilities and the elderly in the communities.

2.3 Target population

The target population of the survey consisted of all private households and residents in workers' hostels in the nine provinces of South Africa. The survey does not cover other collective living quarters such as students' hostels, old-age homes, hospitals, prisons and military barracks and is therefore only representative of non-institutionalised and non-military persons in South Africa.

3. General travel patterns

3.1 Trips undertaken during the seven days preceding the survey

The Department of Transport is responsible for the regulation of transport in South Africa, that is, road-based public transport, freight and passenger rail transportation, civil aviation, shipping, road freight, private motoring, non-motorised transport and all forms of traffic management and control.

In 2007, the Cabinet approved the Public Transport Strategy (PTS) and Action Plan which has been the basis of planning, regulation and investment in public transport ever since. The strategy strives to upgrade public transport modes and to transform operations through the development of integrated networks of contracted services. The PTS applied initially in the 12 largest cities (including all metropolitan municipalities), but ultimately it is a model that will be applied throughout the RSA. The cities of Cape Town and Johannesburg have pioneered the development of integrated network services through their flagship projects named MyCiTi and Rea Vaya respectively. The National Household Travel Survey results will enable government to understand how the travelling public is responding to its policies and strategies throughout the nation and in its provinces and municipal areas.

This section of the NHTS report gives an indication of the demographic characteristics of travellers. Information related to the days of the week on which people usually travel as well as the frequency of visits to different activities, places or facilities by household members is also provided in this section. This information could be used by transport planners to model traffic volumes during different days of the week and supplement the detailed information related to education and work related travel with general travel patterns in order to build a more complete picture of traffic volumes during certain times of the week. The reasons why some individuals did not travel and why some individuals walked all the way are also summarised in this section

Table 3.1: Persons who undertook trips in the seven days prior to the interview by province, 2013

Province	Undertook trip		Population ('000)
	Number ('000)	Percentage of RSA	
Western Cape	5 051	11,9	5 974
Eastern Cape	5 215	12,2	6 608
Northern Cape	972	2,3	1 159
Free State	2 469	5,8	2 751
KwaZulu-Natal	7 663	18,0	10 416
North West	2 832	6,6	3 579
Gauteng	10 744	25,2	12 630
Mpumalanga	3 421	8,0	4 109
Limpopo	4 230	9,9	5 493
RSA	42 598	100,0	52 720¹

Percentages calculated within the province.

¹The population estimates for February 2013 which is based on the Stats SA demographic model 2012 were used to benchmark the data.

The above table shows that most of the persons who undertook trips during the seven days prior to the interviews lived in Gauteng (25,2%), KwaZulu-Natal (18%), Eastern Cape (12,2%) and Western Cape (11,9%). A further ten per cent (9,9%) of the trip-takers lived in Limpopo.

When the proportion of travellers within provinces is considered (Figure 3.1), the inhabitants of the Free State were the most likely to travel in the week before their interviews (90,3%), followed by Gauteng (86%), Western Cape (85,6%) and Northern Cape (84,3%).

Figure 3.1: Percentage of persons who travelled during the seven days prior to the interview by province, 2013

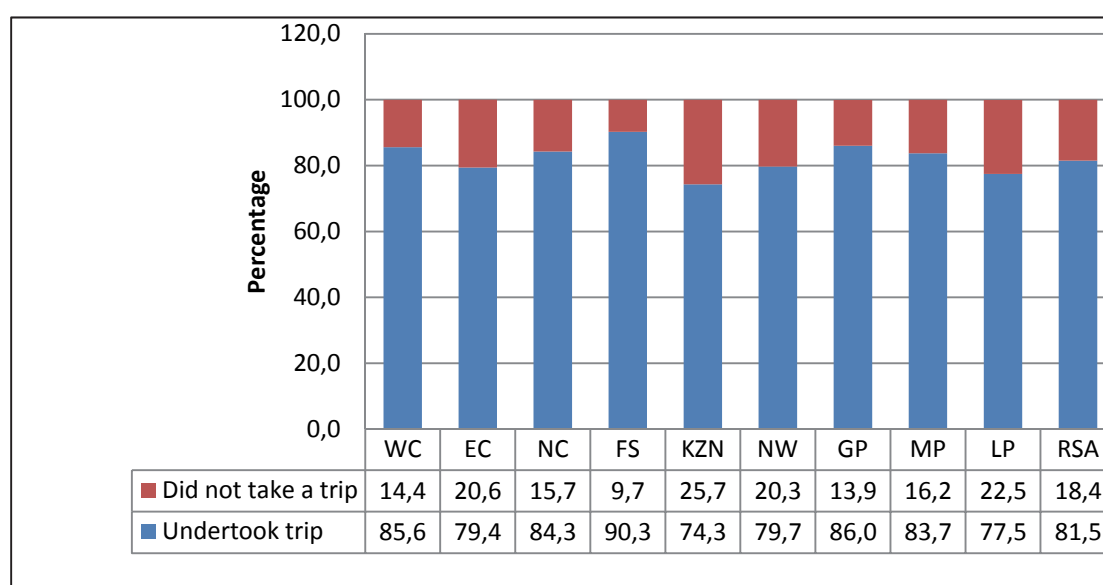
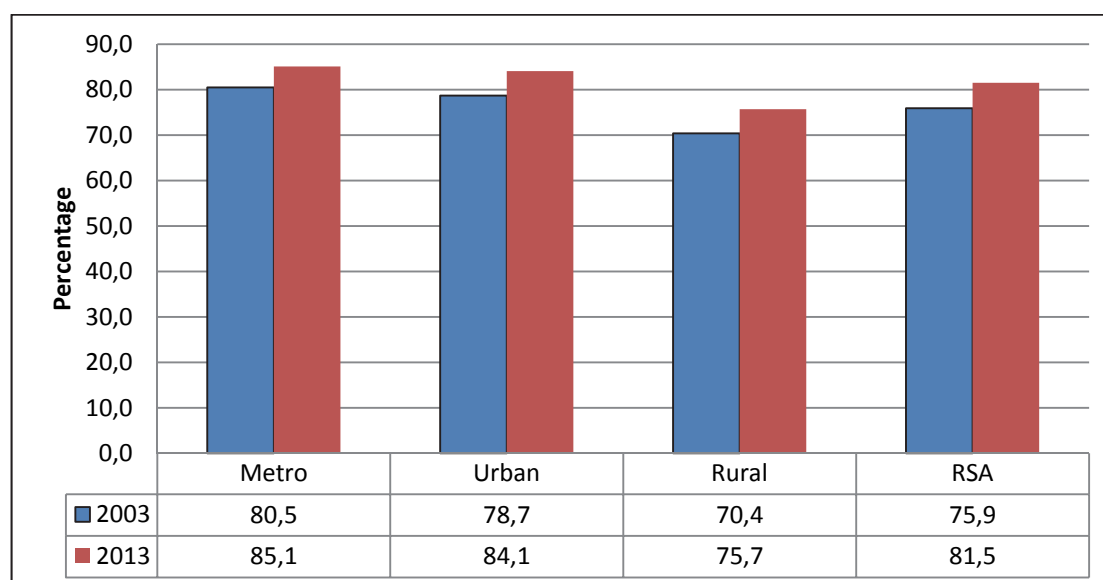


Figure 3.2: Percentage of persons who undertook trips in the seven days prior to the interview by geographic location, 2003 and 2013



In 2003 Metropolitan areas did not include Buffalo City and Mangaung.

Figure 3.2 shows that nationally there was an increase in the proportion of persons that undertook trips in the seven days prior to the interview between 2003 and 2013. There was an increase of at least 5 percentage points for all the geographic locations, except for metros, where the increase was slightly below 5%. In 2013, the highest proportion of persons who travelled were located in metropolitan areas (85,1%), followed by urban areas (84,1%) and rural areas (75,7%).

Table 3.2: Persons who undertook trips in the seven days prior to the interview by province and sex, 2013

Province	Number of persons who undertook trips ('000)	Sex			
		Male		Female	
		Number ('000)	Percentage of province	Number ('000)	Percentage of province
Western Cape	5 051	2 522	49,9	2 530	50,1
Eastern Cape	5 215	2 523	48,4	2 692	51,6
Northern Cape	972	490	50,4	482	49,6
Free State	2 469	1 227	49,7	1 242	50,3
KwaZulu-Natal	7 663	3 758	49,0	3 905	51,0
North West	2 832	1 472	52,0	1 360	48,0
Gauteng	10 744	5 540	51,6	5 205	48,4
Mpumalanga	3 421	1 723	50,4	1 698	49,6
Limpopo	4 230	2 091	49,4	2 140	50,6
RSA	42 598	21 345	50,1	21 253	49,9

Percentage calculated within provinces and across provinces, within RSA.

Nationally, nearly equal proportions of persons who undertook trips were male (50,1%), as compared to the 49,9% of females. However, in Western Cape, Eastern Cape, Free State, KwaZulu-Natal and Limpopo, females were more likely to travel than their male counterparts in the seven days prior to the interview.

Figure 3.3: Percentage of persons who undertook trips in the seven days prior to the interview by province and age group, 2013

In South Africa, persons aged 5–6 years (4,5%) were less likely to travel as compared to those aged 26–40 years (24,6%). The age groups 15–19 years (11,0%) and 20–25 years (10,8%) had almost the same proportions. Gauteng had the highest proportions of persons aged 26–40 years (29,2%) of travellers, followed by those aged 41–54 years (17,2%), 7–14 years (13,7%) and 20–25 years (10,8%). In Western Cape, persons aged 26–40 years (25,8%) and 41–54 years (17,7%) travelled more compared to other age groups.

More than half of the persons in Eastern Cape, Northern Cape, Free State and Limpopo walked all the way to at least one of the destinations they travelled to. Provinces where individuals were least likely to walk all the way were Mpumalanga (26,5%) and Western Cape (31,6%).

Map 3.1 shows that three quarters or more of households in all provinces except Eastern Cape and Northern Cape walked all the way to one or more of the destinations they visited because it was nearby. The only two provinces where walking all the way was done by choice by significant percentages of individuals were Western Cape (11,2%) and Northern Cape (16,3%).

The only two provinces where significant percentages of individuals walked all the way because they did not have money to pay for transport were Mpumalanga (13,7%) and KwaZulu-Natal (12,4%).

Map 3.1: Number of persons who walked all the way to different destinations on the travel day by province and reasons for walking all the way, 2013

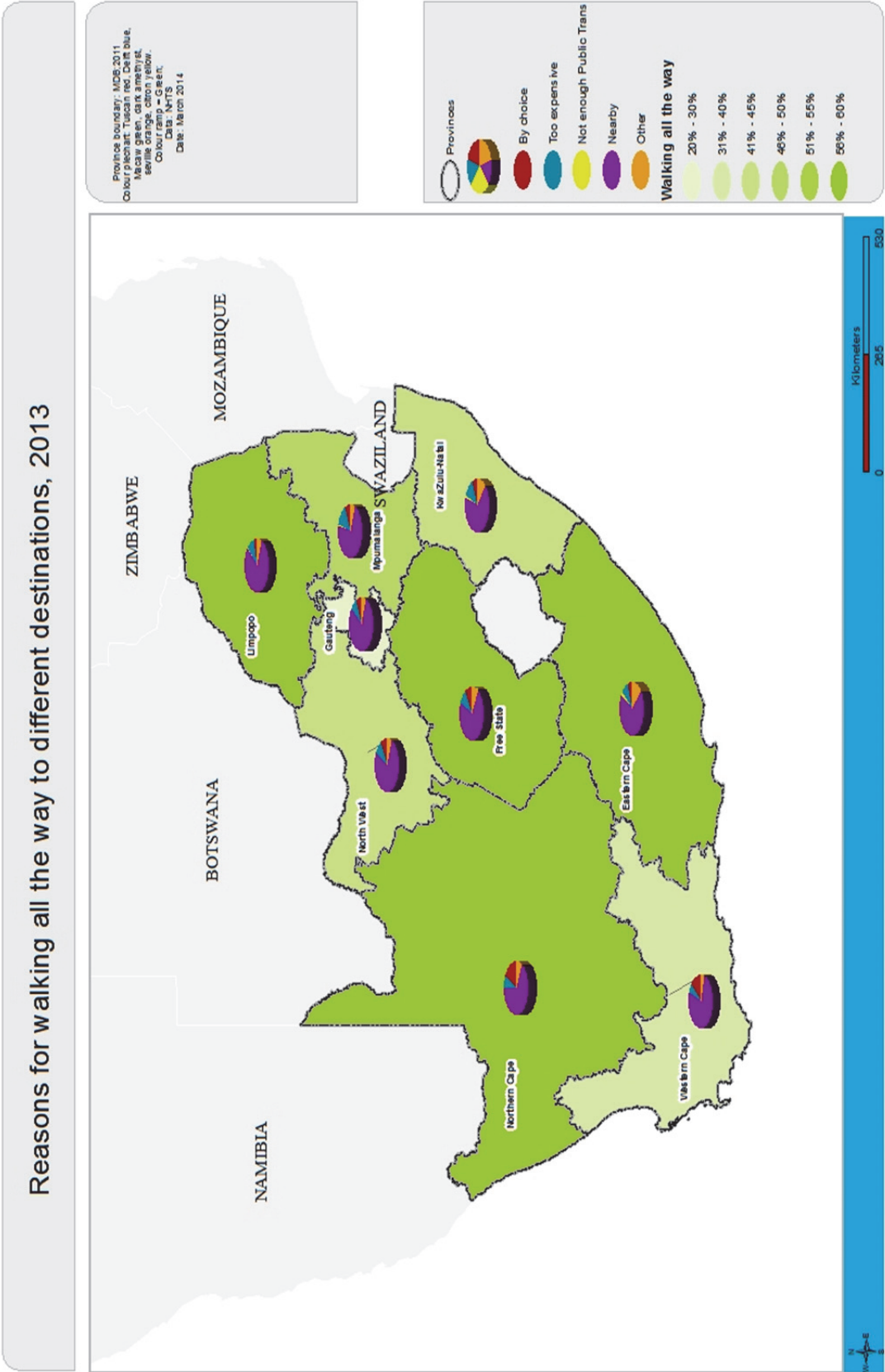


Table 3.3: Days of the week when persons usually travel by age group and sex, 2013²

Age group	Statistics	Days of the week						
		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
RSA	Male ('000)	17 259	17 041	17 173	16 925	17 010	9 104	9 432
	Per cent of males	16,6	16,4	16,5	16,3	16,4	8,8	9,1
	Female ('000)	16 057	15 763	15 976	15 670	15 799	8 551	10 748
	Per cent of females	16,3	16,0	16,2	15,9	16,0	8,7	10,9
	Total	33 316	32 803	33 149	32 595	32 809	17 655	20 180
	Per cent of all traveller	16,5	16,2	16,4	16,1	16,2	8,7	10,0
0-2 yrs	Number ('000)	1 022	1 001	1 011	988	999	562	872
	Per cent in age group	15,8	15,5	15,7	15,3	15,5	8,7	13,5
3-4 yrs	Number ('000)	1 385	1 366	1 375	1 372	1 370	429	695
	Per cent in age group	17,3	17,1	17,2	17,2	17,1	5,4	8,7
5-6 yrs	Number ('000)	1 780	1 779	1 782	1 780	1 781	461	701
	Per cent in age group	17,7	17,7	17,7	17,7	17,7	4,6	7,0
7-14 yrs	Number ('000)	6 017	6 002	6 002	6 000	6 005	1572	2349
	Per cent in age group	17,7	17,7	17,7	17,7	17,7	4,6	6,9
15-19 yrs	Number ('000)	3 825	3 798	3 808	3 797	3 808	1 411	1 736
	Per cent in age group	17,2	17,1	17,2	17,1	17,2	6,4	7,8
20-25 yrs	Number ('000)	3 432	3 380	3 424	3 336	3 362	2 214	2 238
	Per cent in age group	16,0	15,8	16,0	15,6	15,7	10,4	10,5
26-40 yrs	Number ('000)	8 053	7 881	7 985	7 793	7 874	5 496	5 301
	Per cent in age group	16,0	15,6	15,8	15,5	15,6	10,9	10,5
41-54 yrs	Number ('000)	5 022	4 924	4 983	4 850	4 911	3 346	3 504
	Per cent in age group	15,9	15,6	15,8	15,4	15,6	10,6	11,1
55 yrs and older	Number ('000)	2781	2674	2780	2 680	2 701	2 165	2 785
	Per cent in age group	15,0	14,4	15,0	14,4	14,5	11,7	15,0

²The age classification used is based on unequal subcategories. Categorization reflects practical age groups as used for transport planning purposes rather than purely statistical representation.

Even though men and women were equally likely to travel during the week, women tended to travel more over weekends. Mondays were a slightly more popular travelling day across all age groups. Almost 17,0% of males indicated that they travelled during weekdays as compared to weekends. There were 8,8% males who travelled on Saturdays and 9,1% travelled on Sundays. Sixteen (16,0%) per cent of females also travelled more on weekdays. Nearly nine per cent (8,7%) females were more likely to travel on Saturdays and eleven per cent (10,9%) travelled on Sundays. The 5–6 and 7–14 year age groups were the most likely to find themselves on the road (about 18,0%) on weekdays, whilst the 15–19 year old age group were the second most likely group to travel (above 17,0%) during these periods.

The results also show that persons aged 55 years and above travelled consistently from Mondays to Fridays, though in lower percentages as compared to other age groups. Travelling patterns for this age group were 11,7% for Saturday and 15,0% for Sundays. Generally persons aged 3–19 travelled significantly less over weekends.

Table 3.4: Main reasons for not travelling in the seven days prior to the interview by province, 2013

Main reason for not travelling	Statistics (Numbers in thousands)	Province									
		WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Did not need to travel	Number	465	617	75	117	1 173	298	702	267	476	4 190
	Per cent	54,6	45,5	41,2	43,8	44,2	41,3	40,3	40,2	38,7	43,3
Financial reasons/too expensive	Number	111	168	12	17	371	83	244	61	186	1 252
	Per cent	13,0	12,4	6,4	6,4	14,0	11,4	14,0	9,2	15,1	12,9
Not well enough to travel/sick	Number	30	49	12	18	90	34	55	36	44	368
	Per cent	3,5	3,6	6,6	6,6	3,4	4,7	3,2	5,4	3,6	3,8
Taking care of children/sick/elderly relative(s)	Number	29	37	*	*	61	35	59	21	47	305
	Per cent	3,4	2,7	3,7	3,5	2,3	4,8	3,4	3,1	3,9	3,2
Disabled: unable to leave the house	Number	18	23	2	6	41	7	22	6	16	141
	Per cent	2,1	1,7	1,3	2,3	1,6	0,9	1,3	1,0	1,3	1,5
Disabled: transport inaccessible	Number	*4	*	*	*	10	*	*	*	*	29
	Per cent	0,4	0,3	0,1	0,4	0,4	0,3	0,2	0,3	0,2	0,3
Too old/young to travel	Number	127	311	49	64	717	154	287	216	270	2 196
	Per cent	14,9	23,0	27,3	24,2	27,0	21,3	16,4	32,6	22,0	22,7
Public/usual transport not available	Number	*	*	*	*	*	*	*	*	*	27
	Per cent	0,5	0,3	0,2	0,3	0,2	0,2	0,3	0,1	0,3	0,3
Worried about safety and security	Number	*	*	*	*	*	*	*	*	*	15
	Per cent	0,5	0,1	0,1	0,2	0,0	0,1	0,2	0,0	0,2	0,2
No particular reason	Number	36	108	19	18	140	81	269	40	142	854
	Per cent	4,3	8,0	10,3	6,9	5,3	11,3	15,4	6,0	11,6	8,8
Other reasons	Number	25	32	*	14	45	26	92	13	39	292
	Per cent	3,0	2,4	3,0	5,3	1,7	3,6	5,3	1,9	3,2	3,0
Total	Number	853	1 354	182	266	2 654	722	1 745	664	1 229	9 669
	Per cent	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0

Other reasons include: Not enough time to travel, worried about safety, transport strike, no interest, etc.

Percentages calculated within provinces.

* Numbers below 10 000 are too small to provide accurate estimates.

Only one response was possible per person.

Slightly more than 4 in 10 household members (43,3%) said that they had 'no need to travel', when asked why they did not travel in the seven days preceding the survey. The second most common reason provided was being 'too old or young to travel' with 22,7%. This reason was predominantly provided in provinces with substantial rural populations such as Mpumalanga, KwaZulu-Natal, Northern Cape and Free State. The third most commonly cited reason was financial factors, which was given by 12,9% of all individuals in the country. The unavailability of transport/public transport is a relatively uncommon cause for not travelling, with less than 1% of the respondents who provided this reason.

Table 3.5: Main reasons for not travelling in the seven days prior to the interview by age group, 2013

Main reasons for not travelling	Statistic (Numbers in thousands)	Age group								Total
		0–4	5–6	7–14	15–19	20–25	26–40	41–54	55+ years	
Did not need to travel	Number	430	46	140	260	704	1 186	664	759	4 190
	Per cent	20,0	35,8	49,8	57,5	54,3	52,8	51,7	41,5	43,3
Financial reasons/too expensive	Number	43	11	37	78	277	447	223	136	1 252
	Per cent	2,0	8,9	13,0	17,3	21,3	19,9	17,4	7,4	12,9
Not well enough to travel/sick	Number	*	*	*	10	23	81	91	145	368
	Per cent	*	*	*	2,1	1,8	3,6	7,1	7,9	3,8
Taking care of children/sick/elderly relative	Number	*	*	*	16	57	123	62	43	305
	Per cent	*	*	*	3,5	4,4	5,5	4,9	2,4	3,2
Disabled: unable to leave the house	Number	*	*	10	*	13	31	33	39	141
	Per cent	*	*	*	1,2	1,0	1,4	2,5	2,2	1,5
Disabled: transport inaccessible	Number	*	*	*	*	*	*	*	8	29
	Per cent	*	*	*	0,9	0,3	0,2	0,6	0,4	0,3
Too old/young to travel	Number	1 563	45	42	5	5	3	22	511	2 196
	Per cent	72,7	34,7	15,0	1,0	0,3	0,1	1,7	28,0	22,7
Public/usual transport not available	Number	*	*	*	*	*	*	*	*	27
	Per cent	*	*	*	*	*	*	*	*	0,3
Worried about safety/security/crime	Number	*	*	*	*	*	*	*	*	15
	Per cent	*	*	*	*	*	*	*	*	0,2
No particular reason	Number	73	10	29	54	152	262	134	139	854
	Per cent	3,4	8,1	10,5	12,0	11,7	11,7	10,4	7,6	8,8
Other reasons	Number	24	*	10	18	57	96	40	40	292
	Per cent	1,1	*	3,7	3,9	4,4	4,3	3,1	2,2	3,0
Total	Number	2 150	129	281	453	1 298	2 245	1 284	1 830	9 669
	Per cent	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0

Percentages calculated within age groups.

* Numbers below 10 000 are too small to provide accurate estimates.

Table 3.5 summarises the main reasons for not travelling by age group and confirms the trends reported provincially. The 0–6-year-old age group as well as 55-plus age groups tended to indicate that they did not travel because they were too young/old to travel. Financial reasons were more commonly cited in the 20–25 and 26–40-year-old age groups than in other groups.

4. Education and education related travel patterns

4.1 Introduction

People travel from their usual place of residence to attend educational institutions. Some educational institutions are situated in provinces other than the province of residence. Transport makes it possible for educational institutions to be accessible to attendees; therefore it is important that it is affordable, easily accessible and safe for everyone. This section covers attendees of all different levels of education, from pre-school to higher educational institutions. There was an indication that some attend classes and some studied through distance learning. Information about the number of days that they attended classes was covered in this report. It is stated in the National Scholar Transport Policy (2009) that the ability of scholars to access education is hampered by the long distances involved in travelling, threats to safety, and the cost of transport. The Department of Transport, in

collaboration with the Department of Education, has a mandate to ensure that transport is provided to scholars, attending Grades R to 12 who live more than 3 km from the nearest school. Scholar transport is subsidised by the DoT, and one of the objectives of this study is to enable the Department of Transport to assess the effectiveness of their subsidy mechanism to transport providers. Even though there is a scholar transport subsidy scheme in place, it is not widely used.

This section covers the characteristics of those who attend all types of educational institutions, from pre-school to higher educational institutions. It includes a discussion on modes of travel used, the time the place of residence is left to travel to these institutions, as well as total travel time. Other information provided include class attendance versus distance learning, and the number of days that classes were attended.

Table 4.1: Type of educational institution attended, geographic location and household income quintiles by province, 2013

Indicator	Province										
	Statistic (Numbers in thousands)	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Type of institution											
Pre-school	Number	244	197	8	129	252	111	459	129	207	1 735
	Per cent	15,4	8,2	9,1	14,4	7,1	9,8	13,9	9,4	9,4	10,5
School	Number	1 168	2 086	72	665	3 028	915	2 217	1 145	1 830	13 129
	Per cent	73,8	86,6	85,0	74,7	85,0	80,6	67,2	83,6	83,0	79,4
ABET and literacy classes	Number	*	14	*	11	17	16	28	10	24	126
	Per cent	*	0,6	*	1,3	0,5	1,4	0,9	0,7	1,1	0,8
Higher educational institution	Number	94	49	*	38	156	50	356	32	70	849
	Per cent	6,0	2,0	*	4,3	4,4	4,4	10,8	2,4	3,2	5,1
FET college	Number	44	52	2	34	87	24	155	46	53	497
	Per cent	2,8	2,2	1,9	3,8	2,5	2,1	4,7	3,3	2,4	3,0
Other	Number	28	11	*	13	23	18	82	*	20	204
	Per cent	1,8	0,5	*	1,5	0,6	1,6	2,5	*	0,9	1,2
Total	Number	1 582	2 410	85	890	3564	1 135	3 298	1 370	2 204	16 539
	Per cent	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0
Geographic location											
Metro	Number	1 219	562	-	258	943	-	3 259	-	-	6 242
	Per cent	68,4	21,6	-	26,8	24,4	-	83,5	-	-	33,7
Urban	Number	484	500	261	573	702	571	561	703	382	4 737
	Per cent	27,2	19,2	71,3	59,5	18,1	47,2	14,4	46,7	16,5	25,6
Rural	Number	78	1 542	105	132	2 226	639	85	802	1 930	7 540
	Per cent	4,4	59,2	28,7	13,7	57,5	52,8	2,2	53,3	83,5	40,7
Household income quintiles											
Quintile 1 (Lowest income quintile)	Number	273	1031	87	243	1281	377	693	445	984	5 416
	Per cent	17,5	42,3	24,4	27,4	35,2	34,9	21,5	31,0	46,6	32,4
Quintile 2	Number	229	764	94	233	1 057	296	470	385	568	4 094
	Per cent	14,6	31,4	26,4	26,2	29,0	27,3	14,6	26,8	26,9	24,5
Quintile 3	Number	385	324	83	193	590	206	598	295	272	2 946
	Per cent	24,6	13,3	23,5	21,7	16,2	19,0	18,6	20,6	12,9	17,6
Quintile 4	Number	323	175	51	111	416	114	568	162	141	2 061
	Per cent	20,6	7,2	14,3	12,5	11,4	10,5	17,7	11,3	6,7	12,3
Quintile 5 (Highest income quintile)	Number	355	142	40	108	296	89	888	148	148	2 215
	Per cent	22,7	5,8	11,4	12,2	8,1	8,3	27,6	10,3	7,0	13,2

Unspecified type of institution and household income were excluded from totals for the calculation of percentages.

* Numbers below 10 000 are too small to provide accurate estimates.

The results show that most learners in the country attended school (79,4%), followed by those who went to pre-school with 10,5%. Higher educational institutions were attended by 5,1% of all learners, while ABET and literacy classes had the smallest proportion of learners (0,8%). It is also evident that the residents of rural areas (40,7%) were more likely to attend educational institutions than those in the metropolitan areas (33,7%) and urban areas (25,6%). This is primarily because rural areas tend to proportionally have more school going children. In Western Cape and Gauteng, the highest proportions of learners were located in the metropolitan areas, followed by those in urban areas. However, in Limpopo, Mpumalanga, North West, KwaZulu-Natal and Eastern Cape, most persons who indicated that they attended educational institutions were concentrated in rural areas.

Table 4.2: Disability status, geographic location and household income quintiles for those attending school by main mode of travel, 2013

Indicator	Main mode								
	Statistic (Numbers in thousands)	Public transport			Private transport		Other	Walking all the way	Total %
		Train	Bus	Taxi	Car/truck driver	Car/truck passenger			
Scholars and disability status									
Scholars	Number	79	660	1635	10	1528	83	8 780	12 775
	Per cent	0,6	5,2	12,8	0,1	12,0	0,6	68,7	100
Disabled scholars	Number	*	28	52	*	51	*	307	443
	Per cent	*	6,3	11,8	*	11,4	*	69,3	100
Geographic location of scholars									
Metro	Number	50	223	647	*	801	40	1 822	3 591
	Per cent	1,4	6,2	18,0	*	22,3	1,1	50,7	100
Urban	Number	10	163	470	*	415	19	2 064	3 142
	Per cent	0,3	5,2	15,0	*	13,2	0,6	65,7	100
Rural	Number	19	274	518	*	312	24	4 894	6 042
	Per cent	0,3	4,5	8,6	*	5,2	0,4	81,0	100
Household income quintile of scholars									
Quintile 1 (Lowest income quintile)	Number	12	158	375	*	164	11	3407	4 127
	Per cent	0,3	3,8	9,1	*	4,0	0,3	82,5	100
Quintile 2	Number	19	138	291	*	145	12	2504	3 109
	Per cent	0,6	4,5	9,4	*	4,7	0,4	80,5	100
Quintile 3	Number	12	142	262	*	144	13	1477	2 050
	Per cent	0,6	6,9	12,8	*	7,0	0,6	72,0	100
Quintile 4	Number	13	107	310	*	200	16	690	1 341
	Per cent	0,9	8,0	23,2	*	14,9	1,2	51,5	100
Quintile 5 (Highest income quintile)	Number	14	65	240	*	563	23	257	1 163
	Per cent	1,2	5,6	20,7	*	48,4	2,0	22,1	100

The totals used to calculate percentages excluded unspecified cases for transport mode.

* Numbers below 10 000 are too small to provide accurate estimates.

Scholars in all geographic locations were more likely to walk all the way to their educational institutions than using any of the other modes of travel. Similar percentages of disabled scholars used taxis (11,8%) and cars/trucks as passengers (11,4%).

In urban and rural areas, taxis were the second most commonly used modes of travel for scholars, followed by car/truck passenger. In metropolitan areas, the second most used modes of travel, after 'walking all the way' was 'car/truck passenger', followed by taxis. While scholars from households with different income quintiles walked all the way to their educational institutions, the scholars from households with the highest income quintile mentioned car/truck passenger as the mode of travel used with the highest proportion (48,4%).

Table 4.3: Attendance of educational institution through attending classes or distance learning by province, 2003 and 2013

Province	Statistic (Numbers in thousands)	2003			2013		
		Learners who completed question	Attending classes	Distance learning	Learners who completed question	Per cent of RSA Attending classes	Per cent of RSA Distance learning
Western Cape	Number	1 383	1 351	33	1 730	1 690	40
	Per cent	8,6	8,6	10,3	9,7	9,9	6,5
Eastern cape	Number	2 611	2 583	28	2 530	2 489	40
	Per cent	16,3	16,4	8,8	14,2	14,5	6,6
Northern Cape	Number	245	237	8	359	350	9
	Per cent	1,5	1,5	2,5	2,0	2,0	1,4
Free State	Number	955	934	21	948	931	17
	Per cent	5,9	5,9	6,7	5,3	5,4	2,8
KwaZulu-Natal	Number	3 507	3 472	35	3 722	3 639	83
	Per cent	21,8	22,1	11,1	21,0	21,2	13,6
North West	Number	1 368	1 333	35	1 135	1 104	31
	Per cent	8,5	8,5	10,9	6,4	6,4	5,0
Gauteng	Number	2 496	2 396	100	3 641	3 363	278
	Per cent	15,5	15,2	31,5	20,5	19,6	45,6
Mpumalanga	Number	1 246	1 217	29	1 450	1 409	41
	Per cent	7,8	7,7	9,1	8,2	8,2	6,7
Limpopo	Number	2 247	2 218	29	2 247	2 175	72
	Per cent	14,0	14,1	9,2	12,6	12,7	11,8
RSA	Number	16 060	15 741	318	17 761	17 150	611
	Per cent	100,0	100,0	100,0	100,0	100,0	100,0

Numbers below 10 000 are too small to provide accurate estimates.

Please note that other sources such as for example the Census 2001 and Census 2011 indicate relative stable absolute numbers for attendees. Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

Scholar distribution patterns of distance learning versus attending classes remained virtually unchanged across all provinces between 2003 and 2013. The highest proportion of learners attending classes (21%) was found in KwaZulu-Natal, and those doing distance learning (45,6%) were primarily found in Gauteng. KwaZulu-Natal and Limpopo also had significant percentages of distance learners with 13,6% and 11,8% respectively. The province with the lowest proportion of distance learners was Northern Cape with 1,4%.

Figure 4.1: Percentage of learners attending educational institutions by attending classes or through distance learning by province, 2013

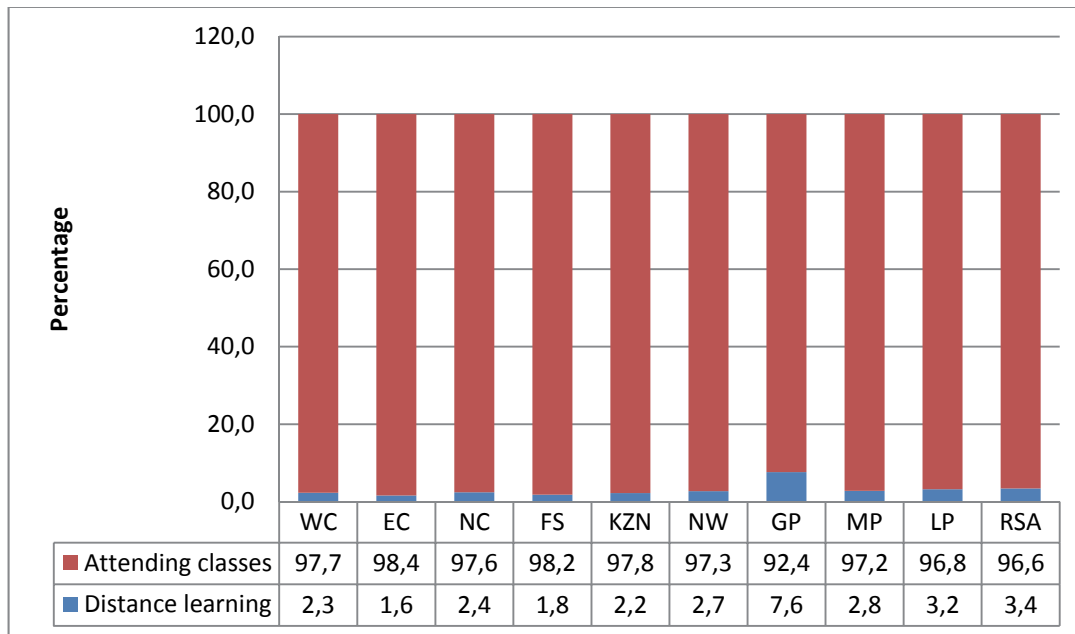


Figure 4.1 summarises the percentage of learners and their method of study. The figure indicates that nationally, the vast majority of learners studied on-site (96,6%) rather than through distance learning (3,4%). This is also confirmed to be the case across the provinces as it is also evident that the majority of learners showed a preference for attending classes instead of doing distance learning. Gauteng (7,6%) had the highest percentage of learners who engaged in distance learning compared to other provinces.

Between 97% and 98% of learners in all provinces except Gauteng (92,4%) attended classes. North West and Mpumalanga had almost the same percentage of learners that attended classes.

4.2 Education related travel mode

This section describes education related travel and more specifically, the number of days travelled. The time scholars leave home to reach their institution, their travel times as well as arrival times, and the main modes used for travel are also covered.

Table 4.4: Number of days per week travelled to educational institution by province, 2013

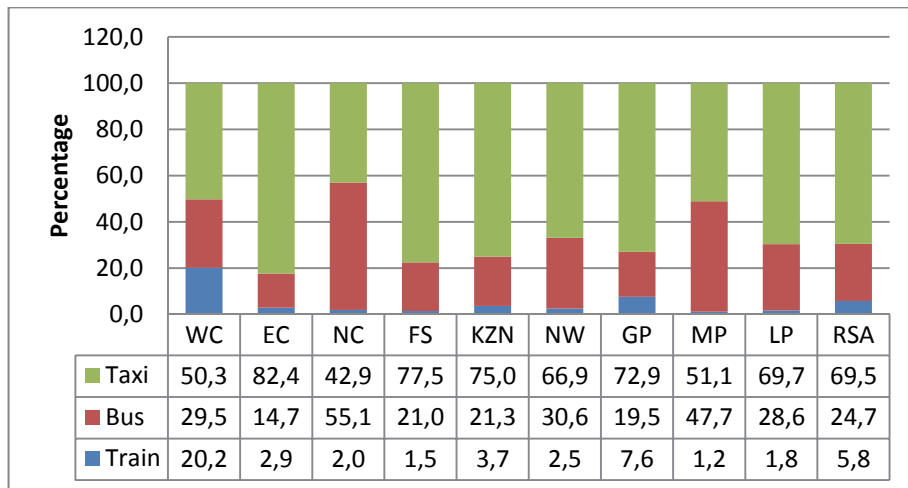
Educational institution and number of days		Statistic (Numbers in thousands)	Province									
			WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Pre-school	1-4	Number	*	*	*	*	*	*	*	*	*	*
		Per cent	*	*	*	*	*	*	*	*	*	*
	5	Number	236	194	8	127	244	109	447	124	202	1 690
		Per cent	97,0	99,7	100,0	98,8	99,4	99,6	98,1	98,0	99,2	98,6
	6-7	Number	*	*	*	*	*	*	*	*	*	9
		Per cent	*	*	*	*	*	*	*	*	*	0,5
School	1-4	Number	*	*	*	*	11	*	15	*	*	60
		Per cent	*	*	*	*	0,4	*	0,7	*	*	0,5
	5	Number	1 147	2 031	72	634	2 952	884	2 137	1 119	1 723	12 699
		Per cent	98,8	97,9	99,6	95,8	98,6	97,1	97,3	98,2	95,2	97,6
	6-7	Number	*	39	*	21	30	24	43	15	78	259
		Per cent	*	1,9	*	3,2	1,0	2,7	2,0	1,3	4,3	2,0
Higher education institutions	1-4	Number	22	13	0	8	44	14	121	13	23	258
		Per cent	28,8	32,8	77,1	23,5	32,9	33,6	43,8	52,8	49,2	38,4
	5	Number	53	26	0	24	85	26	145	11	22	393
		Per cent	71,0	66,7	22,9	70,4	63,5	60,4	52,6	44,7	46,9	58,3
	6-7	Number	*	*	*	*	*	*	10	*	*	22
		Per cent	*	*	*	*	*	*	3,6	*	*	3,3
Other institutions	1-4	Number	21	20	1	25	28	15	81	19	29	239
		Per cent	30,0	27,0	23,0	44,1	23,6	27,0	34,0	32,9	33,0	31,3
	5	Number	48	54	2	30	89	39	150	39	56	507
		Per cent	69,2	72,3	77,0	54,0	74,6	70,3	63,1	65,7	62,9	66,5
	6-7	Number	*	*	*	*	*	*	*	*	*	17
		Per cent	*	*	*	*	*	*	*	*	*	2,2
Subtotal (All institutions)	1-4	Number	54	39	*	40	84	32	221	39	62	572
		Per cent	3,5	1,6	*	4,6	2,4	2,8	7,0	2,9	2,9	3,5
	5	Number	1 484	2 305	82	815	3 370	1 058	2 880	1 293	2 003	15 289
		Per cent	95,9	96,7	98,4	92,6	96,5	94,6	91,0	95,8	93,2	94,6
	6-7	Number	10	40	*	25	37	28	65	17	85	307
		Per cent	0,6	1,7	*	2,8	1,1	2,5	2,1	1,3	4,0	1,9
Unspecified		Number	194	186	275	71	293	73	574	131	100	1 898
Total		Number	1 741	2 570	358	951	3 785	1 191	3 741	1 481	2 249	18 066

Percentages calculated within provinces.

* Numbers below 10 000 are too small to provide accurate estimates.

Table 4.4 illustrates the number of days that learners travelled to educational institutions. Across all educational institutions, most learners travelled for 5 days in a week. Only small proportions of students travelled for 6-7 days in a week. This was true regardless of the kind of institution being attended. However, of all the students, pre-school scholars were the least likely to travel to their educational institutions for 6-7 days per week.

In Northern Cape, 77,1% of learners who attended higher educational institutions travel to their education centres for 1-4 days in a week, and the remaining proportion of about 22,9%, for 5 days. The same pattern was also observed in Mpumalanga with 52,8% and 44,7% for 1-4 days and 5 days respectively.

Figure 4.2: Percentage of persons who attended educational institutions who used public transport by province, 2013

Individuals who attended educational institutions and used public transport were most likely to use taxis (69,5%). Approximately a quarter (24,7%) made use of buses and 5,8% used trains. Within provinces, the public transport modes that dominated remained taxis, except in Northern Cape where buses were used by more than half of the learners. In Western Cape, trains played a bigger role than anywhere else (20,2%). Fifty per cent (50,3%) of learners who used public transport in this province used taxis, and 29,5% used buses. As indicated above, a different pattern was found in Northern Cape with higher (55,1%) percentages of learners who used buses compared to taxis (42,9%). As many as 47,7% of those attending educational institutions, who used public transport in Mpumalanga, made use of buses, 51,1% used taxis, and only 1,2% used trains. Eastern Cape had the highest percentage of learners who utilised taxis (82,4%). Some learners used buses (14,7%) as well as trains (2,9%). The same applies to Free State with 77,5% of learners who used taxis, 21,0% used buses and 1,5% used trains. Again in KwaZulu-Natal, 75,0% used taxis, 21,3% used buses and 3,7% used trains. About seventy-three per cent (72,9%) of learners in Gauteng used taxis, followed by those who used buses (19,5%) and trains (7,6%).

Table 4.5: Main mode of transport used to travel to educational institutions (all learners) by province, 2013

Mode of travel		Statistics (Numbers in thousands)	Province									
			WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Public transport	Train	Number	74	12	*	*	29	*	84	*	*	217
		Per cent	4,4	0,5	*	*	0,8	*	2,3	*	*	1,2
	Bus	Number	108	61	27	37	166	80	215	153	75	923
		Per cent	6,4	2,4	7,5	4,0	4,5	7,0	6,0	10,6	3,4	5,3
	Taxi	Number	185	342	21	136	583	176	805	163	183	2 595
Private transport	Car/truck driver	Number	27	*	*	*	18	18	134	*	12	234
		Per cent	1,6	*	*	*	0,5	1,5	3,7	*	0,6	1,3
	Car/truck passenger	Number	401	184	40	74	418	104	793	101	195	2 310
		Per cent	23,8	7,3	11,3	8,0	11,4	9,1	22,0	7,0	8,9	13,2
	Other	Number	32	11	*	*	15	*	48	15	*	144
Walking all the way		Number	855	1 892	262	657	2 457	753	1 528	992	1 725	11 121
		Per cent	50,8	75,4	73,7	71,2	66,6	65,8	42,4	69,1	78,5	63,4
Total		Number	1 683	2 509	356	922	3 687	1 145	3 607	1 435	2 198	17 543
		Per cent	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0

Percentage calculated across provinces, within RSA.

* Numbers below 10 000 are too small to provide accurate estimates.

Table 4.5 indicates that 'walking all the way' was the primary method used by learners to reach their educational institutions in all nine provinces. Of the 17,5 million learners that attended educational institutions, more than half (about 11 million) walked all the way, and about 2,6 million learners made use of taxis to travel to their educational institutions. Cars/trucks, both as driver and passengers, were mainly used in Western Cape and Gauteng. The use of trains was relatively uncommon, except for Western Cape (4,4%) and Gauteng (2,3%) where more than one per cent of learners used this mode.

Of those who used private transport, most learners were passengers (2,3 million) in cars/trucks rather than drivers (0,2 million). Mpumalanga learners mostly used taxis to travel to educational institutions. Taxis (14,8%) were the second most used mode of travel after walking all the way, and this was particularly the case in Gauteng (22,3%) and KwaZulu-Natal (15,8%). Buses were only the third most used mode of transport.

Table 4.6: Learners attending school's main mode of travel to the educational institution by province, 2013

Mode of travel		Statistics (Numbers in thousands)	Province (per cent within province)									
			WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Public transport	Train	Number	23	*	*	*	11	*	23	*	*	79
		Per cent	29,2	*	*	*	14,1	*	29,5	*	*	100,0
	Bus	Number	75	50	7	24	119	65	157	116	47	660
		Per cent	11,4	7,6	1,0	3,7	18,1	9,8	23,8	17,5	7,2	100,0
	Taxi	Number	115	254	6	74	390	128	440	105	124	1 635
		Per cent	7,0	15,5	0,4	4,5	23,8	7,8	26,9	6,4	7,6	100,0
Private transport	Car/truck driver	Number	*	*	*	*	*	*	*	*	*	10
		Per cent	*	*	*	*	*	*	*	*	*	100,0
	Car/ truck passenger	Number	267	132	4	47	307	73	494	69	136	1 528
		Per cent	17,5	8,7	0,2	3,0	20,1	4,8	32,3	4,5	8,9	100,0
Other		Number	16	*	*	*	10	*	26	11	*	83
		Per cent	18,8	*	*	*	12,7	*	31,9	12,7	*	100,0
Walking all the way		Number	640	1 591	54	501	2 091	616	1 006	816	1 466	8 780
		Per cent	7,3	18,1	0,6	5,7	23,8	7,0	11,5	9,3	16,7	100,0
Total		Number	1 136	2 045	72	651	2 930	889	2 154	1 119	1 779	12 775
		Per cent	8.9	16.0	0.6	5.1	22.9	7.0	16.9	8.8	13.9	100.0

Percentage calculated across provinces, within RSA.

* Numbers below 10 000 are too small to provide accurate estimates.

Learners attending school used a large variety of transport modes. Scholars using trains were more likely to be located in Gauteng (29,5%) and the Western Cape (29,2%). Taxis were used by more scholars in Gauteng (26,9%) and KwaZulu-Natal (23,8%) than elsewhere. Approximately 23,8% of scholars who used buses were found in Gauteng, followed by 18,1% in KwaZulu-Natal, 17,5% in Mpumalanga and 11,4% in Western Cape.

Most scholars using cars/bakkies/trucks as passengers resided in Gauteng (32,3%), KwaZulu-Natal (20,1%) and in Western Cape (17,5%). Scholars driving themselves to school primarily lived in the Gauteng (74,7%). KwaZulu-Natal had about 7,7% learners who drove to school, followed by Limpopo (3,7%) and Western Cape (9,0%). More than half of learners who attended school walked all the way. Of all the scholars walking all the way to school in the country, provinces such as KwaZulu-Natal (23,8%), Eastern Cape (18,1%) and Limpopo (16,7%) made the biggest contribution to the total.

Table 4.7: Main mode of travel used to educational institution by type of educational institution, 2013

Modes of travel		Statistic (Numbers in thousands)	Pre- school	School	Higher Education institution	Further Education and Training College	Other institutions	Total
Public transport	Train	Number	*	79	47	38	10	177
		Per cent	0,1	0,6	8,1	8,8	3,8	1,1
	Bus	Number	18	660	61	56	18	812
		Per cent	1,1	5,2	10,6	12,8	6,8	5,2
	Taxi	Number	200	1 635	176	196	76	2 283
		Per cent	12,0	12,8	30,7	45,1	27,9	14,5
Private transport	Car\truck driver	Number	*	10	142	26	27	205
		Per cent	*	0,1	24,8	6,0	9,9	1,3
	Car\ truck passenger	Number	393	1 528	71	23	17	2 033
		Per cent	23,5	12,0	12,5	5,3	6,3	12,9
Other		Number	28	83	*	*	*	125
		Per cent	1,7	0,6	*	*	*	0,8
Walking all the way		Number	1 032	8 780	69	94	117	10 091
		Per cent	61,6	68,7	12,0	21,6	43,4	64,2
Total		Number	1 674	12 775	573	434	270	15 726
		Per cent	100.0	100.0	100.0	100.0	100.0	100.0

* Numbers below 10 000 are too small to provide accurate estimates.

Unspecified types of institutions were excluded from the total for the calculation of percentages.

Table 4.7 describes the modes of travel used by learners to reach different educational institutions. Of the 10 million learners who walked all the way to their educational institutions, most attended school (8,8 million), followed by pre-school (1,0 million). Besides walking all the way, the majority of scholars used taxis (12,8%), followed by 12% who were passengers in a car/truck. The second most used mode of travel for pre-scholars was cars/trucks as passengers (23,5%).

Learners who attended higher educational institutions mostly used taxis (30,7%), and 24,8% drove cars/trucks to their educational institutions. Only 12% of higher educational institution learners walked all the way. Trains were the least common mode of travel used by learners in general. In spite of this, some of the learners (8,8%) who attended FET colleges used trains.

The highest proportion of learners who walked all the way or who used cars/bakkies/trucks as passengers or drivers travelled for 30 minutes or less. Those walking all the way mostly travelled for 30 minutes or less. Learners who walked to their educational institutions for more than an hour were mostly found in KwaZulu-Natal (10,2%), followed by Eastern Cape with 6,8%.

Map 4.1: Number of learners attending all types of educational institutions per province and the main mode of travel used, 2013

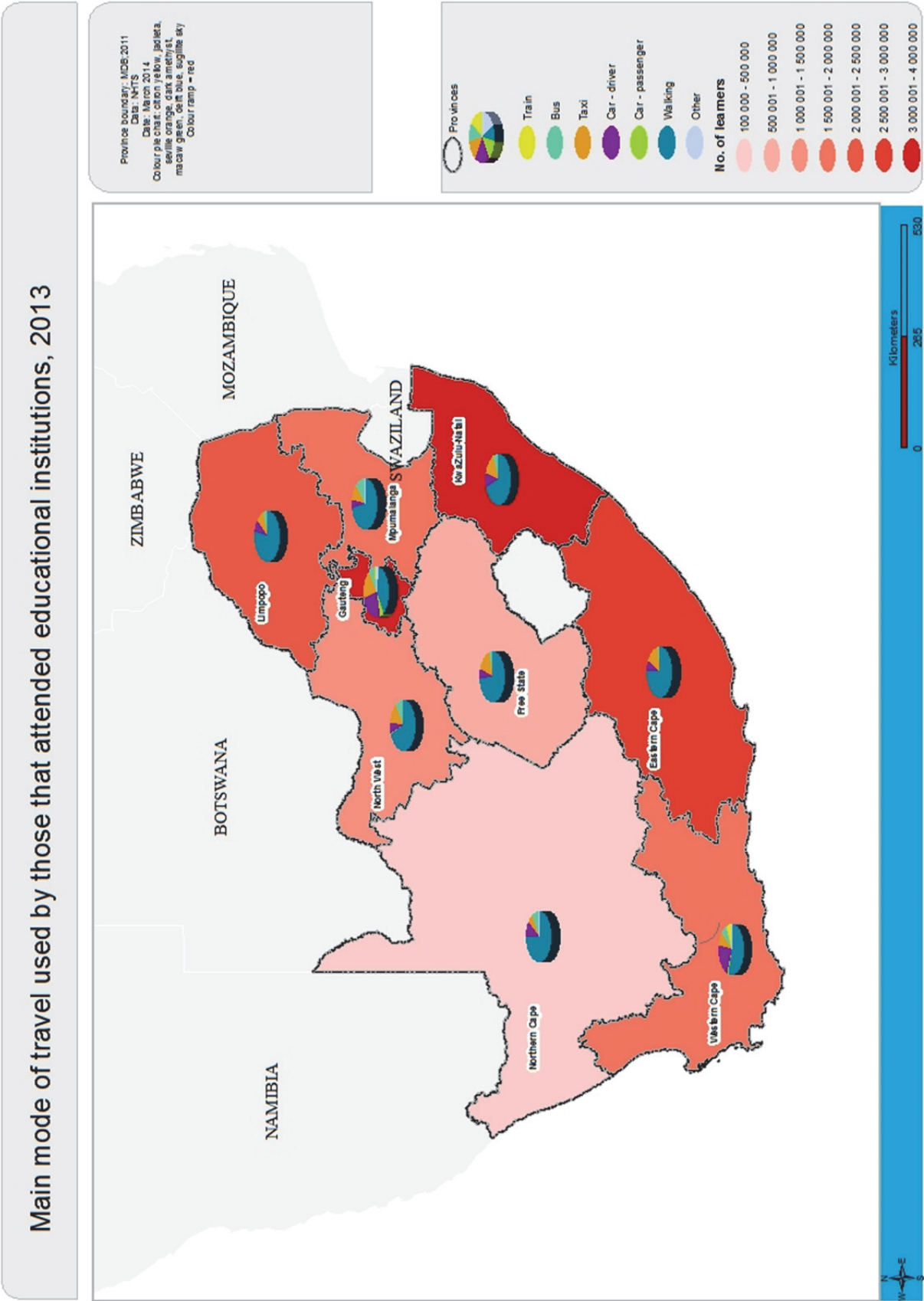
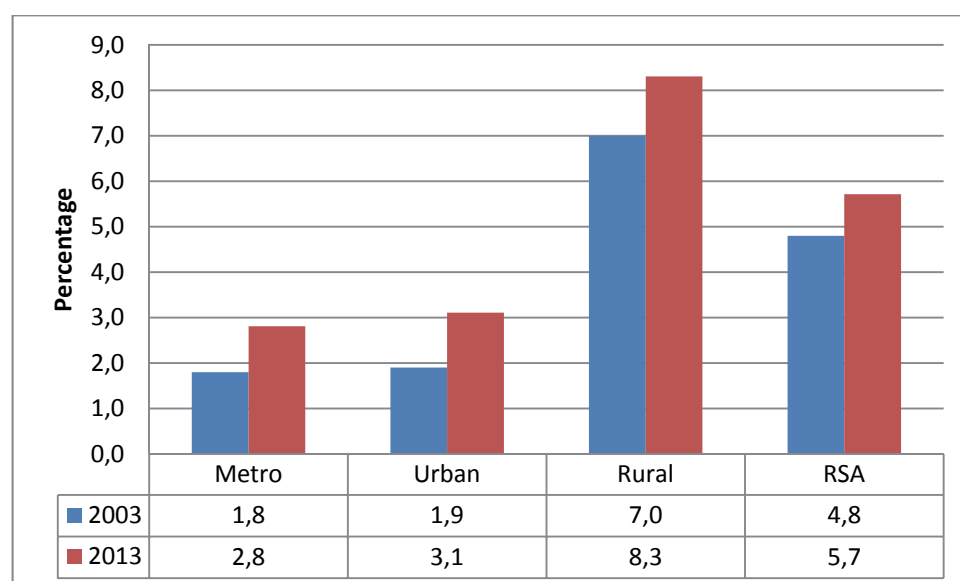


Figure 4.3: Percentage of learners walking all the way, for more than 60 minutes, to their educational institution by geographic location, 2003 and 2013



In 2003 Metropolitan areas did not include Buffalo City and Mangaung.

Nationally, approximately six per cent of learners walked all the way to their educational institutions. This is one percentage point higher than in 2003. Rural learners (8,3%) were more likely than metropolitan (2,8%) or urban learners (3,1%) to walk more than 60 minutes.

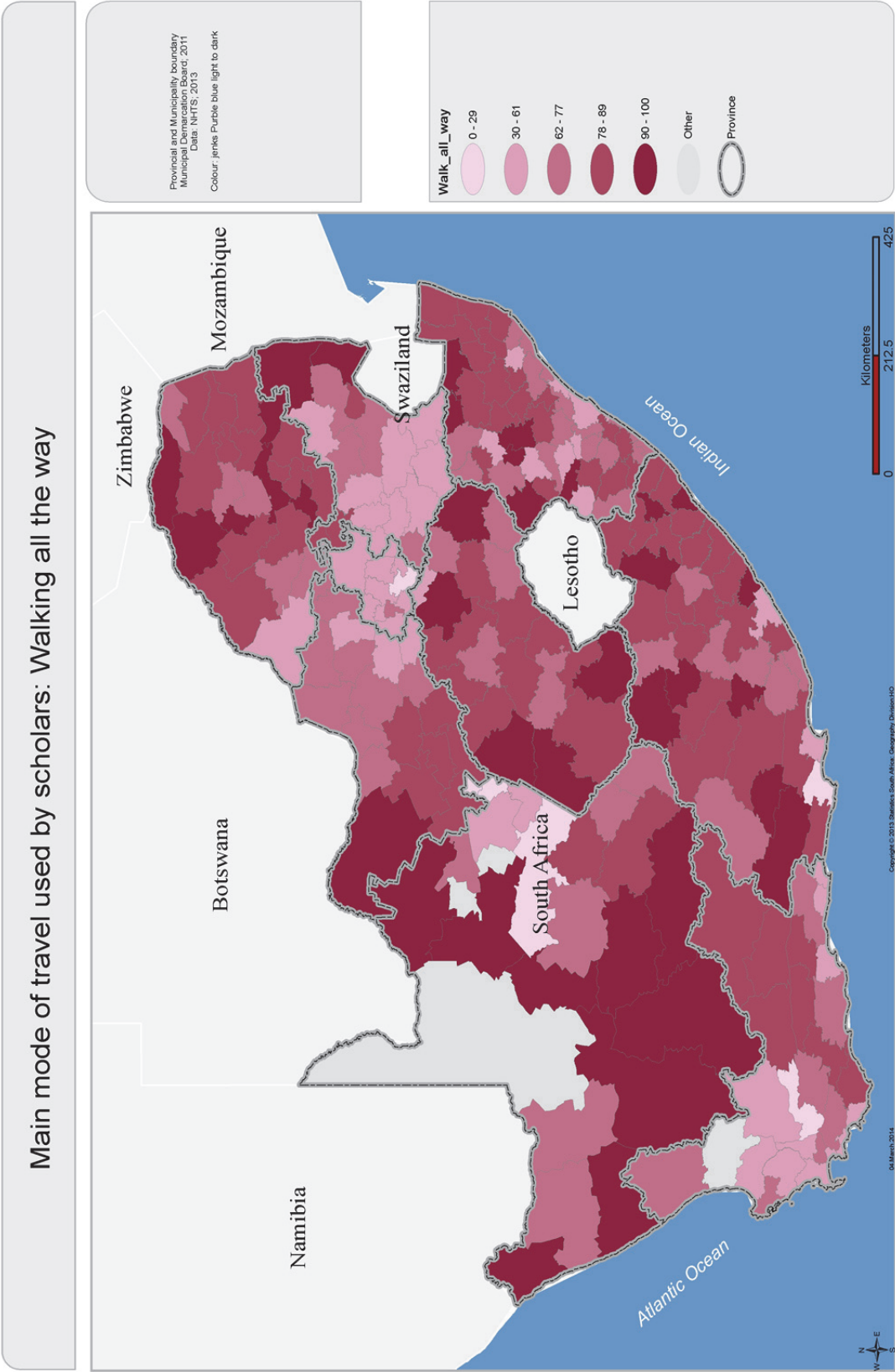
Table 4.8: Main mode of travel to educational institution, 2003 and 2013

	Number of persons attending educational institution ('000)	Main mode of travel (per cent across institution)					
		Train	Bus	Taxi	Car	Walk	Other
2003							
Pre-school	1 506	0,1	1,2	9,7	18,4	68,5	2
School	13 452	0,5	3,7	7,6	6,2	80,2	1,8
Post-matric	626	10,8	9,9	36,1	25,0	16,4	1,9
Other	147	1,9	9,0	16,2	8,2	60,1	4,5
Total	15 731	0,9	3,8	9,0	8,1	76,3	1,9
2013							
Pre-school	1 674	0,1	1,1	12,0	23,5	61,6	1,7
School	12 775	0,6	5,2	12,8	12,0	68,7	0,6
Post-matric	1 107	8,4	10,9	37,9	25,9	16,0	0,8
Other	170	0,9	8,0	16,0	11,8	60,3	3,0
RSA	15 726	1,1	5,2	14,5	14,2	64,2	0,8

¹In 2003, the category 'Pre-school' included Grade 0 learners, while in 2013 Grade 0 learners are under the 'School' category.

The proportion of pre-school students who used trains stayed the same in 2003 and 2013 (0,1%). Although walking all the way remained the most used mode of travel for most learners, those who attended post-matric were most likely to use taxis as their mode of travel, followed by cars. In 2013, the highest proportion of scholars walked all the way to school, followed by those who used cars and taxis (12% and 12,8% respectively).

Map 4.3: Percentage of those attending school who walk all the way per municipality³, 2013



³ Some municipalities included too few school going children to provide reliable estimates hence the few cases where there were 0 walkers.

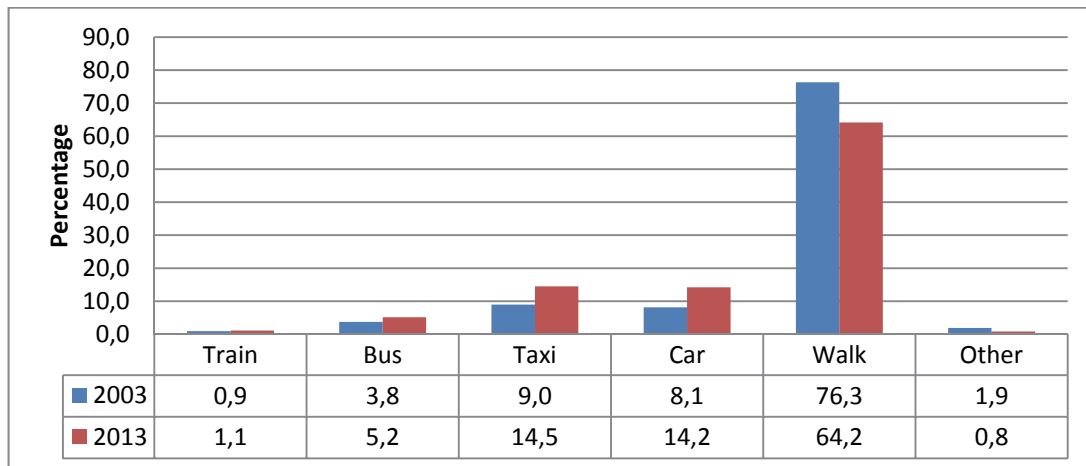
Figure 4.4: Main mode of travel to educational institution, 2003 and 2013

Figure 4.4 compares 2003 and 2013 for learners and the modes of travel they used to their educational institutions. Learners who walked all the way decreased from 76,3% in 2003 to 64,2% in 2013. Learners using trains, buses, taxis and cars increased in number from 2003 to 2013. In both years, most learners walked all the way. This mode of travel was followed by taxis, cars and buses. The mode least likely to be used was trains.

4.3 Departure, waiting, arrival and total travel times

Table 4.9: Attendees' time of leaving place of residence for attendance to the educational institution by province, 2013

Province	Number of persons who completed the question ('000)	Attendees' time of leaving to educational Institution (per cent within province)				Total
		Before 06:30	06:30 to 06:59	07:00 to 07:59	08:00 or later	
Western Cape	1 633	5,7	12,1	74,6	7,6	100,0
Eastern Cape	2 440	8,0	11,9	73,9	6,2	100,0
Northern Cape	336	12,6	29,5	53,4	4,5	100,0
Free State	899	8,1	21,8	61,4	8,7	100,0
KwaZulu-Natal	3 570	14,7	22,3	59,2	3,8	100,0
North West	1 131	13,1	23,1	58,5	5,3	100,0
Gauteng	3 445	14,1	19,2	57,6	9,1	100,0
Mpumalanga	1 410	16,1	25,3	54,7	3,9	100,0
Limpopo	2 129	21,6	27,2	46,2	5,0	100,0
RSA	16 995	13,2	20,2	60,4	6,1	100,0

Percentages calculated within province.
Totals do not include unspecified.

It is interesting to note that in all the provinces, the majority of learners (60,4%) who attended educational institutions, normally leave home between 07:00 and 07:59. A significant percentage of learners (20,2%) left between 06:30 and 06:59. Some learners (13,2%) travelled before 06:30, and 6,1% at 08:00 or later.

More than 70% of learners in Western Cape and Eastern Cape left their place of residence from 07:00 to 07:59. Northern Cape (29,5%) and Limpopo (27,2%) had the highest percentages of learners who tended to leave from 06:30 to 06:59 compared to other provinces. Learners in Gauteng (9,1%), Free State (8,7%) and Western Cape (7,6%) started travelling at 08:00 or later.

Nearly three-quarters (74,6%) of Western Cape learners travelled between 07:00 and 07:59, while 12,1% travelled between 06:30 and 06:59. More than seventy per cent (73,9%) of learners in Eastern Cape started travelling to their educational institutions between 07:00 to 07:59, followed by those who travelled from 6:30 and 6:59 (11,9%), and 6,2% who travelled at 08:00 or later.

Fifty-three per cent (53,4%) of learners in Northern Cape indicated that they started travelling from 07:00 to 07:59, while 29,5% travelled from 06:00 to 06:59, and 12,6% travelled before 06:30. In Limpopo, about forty-six per cent (46,2%) of learners left their place of residence to their educational institutions between 07:00 and 07:59. Twenty-seven per cent (27,2%) left between 06:00 and 06:30, while 21,6% left before 06:30 to their educational institutions.

Table 4.10: Time taken to walk to get to the first transport by province, 2013

Province	Number of learners who walk to their first transport ('000)	Travel time (per cent within province)					
		Up to 15 minutes	16–30 minutes	31–45 minutes	46–60 minutes	> 60 minutes	Total
Western Cape	825	95,7	3,3	0,2	0,1	0,6	100,0
Eastern Cape	646	95,2	3,9	0,1	0,3	0,5	100,0
Northern Cape	93	94,6	4,9	0,6	0,0	0,0	100,0
Free State	264	95,1	3,5	0,7	0,1	0,6	100,0
KwaZulu-Natal	1 253	92,6	5,5	1,1	0,5	0,2	100,0
North West	412	97,4	2,1	0,2	0,1	0,2	100,0
Gauteng	2 124	93,6	4,7	0,8	0,3	0,5	100,0
Mpumalanga	451	93,7	5,1	0,4	0,3	0,4	100,0
Limpopo	494	95,4	3,9	0,2	0,2	0,3	100,0
RSA	6 562	94,3	4,4	0,6	0,3	0,4	100,0

Percentages calculated within province.

A total of 6,5 million learners across the country indicated that they walk to get to their first transport. The majority (94,3%) walked for up to 15 minutes, followed by 4,4% of persons who walked for 16–30 minutes. Only 0,4% of learners walked for more than sixty minutes.

The highest proportion of learners who walked more than 15 minutes were found in KwaZulu-Natal (7,3%), Gauteng (6,3%) and Mpumalanga (6,2%). North West had about 97,4% of learners that walked for up to 15 minutes to their first transport, followed by 2,1% that walked 16–30 minutes. About ninety-six per cent (95,7%) of Western Cape learners walked for up to 15 minutes, whilst 3,3% walked for 16–30 minutes.

Table 4.11: Time spent waiting for the first transport to arrive on weekdays by province, 2013

Province	Number of learners who wait for the first transport ('000)	Waiting time					
		Up to 15 minutes		16–30 minutes		More than 30 minutes	
		Number ('000)	Per cent	Number ('000)	Per cent	Number ('000)	Per cent
Western Cape	795	767	96,5	25	3,2	*	*
Eastern Cape	609	589	96,9	16	2,7	*	*
Northern Cape	90	83	92,6	*	*	*	*
Free State	256	243	94,8	10	3,8	*	*
KwaZulu-Natal	1 226	1 151	93,9	60	4,9	15	1,2
North West	405	382	94,4	20	5,0	*	*
Gauteng	2 083	1 997	95,9	65	3,1	22	1,0
Mpumalanga	442	422	95,5	16	3,7	*	*
Limpopo	487	463	95,2	20	4,2	*	*
RSA	6 392	6 098	95,4	239	3,7	55	0,9

Percentages calculated within province.

Numbers below 10 000 are too small to provide accurate estimates.

According to Table 4.11, about 6,4 million learners waited for their first transport to arrive. Even though waiting times varied between provinces, nationally most learners waited for up to fifteen minutes (95,4%), 3,7% waited for sixteen to thirty minutes. Less than a per cent (0,9%) of learners waited for their first transport for more than thirty minutes.

Eastern Cape, Western Cape and Gauteng had the highest percentage of learners that waited for up to 15 minutes. Approximately 96,9% of learners in Eastern Cape waited for up to 15 minutes for their first transport while 2,7% waited for 16–30 minutes and 0,5% waited for more than 30 minutes. About ninety-six per cent (95,5%) of learners in Mpumalanga waited for up to 15 minutes, followed by 3,7% of those that waited for 16–30 minutes and 0,8% waited for more than 30 minutes. Limpopo had about 95,2% of learners who waited for up to 15 minutes, 4,2% waited for 16–30 minutes and 0,6% waited for more than 30 minutes.

About ninety four per cent (94,4%) of learners in North West waited for up to 15 minutes, 5,0% waited for 16–30 minutes and 0,6% waited for more than 30 minutes. Northern Cape (92,6%) on the other hand had slightly lower percentages of learners that waited for up to 15 minutes.

Table 4.12: Time it takes to walk to the educational institution after getting off the transport used on weekdays, by province, 2013

Province	Number of persons that walk at the end of the trip ('000)	Walking time (per cent within province)					
		Up to 15 mins	16–30 mins	31–45 mins	46–60 mins	> 60 mins	Total
Western Cape	804	96,4	2,7	0,3	0,0	0,5	100,0
Eastern Cape	604	95,9	2,7	0,5	0,5	0,4	100,0
Northern Cape	91	92,6	3,4	1,8	1,9	0,3	100,0
Free State	255	96,1	2,9	0,0	0,5	0,5	100,0
KwaZulu-Natal	1 181	93,0	4,3	1,3	0,8	0,7	100,0
North West	398	95,1	3,5	1,1	0,1	0,2	100,0
Gauteng	2 071	95,5	3,4	0,7	0,2	0,3	100,0
Mpumalanga	430	96,8	2,1	0,4	0,1	0,6	100,0
Limpopo	495	90,3	6,4	2,2	0,7	0,4	100,0
RSA	6 329	94,8	3,5	0,8	0,4	0,4	100,0

Percentages calculated within province

Of the learners (6,3 million) that mentioned that they still have to walk a distance at the end of the trip to reach their educational institutions, 94,8% walked for up to fifteen minutes, while 3,5% walked for sixteen to thirty minutes. Only 0,4% walked for more than sixty minutes.

Ninety-six per cent of Western Cape learners walked for up to 15 minutes, 2,7% walked for 16–30 minutes. In the Northern Cape, about 92,6% of learners walked for up to 15 minutes, 3,4% walked 16–30 minutes and 1,8% walked 31–45 minutes.

The lowest percentage of learners that walked more than sixty minutes was found in North West (0,2%). The most significant percentage of learners that walked 30 minutes or longer lived in Northern Cape (4%), Limpopo (3,3%) and KwaZulu-Natal (2,8%).

Table 4.13: Total time travelled to the educational institution by main mode of transport and province, 2013

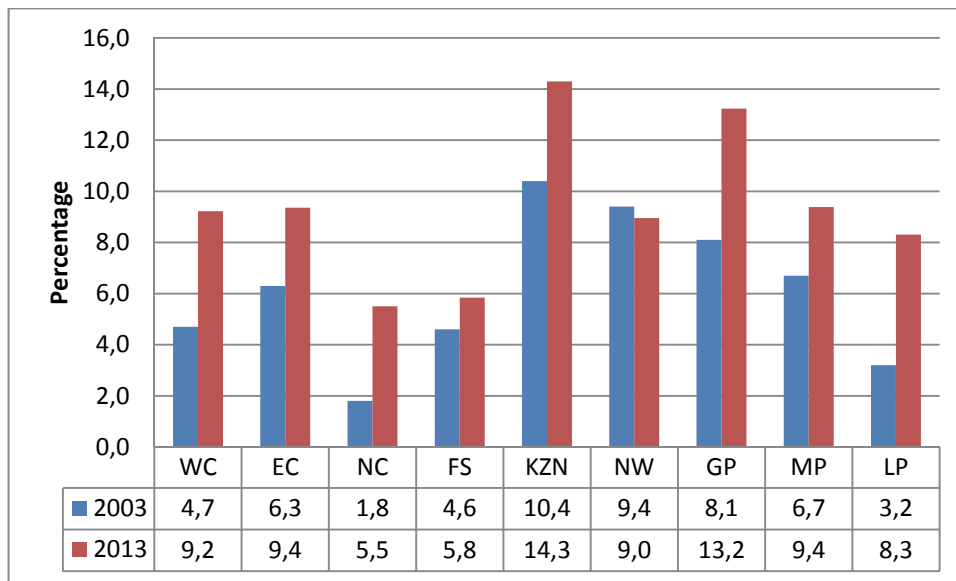
Mode and time travelled in minutes	Province									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Train										
Mean	69	*	*	*	78	*	84	*	*	56
1–30	16,8	*	*	*	13,3	*	16,3	*	*	19,5
31–60	34,8	*	*	*	25,5	*	20,8	*	*	26,3
61 plus	48,3	*	*	*	61,1	*	62,9	*	*	54,3
Total	100,0	*	*	*	100,0	*	100,0	*	*	100,0
Bus										
Mean	60	55	56	56	62	57	65	65	66	60
1–30	26,3	24,5	25,6	23,2	20,1	25,4	20,7	20,1	20,0	22,0
31–60	33,3	47,8	48,4	47,6	42,7	44,1	39,2	39,6	32,0	40,3
61 plus	40,4	27,7	26,0	29,1	37,3	30,5	40,1	40,3	47,9	37,7
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0
Taxi										
Mean	41	47	38	38	53	48	54	46	44	116
1–30	56,1	40,9	54,2	55,5	34,7	47,5	34,8	42,4	46,2	40,5
31–60	30,5	39,3	30,4	31,2	39,0	33,2	39,5	40,4	36,9	37,6
61 plus	13,4	19,9	15,3	13,2	26,3	19,3	25,7	17,3	16,9	21,9
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0
Car/Bakkie/Truck driver										
Mean	41	33	96	43	42	25	45	50	49	47
1–30	59,6	66,8	64,0	63,2	57,8	85,6	47,5	56,7	59,3	55,2
31–60	23,5	29,2	0,0	25,4	25,4	4,2	37,1	14,8	18,4	29,4
61 plus	16,9	4,0	36,0	11,3	16,8	10,2	15,4	28,6	22,3	15,4
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0
Car/Bakkie/Truck passenger										
Mean	27	35	23	19	40	34	31	32	36	31
1–30	74,3	59,4	85,8	92,2	54,6	67,7	70,8	69,5	62,8	67,6
31–60	17,8	31,9	12,4	7,2	33,7	19,7	21,3	24,1	24,5	23,5
61 plus	7,9	8,7	1,8	0,6	11,7	12,6	7,9	6,4	12,7	8,9
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0
Walking all the way										
Mean	20	32	26	26	38	28	28	29	30	78
1–30	91,3	70,1	81,5	79,3	58,9	75,7	77,0	73,4	74,8	72,4
31–60	7,0	23,1	15,5	17,1	31,0	20,5	19,3	22,8	20,0	21,8
61 plus	1,7	6,8	3,0	3,6	10,1	3,8	3,7	3,8	5,3	5,7
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0

* Numbers below 10 000 are too small to provide accurate estimates.

Nationally, most learners using trains tended to travel for more than 60 minutes to their educational institutions (54,3%). In Gauteng (62,9%), KwaZulu-Natal (61,1%) and Western Cape (48,3%), the time taken to travel by train was mostly more than an hour, while the majority of learners in Mpumalanga (47,2%) and Free State (67%) took one to thirty minutes travelling by train.

Most learners using taxis took at most 30 minutes to reach their educational institutions (40,5%). About 22% of learners needed more than an hour to get to their educational institutions using taxis. Western Cape (56,1%), Northern Cape (54,2%) and Free State (55,5%) had the highest proportion of learners who travelled 30 minutes or less when using taxis.

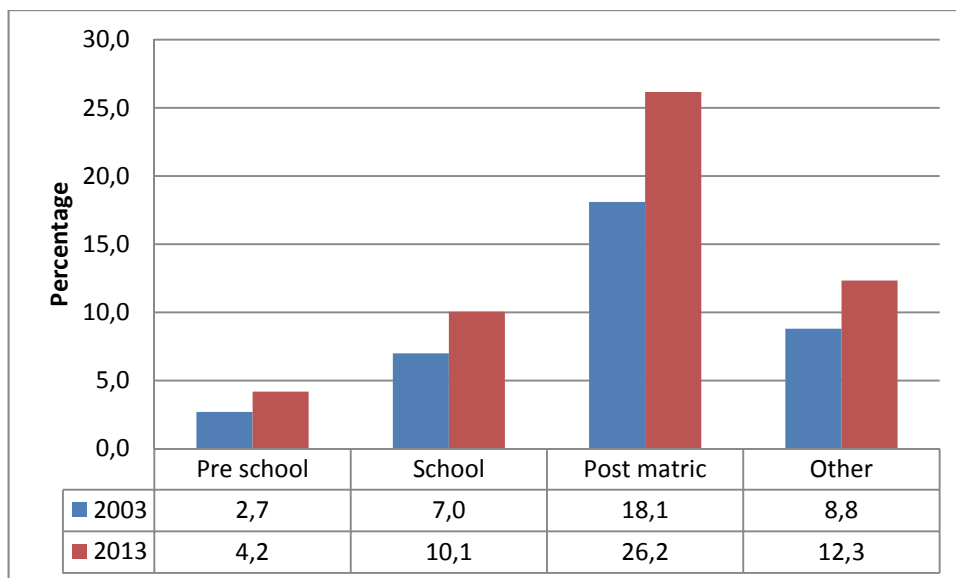
Figure 4.5: Percentage of learners travelling more than 60 minutes to educational institution by province, 2003 and 2013



Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

Between 2003 and 2013, the percentage of learners who travelled more than 60 minutes to their educational institutions increased across all provinces. The only exception was North West, where there was a decrease of 0,4%.

Figure 4.6: Percentage of learners travelling to educational institution for more than 60 minutes by educational institution, 2003 and 2013



Since 2003 there has been an increase in the percentage of learners who travelled for more than 60 minutes to reach pre-school, school, tertiary and other educational institutions. For tertiary learners there was an increase of about eight percentage points from 2003 to 2013.

4.4 Monthly cost of transport

Table 4.14: Monthly cost of transport by main mode and province, 2013

Mode and monthly payment in rand	Province (Per cent within province)									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Train										
Mean (Rand)	361	280	0	306	293	359	570	170	0	260
1-100	6,9	0,0	0,0	0,0	8,5	0,0	6,9	0,0	0,0	6,8
101-200	47,7	44,3	0,0	8,3	39,1	8,2	42,7	100,0	0,0	43,3
200+	45,4	55,7	0,0	91,7	52,4	91,8	50,4	0,0	0,0	49,9
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0
Bus										
Mean (Rand)	531	362	692	451	364	304	460	282	309	417
1-100	6,3	9,7	9,3	5,2	6,9	3,1	7,1	5,3	0,6	5,8
101-200	14,3	4,7	32,6	8,2	17,2	14,2	13,0	20,3	14,0	14,7
200+	79,5	85,6	58,1	86,6	76,0	82,7	80,0	74,4	85,4	79,5
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0
Taxi										
Mean (Rand)	388	350	482	360	341	430	422	326	289	376
1-100	2,9	5,7	2,1	5,5	8,0	5,7	1,5	3,8	9,5	4,8
101-200	14,6	13,9	31,0	14,3	17,4	23,1	9,1	20,2	21,6	15,0
200+	82,5	80,4	66,9	80,2	74,5	71,2	89,3	76,0	68,9	80,2
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0
Car\Bakkie\Truck\Company car driver										
Mean	991	1 001	400	654	1 650	1 395	1 276	1 080	2 076	1 169
1-100	0,0	3,1	0,0	10,7	5,3	0,0	2,3	0,0	9,1	3,0
101-200	14,9	14,0	0,0	5,2	11,8	0,6	0,8	0,0	40,8	7,2
200+	85,1	82,9	100,0	84,1	82,9	99,4	96,9	100,0	50,1	89,7
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0
Car\Bakkie\Truck passenger										
Mean (Rand)	363	267	258	347	293	270	595	210	183	310
1-100	10,6	10,5	24,4	9,3	20,3	10,5	2,6	40,1	23,0	15,5
101-200	15,6	29,3	17,3	36,2	32,2	35,2	12,4	23,2	40,5	26,5
200+	73,8	60,2	58,4	54,5	47,5	54,3	85,0	36,7	36,5	58,0
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0

Trains are the least expensive mode of travel compared to all the other modes with a mean of R260. It costs more to travel for those who drive their cars/bakkies/trucks to educational institutions followed by those who use buses.

Nationally, for all the modes of travel, the highest proportion of learners paid more than R200 monthly. Even within provinces, learners paid more than R200 for all the modes followed by between R101–R200 and then R1–R100.

5. Work related travel patterns (Persons aged 15 years and older)

5.1 Introduction

Workers across the country use different modes of travel, from motorised to non-motorised and public to private, to reach their places of work. In metropolitan areas, roads are often congested during peak hours when people are on their way to work from their place of residence or returning home after work. The vision of the Department of Transport in their Public Transport Strategy (2007) is to phase in a lasting legacy of Integrated Rapid Transport Service Networks, in metropolitan cities, smaller cities and rural districts that will ensure sustainable, equitable and uncongested mobility in liveable cities and districts. According to this strategy, metropolitan cities aim to achieve a significant shift of work trips from cars to public transport networks by 2020.

This section covers work related travel patterns of people aged 15 years and older. The table below shows the distribution of workers⁴ by their province of origin and province where their workplaces were situated. Also covered are the different modes of travel used by workers to their workplaces and the cost thereof.

Table 5.1: Workers' disability status, geographic location and household income quintiles by province, 2013

Indicator	Province										
	Statistic	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Worker status											
Workers	Number	2 288	1 231	325	794	2 441	975	5 054	1 113	1 039	15 261
	Per cent	15,0	8,1	2,1	5,2	16,0	6,4	33,1	7,3	6,8	100,0
Disabled	Number	39	32	10	38	68	31	115	39	32	404
	Per cent	9,6	7,9	2,6	9,5	16,8	7,6	28,5	9,7	7,9	100,0
Geographic location											
Metro	Number	1 503	527	-	244	1 032	-	4 290	-	-	7 596
	Per cent	19,8	6,9	-	3,2	13,6	-	56,5	-	-	100,0
Urban	Number	638	331	252	432	583	553	665	688	358	4 500
	Per cent	14,2	7,4	5,6	9,6	13,0	12,3	14,8	15,3	8,0	100,0
Rural	Number	147	373	73	119	826	423	100	425	681	3 166
	Per cent	4,6	11,8	2,3	3,7	26,1	13,4	3,1	13,4	21,5	100,0
Household income quintiles											
Quintile 1 (Lowest income quintile)	Number	115	114	17	49	244	107	301	71	139	1 157
	Per cent	9,9	9,9	1,4	4,3	21,1	9,3	26,0	6,1	12,0	100,0
Quintile 2	Number	152	223	37	114	344	129	352	164	176	1 691
	Per cent	9,0	13,2	2,2	6,7	20,3	7,7	20,8	9,7	10,4	100,0
Quintile 3	Number	403	277	79	186	464	179	656	251	212	2 707
	Per cent	14,9	10,2	2,9	6,9	17,1	6,6	24,2	9,3	7,8	100,0
Quintile 4	Number	565	254	88	170	558	226	1 004	264	192	3 321
	Per cent	17,0	7,7	2,6	5,1	16,8	6,8	30,2	8,0	5,8	100,0
Quintile 5 (Highest income quintile)	Number	748	271	91	213	625	216	1 893	307	233	4 597
	Per cent	16,3	5,9	2,0	4,6	13,6	4,7	41,2	6,7	5,1	100,0

The totals used to calculate percentages excluded unspecified cases.

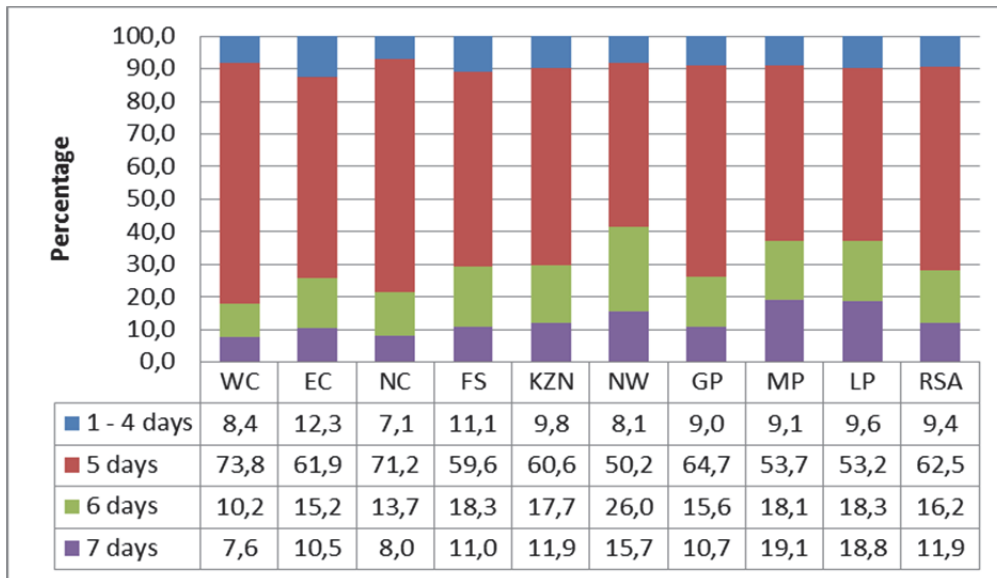
The numbers differ from the official employment statistics as a less sophisticated series of questions were used to establish work status.

- Not applicable

⁴The term worker as used in this report refers to workers as defined by the respondents themselves, as all persons travelling for work purposes needed to be captured regardless of whether it corresponds to the official IOM definitions of employment.

According to Table 5.1, about 33,1% of the 15,3 million workers in South Africa live in Gauteng, 16% in KwaZulu-Natal, and 15% in Western Cape. Approximately 0,4 million workers that are disabled were identified in the survey, and their provincial distribution was slightly lower across provinces with Gauteng and Western Cape contributing approximately 5% points fewer disabled workers to the total. Free State, Mpumalanga and Limpopo, on the other hand, had proportionally more disabled workers than the national worker profile would suggest. Approximately half of all workers can be classified as metropolitan and close to a third as urban. Slightly more than 3 million workers live in rural areas. The highest percentages of workers classified as rural come from KwaZulu-Natal (26,1%) and Limpopo (21,5%).

Figure 5.1: Percentage of workers by number of days travelled per week to place of work by province, 2013



Percentages calculated across provinces

Figure 5.1 represents the number of days worked per week per province. In South Africa, it is clearly shown that most of the working population work for five days per week. Nationally, 62,5% workers worked for five days a week, followed by 16,2% who worked for six days, 11,9% worked for seven days and 9,4% for one to four days a week.

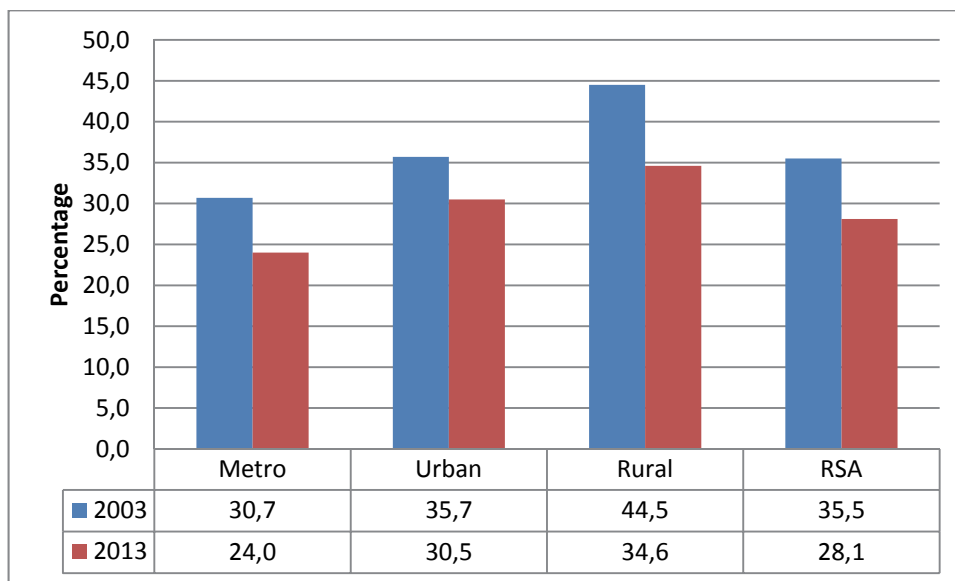
Western Cape (73,8%) had the highest percentage of workers who worked for five days a week, followed by Northern Cape (71,2%) and Gauteng (64,7%). The lowest percentages of workers who worked for five days per week were found in North West (50,2%), Limpopo (53,2%) and Mpumalanga (53,7%). Workers in Eastern Cape (12,3%) and Free State (11,1%) were the most likely to work for less than five days a week.

Table 5.2: Number of days travelled to place of work per week by province, 2013

Province	Statistics	Days worked			
		1–4 days	5 days	6 plus days	Total
Western Cape	Number	175	1 542	372	2 088
	Per cent	8,4	73,8	17,8	100,0
Eastern Cape	Number	141	707	294	1 142
	Per cent	12,3	61,9	25,7	100,0
Northern Cape	Number	22	221	67	311
	Per cent	7,1	71,2	21,7	100,0
Free State	Number	82	442	217	742
	Per cent	11,1	59,6	29,3	100,0
KwaZulu-Natal	Number	223	1 384	676	2 283
	Per cent	9,8	60,6	29,6	100,0
North West	Number	73	454	377	905
	Per cent	8,1	50,2	41,7	100,0
Gauteng	Number	420	3 006	1 221	4 646
	Per cent	9,0	64,7	26,3	100,0
Mpumalanga	Number	95	560	388	1 043
	Per cent	9,1	53,7	37,2	100,0
Limpopo	Number	91	507	354	952
	Per cent	9,6	53,2	37,2	100,0
RSA	Number	1 322	8 823	3 967	14 112
	Per cent	9,4	62,5	28,1	100,0
Geographic location					
Metro	Number	633	4 682	1 676	6 991
	Per cent	9,1	67,0	24,0	100,0
Urban	Number	365	2 570	1 289	4 224
	Per cent	8,6	60,8	30,5	100,0
Rural	Number	324	1 570	1 002	2 897
	Per cent	11,2	54,2	34,6	100,0

Percentages calculated within provinces.

Figure 5.2: Percentage of workers who worked six or more days per week by geographic location, 2003 and 2013



Metropolitan areas in 2003 did not include Buffalo City and Mangaung

Figure 5.2 shows that the proportion of workers who worked 6 days or more decreased by seven percentage points from 2003 to 2013. The biggest percentage of workers who worked for 6 or more days were located in the rural areas of the country in both 2003 and 2013. However, since 2003, the percentage of these workers in rural areas has decreased from 44,5% to 34,6% in 2013.

5.2 Modes of travel

The tables and figures in this section primarily deal with the transport modes used by workers. It covers non-motorised transport such as walking and cycling and both public and private motorised transport.

Table 5.2 summarises the main travel modes used by workers. Even though taxis are used by significant percentages of workers (26,2%), those using private transport and driving a car/bakkie/truck are still in the majority (30,7%). Slightly more than one in five workers walk all the way (21,6%) and a further 7,5% use buses. This pattern holds true in most provinces except in Eastern Cape, KwaZulu-Natal and North West where more workers used taxis than driving car/bakkie/truck. In Northern Cape the dominant transport mode was walking all the way (43,4%). Other provinces where significant percentages of workers walked all the way were Limpopo (34,8%), Eastern Cape (34,1%) and Free State 33,7%. Bus use was most common amongst workers in Mpumalanga (20,9%) and North West (13,2%).

Public transport use was important across all geography types. However, metro workers were more likely to use trains than buses as their main mode of transport, and rural workers more likely to use buses than workers of any of the other geography types. Even though similar proportions of metro and urban workers used buses, significantly fewer urban dwellers use taxis (23,9% v. 29,5%) and trains (0,8% versus 9,4%), while significantly more urban dwellers made use of private transport as passengers (9,6% compared with 6,4%).

Table 5.3: Workers' disability status, geographic location, household income quintile and province by main mode, 2013

Indicator	Main mode							Walk all the way	Other
	Statistic	Public transport			Private transport				
		Train	Bus	Taxi	Car/truck company car driver	Car/truck passenger			
Province									
Western Cape	Number	276	151	314	711	227	368	29	
	Per cent	13,3	7,3	15,1	34,3	10,9	17,7	1,4	
Eastern Cape	Number	14	32	317	273	93	380	6	
	Per cent	1,3	2,9	28,4	24,5	8,3	34,1	0,5	
Northern Cape	Number	*	10	38	76	43	134	6	
	Per cent	*	3,3	12,2	24,7	14,1	43,4	2	
Free State	Number	*	43	170	191	51	241	19	
	Per cent	*	6,0	23,7	26,7	7,1	33,7	2,7	
KwaZulu-Natal	Number	65	153	803	570	161	487	20	
	Per cent	2,9	6,8	35,6	25,2	7,1	21,6	0,9	
North West	Number	*	117	240	199	69	232	21	
	Per cent	*	13,2	27,0	22,5	7,7	26,2	2,4	
Gauteng	Number	342	231	1 392	1 774	275	578	45	
	Per cent	7,4	5,0	30	38,2	5,9	12,5	1,0	
Mpumalanga	Number	*	214	202	253	70	264	15	
	Per cent	*	20,9	19,8	24,8	6,9	25,9	1,5	
Limpopo	Number	*	100	175	228	77	320	19	
	Per cent	*	10,8	19,0	24,8	8,4	34,8	2,1	
RSA	Number	710	1 052	3 650	4 274	1 066	3 004	181	
	Per cent	5,1	7,5	26,2	30,7	7,6	21,6	1,3	
Workers and disability status									
Total number of workers	Number	710	1 052	3 650	4 274	1 066	3 004	181	
	Per cent	5,1	7,5	26,2	30,7	7,6	21,6	1,3	
Disabled workers	Number	17	25	95	77	28	103	7	
	Per cent	4,7	7,3	26,9	21,9	7,8	29,3	2,1	
Geographic location of workers									
Metro workers	Number	650	437	2 049	2 563	444	742	54	
	Per cent	9,4	6,3	29,5	36,9	6,4	10,7	0,8	
Urban workers	Number	34	238	999	1 323	400	1 098	86	
	Per cent	0,8	5,7	23,9	31,7	9,6	26,3	2,1	
Rural workers	Number	26	377	602	387	222	1 164	41	
	Per cent	0,9	13,4	21,4	13,7	7,9	41,3	1,4	
Household income quintiles									
Quintile 1 (Lowest income quintile)	Number	56	99	326	134	58	340	18	
	Per cent	4,8	8,5	28,1	11,6	5,0	29,4	1,6	
Quintile 2	Number	61	133	436	165	112	575	28	
	Per cent	3,6	7,8	25,8	9,8	6,7	34,0	1,7	
Quintile 3	Number	153	241	761	298	180	799	45	
	Per cent	5,7	8,9	28,1	11,0	6,6	29,5	1,6	
Quintile 4	Number	199	278	1 041	538	257	725	45	
	Per cent	6,0	8,4	31,4	16,2	7,7	21,8	1,4	
Quintile 5 (Highest income quintile)	Number	170	217	802	2 266	331	407	35	
	Per cent	3,7	4,7	17,5	49,3	7,2	8,9	0,8	

The totals used to calculate percentages excluded unspecified cases.

The numbers differ from the official employment statistics as a less sophisticated series of questions were used to establish work status

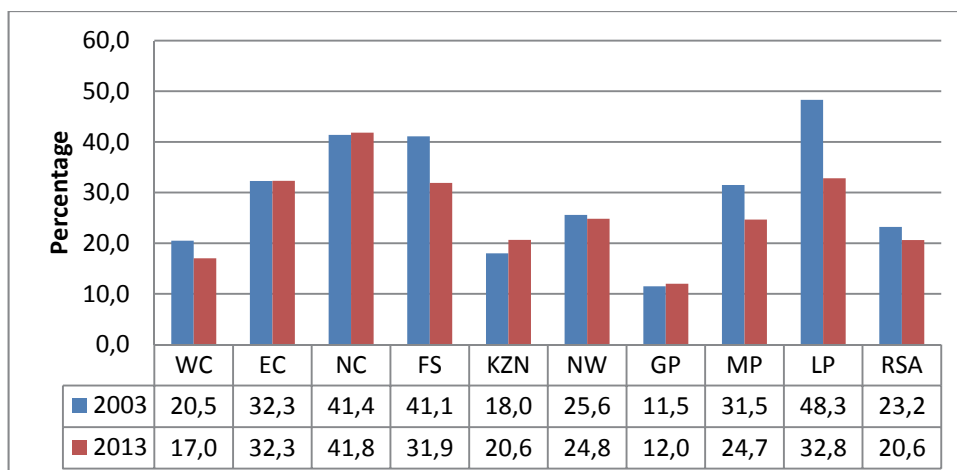
Table 5.4: Total number of trips to work using public transport by province, 2003 and 2013

2003	Total number of trips ('000)			
Province	Train	Bus	Taxi	Total
WC	255	106	398	759
EC	14	49	276	339
NC	*	*	23	30
FS	*	37	177	214
KZN	48	241	641	930
NW	27	132	288	447
GP	292	192	1 328	1 812
MP	*	126	131	258
LP	*	74	127	201
RSA	637	964	3 389	4 990
% of all public transport trips	12,8	19,3	67,9	100,0
2013				
WC	275	151	314	741
EC	14	32	317	363
NC	*	10	38	48
FS	*	43	170	213
KZN	65	153	803	1 021
NW	*	117	240	365
GP	342	231	1 392	1 966
MP	*	214	202	418
LP	*	100	175	276
RSA	709	1 051	3 651	5 411
% of all public transport trips	13,1	19,4	67,5	100,0

* Numbers below 10 000 too small to provide reliable estimates

Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

Between 2003 and 2013, the estimated total number of worker trips using public transport increased from 5 million to 5,4 million. Sixty-eight per cent of workers used taxis, which is similar to the proportion reported in 2003. Approximately 19% of workers using public transport used buses, and 13% used trains in both reporting periods.

Figure 5.3: Percentage of workers who walked all the way to work by province, 2003 and 2013

Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

Figure 5.3 reflects the picture within provinces. In 2013, walking was more likely to occur in Northern Cape (41,8%) than anywhere else in the country, whilst in 2003 Limpopo residents were more likely to walk than residents of other provinces (48,3%). In Eastern Cape, Free State and Limpopo, around a third of workers indicated that they walked to work, whilst nearly one-quarter of workers in North West and Mpumalanga walked to work. The proportion of workers who walked to work remained relatively stable between 2003 and 2013 in Eastern Cape, Northern Cape, North West and Gauteng. Significant decreases in the percentage of workers who walked to work were reported in Western Cape, Free State, Mpumalanga and Limpopo, whereas a greater proportion of workers in KwaZulu-Natal walked to work in 2013 as opposed to 2003.

Table 5.5: Workers who walked, cycled and drove all the way to work, by province, 2013

Province	Walked to work			Cycled to work			Drove to work		
	Number ('000)	% within RSA	% within province	Number ('000)	% within RSA	% within province	Number ('000)	% within RSA	% within province
Western Cape	368	12,2	17,0	26	17,4	1,4	630	16,2	35,6
Eastern Cape	380	12,7	32,3	4	2,7	0,5	243	6,2	30,7
Northern Cape	134	4,4	41,8	6	3,7	3,0	60	1,5	33,3
Free State	241	8,0	31,9	16	10,6	3,1	161	4,1	32,2
KwaZulu-Natal	487	16,2	20,6	17	11,3	0,9	517	13,3	27,9
North West	232	7,7	24,8	20	13,4	2,8	180	4,6	26,3
Gauteng	578	19,2	12,0	35	24,0	0,8	1 701	43,7	40,5
Mpumalanga	264	8,8	24,7	8	5,5	1,0	210	5,4	26,3
Limpopo	320	10,7	32,8	17	11,4	2,6	193	4,9	30,2
RSA	3 004	100,0	20,6	148	100,0	1,3	3 895	100,0	34,1
Geographic Location									
Metro	742	24,7	10,3	42	28,3	0,6	2 423	62,2	37,5
Urban	1 098	36,6	25,3	72	48,7	2,2	1 155	29,6	36,4
Rural	1 164	38,7	39,0	34	23,0	1,9	317	8,1	17,7

The totals used to calculate percentages excluded unspecified cases.

In absolute numbers, 3 million workers walked all the way to work. Across provinces, the highest percentage of workers who walked to work were found in Gauteng (19,2%) and KwaZulu-Natal (16,2%), whilst exclusive cyclists were most likely to come from Gauteng (24%), Western Cape (17,4%) and North West (13,4%). Slightly over one-third (34,1%) of all South African workers drove to work, 43,7% of them were based in Gauteng, whilst 16,2% were located in Western Cape and 13,3% lived in KwaZulu-Natal. The same picture emerges for the geographic location of workers who walked all the way to work. Most of them (38,7%) were located in rural areas. Out of 148 000 workers who cycled to work, the highest proportion (48,7%) were from urban areas. Approximately thirty-eight per cent (37,5%) of workers in metropolitan areas drove to work, which represents 62,2% of all workers in the country who drove all the way.

Map 5.1: Number of workers per province and main mode of travel used, 2013

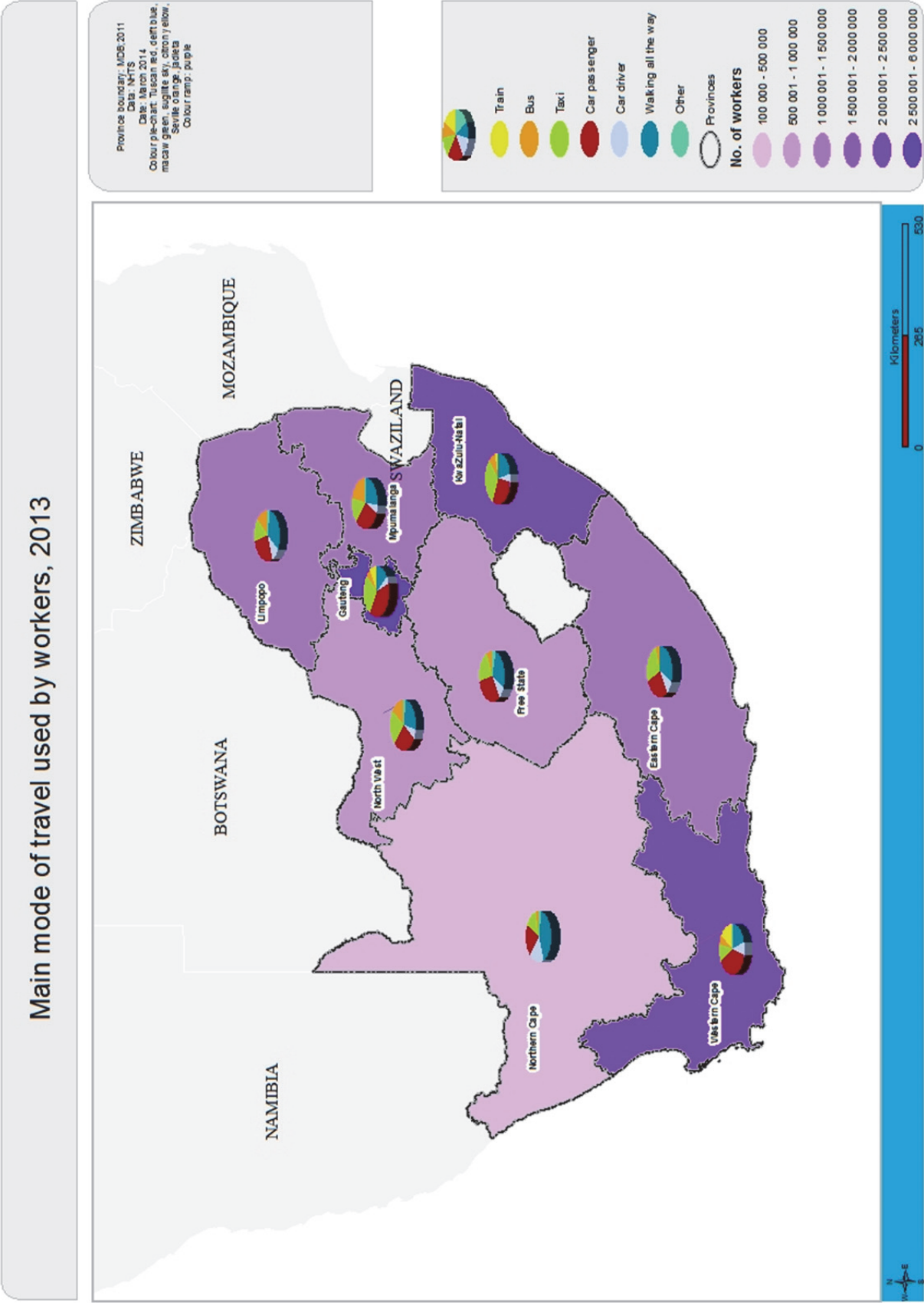
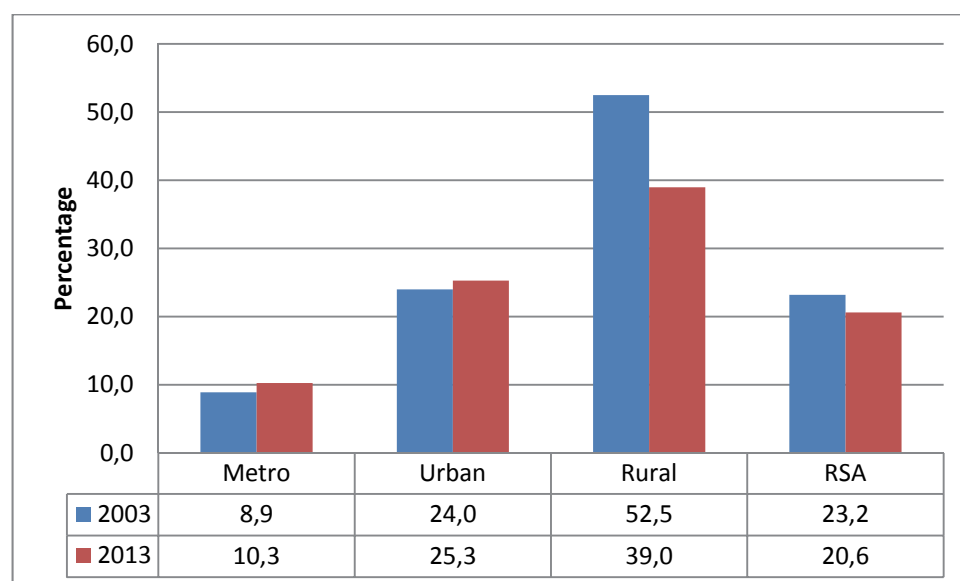


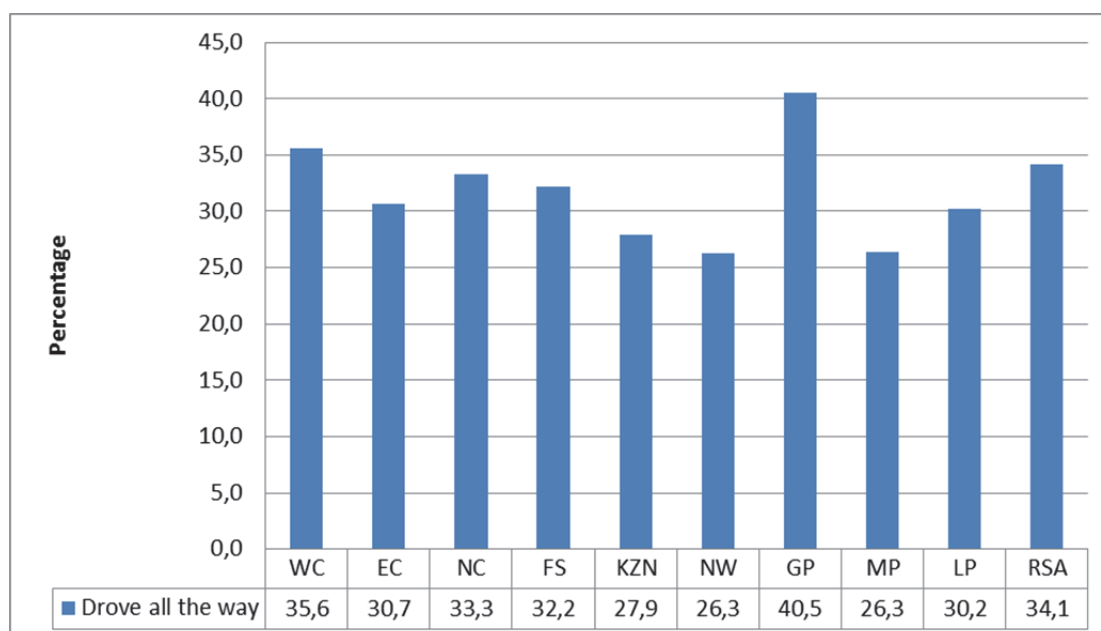
Figure 5.4: Percentage of workers who walked all the way to place of work by geographic location, 2003 and 2013



In 2003 Metropolitan areas did not include Buffalo City and Mangaung.

Figure 5.4 shows that since 2003, there has been a decrease in the percentage of workers who walked all the way to work, from 23,2% to 20,6% in 2013. This decrease was more significant in rural areas where it decreased from 52,5% to 39%, which represents a 13,5 percentage point decrease.

Figure 5.5: Percentage of workers who drove all the way to their place of work by province, 2013



Slightly more than a third (34,1%) of all workers drove all the way to their place of work. The provinces where workers were most likely to drive all the way to work (Figure 5.6) were Gauteng (40,5%) and Western Cape (35,6%). One-third of workers in Northern Cape and nearly a third of workers in Free State drove all the way to work, while North West and Mpumalanga had the lowest proportion of workers who drove all the way to work with 26,3% in both cases.

Table 5.6: Number of persons who drove all the way to place of work by province and mode of travel, 2013

Province	Statistic (Numbers in thousands)	Mode of travel					
		Truck/ lorry	Car/ bakkie	Motor cycle/ scooter	Minibus (private)	Other	Total
Western Cape	Number	*	578	13	13	*	615
	Per cent	*	94,0	2,1	2,1	*	100,0
Eastern Cape	Number	*	213	*	*	*	228
	Per cent	*	93,3	*	*	*	100,0
Northern Cape	Number	*	54	*	*	*	57
	Per cent	*	93,3	*	*	*	100,0
Free State	Number	*	146	*	*	*	156
	Per cent	*	93,9	*	*	*	100,0
KwaZulu-Natal	Number	*	465	*	10	*	495
	Per cent	*	93,9	*	2,0	*	100,0
North West	Number	*	161	*	*	*	172
	Per cent	*	93,8	*	*	*	100,0
Gauteng	Number	13	1 566	26	23	10	1 639
	Per cent	0,8	95,5	1,6	1,4	0,6	100,0
Mpumalanga	Number	*	183	*	*	*	201
	Per cent	*	90,8	*	*	*	100,0
Limpopo	Number	*	169	*	*	*	184
	Per cent	*	91,8	*	*	*	100,0
RSA	Number	39	3 534	63	75	36	3 747
	Per cent	1,0	94,3	1,7	2,0	1,0	100,0

* Numbers below 10 000 too small to provide reliable estimates

Totals excluded unspecified cases for type of vehicle driven to work.

Table 5.6 summarises the mode of travel used by workers who drove all the way to their place of work. Nationally, about 94,3% of workers used cars or bakkies to travel to work, 2% used minibuses and 1,7% used motorcycles or scooters. The results further indicate that across provinces, the majority of workers (94,3%) who drove all the way to their work places used cars or bakkies.

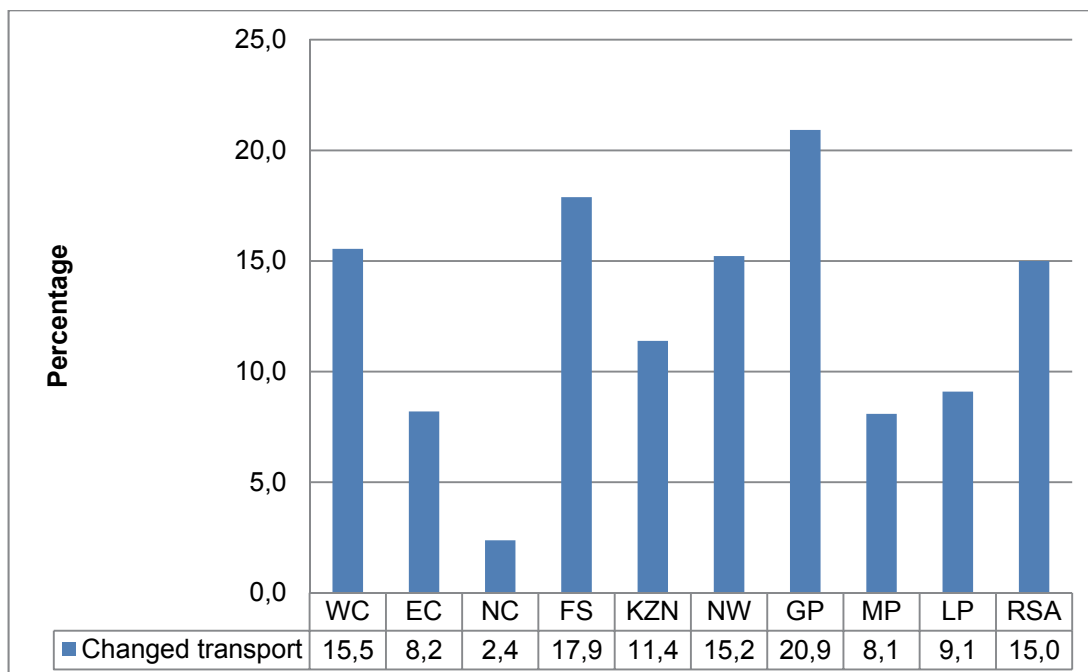
Table 5.7: Workers who changed transport on the way to work by province, 2013

Province	Number who did not drive all the way to work ('000)	Changed transport		
		Number ('000)	Per cent within province	Per cent within RSA
Western Cape	1 042	162	15,5	15,7
Eastern Cape	494	40	8,2	3,9
Northern Cape	109	*	*	0,2
Free State	305	54	17,9	5,3
KwaZulu-Natal	1 221	139	11,4	13,4
North West	461	70	15,2	6,8
Gauteng	2 318	485	20,9	46,9
Mpumalanga	552	45	8,1	4,3
Limpopo	392	36	9,1	3,4
RSA	6 893	1 034	15,0	100,0

* Numbers below 10 000 are too small to provide reliable estimates

Totals used excluded unspecified cases for respondents who did not drive all the way to work

The table above shows the number of workers who had to connect once or more when travelling to work. Slightly more than one million indicated that they had to connect at least once when going to work. Nearly half a million workers, thus nearly half of all the workers in South Africa who changed transport, worked in Gauteng. Proportionally within provinces, workers in Free State (17,9%), Western Cape (15,5%) and KwaZulu-Natal (11,4%) were more likely than workers in other provinces to change transport.

Figure 5.6: Percentage of workers who changed transport on the way to place of work by province, 2013

Almost 15% of workers who did not drive all the way to work indicated that they changed transport during the course of their journey. One-fifth of those who changed mode of travel worked in Gauteng (20,9%), followed by Free State (17,9%), Western Cape (15,5%) and North West (15,2%).

Table 5.8: Number of transfers made by public transport users, 2013

Main mode of travel	No of transfers (percentage of trips)			
	0	1	2	3
Train	57,6	37,2	3,6	1,6
Bus	84,6	14,3	0,8	0,3
Taxi	87,3	11,4	0,8	0,5
Total	82,9	15,3	1,2	0,6

Four out of ten (57,6%) train users did not need to make any transfers while travelling by train. Fifteen per cent of commuters using buses and 12,7% of those using taxis had to transfer at least once during their trips.

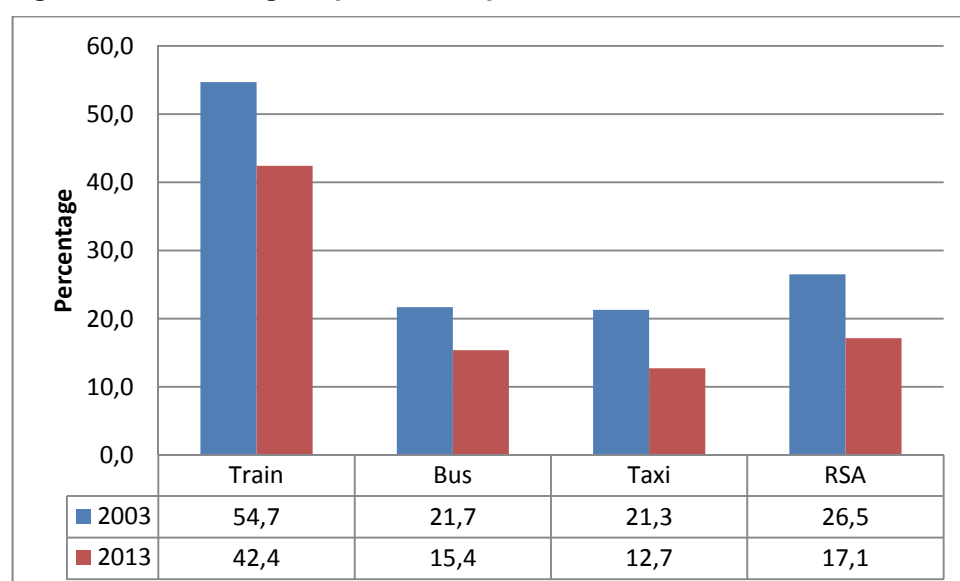
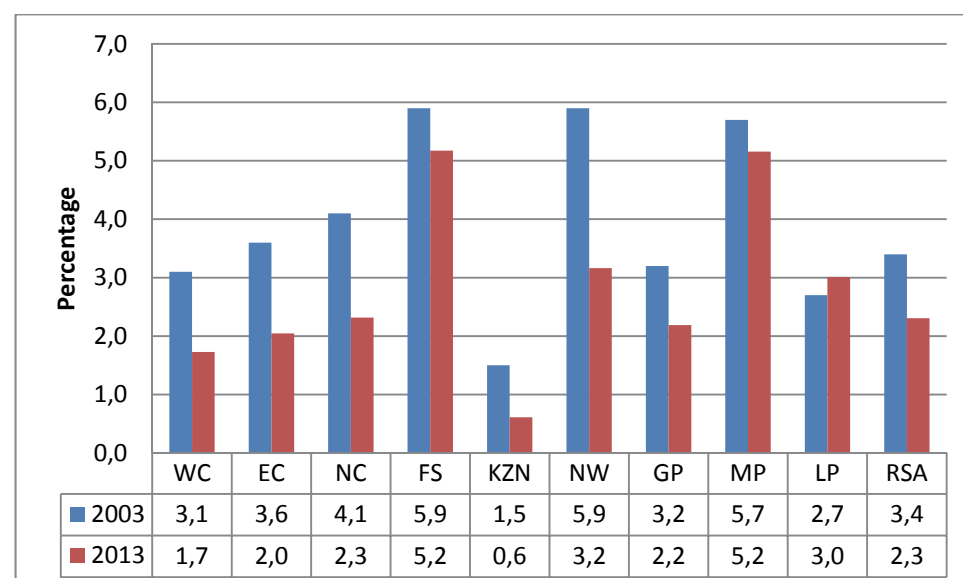
Figure 5.7: Percentage of public transport users who made at least one transfer, 2003 and 2013

Figure 5.7 shows that nationally, there was a drop in the percentage of transfers from 26,5% in 2003 to 17,1% in 2013. Most workers who made at least one public transport transfer used trains. Although this percentage decreased from 54,7% in 2003 to 42,4% in 2013, train users were still the most likely of all public transport users to make one or more transfer on their journey to work.

Figure 5.8: Percentage of workers who received travel allowances from their employers for public transport by province, 2003 and 2013



Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

Figure 5.8 summarises data related to travel allowances paid to workers by their employers, using percentages calculated within provinces, and comparing the 2003 and 2013 data. With the exception of Limpopo, the percentage of workers who benefited from these allowances decreased since 2003 in all provinces as well as nationally (from 3,4% to 2,3%). Relative to other provinces, workers in KwaZulu-Natal (0,6%) and Western Cape (1,7%) were the least likely to receive allowances, whilst workers in Free State and Mpumalanga were the most likely to benefit with 5,2% of workers in both provinces receiving an allowance.

5.3 Departure, waiting, arrival and total travel times

Section 5.3 describes the NHTS 2013 findings in relation to the times workers leave for their different work places, waiting times for their first transport and general trip duration.

Table 5.9: Time workers leave for work by province, 2013

Province	Number of workers who completed the question ('000)	Time workers leave (Percentage of workers within province)					Total
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	
Western Cape	1 980	14,6	16,8	20,2	33,5	14,9	100,0
Eastern Cape	1 083	13,6	13,4	18,0	42,9	12,1	100,0
Northern Cape	296	12,8	17,8	22,1	40,4	7,0	100,0
Free State	694	16,0	14,7	21,1	35,8	12,4	100,0
KwaZulu-Natal	2 177	23,7	21,9	17,5	27,8	9,1	100,0
North West	846	32,0	15,6	14,9	26,8	10,7	100,0
Gauteng	4 396	24,6	19,8	15,9	26,3	13,5	100,0
Mpumalanga	972	30,4	20,0	16,9	23,5	9,2	100,0
Limpopo	883	25,0	20,1	17,3	27,0	10,5	100,0
RSA	13 329	22,3	18,6	17,5	29,6	12,0	100,0
Geographic location							
Metro	6 608	22,1	19,5	16,6	27,9	13,9	100,0
Urban	4 023	18,9	16,8	18,8	35,0	10,6	100,0
Rural	2 698	27,9	19,2	17,8	25,8	9,4	100,0

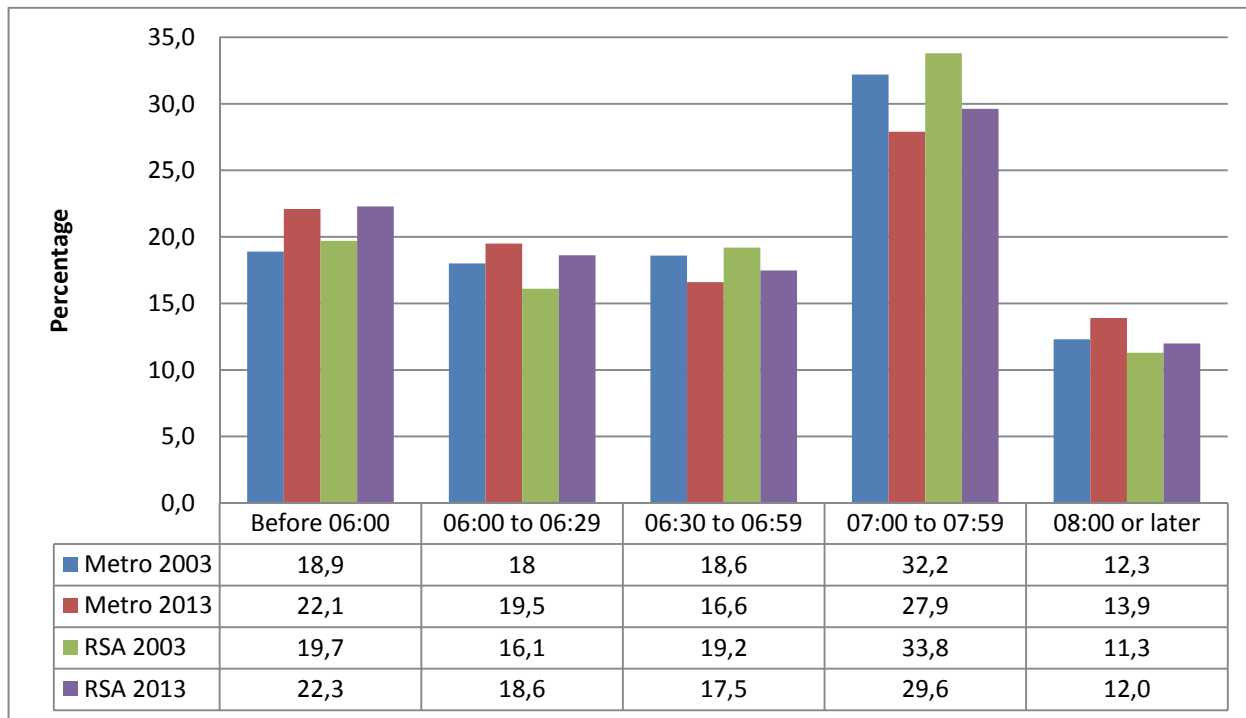
The totals used to calculate percentages excluded unspecified cases for the time working population leave for work.

More than one-quarter (29,6%) of South Africa's workers left their home or area of residence for work between seven and seven fifty nine in the morning, as shown in Table 5.8. Eastern Cape (42,9%), Northern Cape (40,4%) and Free State (35,8%) recorded the highest percentages of workers leaving their homes/residential places between 7 and 8 o'clock in the morning.

Slightly over one-fifth of workers (22,3%) left for work before six o'clock in the morning. Provincially, North West (32%) and Mpumalanga (30,4%) had the highest proportions of workers leaving for work before six o'clock in the morning, representing levels higher than any other time. Northern Cape, with only 12,8% of workers leaving before six o'clock, recorded the lowest.

Out of the 18,6% of workers travelling from six to six twenty nine in the morning, KwaZulu-Natal (21,9%) had the highest level, followed by 20% reported in Gauteng, Limpopo and Mpumalanga. Twelve per cent of workers left their homes from eight o'clock in the morning or later when going to work. Western Cape (14,9%) and Gauteng (13,5%) recorded slightly higher levels of workers going to work from eight o'clock or later, while the distribution across all provinces was more or less equal.

Figure 5.9: Percentage of workers in metropolitan areas by leaving time to place of work, 2003 and 2013



In 2003 Metropolitan areas did not include Buffalo City and Mangaung.

According to Figure 5.9, workers in metropolitan areas had similar departure times for work than the national average in both 2003 and 2013. In 2013, approximately 58% of workers left for work before 7 am and 42% after 7 am. A comparison between departure times reported in 2003 and 2013 reveals similar trends except that workers tend to have left home later than 10 years earlier. They were significantly more likely to depart after 8 am in 2013 than in 2003 in metropolitan areas as well as nationally.

Map 5.2: Percentage of workers leaving home between 06:00 and 06:59 for work per municipality, 2013

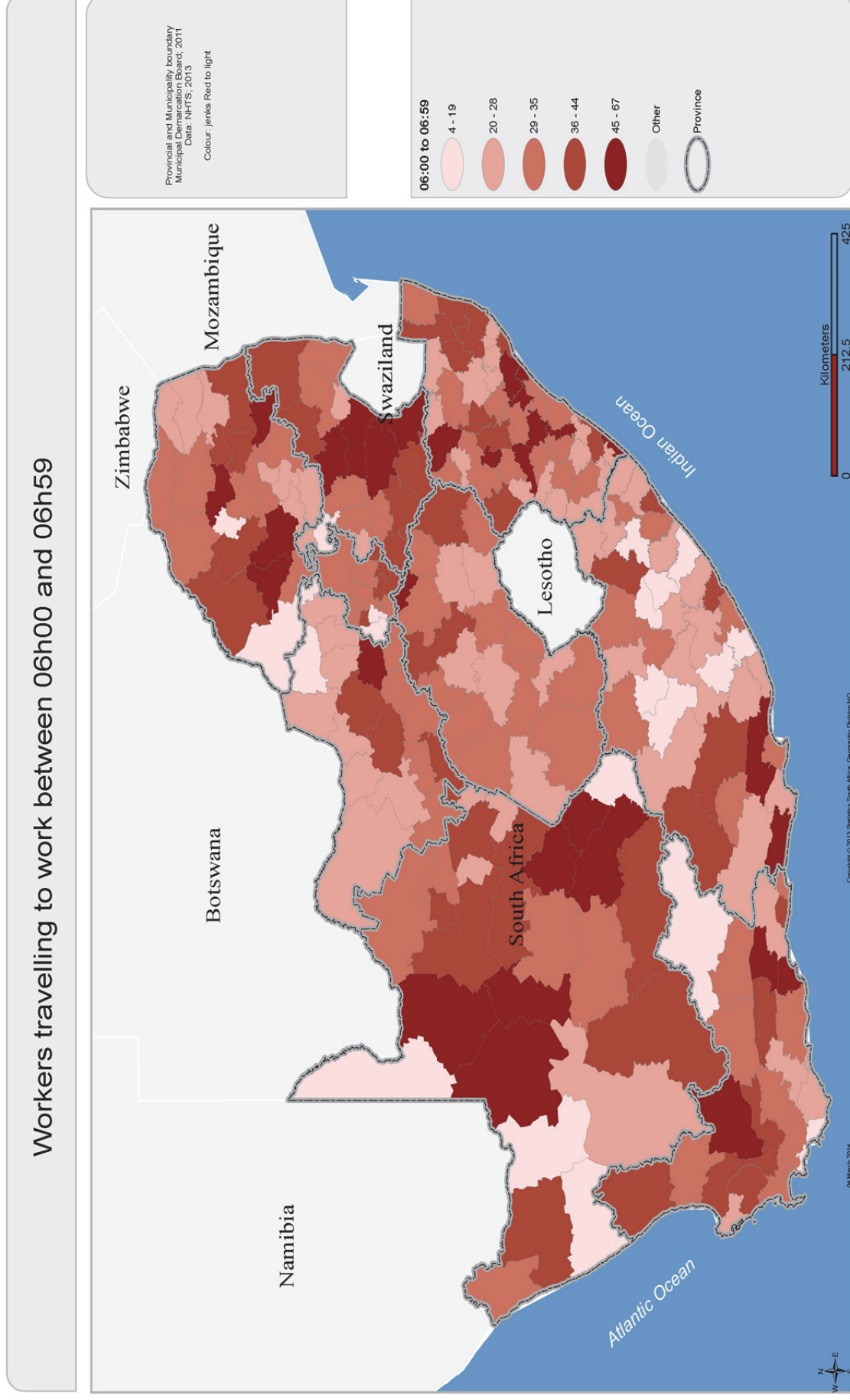


Table 5.10: Number of workers by arrival time at place of work and province, 2013

Province	Number of workers who completed the question ('000)	Time workers arrive (Percentage of workers within province)					Total
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	
Western Cape	1 980	4,5	4,6	11,9	45,8	33,1	100,0
Eastern Cape	1 083	6,8	5,1	10,6	49,9	27,6	100,0
Northern Cape	296	4,5	7,8	16,6	53,9	17,2	100,0
Free State	694	7,0	6,1	13,4	49,4	24,2	100,0
KwaZulu-Natal	2 177	8,1	8,1	14,3	46,7	22,7	100,0
North West	846	16,2	9,0	12,3	39,8	22,6	100,0
Gauteng	4 396	7,3	6,4	12,9	42,1	31,3	100,0
Mpumalanga	972	8,1	10,5	17,5	44,9	18,9	100,0
Limpopo	883	8,9	9,5	15,6	45,8	20,1	100,0
RSA	13 329	7,7	7,0	13,4	45,0	27,0	100,0
Geographic location							
Metro	6 608	6,6	5,8	12,1	43,6	31,9	100,0
Urban	4 023	8,4	7,0	14,4	47,1	23,0	100,0
Rural	2 698	9,1	9,8	15,1	45,2	20,9	100,0

Percentages calculated within provinces.

Table 5.10 shows workers' arrival time at their work places. Nationally, 45% of the working population arrived at work between seven and seven fifty nine in the morning. Workers in Northern Cape (53,9%), Eastern Cape (49,9%) and Free State (49,4%) had the highest percentages of people arriving at work during this period.

About 27% arrived at work at eight in the morning or later. Provinces where most workers tended to arrive at work during this time were Western Cape with close to a third (33,1%) and Gauteng (31,3%). Only North West (16,2%) had a significant percentage of workers who arrived before six o' clock in the morning.

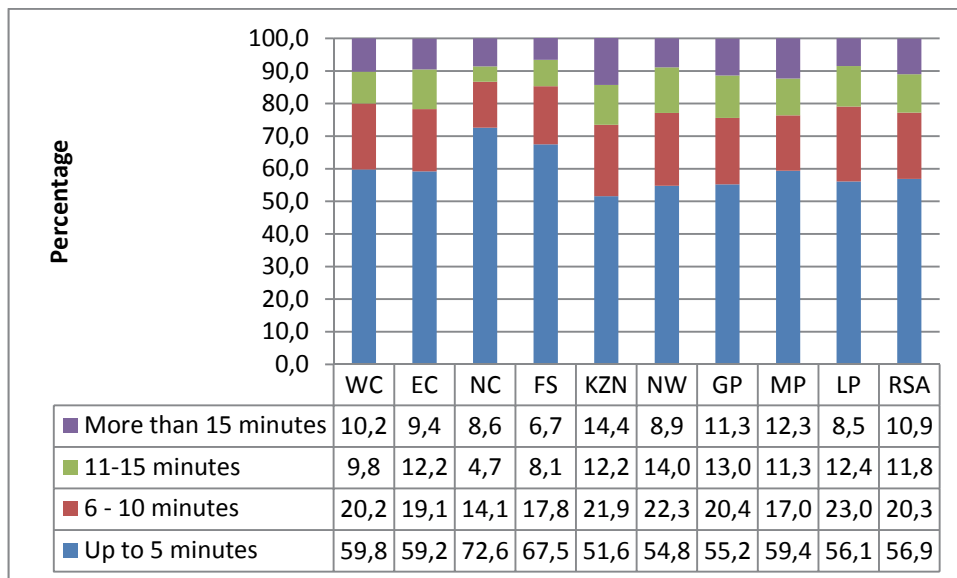
Most workers in the metropolitan areas (43,6%) were also more likely to arrive at work between 07:00 and 07:59 later as indicated in the table. In urban areas, the same travel patterns emerge, as 47,1% of workers arrived at work between 07:00 and 07:59 in the morning, and the majority of workers in rural areas also arrived at their place of work from seven to seven fifty nine.

Table 5.11: Workers by province and walking time to the first public transport, 2003 and 2013

Province	Number of workers who walked to first public transport ('000)	2003 (per cent within province)					Number of workers who walked to first public transport ('000)	2013 (per cent within province)				
		Up to 5 min	6–10 min	11–15 min	>15 min	Total		Up to 5 min	6–10 min	11–15 min	>15 min	Total
WC	778	59,8	20,2	9,8	10,2	100,0	686	51,9	20	13,2	14,8	100,0
EC	366	59,2	19,1	12,2	9,4	100,0	334	63,2	18	9,6	9,2	100,0
NC	56	72,6	14,1	4,7	8,6	100,0	47	68,1	21,3	2,3	8,3	100,0
FS	249	67,5	17,8	8,1	6,7	100,0	189	52,4	25,4	10,8	11,4	100,0
KZN	758	51,6	21,9	12,2	14,4	100,0	873	50,5	24,1	12,2	13,3	100,0
NW	358	54,8	22,3	14,0	8,9	100,0	304	53,1	21,4	11,9	13,6	100,0
GP	1 514	55,2	20,4	13,0	11,3	100,0	1 746	44,7	23,6	14,7	17,0	100,0
MP	306	59,4	17,0	11,3	12,3	100,0	383	47,3	27,6	13,3	11,9	100,0
LP	238	56,1	23,0	12,4	8,5	100,0	247	45,8	29,5	10,5	14,2	100,0
RSA	4 623	56,9	20,3	11,8	10,9	100,0	4 809	49,4	23,3	12,9	14,4	100,0

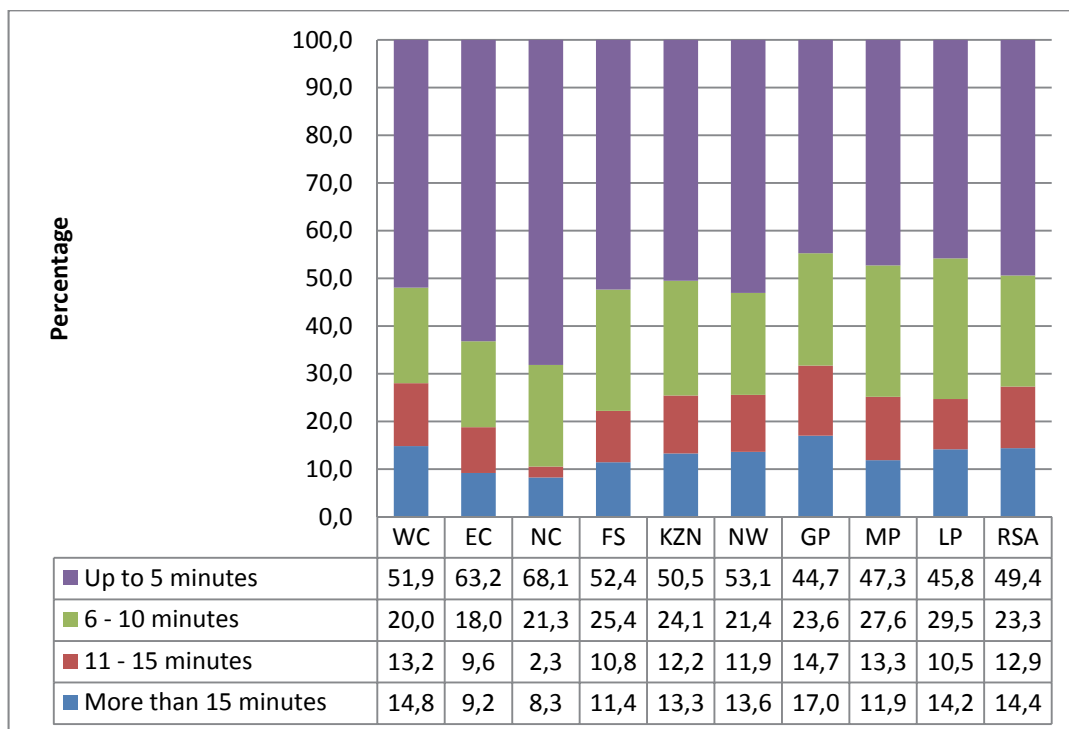
Totals used to calculate percentages excluded unspecified cases for walking time (in minutes)

Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

Figure 5.10: Walking time of workers to their first public transport (train, bus and taxi), 2003

Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

Table 5.11 and Figure 5.10 show that in 2003, more than half of the commuters (56,9%) in South Africa walked up to 5 minutes to their first public transport. A further 20,3% walked between 6–10 minutes. Even though walking times varied between provinces, similar trends were observed with most commuters needing ten or less minutes to reach their first public transport. Two-thirds of the workers in Northern Cape and Free State walked for 5 minutes or less.

Figure 5.11: Percentage of workers by province and walking time to the first public transport (Train, bus and taxi), 2013

Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

In Figure 5.11 a similar picture emerges for 2013. However, the figure also shows that the percentage of workers who spent 15 minutes or more walking to their first transport increased nationally from 10,9% in 2003 to 14,4% in 2013. Provinces with the biggest increases in the percentages of workers who walked more than 15 minutes were Gauteng (from 11,3% to 17%) and North West (from 8,9% to 13,6%).

Table 5.12: Walking time to the first public transport by mode travel, 2013

Mode of travel	Number of workers who used public transport and completed walking time question ('000)	Walking time (per cent within mode)				Total
		Up to 5 min	6-10 min	11-15 min	>15 min	
Train	651	29,0	18,9	18,9	33,3	100,0
Bus	927	45,9	25,9	13,7	14,6	100,0
Taxi	3 230	54,5	23,4	11,5	10,6	100,0
Total	4 809	49,4	23,3	12,9	14,4	100,0

Totals used to calculate percentages excluded unspecified cases for mode of travel and time walked (in minutes) to the first public transport.

Table 5.12 presents walking time to the first public transport. It shows that more than half of the public transport users used taxis. Generally, walking times to taxis and buses show a similar distribution. However, significantly more of the taxi users (54,5%) as opposed to the bus users (45,9%) said that they walked for 5 minutes or less to get to their first transport. The distribution for trains is completely different, with 33,3% who indicated that they walked more than 15 minutes.

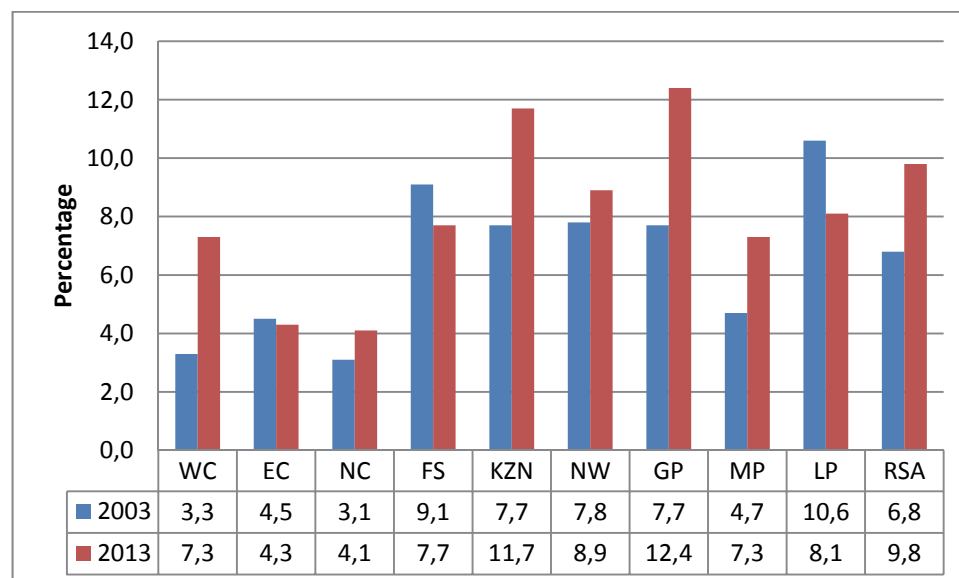
Table 5.13: Waiting time for first public transport (train, bus and taxi) by province, 2013

Province	Number of workers who waited for public transport ('000)	Waiting time (per cent within province)				
		Up to 5 min	6–10 min	11–15 min	>15 min	Total
Western Cape	654	67,6	20,8	4,3	7,3	100,0
Eastern Cape	310	77,4	14,0	4,4	4,3	100,0
Northern Cape	45	61,7	27,3	6,9	4,1	100,0
Free State	185	62,2	22,5	7,6	7,7	100,0
KwaZulu-Natal	816	52,9	25,4	10,0	11,7	100,0
North West	295	55,4	24,2	11,5	8,9	100,0
Gauteng	1 640	58,4	20,7	8,4	12,4	100,0
Mpumalanga	379	63,5	22,7	6,4	7,3	100,0
Limpopo	241	61,5	24,2	6,2	8,1	100,0
RSA	4 567	60,6	21,8	7,7	9,8	100,0

Totals used to calculate percentages excluded unspecified cases for waiting time (in minutes).

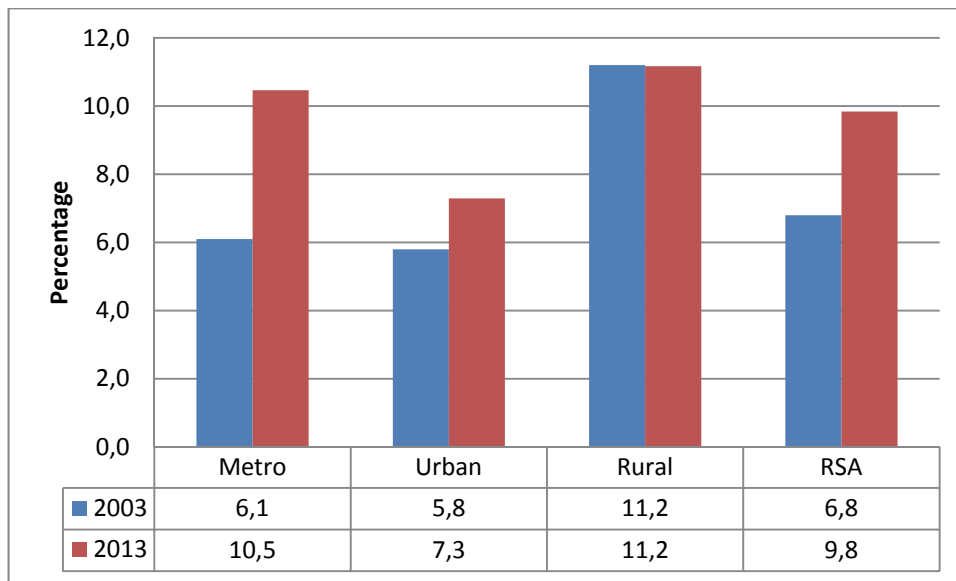
Nearly four-and-a-half million workers waited for their first public transport. Slightly more than half of the workers (60,6%) waited 5 or less minutes nationally, while workers in Eastern Cape (77,4%), Western Cape (67,6%) and Northern Cape (61,7%) were the most likely of all provinces to wait for 5 or less minutes.

Nearly one in ten (9,8%) of all South African workers waited for more than 15 minutes for the first public transport. In Gauteng, 12,4% waited for more than 15 minutes or more, followed by 11,7% in KwaZulu-Natal and 8,9% in North West.

Figure 5.12: Percentage of workers who waited for more than 15 minutes for the first public transport by province, 2003 and 2013

Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

According to Figure 5.12, slightly more than one in ten workers waited for more than 15 minutes for public transport, whereas in 2003, roughly 7% waited for first public transport. In 2013, provinces where significant percentages of workers reported waiting for more than 15 minutes included Gauteng (12,4%), KwaZulu-Natal (11,7%) and North West (8,9%).

Figure 5.13: Percentage of workers who waited for more than 15 minutes for public transport by geographic location, 2003 and 2013

Metropolitan areas in 2003 did not include Buffalo City and Mangaung

Figure 5.13 shows that workers in rural locations tended to wait longer for first public transportation than in urban locations, and this situation has changed very little since 2003. The percentage of workers who waited for more than 15 minutes nationally increased from 6,8% in 2003 to 9,8% in 2013, while the percentage of workers in metro and urban areas who waited 15 minutes or more increased by 4,4 and 1,5 percentage points respectively.

Table 5.14: Workers by province and waiting time for first public transport (train, bus and taxi), 2013

Province	Mode of travel														
	Train					Bus					Taxi				
	Total ('000)	Per cent in RSA				Total ('000)	Per cent in RSA				Total ('000)	Per cent in RSA			
		Up to 5 min	6-10 min	11-15 min	>15 min		Up to 5 min	6-10 min	11-15 min	>15 min		Up to 5 min	6-10 min	11-15 min	>15 min
Western Cape	246	52,1	38,3	21,0	17,3	129	15,2	16,7	8,2	7,7	279	10,5	6,4	4,8	8,8
Eastern Cape	13	2,6	2,8	1,7	0,0	30	4,8	1,7	0,9	1,9	267	10,7	5,9	5,3	4,2
Northern Cape	-	0,1	0,0	0,4	0,0	10	1,2	0,9	1,1	0,3	35	1,1	1,7	0,9	0,6
Free State	*	0,2	0,0	0,0	0,0	37	4,1	4,3	4,2	4,5	147	4,8	5,1	4,9	4,0
KwaZulu-Natal	50	4,4	17,4	7,1	6,9	123	14,0	13,7	14,7	12,2	644	17,8	24,6	29,6	28,1
North West	*	1,3	0,5	0,4	1,8	87	8,6	9,9	14,8	13,1	202	5,9	7,6	10,4	5,7
Gauteng	292	39,3	40,2	69,4	72,9	193	18,6	22,2	37,5	28,2	1 155	38,0	37,5	32,4	39,4
Mpumalanga	*	0,0	0,6	0,0	1,2	191	24,1	19,9	8,8	22,4	186	6,1	6,0	8,1	4,5
Limpopo	-	0,0	0,3	0,0	0,0	87	9,4	10,7	9,8	9,7	154	5,2	5,2	3,6	4,8
RSA	611	100,0	100,0	100,0	100,0	887	100,0	100,0	100,0	100,0	3 069	100,0	100,0	100,0	100,0

* Numbers below 10 000 are too small to provide reliable estimates.

Percentages calculated across provinces, within RSA.

Table 5.14 presents the findings for workers who used public transport and the times they wait for their taxis, buses and trains to arrive at their place of work.

Three-and-a-half times more commuters used taxis than buses. In terms of waiting times, the data show that waiting times for taxis were much higher in the two most populous provinces of Gauteng and KwaZulu-Natal than in all other provinces. Thirty nine per cent (39,4%) of the commuters using taxis in Gauteng and one-fifth (28,1%) of the commuters in KwaZulu-Natal waited for longer than 15 minutes for their taxis. In contrast to this, only 28,2% of the users of bus services in Gauteng and 12,2% in KwaZulu-Natal waited that long.

Of the 887 000 individuals who used buses to travel to work, the highest numbers were found in Gauteng (193 000) and Mpumalanga (191 000). In both these provinces, slightly less than a quarter of workers indicated that they waited for longer than 15 minutes for their buses to arrive.

Even though trains were used by 611 000 commuters, their waiting times were generally higher than for other public transport types. Almost half of all the train commuters live in Gauteng province and slightly more than a third live in Western Cape. Three quarters of the users in Gauteng (72,9%) and a third (17,3%) of Western Cape commuters waited for more than 15 minutes for their trains to arrive.

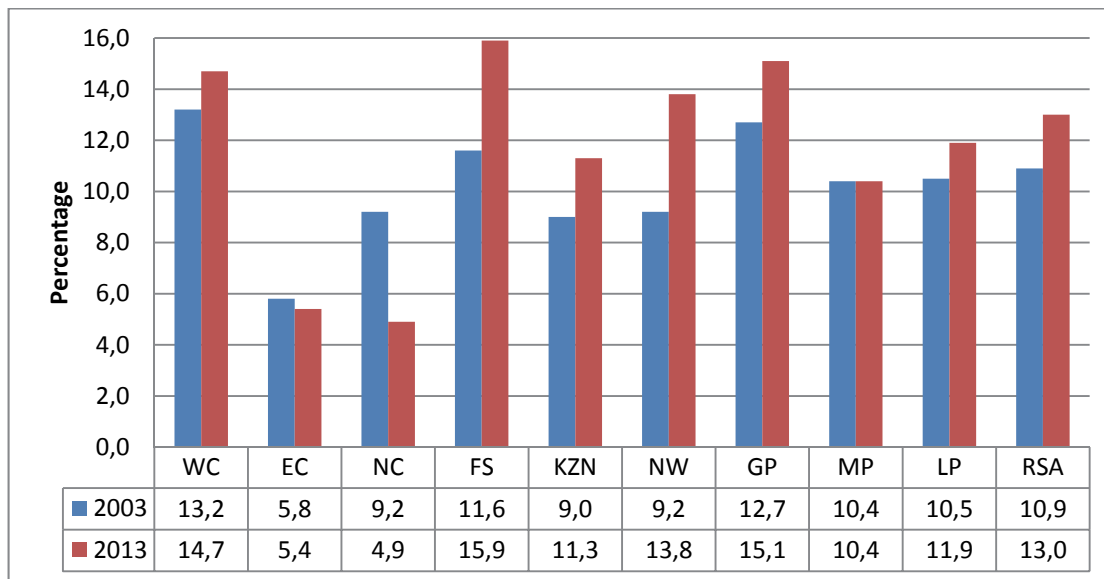
Table 5.15: Walking time at the end of the work trip using public transport (train, bus and taxi) by province, 2013

Province	Number of workers who walked at the end of the work trip ('000)	Walking time (per cent within province)				
		Up to 5 minutes	6–10 minutes	11–15 minutes	>15 minutes	Total
Western Cape	655	52,4	22,5	10,5	14,7	100,0
Eastern Cape	321	72,0	16,4	6,2	5,4	100,0
Northern Cape	45	75,5	11,5	8,1	4,9	100,0
Free State	184	56,3	18,6	9,2	15,9	100,0
KwaZulu-Natal	784	57,6	21,7	9,4	11,3	100,0
North West	288	65,4	14,1	6,7	13,8	100,0
Gauteng	1 620	48,6	24,7	11,5	15,1	100,0
Mpumalanga	367	57,6	21,8	10,2	10,4	100,0
Limpopo	241	65,0	17,0	6,1	11,9	100,0
RSA	4 504	55,7	21,6	9,8	13,0	100,0

Percentages calculated within provinces.

Table 5.15 shows that most workers walked after being dropped by their public transport in order to reach their work place. Of the 4,8 million commuters using public transport (Table 5.11), 4,5 million walked to reach their final destination. Nationally, five out of ten commuters walked five minutes or less to get to their final destination, and a further 21,6% walked between 6 and 10 minutes. Approximately ten per cent of workers in South Africa walked between eleven and fifteen minutes after alighting from their transport. Northern Cape (75,5%), Eastern Cape (72%) and North West (65,4%) had the highest percentages of commuters who walked for 5 minutes or less to their place of work. Approximately fifteen per cent (14,7%) of the commuters in Western Cape, 15,9% in Free State and 15,1% in Gauteng walked for more than 15 minutes.

Figure 5.14: Percentage of workers who used public transport and walked for more than 15 minutes at the end of a trip to reach the place of work by province, 2003 and 2013



Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

Figure 5.14 compares walking times of 15 minutes or more at the end of a trip in 2003 and 2013 for workers who made use of public transport. It shows that nationally there has been an increase from 10,9% to 13% in the percentage of individuals who walked for 15 minutes or more.

Table 5.16: Workers who used public transport by province and walking time at the end of the trip to reach place of work, 2013

Province	Transport mode														
	Train					Bus					Taxi				
	Number of workers who walked at the end of the work trip ('000)	Percentage				Number of workers who walked at the end of the work trip ('000)	Percentage				Number of workers who walked at the end of the work trip ('000)	Percentage			
		Up to 5 min	6–10 min	11–15 min	>15 min		Up to 5 min	6–10 min	11–15 min	>15 min		Up to 5 min	6–10 min	11–15 min	>15 min
Western Cape	246	43,0	49,0	36,6	33,0	128	16,1	14,2	11,1	13,9	279	10,2	7,2	8,5	8,4
Eastern Cape	14	2,2	1,5	2,7	2,7	30	4,2	3,8	1,6	1,7	276	11,2	6,9	6,3	3,5
Northern Cape	*	*	*	*	*	10	1,7	0,5	0,2	0,3	34	1,4	0,7	1,3	0,6
Free State	*	*	*	*	*	35	4,1	2,5	5,2	5,8	146	4,5	4,7	4,9	7,4
KwaZulu-Natal	50	6,7	9,8	10,2	7,3	118	13,9	15,0	14,3	10,4	615	20,4	20,2	20,1	21,1
North West	*	*	*	*	*	82	11,4	5,8	4,5	11,9	198	7,2	4,5	5,7	7,9
Gauteng	284	46,0	38,2	48,3	55,7	187	19,8	25,6	23,5	21,8	137 ¹	32,7	46,8	46,2	41,9
Mpumalanga	*	*	*	*	*	184	17,7	25,2	31,4	23,0	180	6,9	4,9	4,1	4,0
Limpopo	*	*	*	*	*	86	11,1	7,4	8,1	11,2	154	5,6	4,3	2,9	5,2
RSA	604	100,0	100,0	100,0	100,0	859	100,0	100,0	100,0	100,0	3 019	100,0	100,0	100,0	100,0

Percentages calculated across provinces, within RSA.

* Numbers of less than 10 000 are too small to provide reliable estimates

The table above provides the percentages of workers walking to the final destination across provinces for the three public transport modes (train, bus, taxi). Four out of ten workers who had to walk for more than 15 minutes to their place of work, after being dropped off by a taxi, lived in Gauteng province, a further one-fifth lived in KwaZulu-Natal. Users of bus services that had to walk more than 15 minutes were more evenly distributed with about one-fifth each living in Gauteng (21,8%) and Mpumalanga (23%) and slightly more than 10% each for Western Cape, North West, Limpopo and KwaZulu-Natal. Fifty-six per cent of train users who said that they walked more than 15 minutes were from Gauteng and a further 33% worked in Western Cape.

Table 5.17: Total time travelled to place of work by main mode and province, 2013

Main mode of travel and total time in minutes	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Train										
Mean (minutes)	81	88	39	30	81	140	103	138	86	87
1-30	9,1	8,4	46,8	100,0	6,2	0,0	5,3	0,0	57,2	7,0
31-60	30,8	16,0	53,2	0,0	42,7	4,1	21,5	19,6	15,5	26,7
61+	60,1	75,6	0,0	0,0	51,0	95,9	73,1	80,4	27,3	66,3
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0
Bus										
Mean (minutes)	70	60	56	76	69	80	92	89	78	74
1-30	21,1	22,5	26,9	9,9	14,2	14,4	9,3	11,0	21,2	14,4
31-60	30,5	46,0	56,0	35,3	45,4	36,8	23,3	32,1	29,4	32,9
61+	48,4	31,5	17,1	54,7	40,4	48,8	67,4	56,9	49,5	52,7
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0
Taxi										
Mean (minutes)	49	47	41	46	59	56	64	50	51	51
1-30	39,0	43,8	60,3	41,2	29,2	34,7	23,9	43,1	36,2	31,7
31-60	41,0	41,1	32,0	40,6	43,7	42,2	42,0	40,0	45,3	42,1
61+	20,1	15,1	7,7	18,1	27,1	23,1	34,2	16,9	18,6	26,3
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0
Car Driver										
Mean (minutes)	40	37	33	30	41	39	50	43	42	39
1-30	55,4	60,4	73,8	75,0	52,4	63,5	44,3	62,1	59,6	52,9
31-60	31,2	25,7	16,8	19,1	37,7	26,5	34,8	25,7	26,6	31,6
61+	13,5	13,9	9,4	5,9	9,9	9,9	20,9	12,1	13,8	15,5
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0
Car Passenger										
Mean (minutes)	39	37	38	37	50	43	54	52	49	44
1-30	58,8	60,7	66,3	61,5	40,4	55,3	37,5	47,6	46,7	49,4
31-60	28,9	29,8	22,6	26,7	41,7	30,3	34,4	32,5	29,7	32,3
61+	12,3	9,5	11,2	11,8	17,9	14,4	28,1	19,9	23,6	18,3
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0
Walk all the way										
Mean (minutes)	29	36	29	31	39	33	35	39	34	34
1-30	74,8	66,2	79,9	71,9	63,4	71,4	68,4	61,5	69,4	68,6
31-60	18,8	25,6	15,3	19,3	25,7	20,3	21,5	27,4	22,3	22,4
61+	6,4	8,2	4,9	8,8	10,9	8,3	10,1	11,1	8,4	9,0
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0

* Numbers of 10 000 or less are too small to provide reliable estimates.

Table 5.18: Average monthly cost of transport by main mode and province, 2013

Main mode and monthly payment in rand	Province (per cent within province)									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Train										
Mean	346	388	*	*	297	518	466	*	*	393
1–100	2,5	0,0	*	*	4,2	0,0	3,4	*	*	3,0
101–20	43,5	36,0	*	*	43,9	33,2	38,7	*	*	40,7
200+	54,0	64,0	*	*	51,9	66,8	57,9	*	*	56,3
Total	100,0	100,0	*	*	100,0	100,0	100,0	*	*	100,0
Bus										
Mean	474	430	354	440	544	530	580	432	452	471
1–100	3,0	5,4	16,9	4,1	1,9	2,2	1,4	0,5	7,0	2,4
101–20	2,5	6,7	15,0	14,3	4,6	6,5	3,6	3,0	6,1	4,6
200+	94,6	87,9	68,1	81,6	93,5	91,3	95,1	96,5	86,9	93,0
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0
Taxi										
Mean	468	491	407	480	552	548	625	502	578	517
1–100	1,8	0,9	2,2	0,6	1,0	0,9	1,0	1,5	1,3	1,1
101–20	4,6	3,6	4,8	4,5	3,1	4,4	2,1	2,8	3,2	3,0
200+	93,6	95,5	93,1	94,9	95,9	94,7	96,9	95,7	95,6	95,9
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0
Car driver										
Mean	1 386	1706	1 227	1 339	1 696	1 518	1 727	1 448	1 673	1 525
1–100	0,7	0,7	2,1	1,3	1,6	1,8	0,8	1,5	0,0	1,0
101–20	0,8	0,8	0,7	1,0	0,7	0,3	0,2	0,4	0,8	0,5
200+	98,5	98,5	97,1	97,7	97,6	97,9	99,0	98,1	99,2	98,5
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0
Car passenger										
Mean	562	519	617	609	577	612	885	724	621	636
1–100	3,8	6,0	4,5	11,5	5,0	4,3	0,5	6,8	0,7	3,5
101–20	8,6	8,2	1,7	0,0	5,6	4,3	0,9	0,0	11,5	4,6
200+	87,6	85,9	93,8	88,5	89,4	91,4	98,6	93,2	87,8	91,9
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0

* Cells with 10 000 or less weighted cases too small to provide reliable estimates at provincial level

6. Business trips

Business trips are trips taken by people aged 15 years and older, as part of the execution of their duties as workers. These trips can, for example, be taken for the purpose of visiting suppliers and customers, attending meetings at other company locations, conferences, etc. It does not include trips to one's usual place of work, and focuses on trips 20 km or more away from the usual place of work. Since the 20 km or more limit was not used in 2003, data collected during the two surveys are not comparable. Business trips can be day or overnight trip(s).

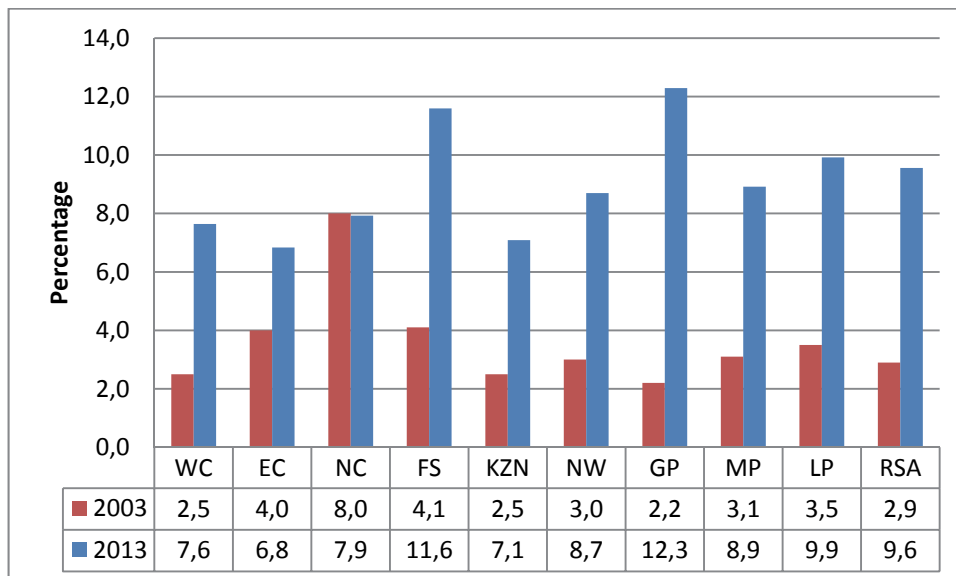
This section explores business related travel behaviour and more specifically the geographic location of the business travellers, frequency of trips, the mode of travel used and their destinations.

Table 6.1: Incidence of business trips during the past calendar month by province and geographic location, 2013

Province	Workers aged 15 years and older		Business trips amongst workers 15 years and older	
	Number ('000)	Per cent within province	Number ('000)	Per cent within RSA
Western Cape	2 288	7,6	175	12,0
Eastern Cape	1 231	6,8	84	5,8
Northern Cape	325	7,9	26	1,8
Free State	794	11,6	92	6,3
KwaZulu-Natal	2 441	7,1	173	11,9
North West	975	8,7	85	5,8
Gauteng	5 054	12,3	621	42,6
Mpumalanga	1 113	8,9	99	6,8
Limpopo	1 039	9,9	103	7,1
RSA	15 261	9,6	1 458	100,0
Geographic location				
Metro	7 596	10,5	798	54,7
Urban	4 500	10,1	456	31,2
Rural	3 166	6,5	205	14,0

Percentages calculated across provinces, within RSA.

The information presented in Table 6.1 shows the distribution of people who took business trips during the calendar month preceding the survey, by province. Of the 15,3 million workers aged 15 years and older that were interviewed, only 1,5 million indicated that they undertook business trips during the reference period. Four out of ten business travellers were from Gauteng (42,6%), with a further 12% from Western Cape and 11,9% from KwaZulu-Natal. Northern Cape (1,8%) contributed the least to the national business travel count.

Figure 6.1: Percentage of workers 15 years and older who took business trips by province, 2003 and 2013

Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

When considering business trips from a provincial perspective as depicted in Figure 6.1, a slightly different picture emerges. Provinces where workers aged 15 years and older were the most likely to travel for business purposes were Gauteng (12,3%), Free State (11,6%) and Limpopo (9,9%).

Table 6.2: Workers who undertook business trips during the calendar month prior to the interview by province, 2013

Province	Number of workers who undertook business trips ('000)	Number of business trips (per cent within province)					Total
		1–5 trips	6–10 trips	11–15 trips	16–20 trips	>20 trips	
Western Cape	175	71,8	14,8	2,8	5,5	5,1	100,0
Eastern Cape	84	75,3	9,8	2,0	5,1	7,9	100,0
Northern Cape	26	79,7	10,8	0,8	3,8	4,9	100,0
Free State	92	80,3	8,2	4,1	3,0	4,3	100,0
KwaZulu-Natal	173	72,9	10,7	4,1	2,3	10,1	100,0
North West	85	68,4	13,6	4,2	7,4	6,3	100,0
Gauteng	621	69,6	12,8	3,9	4,0	9,7	100,0
Mpumalanga	99	80,3	7,8	1,4	4,3	6,1	100,0
Limpopo	103	76,9	7,2	3,0	4,2	8,7	100,0
RSA	1 458	72,6	11,6	3,4	4,2	8,1	100,0

Totals exclude unspecified cases.

Percentages calculated within provinces.

Table 6.2 shows that, of the workers who indicated that they undertook business trips, 72,6% took one to five trips during the reference period. A small percentage of business travellers (3,4%) undertook eleven to fifteen trips, while 8,1% of workers who went on business trips took more than twenty trips.

The highest proportion of business travellers that took one to five trips were in Free State and Mpumalanga both with 80,3%. Of those that took more than twenty business trips, most were from KwaZulu-Natal (10,1%).

Table 6.3: Main mode of travel used for business trip, by province 2013

	Mode of travel	Statistic	Province									
			WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Public transport	Train	Number	4	0	0	1	1	1	10	1	0	18
		Per cent	2,2	0,0	0,0	0,9	0,6	0,7	1,6	1,1	0,5	1,2
	Bus	Number	4	2	0	1	5	5	19	5	8	49
		Per cent	2,3	2,6	1,4	0,9	3,2	5,4	3,1	4,7	8,7	3,4
	Taxi	Number	4	14	2	15	24	15	67	17	20	177
		Per cent	2,1	17,2	6,3	16,3	14,4	17,7	10,9	17,3	20,4	12,3
Private transport	Car\Bakkie \Truck driver	Number	93	51	17	54	93	45	362	59	52	827
		Per cent	53,8	61,8	66,5	59,2	55,9	53,4	58,7	60,3	53,3	57,6
	Car\Bakkie \Truck passenger	Number	20	8	5	11	18	17	58	15	15	168
		Per cent	11,6	10,0	20,0	12,1	10,9	20,6	9,5	15,3	15,2	11,7
Aircraft		Number	48	6	1	1	22	1	99	1	2	180
		Per cent	27,8	7,1	4,5	0,6	13,1	1,8	16,0	1,0	1,9	12,6
Other modes		Number	0	1	0	9	3	0	2	0	0	17
		Per cent	0,2	1,3	1,3	10,1	1,9	0,4	0,3	0,3	0,0	1,2
Total		Number	173	83	25	91	166	83	617	98	98	1 436
		Per cent	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0

Table 6.3 presents the number of business trips made and the mode of travel used. Nationally, most business trips were made using private cars or bakkies as drivers together these two modes accounted for almost 57,6%. In all provinces, over 50% of workers went on business trips driving a private car or bakkie. With regard to the business trips made by car/bakkie/truck drivers, business travellers in Northern Cape were more likely to use this mode than in any other province (66,5%), followed by Eastern Cape with 61,8%. Out of the twelve per cent (12,3%) business trips made by taxi, Limpopo (20,4%) had the highest percentage, followed by North West (17,7%) and Mpumalanga (17,3%). Western Cape reported the lowest percentage of taxi trips with only 2,1%.

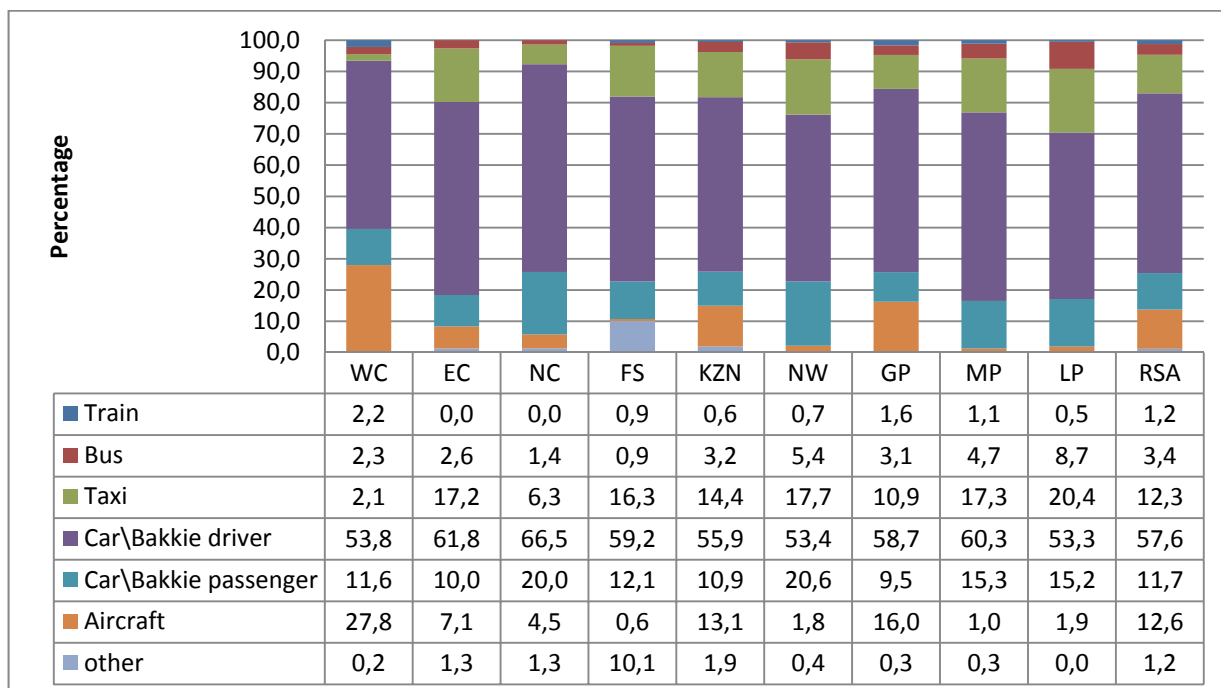
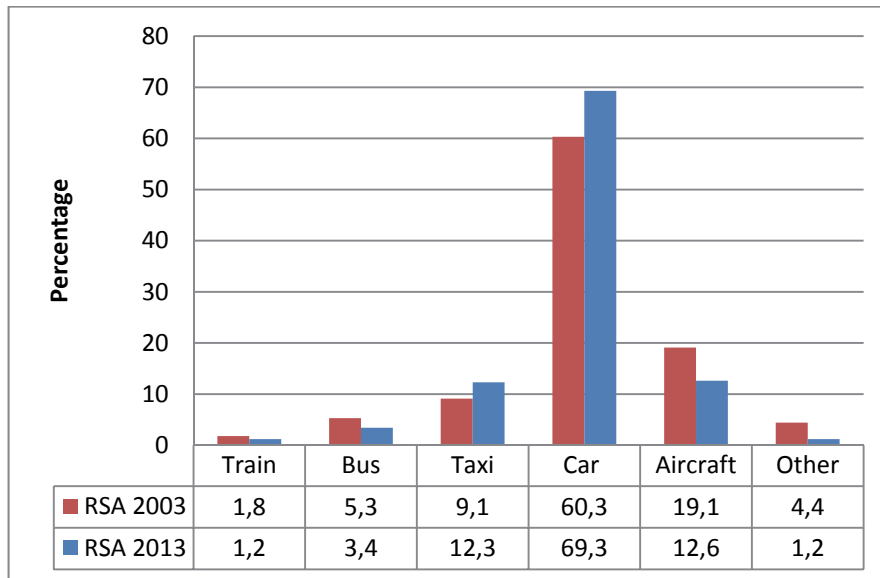
Figure 6.2: Percentage of business trips for which trains, buses, taxis and aircraft were used by province, 2013

Figure 6.2 represents the percentage of business trips made using different modes of travel. Most business travellers (57,6%) used a car/bakkie/truck as a driver. The second most used modes were taxis and aircraft. Nationally, approximately 12% of business trips were made using taxis (12,3%) and aircraft (12,6%) respectively.

Taxis were most likely to be used in Limpopo with one out of five business trips using this mode. Eighteen per cent of workers in North West who undertook business trips used this mode. Out of trips made using an aircraft, Western Cape (27,8%) reported the highest with almost twenty-eight percent, followed by Gauteng (16%).

Figure 6.3: Percentage of business trips by main mode of travel, 2003 and 2013



As presented in figure 6.3, business trips made by aircraft declined from 19,1% in 2003 to 12,5% per cent in 2013. A different picture emerged for trips made by car or bakkie, as this increased from 60,3% in 2003 to 69,3% in 2013. Trips made by taxi also increased from 9,1% to 12,3%.

Table 6.4: Percentage of business trips by province of origin and destination, 2013

Province of origin	Province of destination (per cent within province of origin)									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
WC	62,5	6,3	1,3	0,5	3,3	0,4	25,7	0,0	0,0	100,0
EC	2,3	80,3	1,1	0,9	7,3	0,7	7,1	0,0	0,2	100,0
NC	1,8	0,0	71,0	6,4	0,6	6,9	10,7	0,0	2,7	100,0
FS	1,3	1,6	3,5	59,3	3,6	6,0	21,5	3,1	0,1	100,0
KZN	4,6	3,0	0,1	0,8	75,6	0,1	13,7	1,7	0,5	100,0
NW	2,0	0,5	2,5	5,9	2,1	57,8	26,2	2,2	0,9	100,0
GP	8,4	3,2	1,1	3,6	8,9	6,2	54,7	7,0	6,9	100,0
MP	0,2	0,8	0,0	2,7	3,6	2,3	27,8	60,0	2,7	100,0
LP	2,2	0,4	0,0	0,0	1,0	0,4	14,7	4,5	76,7	100,0
RSA	12,2	7,4	2,3	6,1	14,3	6,8	34,3	7,9	8,6	100,0

Percentages calculated within provinces.

The vast majority of business trips undertaken by workers were within their province of residence, as indicated in Table 6.4. Eastern Cape (80,3%), Limpopo (76,7%) and KwaZulu-Natal (75,6%) had the most business trips taken within the same province. The results also reveal that if a trip was taken beyond one's own province, Gauteng was the most common business destination and accounted for more than one-third of business trips in the country with 34,3% of travellers. Many of these trips originated in North West and Mpumalanga, with 26,2% and 27,8% respectively. Northern Cape was the least preferred business destination with just over 2%, followed by Free State with 6,1% of trips.

7. Other travel patterns

7.1 Introduction

This section focuses on recent day and overnight trips taken by people aged 15 years and older. An overnight trip is a trip where one night or more is spent away from the dwelling unit. The main objective of this section is to look at reasons for travelling other than work, school or business trips.

People take day and overnight trips for different purposes. It could be trips for the purpose of shopping for personal use or attending sporting events as a participant or spectator. In the 2003 NHTS survey there was a special section for migrant labour travel. However, at the time it was felt that the section did not work that well. During this round of the NHTS this particular section was revised to focus on 'other' travel patterns. One of the options listed under the main purpose for the trip was 'home to visit family and friends'. This option encapsulates cases where migrant workers maintain two homes: one where they work and one which they consider their second home and visit frequently. This should be distinguished from the category 'visit friends and family' which does not have the 'second home' connotation. Another category that needs special mention is a visit to a holiday home owned by the family: 'Home for leisure/vacation'. This option is distinct from travelling for the purpose of leisure and vacation which does not involve visiting a property owned by the household and could be applicable to migrant workers, persons residing in a specific place because of work, who may regard another place in South Africa as their home and regularly makes day or overnight trips to that destination.

The questionnaire was designed in such a way that only trips to the destination from the usual place of residence was taken into account for day trips. In the case of overnight trips, both the trip to the destination and back to the usual place of residence were counted.

7.2 Day trips

Table 7.1: Day trip/s taken away from usual home/place of residence in the twelve months prior to the interview, 2013

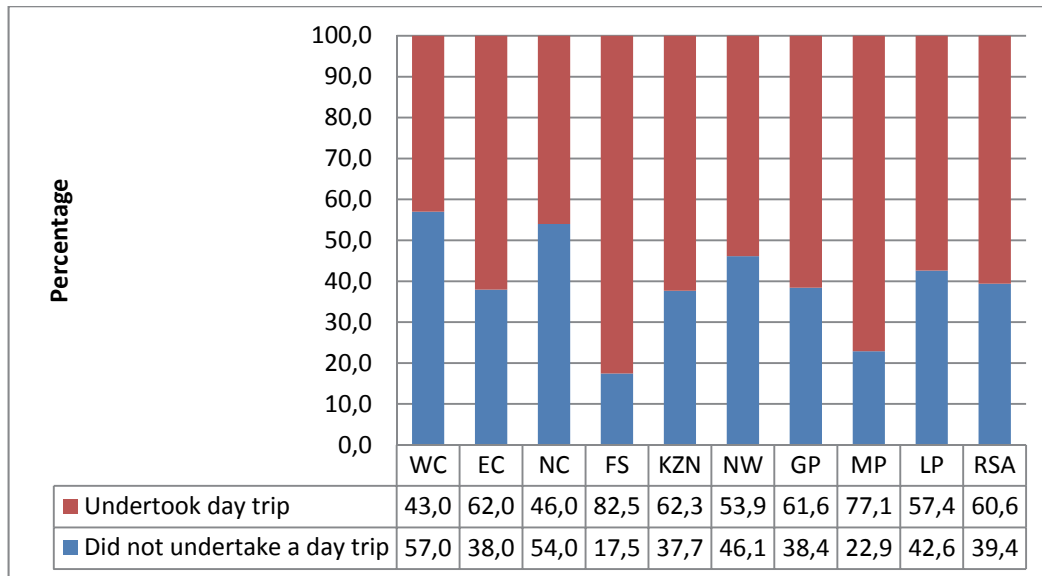
Province	Number of persons aged 15 years and older ('000)	Trips taken away from usual home/place of residence	
		Number ('000)	Per cent in RSA
Western Cape	4 395	1 890	8,4
Eastern Cape	4 432	2 749	12,2
Northern Cape	812	374	1,7
Free State	1 985	1 639	7,3
KwaZulu-Natal	6 996	4 360	19,3
North West	2 504	1 349	6,0
Gauteng	9 626	5 929	26,3
Mpumalanga	2 808	2 165	9,6
Limpopo	3 704	2 127	9,4
RSA	37 263	22 582	100,0

Percentages calculated across provinces, with RSA.

Table 7.1 summarises the incidence of day trips during the 12 months preceding the survey. A total of 37,3 million persons, aged 15 years and older, were asked whether they had undertaken day trips. These trips were defined as travelling away from one's usual home in the past twelve months, and returning on the same day. About 22,6 million individuals indicated that they took day trips.

Gauteng and KwaZulu-Natal had the highest proportion of persons who undertook day trips with 26,3% and 19,3% respectively. Twelve per cent (12,2%) of persons in Eastern Cape indicated that they undertook day trips. Approximately nine per cent of persons in Mpumalanga (9,6%) and Limpopo (9,4%) undertook day trips in the twelve months preceding the survey.

Figure 7.1: Percentage of persons 15 years and older by whether they undertook day trips and province, 2013



When considering within province comparisons (Figure 7.1), individuals 15 years and older who live in the Free State (82,5%) were most likely to take day trips, followed by Mpumalanga with 77,1%. Six out of ten individuals in Eastern Cape, KwaZulu-Natal and Gauteng were likely to take day trips.

Table 7.2: Percentage of persons who undertook day trips by main purpose of the trip and province, 2013

Main purpose of trip	Province (per cent)									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Visited home	30,0	13,2	12,7	14,8	19,6	11,8	33,4	16,3	18,0	21,9
Shopping – for business or personal	27,6	39,1	38,6	27,2	43,5	31,0	27,7	40,1	33,3	34,2
Sporting –as a spectator or participant	1,8	2,9	0,8	2,1	1,5	1,5	2,2	1,7	1,8	2,0
Visit friends and or family	28,1	19,2	23,7	28,1	16,2	26,5	19,0	20,1	17,9	20,4
Funeral	3,0	11,4	14,2	13,0	7,5	12,0	7,8	9,1	11,7	9,0
Medical	2,0	5,1	2,1	3,7	3,6	3,9	1,6	2,4	3,2	3,0
Religious	4,5	5,0	4,2	6,1	4,2	6,1	5,1	5,6	6,8	5,2
Other purposes	2,9	4,0	3,7	5,1	3,9	7,2	3,3	4,6	7,3	4,3
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0

Percentages calculated within provinces.

Reasons provided for undertaking day trips are summarised in Table 7.2. The most common reasons that were provided nationally were shopping for personal or business purposes (34,2%), followed by visiting home (21,9%) and visiting friends and/or family (20,4%). Nine per cent of the day trips made were for funeral events, and little over five per cent of day trips were made for religious purposes (5,2%). When considering provincial distributions, shopping for personal or business was popular in KwaZulu-Natal with 43,5% of persons who undertook day trips, followed by Mpumalanga (40,1%), Eastern Cape (39,1%), Northern Cape (38,6%) and one-third in Limpopo. Residents of these five provinces were all significantly more likely to travel for shopping purposes than for visiting friends and family or any other reasons. Individuals in Western Cape, who undertook day trips, were more likely to travel to visit their homes (30%) than shopping for personal or business (27,6%).

Of the persons who went on day trips in Eastern Cape, 39,1% travelled to shop for personal or business purposes, while about 19,2% visited their friends and family and 11,4% went to funerals. Approximately five per cent (5,1%) of persons in Eastern Cape undertook day trips for medical reasons, which was also the highest percentage for this particular purpose across all provinces.

Table 7.3: Persons who undertook day trips by main mode of travel and province, 2013

Mode		Statistic	Province									
			WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Public transport	Train	Number	64	12	4	9	33	5	134	6	8	275
		Per cent	3,5	0,4	1,0	0,6	0,8	0,4	2,3	0,3	0,4	1,2
	Bus	Number	91	130	9	59	247	74	306	102	264	1 281
		Per cent	4,9	4,8	2,4	3,6	5,8	5,7	5,3	4,8	12,6	5,8
	Taxi	Number	377	1 436	121	567	2 704	624	2 237	1 117	1 139	10 321
		Per cent	20,5	52,9	33,1	35,2	63,5	47,5	38,3	52,7	54,5	46,6
Private transport	Car\ Bakkie\ Truck driver	Number	476	238	48	200	415	170	1 326	242	177	3 292
		Per cent	25,9	8,8	13,1	12,4	9,7	12,9	22,7	11,4	8,5	14,9
	Car\ Bakkie\ Truck passenger	Number	599	311	110	251	515	249	1 278	312	263	3 886
		Per cent	32,5	11,5	30,0	15,6	12,1	18,9	21,9	14,7	12,6	17,5
Other		Number	27	28	11	34	22	17	110	33	9	290
		Per cent	1,5	1,0	2,9	2,1	0,5	1,3	1,9	1,5	0,5	1,3
Walking all the way		Number	207	559	64	491	323	174	446	310	229	2 804
		Per cent	11,2	20,6	17,5	30,5	7,6	13,3	7,6	14,6	11,0	12,7
Total		Number	1 841	2 713	365	1 610	4 259	1 314	5 837	2 121	2 090	22 149
		Per cent	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0

Percentages calculated within provinces.

Persons who went on day trips mostly used taxis (46,6%) as their mode of travel. Usage of a car/bakkie/truck as a passenger (17,5%) and a car/bakkie/truck as a driver (14,9%) were the second and third most used modes of travel. About thirteen per cent (12,7%) of day trip travellers walked all the way to their destinations.

Taxis were commonly used by travellers in KwaZulu-Natal (63,5%), followed by Limpopo with 54,5% of travellers. In Limpopo, the second most used mode of travel were buses and car/bakkie/truck passenger, both at (12,6%). Free State had the highest proportion of persons who walked all the way during their day trips (30,5%), whilst Eastern Cape had the second highest with 20,6%.

7.3 Overnight trips

Table 7.4: Overnight trips taken away from usual home/residence in the twelve months prior to the interview by province, 2013

Province	Number of persons aged 15 years and older	Undertook overnight trips	
		Number ('000)	Per cent
Western Cape	4 395	1 200	8,6
Eastern Cape	4 432	1 489	10,7
Northern Cape	812	237	1,7
Free State	1 985	943	6,8
KwaZulu-Natal	6 996	2 158	15,5
North West	2 504	1 118	8,0
Gauteng	9 626	4 065	29,1
Mpumalanga	2 808	1 375	9,8
Limpopo	3 704	1 379	9,9
Total	37 263	13 964	100,0

Percentages calculated across provinces, within RSA.

Out of the 37,3 million persons aged 15 years and older, close to 14 million indicated that they undertook overnight trips from their usual place of residence during the preceding twelve months. Gauteng (29,1%) and KwaZulu-Natal (15,5%) had the highest proportion of persons across the country who undertook overnight trips, while Northern Cape (1,7%) had the least.

Figure 7.2: Percentage of persons 15 years and older by whether they undertook overnight trips and province, 2013

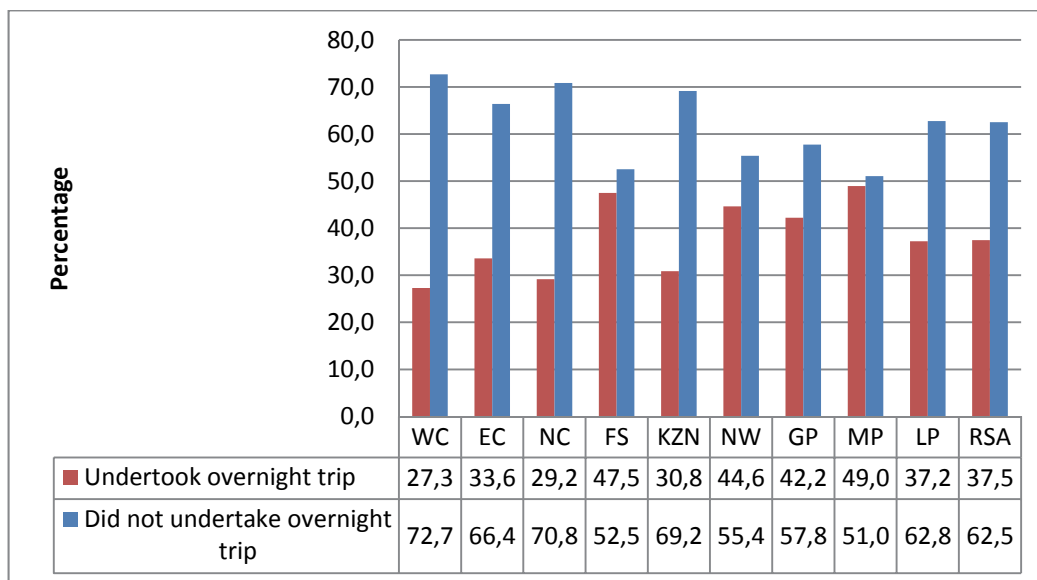


Figure 7.2 shows the percentage of individuals who went on overnight trips. Nationally, close to thirty-eight per cent of persons undertook overnight trips, with those living in Mpumalanga (49%) reporting the highest percentage.

Table 7.5: Percentage of persons who undertook overnight trips by main purpose of the trip and province, 2013

Main purpose of trip	Province (per cent)									Total
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	
Visited home	61,5	39,7	26,7	33,8	45,3	33,2	63,1	36,5	36,4	47,4
Shopping – personal or business	2,9	2,9	4,8	1,5	2,5	1,2	3,0	1,3	1,7	2,4
Sporting –as a spectator or participant	0,3	0,5	0,3	0,9	0,8	0,6	0,6	0,5	0,6	0,6
Visit friends and or family	24,7	26,3	36,8	29,0	32,2	36,2	17,0	32,2	25,3	26,0
Funeral	4,3	15,0	18,3	20,0	8,3	14,4	8,4	17,1	16,7	11,8
Medical	0,9	2,9	2,4	1,3	1,5	1,2	0,4	0,8	1,4	1,2
Religious	1,9	7,8	4,1	6,9	5,8	7,8	4,6	7,3	12,1	6,3
Other purposes	3,6	5,0	6,7	6,7	3,6	5,4	3,0	4,4	5,9	4,3
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0

Going home to visit (47,4%) was the most common main purpose of overnight trips, as almost 5 out of 10 individuals gave this reason as the main purpose of their most recent trip. This was followed by over a quarter (26,0%) who said that they were visiting friends and/or family. Approximately 12% of persons who undertook overnight trips travelled to attend funerals.

Provincially, the same patterns were followed with visiting home as the most important purpose of overnight travel. Travelling to attend funerals was most common in Free State (20%), Northern Cape (18,3%), Mpumalanga (17,1%) and Limpopo (16,7%). Religious trips were important in Limpopo (12,1%), North West (7,8%), Eastern Cape (7,8%) and Mpumalanga (7,3%).

Table 7.6: Persons who undertook overnight trips by main mode of travel and province, 2013

Main mode		Statistic	Province										
			WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA	
Public transport	Train	Number	36	19	*	18	19	11	128	13	*	262	
		Per cent	3,1	1,3	*	2,0	0,9	1,0	3,2	1,0	*	1,9	
	Bus	Number	162	125	12	61	150	109	481	84	215	1 400	
		Per cent	13,7	8,5	5,2	6,6	7,1	9,9	12,0	6,2	15,8	10,2	
	Taxi	Number	220	796	78	406	1 341	554	1 464	736	761	6 357	
		Per cent	18,5	54,2	33,7	43,8	63,2	49,9	36,4	54,3	56,1	46,1	
Private transport	Car\ Bakkie\ Truck driver	Number	265	142	35	120	222	140	806	159	109	1 998	
		Per cent	22,3	9,7	15,2	12,9	10,5	12,6	20,0	11,7	8,0	14,5	
	Car\ Bakkie\ Truck passenger	Number	375	230	86	226	272	264	917	270	202	2 842	
		Per cent	31,6	15,7	37,3	24,3	12,8	23,8	22,8	19,9	14,9	20,6	
	Aircraft		Number	99	23	*	*	41	*	177	*	*	358
			Per cent	8,3	1,5	*	*	1,9	*	4,4	*	*	2,6
Other modes		Number	14	15	*	33	*	*	16	25	*	126	
		Per cent	1,2	1,0	*	3,5	*	*	0,4	1,9	*	0,9	
Total		Number	1 188	1 469	232	927	2 122	1 109	4 025	1 356	1 357	13 785	
		Per cent	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	

* Numbers below 10 000 too small to provide reliable estimates

Percentages calculated within provinces.

Nearly half of overnight trips were made by persons using taxis to reach their main destination (46,1%), followed by car/bakkie/truck passengers (20,6%). About 14,5% of the overnight travellers drove cars/bakkies/trucks to reach their main destination. Only 10,2% of travellers made use of buses.

The provincial analysis shows some variation from the national picture. For example, nearly a third of overnight travellers in KwaZulu-Natal (63,2%), Limpopo (56,1%) and Mpumalanga (54,3%) used taxis for their trips. Being a passenger or driver in a car/bakkie/truck accounted for more than half (53,9%) of the modes in Western Cape, over half (52,5%) in Northern Cape and four out of ten (42,8%) in Gauteng.

8. Possession of a driver's licence

A driver's licence is an official document which states that a person may operate a vehicle, such as a motorcycle, car, truck, or a bus, on a public roadway. The minimum driving age in South Africa is 18, except for small motorcycles which may be driven from the age of 15. This is similar to other countries such as Morocco, Egypt, Ghana and Kenya, to mention few.

There are various classes which determine the type of motor vehicle that can be driven. For instance, Code A1 or A is for motorcycles, Codes B or EB are for cars, and Codes C, C1, EC, or EC1 are for heavy vehicles.

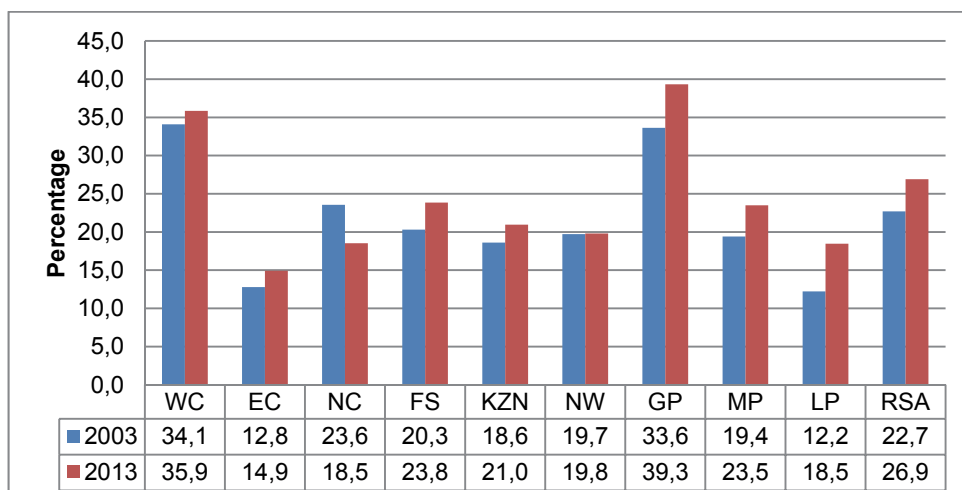
This section summarises the findings related to the distribution of persons aged 18 years and older with a driver's licence per province for 2003 and 2013. Those who were in possession of a driver's licence were further disaggregated according to the type of driver's licence they have, their population group and age.

Table 8.1: Persons aged 18 years and older by whether they have a driver's licence and province, 2003 and 2013

Province	Possession of driver's licence					
	2003			2013		
	Number 18 years and older ('000)	Per cent with licences across provinces	Per cent without licences across provinces	Number 18 years and older ('000)	Per cent with licences across provinces	Per cent without licences across provinces
Western Cape	3 183	16,7	9,5	4 087	16,0	10,5
Eastern Cape	3 639	7,2	14,3	3 942	6,4	13,4
Northern Cape	563	2,0	1,9	743	1,5	2,4
Free State	1715	5,4	6,2	1 823	4,7	5,6
KwaZulu-Natal	5 718	16,3	21,0	6 331	14,5	20,1
North West	2 659	8,1	9,6	2 283	4,9	7,3
Gauteng	6 441	33,3	19,3	9 046	38,8	22,0
Mpumalanga	1 924	5,7	7,0	2 563	6,6	7,9
Limpopo	2 840	5,3	11,2	3 288	6,6	10,8
RSA	28 682	100,0	100,0	34 106	100,0	100,0

Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

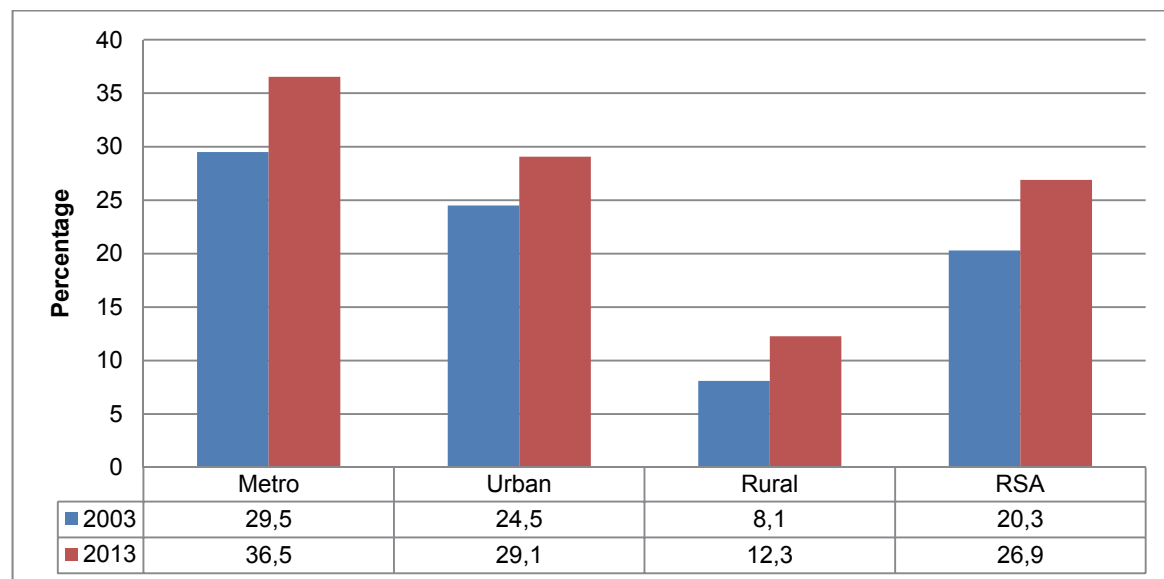
The above table indicates that since 2003, the percentage of the population 18 years and older that have a driver's licence has increased in all provinces except for North West. There has been a significant decrease in driver's licences in North West from 8,1% to 4,9%. In 2013 Gauteng had the highest number of people in possession of a driver's licence with nearly four in ten (38,8%), followed by Western Cape (16%) and KwaZulu-Natal (14,5%). The results also show that Northern Cape had the least number of people with a driver's licence, accounting for less than 2% of the national total. Mpumalanga and Limpopo contributed similar percentages of licence holders to the national total (6,6%).

Figure 8.1: Percentage of persons aged 18 years and older with a driver's licence by province, 2003 and 2013

Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

The above figure indicates that since 2003, the percentage of the population 18 years and older that have a driver's licence has increased significantly from 22,7% to 26,9%. In 2013 relative to other provinces, persons 18 years and older living in Gauteng (39,3%) and Western Cape (35,9%) were significantly more likely to have a licence. These two provinces were followed by Mpumalanga (23,5%), Free State (23,8%) and KwaZulu-Natal (21%). The most significant within-province-increases took place in Gauteng (5,7%), Limpopo (6,3%), Mpumalanga (4,1%) and Free State (3,5%).

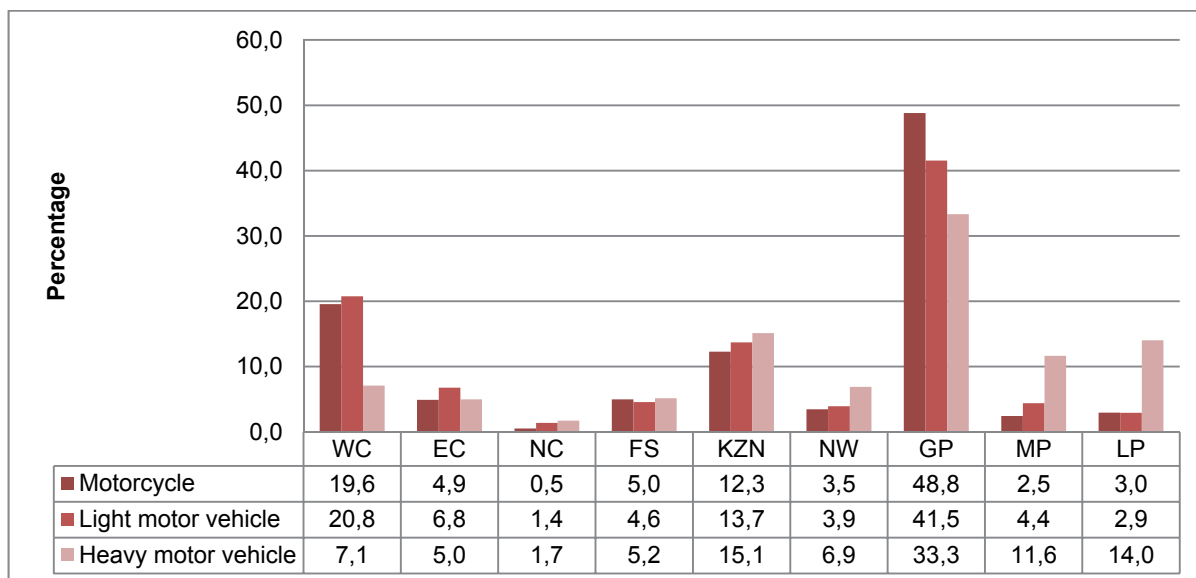
Figure 8.2: Possession of a driver's licence among those 18 years and older by geographic location, 2003 and 2013



In 2003 Metropolitan areas did not include Buffalo City and Mangaung.

Figure 8.2 depicts the comparison of possession of a driver's licence among persons 18 years and older with their geographic location between 2003 and 2013. Nationally there has been an increase in the possession of a driver's licence. In 2003, the highest proportion of persons aged 18 years and older with a driver's licence were located in the metropolitan areas (29,5%), followed by those located in urban areas (24,5%). The same pattern is evident in 2013. Persons residing in rural areas have the lowest proportion of persons in possession of a driver's licence in both 2003 and 2013.

Figure 8.3: Percentage of persons aged 18 years and older in possession of a driver's licence by type of driver's licence and province



Note: Motorcycle (Codes A1,A), Car (Codes B, EB), Heavy vehicle (Codes C, C1, EC, EC1).

The results show that Gauteng (48,8%) accounts for nearly half of the persons aged 18 years and older with a motorcycle driver's licence. Northern Cape had the lowest number of the people with a motorcycle licence. Almost 20% of persons with a motorcycle licence were found in Western Cape, followed by 12,3% in KwaZulu-Natal. Free State contributed five per cent to the national totals for motorcycle licences, and North West four per cent.

Gauteng (with almost 42%) still dominates as far as the possession of a light motor vehicle licence is concerned, followed by Western Cape (20,8%) and KwaZulu-Natal (13,7%). Northern Cape (1,4%) and Limpopo (2,9%) remain the lowest contributors to the national total. In relation to heavy vehicle licences, KwaZulu-Natal (15,1%), Limpopo (14%) and Mpumalanga (11,6%) made significant contributions to the national totals, whereas a third (33,3%) of all heavy vehicle licences were obtained in Gauteng. Western Cape and North West contributed almost equal percentages to the national total with 7,1% and 6,9% respectively, whilst Eastern Cape (5%) and Free State (5,2%) also had similar, but relatively low percentages.

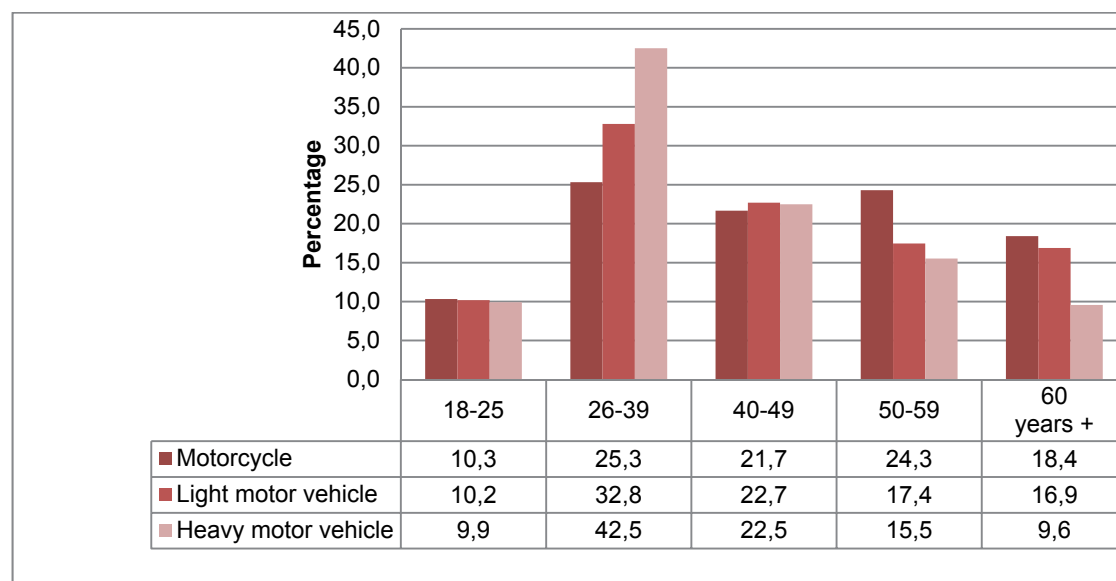
Table 8.2: Number of persons aged 18 years and older by age group, type of driver's licence and sex, 2013

Age group	Motorcycle ('000)			Light motor vehicle ('000)			Heavy motor vehicle ('000)		
	Total	Male	Female	Total	Male	Female	Total	Male	Female
18–25	42	30	12	621	363	259	295	218	76
26–39	102	68	34	1 999	1 135	864	1 263	941	322
40–49	87	64	23	1 383	804	579	668	553	115
50–59	98	77	21	1 063	606	457	461	396	65
60 years +	74	52	23	1 028	514	514	285	248	37
Total	403	291	112	6 095	3 422	2 673	2 971	2 355	616

Note: Motorcycle (code A1,A), Car (Code B, EB), Heavy vehicle (Code C, C1, EC, EC1)

Nationally, 6 million individuals aged 18 years and older held light motor vehicle licences, 3 million have heavy motor vehicle licences, and 0,4 million have motorcycle licences (Table 8.2). Men are more likely than women to have a driver's licence for all licence types. However, women are proportionally close to men in relation to light motor vehicle licences (2,9 million as opposed to 3,4 million for men). The age group 26–39 years is more likely to hold licences of all types.

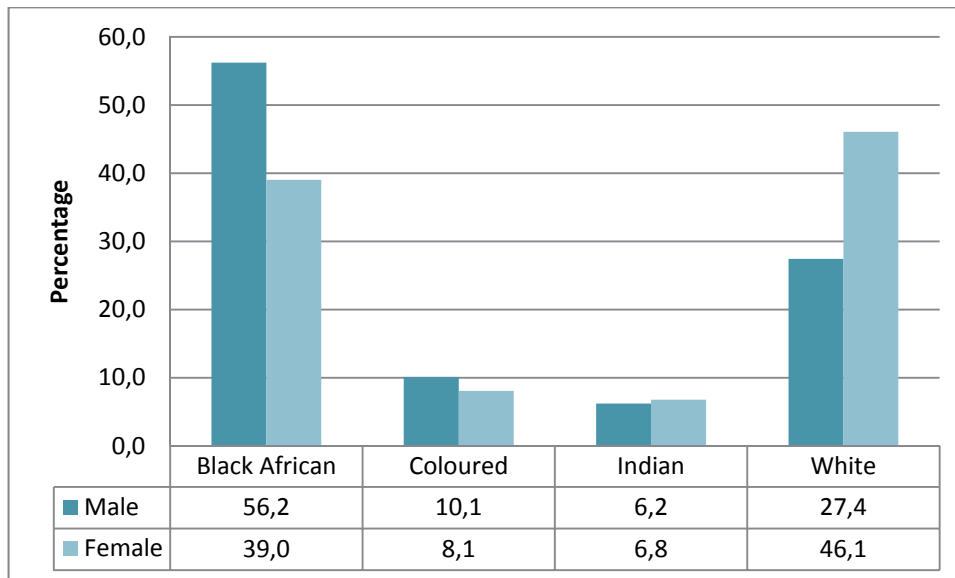
Males and females aged 26 to 39 years (2 million) account for almost one-third of light motor vehicle licences in the country, followed by the 40 to 49-year age group (1,4 million). The age group 50 to 59 years and 60 years and older had nearly an equal number of licences issued, while the 18 to 25-year age group had the lowest number of light motor vehicle licence holders (0,6 million). The age group 26 to 39 years had significantly more heavy vehicle licences, and the females in this category contributed more than half of the female-owned licences. The second highest age group was 40 to 49 years with 0,7 million licences. The age group 60 years and older had the least number of heavy motor vehicle licences (0,3 million). Women had relatively few heavy motor vehicle licences across all age groups.

Figure 8.4: Percentage of persons aged 18 years and older by type of driver's licence and age group, 2013**Table 8.3: Persons aged 18 years and older who are in possession of a driver's licence by population group and sex, 2003 and 2013**

Population group	Sex					
	2003			2013		
	Total	Male	Female	Total	Male	Female
Black African	2 537	48,2	21,9	4 576	56,2	39,0
Coloured	614	10,0	8,5	860	10,1	8,1
Indian/Asian	481	7,0	8,1	590	6,2	6,8
White	2 851	34,8	61,6	3 148	27,4	46,1
Total	6 484	100,0	100,0	9 174	100,0	100,0

Table 8.3 shows that in 2003 the white population was more likely to be in possession of a driver's licence than any other population group, while in 2013, the dominating group with almost half of the total were the black Africans population group (4,6 million). There was an increase in the number of driver's licences for all population groups. Indian/Asians had the lowest proportion of persons with a driver's licence in both 2003 and 2013. Within sex groups, black African males (48,2%) had more driver's licences, while white females (61,6%) had the highest proportion of persons with a driver's licence in 2003. The 2013 results also show the same pattern, namely that male black African males and white females dominated the respective sex groups.

Figure 8.5: Percentage of persons aged 18 years and older in possession of a driver's licence by population group and sex, 2013



Percentages calculated across sex

The majority of males aged eighteen years and older that have a driver's licence are black African (56%), followed by whites with over a quarter (27,4%) of licences. Coloureds and Indian/Asians have the least number of driver's licences. In spite of their relatively low proportion in the population, white females account for almost half of all female licence holders (46,1%), whilst black African females followed close behind at 39,0%.

Figure 8.6: Percentage of persons aged 18 years and older in possession of a driver's licence by population group, 2003 and 2013

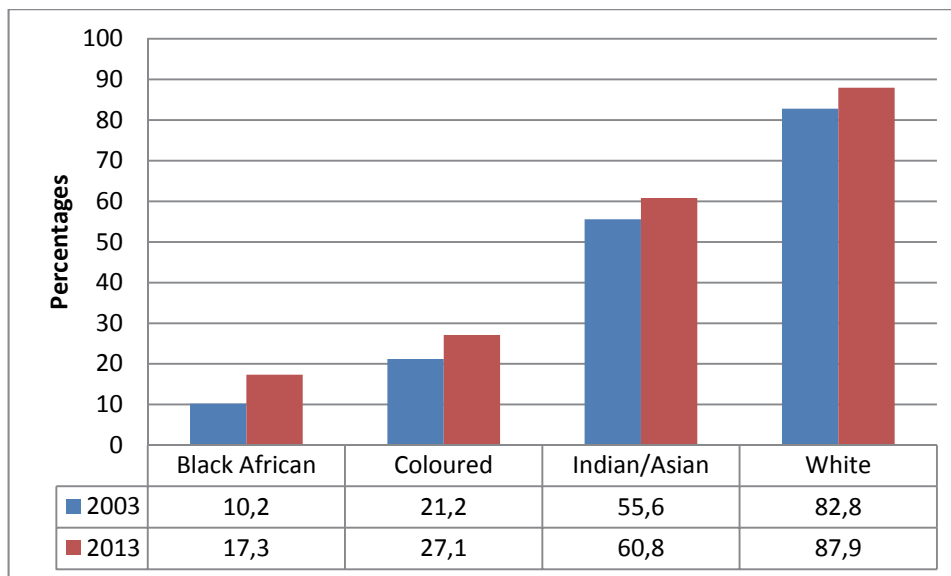
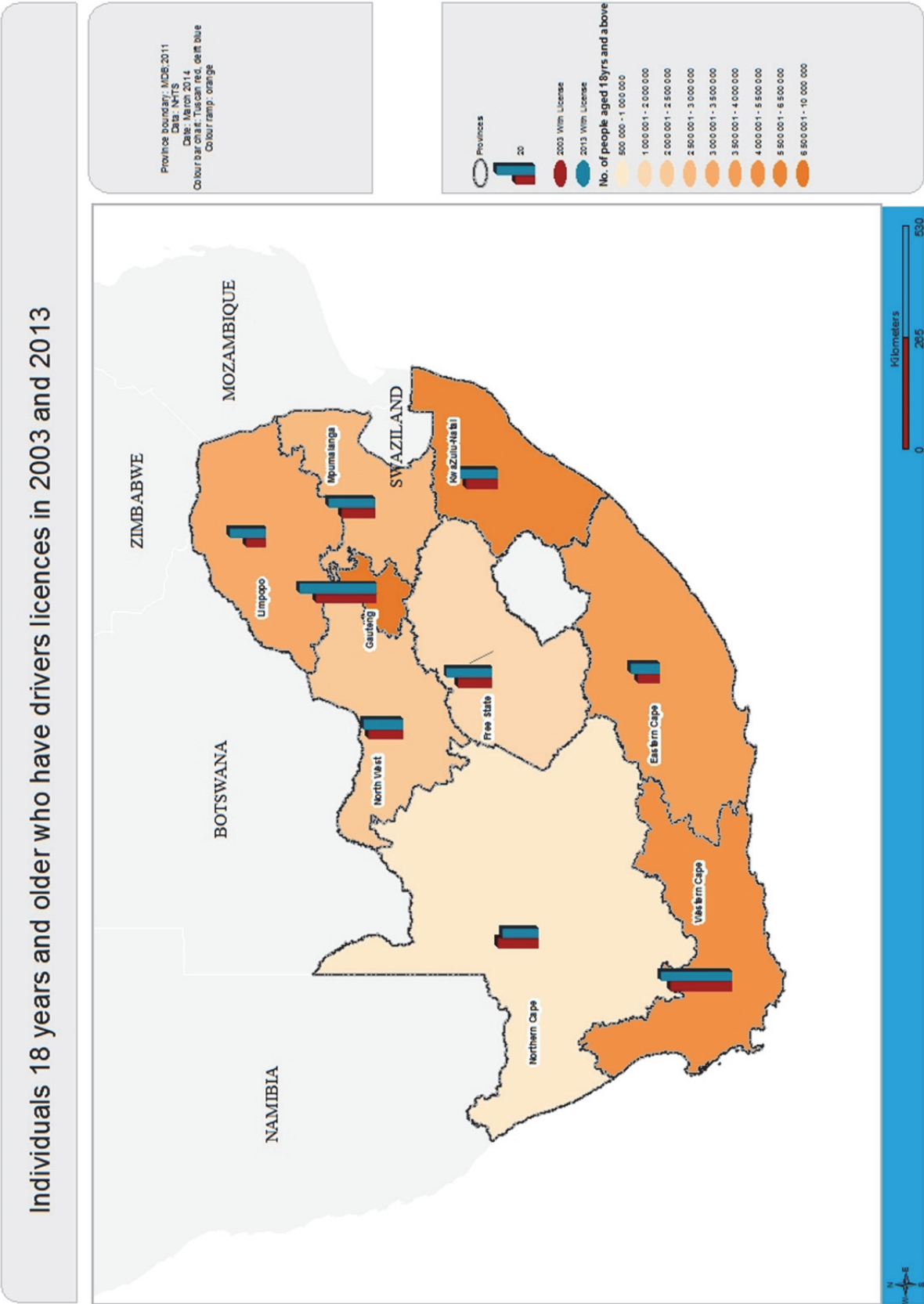


Figure 8.6 shows changes that have taken place since 2003 in the relative proportions of the different population groups in South Africa. There has been a significant increase in all population groups in terms of the proportion of driver's licence holders. The percentage point increase was highest in the black African group (from 10,2% to 17,3%), followed by coloureds (an increase from 21,2% to 27,1%). Licence holder proportions have increased by approximately 5,1 percentage points for both the Indian/Asian and the white population.

Map 8.1: Number of individuals 18 years and older per province and changes in driver's licence possession, 2003 and 2013



9. Households

9.1 Introduction

The NHTS questionnaire was divided into two parts: questions that were directed at all individuals considered part of the household, and questions that related to households. This part of the report summarises the findings related to the household section of the questionnaire (Section 7), which primarily dealt with the general household socio-economic profile and the ownership of bicycles, motor vehicles and animal-drawn vehicles. This part also included questions about modes of transport used to reach selected services and public facilities, questions related to attitudes and perceptions about transport in general, as well as the modes of transport usually used by the household. The final part covered the use of and levels of satisfaction with public transport (taxis, buses and trains).

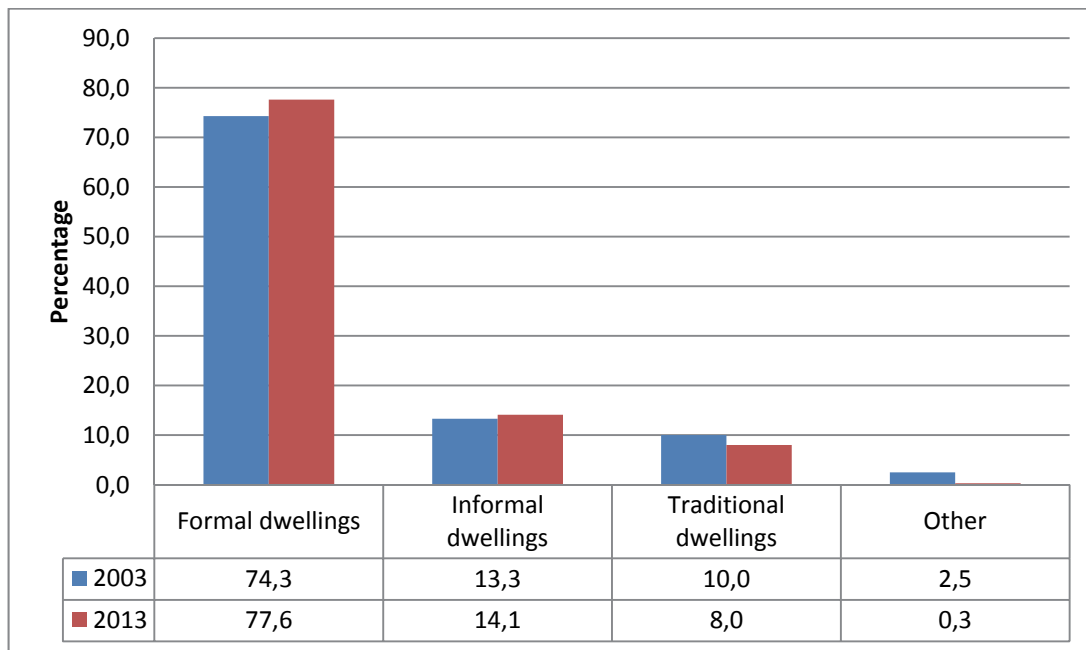
9.2 Socio-economic circumstances of households

Table 9.1 summarises the living conditions of South African households. In 2013, nationally, 77,6% of households live in formal dwellings, 14,1% in informal dwellings and 8% in traditional dwellings. Nearly 90% of households in Limpopo and slightly more than eight out of ten in Western Cape, Northern Cape, Free State and Mpumalanga live in formal dwellings. Informal dwellings are predominantly found in Gauteng and North West where approximately one in five households live in informal dwellings. Western Cape had about 15% of households living in informal dwellings, while traditional dwellings were primarily found in Eastern Cape (29,9%) and KwaZulu-Natal (19,6%).

Table 9.1: Dwelling type of household, by province, 2003 and 2013

Dwelling type	Province (per cent within province)									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
2003										
Formal dwellings	86,6	65,2	83,0	71,6	65,7	81,0	74,0	75,4	81,0	74,3
Informal dwellings	11,8	8,7	13,0	21,1	9,6	13,1	20,9	11,0	6,6	13,3
Traditional dwellings	0,1	26,0	3,2	4,7	23,7	1,7	0,3	8,8	11,5	10,0
Other	1,4	0,1	0,8	2,7	1,0	4,2	4,8	4,8	0,9	2,5
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0
2013										
Formal dwellings	84,0	62,5	83,7	82,6	71,6	76,8	77,9	83,7	89,5	77,6
Informal dwellings	15,3	7,5	13,7	14,4	8,4	21,0	21,5	12,4	4,6	14,1
Traditional dwellings	0,2	29,9	2,4	2,5	19,6	1,1	0,4	3,6	5,6	8,0
Other	0,4	0,2	0,2	0,5	0,3	1,1	0,2	0,3	0,3	0,3
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0

Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

Figure 9.1: Dwelling type of household, 2003 and 2013

The dwelling types of households are provided in Table 9.1 and Figure 9.1. The results show that in 2003, about 74,3% of households lived in formal dwellings and increased to 77,6% in 2013. The percentage of households living in informal dwellings increased from 13,3% in 2003 to 14,1% in 2013. On the other hand, the percentages of households that lived in traditional dwellings dropped from 10,0% to 8,0%.

Table 9.2: Source of household income, by province, 2013

Source of household income	Province (per cent within income source category)									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Salaries\wages\commission	13,5	8,5	2,2	5,6	15,7	7,0	32,3	7,4	7,8	100,0
Income from a business	11,1	8,1	1,0	5,5	15,7	5,8	35,0	8,4	9,2	100,0
Remittances\including child maintenance	5,6	16,4	1,6	6,0	21,0	9,7	19,0	9,2	11,5	100,0
Pensions	12,0	7,4	2,1	5,5	26,5	6,2	27,5	7,4	5,4	100,0
Grants	9,0	17,3	2,7	7,1	20,3	7,3	14,0	8,5	13,8	100,0
Sales of farming products and services	10,3	9,0	3,2	8,0	23,8	7,5	18,3	4,0	15,8	100,0
Income from UIF	6,1	6,6	1,6	4,7	14,3	6,0	46,0	8,4	6,3	100,0
Other income sources	13,0	5,6	1,1	4,2	12,3	6,3	40,8	4,5	12,1	100,0
Source of household income	Province (per cent within province)									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Salaries\wages\commission	78,3	49,0	69,1	65,8	61,4	65,7	76,6	65,8	53,1	66,4
Income from a business	8,2	6,0	4,1	8,2	7,8	7,0	10,5	9,5	8,0	8,4
Remittances\including child maintenance	6,1	17,7	9,3	13,3	15,3	17,1	8,4	15,3	14,7	12,4
Pensions	12,9	7,9	12,3	12,0	19,1	10,9	12,1	12,2	6,8	12,3
Grants	29,8	56,2	47,3	46,9	44,9	38,9	18,8	42,7	53,4	37,6
Sales of farming products and services	0,5	0,5	0,9	0,8	0,8	0,6	0,4	0,3	0,9	0,6
Income from UIF	0,3	0,3	0,4	0,5	0,5	0,5	1,0	0,7	0,4	0,6
Other income sources	4,5	1,9	2,1	2,9	2,9	3,6	5,8	2,4	5,0	4,0

Respondents could select more than one source of income.

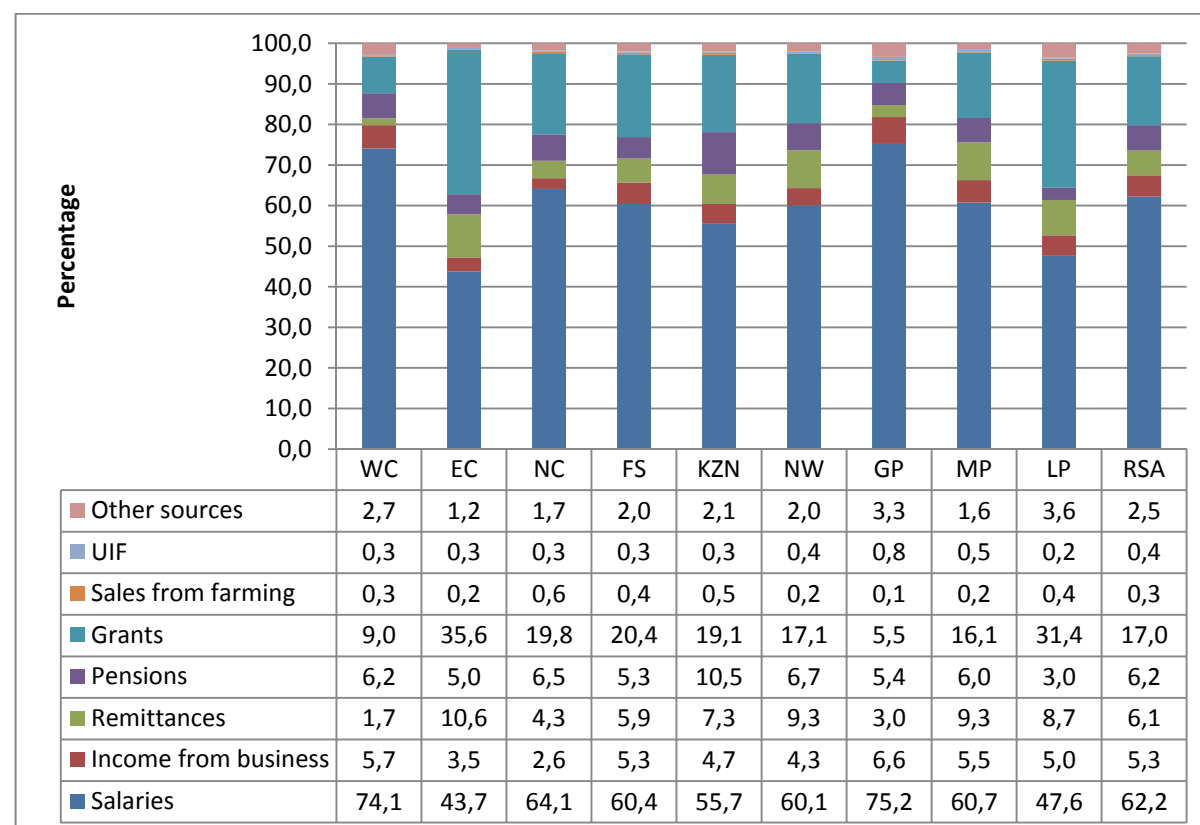
Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

The sources of household income are provided in Table 9.2 and the main sources in Figure 9.2. The table shows the percentage distribution of the different income sources by households across and within provinces, whilst the graph shows the main sources of household income.

According to Table 9.2, more than 66% of South African households received income from salaries and wages, whilst 38% benefited from social grants. With respect to these two income sources there were significant variations across provinces. Households in Eastern Cape (49%) and Limpopo (53,1%) were the least likely to benefit from salaries/wages, but the most likely to receive income from grants [Eastern Cape (56,2%) and Limpopo (53,4%)] when compared to other provinces.

Other important sources of income included remittances (12,4%) and pensions (12,3%). The results further show that income from a business was important in Gauteng (10,5%) and Mpumalanga (9,5%). More than a third of households in South Africa who received income from salaries (32,3%), income from a business (35%), income from UIF (46%) and other income sources (40,8%) lived in Gauteng. Most grant recipients lived in KwaZulu-Natal (20,3%), followed by Eastern Cape (17,3%) and Gauteng and Limpopo (both at 14%).

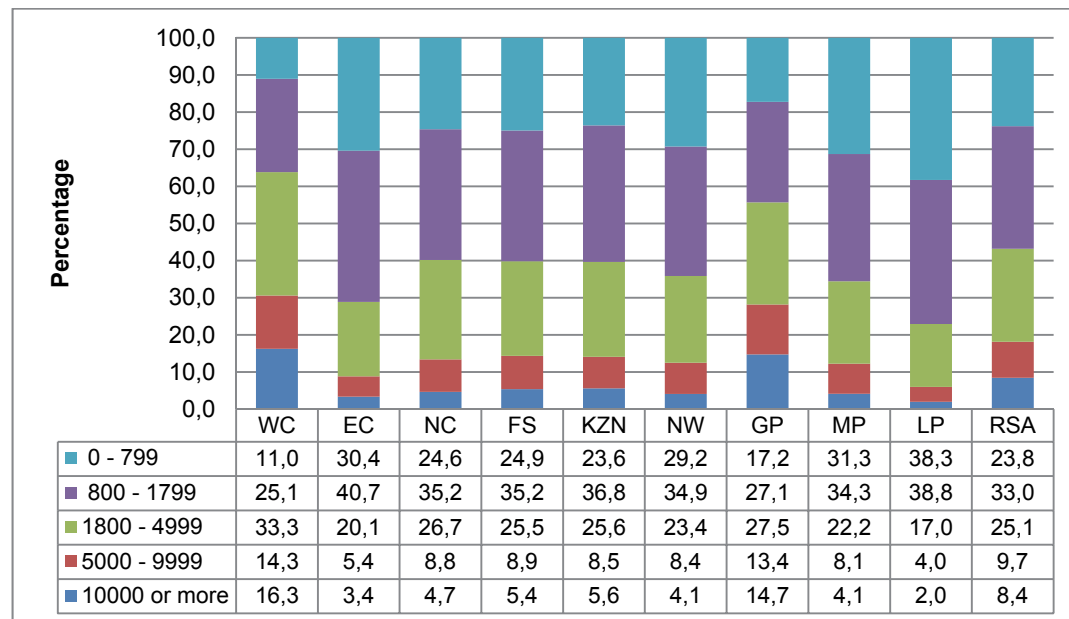
Figure 9.2: Main source of household income by province, 2013



Percentages were calculated within provinces.

The figure above illustrates the main source of household income by province. Approximately three out of ten households in Eastern Cape (35,6%) and Limpopo (31,4%) and close to two out of ten of Northern Cape, Free State, KwaZulu-Natal and Mpumalanga were dependent on social grants as their main source of income.

Dependence on salaries and wages as the main source of income was lowest in Eastern Cape (43,7%) and Limpopo (47,6%) and highest in Gauteng (75,2%) and Western Cape (74,1%). Remittances tended to play an important role in North West and Mpumalanga (both at 9,3%) and Eastern Cape (10,6%), while pensions are important in KwaZulu-Natal (10,5%).

Figure 9.3: Monthly household expenditure, by province, 2013

Percentages were calculated within provinces.

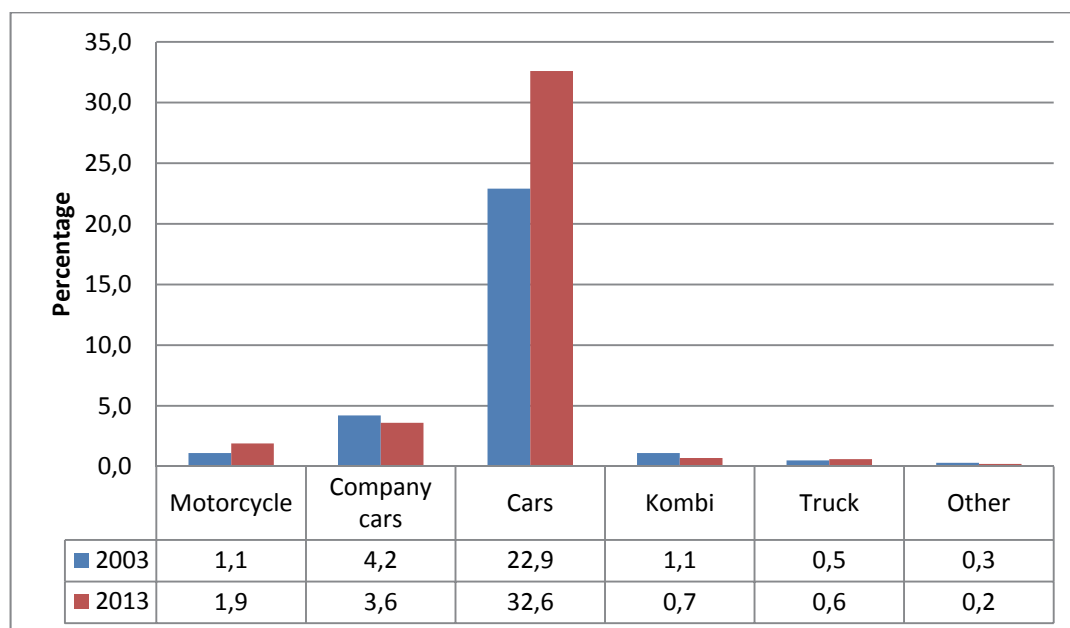
Figure 9.3 depicts monthly household expenditure patterns. Firstly it is important to note that more than half of South African households (56,8%) have a total monthly expenditure of R1 799 or less. A further 25,1% spent between R1 800 and R4 999 on a monthly basis. Comparing the distribution of households who fall into the R1 799 and below category across provinces, Limpopo had the highest percentage of low spending (77,1%), followed by Eastern Cape (71,1%), Mpumalanga (65,6%) and North West (64,1%). Households spending R5 000 or more per month were primarily found in the Western Cape (30,6%) and Gauteng (28,1%).

Table 9.3: Bicycles in working order owned by households, by province 2013

Province	Number of bicycles (per cent across provinces, within RSA)						
	0		1–3		3 plus		Number (‘000)
	Number (‘000)	Per cent	Number (‘000)	Per cent	Number (‘000)	Per cent	
Western Cape	1 526	11,1	130	15,5	10	21,1	1 667
Eastern Cape	1 648	12,0	41	4,9	1	2,6	1 691
Northern Cape	287	2,1	25	3,0		,5	313
Free State	768	5,6	63	7,5	1	1,6	831
KwaZulu-Natal	2 417	17,6	56	6,7	8	15,7	2 480
North West	918	6,7	116	13,8	1	2,6	1 035
Gauteng	3 780	27,5	292	34,8	24	49,0	4 096
Mpumalanga	1 045	7,6	48	5,7	1	1,3	1 093
Limpopo	1 344	9,8	66	7,9	3	5,6	1 413
RSA	13 733	100,0	839	100,0	49	100,0	14 621

Nationally, about 1 million households reported owning at least one bicycle in working order and used for transport purposes. Close to 0,8 million households owned between one and three bicycles. 49 000 households owned more than three bicycles. Of the 49 000 households that owned more than three bicycles, the majority were in Gauteng (49,0%), followed by KwaZulu-Natal (15,7%).

Figure 9.4: Percentage of households who own or have access to vehicles (household and company-owned cars, bakkies, station wagons and kombis), 2003 and 2013



According to Figure 9.4, there has been a significant increase from 2003 to 2013 in the percentage of households who own or have access to cars (22,9% to 32,6%). Household ownership or access to motorcycles, kombis and other transport modes remained relatively unchanged during this period, whilst ownership or access to company cars has decreased.

Map 9.1: Percentage of households that own or have access to cars/bakkies/station wagons/4x4s, 2013

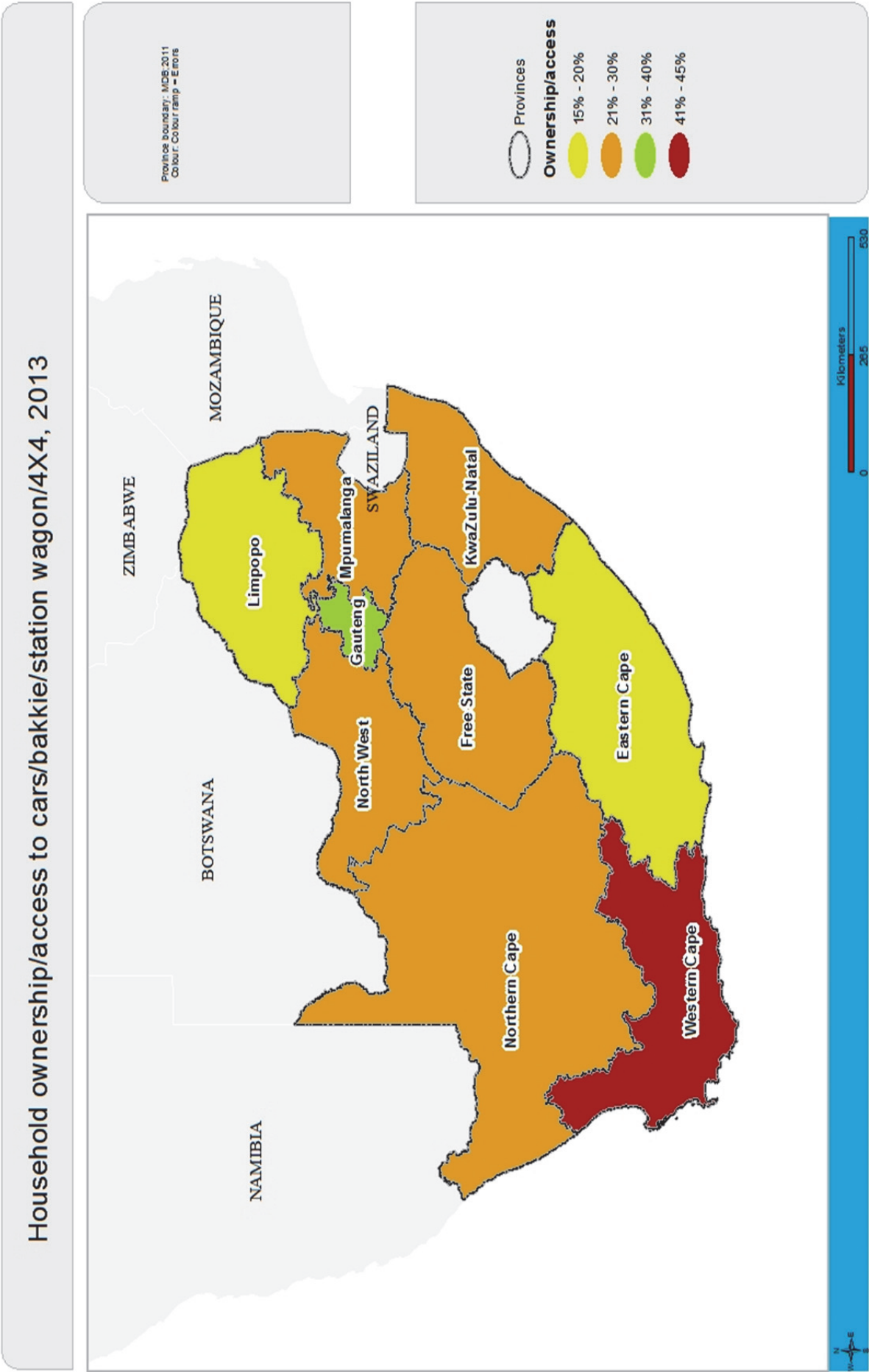


Table 9.4: Households who own and use at least one type of vehicle by type and province, 2013

Province	Type of vehicles (per cent across provinces, within RSA)						
	Motor-cycles	Company cars/ bakkies/ station wagons/ 4x4s	Household cars/bakkies/ station wagons/ 4x4s	Relatives /Friends cars/bakkies/ station wagons/ 4x4s	Minibus/ Kombis	Trucks	Other
Western Cape	17,5	14,6	17,3	11,1	10,8	7,5	13,2
Eastern Cape	5,1	8,6	7,0	13,7	9,0	6,9	16,6
Northern Cape	1,8	1,6	1,7	0,5	1,1	2,0	2,6
Free State	8,4	5,8	4,8	8,7	5,7	5,9	6,9
KwaZulu-Natal	10,0	17,2	12,6	16,9	12,1	16,3	13,2
North West	6,1	5,9	5,8	5,9	7,1	10,6	9,4
Gauteng	38,8	34,2	38,2	27,7	36,5	34,8	21,8
Mpumalanga	4,3	4,8	6,2	3,7	5,9	5,0	9,3
Limpopo	8,0	7,3	6,4	11,7	11,6	11,0	6,9
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0
Province	Type of vehicles owned (per cent within province)						
	Motor-cycles	Company cars/ bakkies/ station wagons/ 4x4s	Household cars/ bakkies/ station wagons/ 4x4s	Relatives /Friends cars/ bakkies/ station wagons/ 4x4s	Minibus/ Kombis	Trucks	Other
Western Cape	3,0	4,6	42,6	4,3	0,7	0,4	0,2
Eastern Cape	0,9	2,7	17,1	5,3	0,6	0,3	0,3
Northern Cape	1,7	2,6	22,4	1,1	0,4	0,5	0,2
Free State	2,9	3,6	24,0	6,9	0,8	0,6	0,2
KwaZulu-Natal	1,1	3,6	20,8	4,5	0,5	0,5	0,2
North West	1,7	3,0	23,3	3,7	0,8	0,9	0,3
Gauteng	2,7	4,3	38,2	4,4	1,0	0,7	0,2
Mpumalanga	1,1	2,3	23,3	2,2	0,6	0,4	0,2
Limpopo	1,6	2,7	18,4	5,4	0,9	0,6	0,1
RSA	1,9	3,6	28,1	4,5	0,7	0,6	0,2

Table 9.4 provides the vehicle ownership status of households with percentages across South Africa as well as within each province. Generally, Gauteng had the highest levels of ownership or access to all types of vehicle categories, while Northern Cape, Mpumalanga and North West reported the least. More than a third of households that own or have access to vehicles of all types (except cars of relatives and friends and 'other' forms of transport) lived in Gauteng.

Most households that owned minibuses/kombis were from Gauteng (36,5%), Limpopo and KwaZulu-Natal (both at about 12%) and Western Cape (10,8%).

9.3 Transportation modes and travel time used by households to visit public facilities

Section 7 in the questionnaire explores the transport modes as well as time in minutes it takes to reach key services and facilities. The findings of this section are summarised in Tables 9.5 and 9.6.

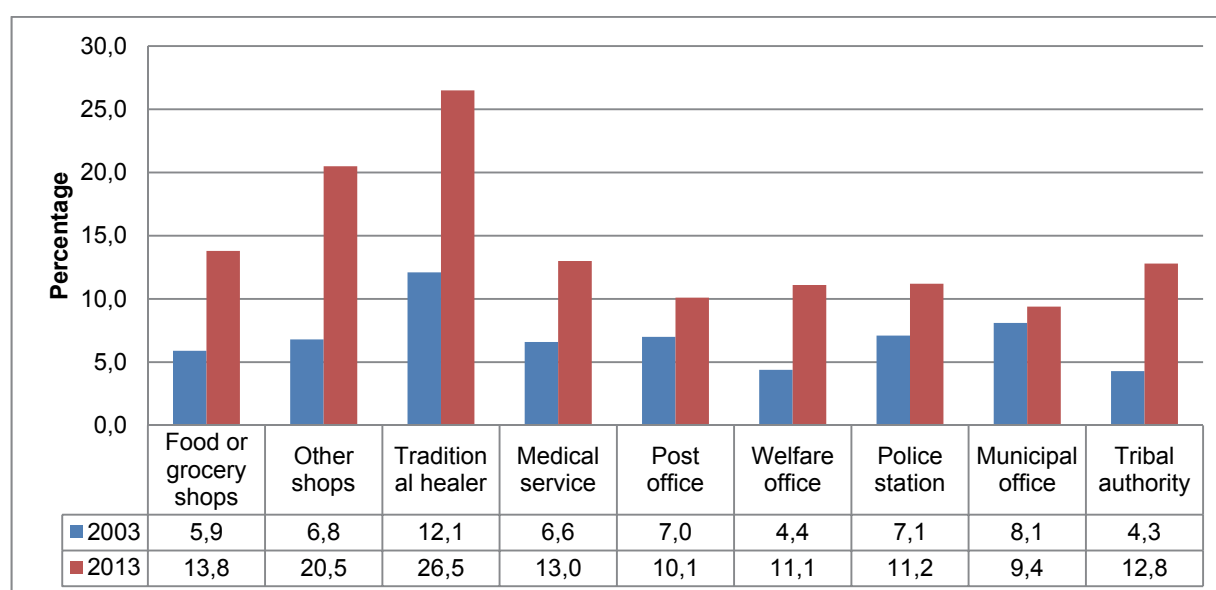
Table 9.5: Household travel time to services and facilities, 2013

Facility	Travel time (per cent of households within facility category)				Total
	1–15 mins	16–30 mins	31–60 mins	>60 mins	
Food or grocery shops	39,3	37,7	18,0	5,0	100,0
Other shops	66,7	22,7	8,4	2,2	100,0
Traditional healer	38,9	33,3	18,8	8,9	100,0
Church	54,9	32,6	10,2	2,4	100,0
Medical service	42,7	38,8	14,8	3,6	100,0
Post office	44,8	37,7	14,1	3,4	100,0
Welfare office	32,1	41,6	20,5	5,8	100,0
Police station	41,1	39,0	16,0	3,9	100,0
Municipal office	36,7	40,6	18,1	4,6	100,0
Tribal authority	38,6	36,8	18,7	5,9	100,0
Financial services/Banks	37,7	39,6	18,2	4,5	100,0

More than 80% of South African households who made use of these services lived within a 30-minute radius to food shops or other shops, medical services, churches, post offices and police stations. Around three-quarters of households lived within 30 minutes' travel time from banks and financial services, as well as food and grocery shops.

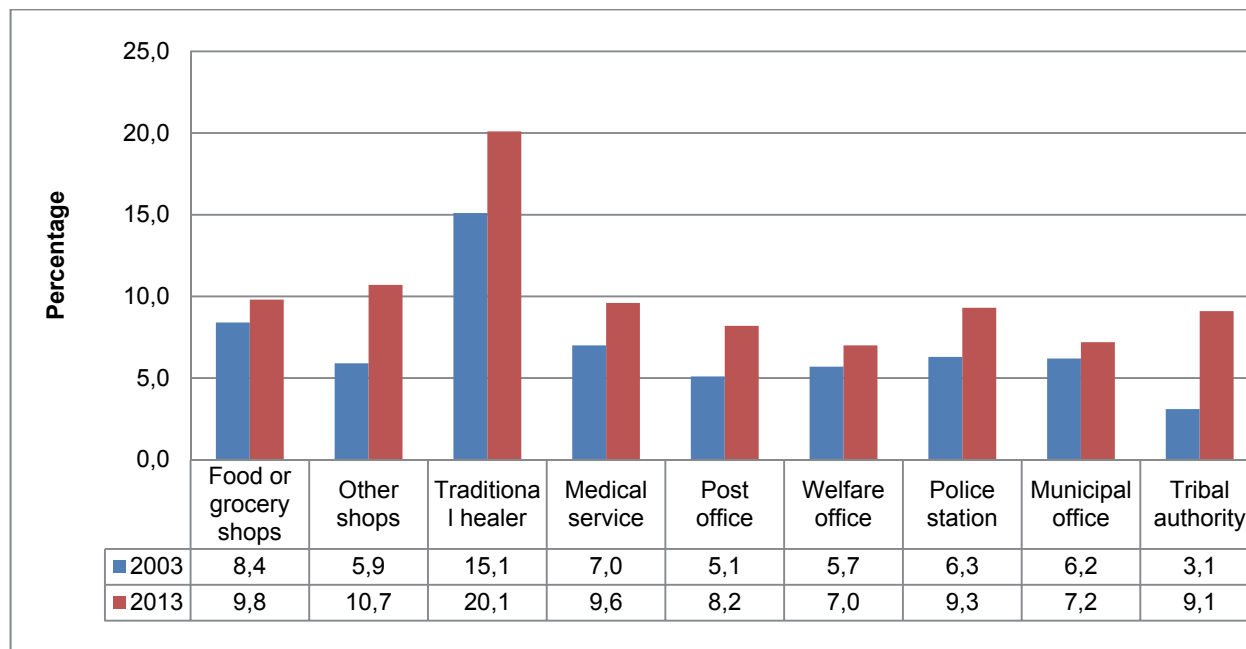
Services for which significant percentages of households have to travel more than thirty minutes include traditional healer (27,7%), welfare office (26,3%) and the tribal authority (24,6%).

Figure 9.5: Percentage of metropolitan households who travel more than 60 minutes to selected services, 2003 and 2013



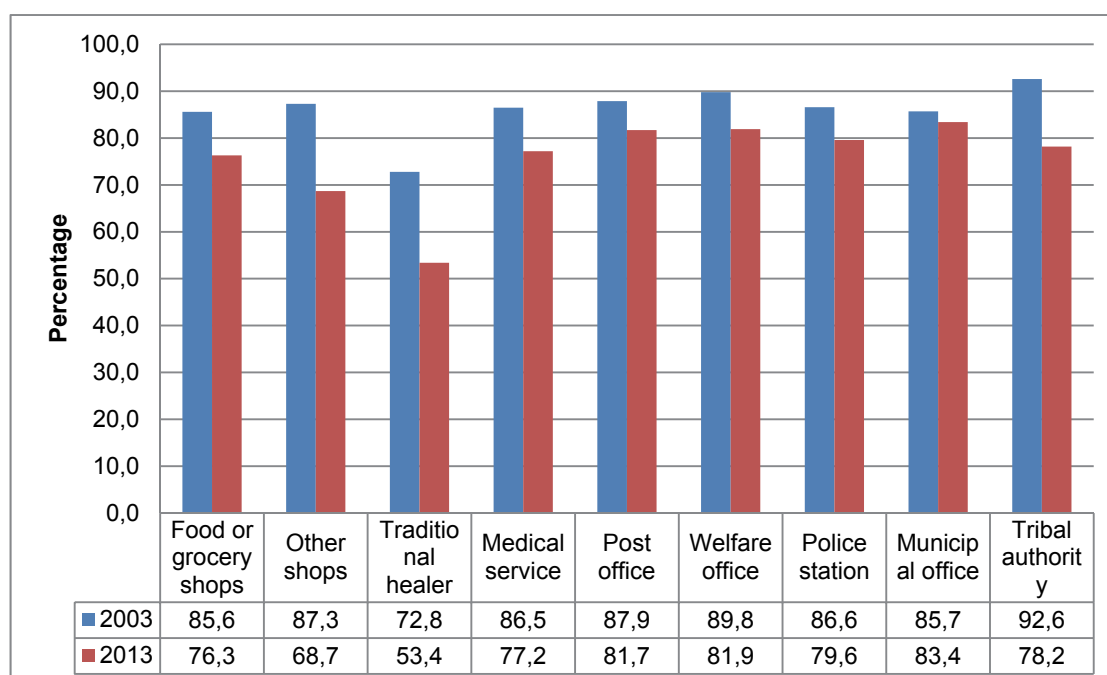
Compared to 2003, the results indicate that in 2013, more households in the metropolitan areas travelled more than 60 minutes to get to all types of facilities. More than 20% of households travelled more than 60 minutes to reach other shops (20,5%) and traditional healers (26,5%). Approximately 13% of households travelled more than 60 minutes to a medical service compared to 6,6% of households in 2003.

Figure 9.6: Percentage of urban households who travel more than 60 minutes to selected services, 2003 and 2013



The percentage of urban households who reported travelling for more than for 60 minutes to get to selected services has also increased since 2003. This increase was not as large as in the metropolitan areas (Figure 9.5). Once again, traditional healers (20,1%) and other shops (10,7%) were the services for which the most significant number of users have to travel 60 minutes or more.

Figure 9.7: Percentage of rural households who travel more than 60 minutes to selected services, 2003 and 2013



Rural households were the only subgroup that experienced a significant increase in access time to selected services, as can be seen in Figure 9.7. Generally, a smaller proportion of households needed more than 60 minutes to get to specific facilities in 2013 than in 2003. Those who travel more than 60 minutes to get to basic facilities and services decreased most significantly in the following cases:

Other shops and traditional healers: 19 percentage points

Tribal authority: 14 percentage points

Table 9.6: Mode of travel used to access services and public facilities, 2013

Mode	Service/facility (per cent within service facility category)										
	Food or grocery shops	Other shops	Traditional healer	Church	Medical service	Post office	Welfare office	Police station	Municipal office	Tribal authority	Financial services/Banks
Walk	17,9	54,2	9,3	47,3	31,5	22,0	13,0	23,1	16,5	16,1	13,9
Train	0,3	0,3	0,5	0,4	0,3	0,3	0,4	0,3	0,3	0,6	0,3
Bus	2,4	0,9	0,2	0,5	1,4	1,2	1,6	1,5	1,5	0,6	2,0
Minibus taxi	49,5	19,6	4,4	13,8	33,2	29,3	33,9	35,8	35,8	8,1	49,3
Metered taxi	0,6	0,3	0,1	0,2	0,3	0,3	0,3	0,3	0,3	0,1	0,5
Car/bakkie/minibus	27,8	19,6	2,0	19,7	24,2	19,8	12,0	19,9	19,3	2,3	26,0
Truck lorry	0,2	0,1	0,0	0,1	0,1	0,1	0,1	0,1	0,1	0,0	0,2
Tractor/trailer	0,1	0,1	0,1	0,1	0,1	0,1	0,1	0,1	0,1	0,1	0,1
Motorcycle/scooter	0,1	0,1	0,0	0,1	0,1	0,1	0,1	0,1	0,1	0,0	0,1
Bicycle	0,2	0,2	0,4	0,2	0,2	0,3	0,2	0,2	0,2	0,3	0,2
Animal transport	0,1	0,1	0,1	0,1	0,1	0,0	0,0	0,0	0,0	0,1	0,0
Do not need to get there	0,7	4,4	83,0	17,7	8,5	26,4	38,2	18,6	25,8	71,6	7,3
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0

The modes of transport used to go to selected services and facilities are summarised in Table 9.6. The dominant transport mode to most facilities was the minibus taxi. Half of South African households used taxis to visit food or grocery shops, whilst 36% also used taxis to go to the municipal offices and police stations, and by a third of those accessing medical services and welfare offices.

Walking was used by significant percentages of churchgoers (47,3%) and those going to 'Other shops' (54,2%). Nearly a third (31,5%) of those going to medical services also indicated that they walked.

Cars/bakkies/minibuses were most likely to be used when visiting food/grocery shops (27,8%), financial services/banks (26,0%) and medical services (24,2%). As many as 71,6% of households indicated that they do not need to visit a tribal authority and 83,0% did not need to visit a traditional healer.

Trucks/tractors, motorcycles/scooters, bicycles, animal transport as well as buses and trains were used by insignificant proportions of households to reach the listed services and public facilities.

9.4 Attitudes and perceptions about transport

The household section of the questionnaire dealt extensively with perceptions around transport and transport related problems. These are summarised in Tables 9.8 and 9.9. Additional questions that ask households about the factors that influence their choice of mode of travel were also included and are covered in Table 9.10. In Table 9.11, the two main modes of travel for households are summarised.

Table 9.7: Most important transport-related problems experienced by households, by province, 2013

Transport-related problems	Province (per cent of problems within province)									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
General problems										
No transport problems	14,4	14,9	26,2	21,6	10,0	20,2	9,8	11,2	17,1	13,5
Poor condition of roads	1,9	19,6	10,5	17,4	8,4	11,6	5,2	9,0	13,7	9,4
Rude drivers	3,7	3,1	4,4	4,0	2,6	4,3	5,5	5,5	1,8	4,0
Overload	3,2	7,4	1,7	0,8	5,2	2,6	2,5	2,0	3,3	3,5
Congestion	4,7	1,2	0,3	0,7	1,3	0,6	5,6	2,7	1,2	2,8
Crime	8,2	0,8	0,9	0,5	2,3	2,9	2,3	0,7	0,9	2,5
Toll fees	0,1	0,0	0,0	0,4	0,2	0,0	2,2	0,8	0,2	0,8
Parking	0,8	0,3	0,6	0,1	0,4	0,2	0,6	0,1	0,3	0,4
Other	1,2	1,1	1,3	2,4	1,0	1,7	1,3	1,7	0,5	1,2
Taxi										
Taxis too expensive	5,0	10,9	12,7	7,7	9,8	8,3	9,2	13,3	9,2	9,2
Reckless driving by taxi drivers	9,7	4,4	6,8	5,2	3,9	6,5	9,9	8,2	3,2	6,9
No taxis at specific times, e.g. late at night	2,2	6,2	7,1	10,1	10,8	6,8	4,2	5,8	8,8	6,5
Taxis too far	1,3	3,4	4,6	6,2	6,1	5,4	3,0	6,5	5,9	4,3
No taxis available	1,5	2,4	5,3	5,4	2,4	2,6	1,7	4,0	3,4	2,6
Bus										
No buses available	19,8	16,2	13,6	10,6	18,4	10,8	20,5	9,7	9,7	16,3
No buses at specific times, e.g. late at night	4,1	4,1	1,7	2,1	7,8	9,8	3,1	9,5	12,0	5,9
Buses too far	2,4	1,6	0,4	1,1	3,8	1,4	1,9	4,0	4,2	2,5
Buses too expensive	5,5	0,5	1,0	0,9	1,8	0,9	1,3	3,2	1,8	1,9
Reckless driving by bus drivers	2,0	0,7	0,4	1,9	1,4	2,0	2,6	1,8	1,9	1,8
Train										
No trains available	2,4	0,3	0,1	0,5	1,2	0,8	2,1	0,2	0,3	1,2
Trains are not reliable	2,7	0,2	0,0	0,1	0,3	0,3	2,6	0,1	0,1	1,2
Trains too far	2,1	0,4	0,1	0,2	0,6	0,2	1,4	0,0	0,1	0,8
No trains at specific times, e.g. late at night	0,8	0,2	0,0	0,1	0,2	0,1	1,4	0,1	0,1	0,6
Trains too expensive	0,3	0,2	0,1	0,1	0,2	0,2	0,4	0,0	0,1	0,2
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0

Table 9.7 presents the most important transport related problems experienced by households. It should be noted that the question format enabled households to list two transport problems in their responses. During analysis, all problems mentioned were combined into one dataset and the percentages in the table above were calculated using the total number of problems mentioned as the divisor. About fourteen per cent (13,5%) of households indicated that they have no transport related problems.

The most important mentioned problem nationally was the poor condition of roads (9,4%). Provinces with the most complaints about the condition of roads were: Eastern Cape (19,6%), Free State (17,4%), North West (11,6%) and Limpopo (13,7%). Nationally, sixteen per cent (16,3%) of households identified unavailability of buses as their main transport related problem. Gauteng (20,5%), Western Cape (19,8%), KwaZulu-Natal (18,4%) and Eastern Cape (16,2%) have the highest percentage of households that mentioned this particular problem. Nationally, nine per cent (9,2%) of households indicated that taxis were too expensive. Proportionally, households in Mpumalanga (13,3%), Northern Cape (12,7%) and Eastern Cape (10,9%) were more likely to be concerned about the cost of taxis.

Approximately (6,9%) per cent considered reckless driving by taxi drivers as one of their transport related problems. The two provinces with the highest economic activity levels, namely Gauteng (9,9%) and Western Cape (9,7%), had a greater proportion of households that identified this problem.

Other problems that were not as important nationally, but had significant percentages of complaints at provincial level, included:

- A lack of taxis at a specific times (e.g. late at night): KwaZulu-Natal (10,8%) and Free State (10,1%).
- No buses at specific times/late at night: Limpopo (12,0%), Mpumalanga (9,5%), North West (9,8%).
- Taxis too far: Mpumalanga (6,5%), Free State (6,2%) and KwaZulu-Natal (6,1%).
- Congestion: Gauteng (5,6%) and Western Cape (4,7%).
- Crime: Western Cape (8,2%).
- No taxis available: Free State (5,4%) and Northern Cape (5,3%).

Table 9.8: Factors influencing household's choice of mode of travel, by province, 2013

Factors influencing household's choice of mode of travel	Province (per cent within province)									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Travel time	21,8	31,1	30,2	23,2	30,9	43,4	35,9	38,0	34,0	32,5
Travel cost	33,6	25,4	30,8	24,3	27,3	19,3	25,4	21,0	28,5	26,2
Flexibility	12,5	7,8	8,8	14,3	6,9	7,0	9,7	7,3	9,9	9,2
Safety from accidents	9,2	10,9	4,1	9,5	8,5	8,8	8,8	7,8	6,5	8,7
Comfort	8,0	9,5	6,1	7,3	4,6	4,7	4,6	4,1	6,2	5,9
Reliability	3,7	2,3	7,9	6,2	5,4	6,0	5,2	8,4	3,6	5,0
Distance from home to transport	3,0	4,8	4,3	4,3	6,8	3,5	3,0	4,5	5,2	4,3
Security from crime	3,7	2,5	1,2	3,9	2,0	2,5	2,6	1,4	1,1	2,4
Drivers attitude	3,0	2,4	3,0	4,2	5,3	2,3	2,5	5,0	2,6	3,3
Timetable not available/information inaccurate	0,3	0,4	0,7	0,5	0,7	0,4	0,6	0,6	1,2	0,6
Other	1,2	3,0	3,0	2,4	1,5	2,2	1,7	1,8	1,1	1,8
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0

Nationally, as indicated in Table 9.8, about 32,5% of households identified travel time as the biggest determinant of modal choice, while the cost of travel is important to 26,2% of households. Flexibility was mentioned by 9,2% of households and safety from accidents by 8,7%. The provincial distribution of the factors influencing modal choice was very similar to the national distribution. Even in the poorer provinces of Limpopo and Eastern Cape, travel time was mentioned by more households than costs. The Western Cape was the only province where significantly more households found travel costs (33,6%) a more important factor than travel time (21,8%). In the Northern Cape (30,8% v. 30,2%) and Free State (24,3% v. 23,2%), nearly equal percentages of households mentioned both these problems.

Safety from accidents was an important consideration in Eastern Cape (10,9%), whilst the Western Cape, Free State, North West and Gauteng had almost similar proportions of households that considered safety important, with approximately 9% each. Flexibility was a new entrant in the top three lists for 2013, and is the third most important factor influencing modal choice. It was regarded important in Western Cape, Northern Cape, Free State, Gauteng and Limpopo. It also received the highest proportion of votes in Free State (14,3%) and Western Cape (12,5%). Comfort was considered important in Eastern Cape (9,5%) and Western Cape (8,0%).

Table 9.9: Most important factors influencing household's choice of mode of travel as selected by the household by province and geographic location, 2003 and 2013

Province	2003		2013	
	Factors prioritised	% of households within province	Factors prioritised	% of households within province
Western Cape	Safety from accidents	46,5	Travel cost	33,6
	Security from crime	20,3	Travel time	21,8
	Travel cost	10,7	Flexibility	12,5
Eastern Cape	Safety from accidents	52,3	Travel time	31,1
	Travel time	12,1	Travel cost	25,4
	Closeness of transport to home	10,9	Safety from accidents	10,9
Northern Cape	Safety from accidents	59,8	Travel cost	30,8
	Travel cost	14,9	Travel time	30,2
	Travel time	12,9	Flexibility	8,8
Free State	Safety from accidents	45,1	Travel cost	24,3
	Travel time	18,7	Travel time	23,2
	Travel cost	12,2	Flexibility	14,3
KwaZulu-Natal	Safety from accidents	53,5	Travel time	30,9
	Travel cost	14,7	Travel cost	27,3
	Travel time	13,2	Safety from accidents	8,5
North West	Safety from accidents	49,0	Travel time	43,4
	Travel time	18,0	Travel cost	19,3
	Travel cost	16,6	Safety from accidents	8,8
Gauteng	Safety from accidents	45,4	Travel time	35,9
	Travel time	18,8	Travel cost	25,4
	Travel cost	15,4	Flexibility	8,8
Mpumalanga	Safety from accidents	48,7	Travel time	38,0
	Travel cost	21,3	Travel cost	21,1
	Travel time	13,1	Reliability	8,4
Limpopo	Safety from accidents	40,7	Travel time	34,0
	Travel cost	20,7	Travel cost	28,5
	Travel time	19,8	Flexibility	9,9
RSA	Safety from accidents	48,4	Travel time	32,5
	Travel time	15,3	Travel cost	26,2
	Travel cost	14,9	Flexibility	9,2
Geographic location				
Metro	Safety from accidents	46,2	Travel cost	32,1
	Travel time	17,0	Travel time	25,9
	Travel cost	13,3	Flexibility	10,3
Urban	Safety from accidents	53,3	Travel cost	30,6
	Travel time	14,5	Travel time	26,0
	Travel cost	12,8	Flexibility	10,2
Rural	Safety from accidents	47,2	Travel cost	34,9
	Travel cost	16,6	Travel time	26,9
	Travel time	14,8	Safety from accidents	7,6

Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013. In 2003 metropolitan areas did not include Buffalo City and Mangaung

Table 9.9 compares and summarises the factors influencing modal choice as prioritised in 2003 and 2013. In 2003, safety from accidents was the highest national priority (48,4%), followed by travel time (15,3%) and travel cost (14,9%). In 2013, safety disappeared from the top three priorities and was replaced by travel time (32,5%), travel cost (26,2%) and flexibility (9,2%) as already explained in the preceding discussion. Even though safety from accidents was the top priority in all provinces in 2003 and has largely disappeared in 2013, it still remained one of the top three, albeit with smaller percentages in Eastern Cape (10,9%), KwaZulu-Natal (8,5%) and North West (8,8%).

Table 9.10: Main modes of travel usually used by households, by province, 2013

Mode of travel	Province(per cent within province)									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Train	10,5	1,3	0,5	1,2	2,5	1,1	8,3	0,7	1,0	4,5
Bus	7,2	6,5	2,9	5,7	13,1	13,7	6,2	14,9	22,6	10,2
Taxi	25,8	47,6	28,9	45,0	49,6	44,1	38,1	45,3	45,5	41,5
Car/bakkie/truck driver	21,8	8,1	12,5	12,5	10,5	10,0	18,9	10,5	6,7	13,7
Car/bakkie/truck passenger	15,2	7,3	14,2	8,6	9,0	9,8	10,0	7,4	7,1	9,6
Walk all the way	17,2	28,0	38,2	24,6	14,7	18,4	15,7	19,7	16,3	18,6
Other	2,3	1,2	2,8	2,4	0,7	2,9	2,9	1,5	0,7	1,9
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0

The three main modes of travel used by households were taxis (41,5%), car/bakkie/truck as passengers (9,6%) and buses (10,2%). The more rural provinces of Eastern Cape and KwaZulu-Natal tended to have higher percentages of households who use taxis as main transport mode with 47,6% for the former and 49,6% for the latter. Travelling as a driver of a car/bakkie/truck was predominant in Northern Cape (12,5%), Western Cape (21,8%), North West (10%) and Gauteng (18,9%).

9.5 Household use of public transport at a glance

Table 9.11: Overview of household use of public transport during the month preceding the survey by province, 2013

Location	Mode of travel (per cent within province)					
	Taxis		Buses		Trains	
Province	2003	2013	2003	2013	2003	2013
Western cape	45,5	51,2	9,3	14,4	14,9	21,5
Eastern cape	53,6	61,6	18,1	12,5	1,6	2,2
Northern Cape	38,5	49,6	6,7	7,8	3,0	1,2
Free State	60,7	68,6	9,9	14,3	1,0	1,8
KwaZulu-Natal	63,4	78,6	27,9	22,7	2,2	6,0
North West	60,2	71,4	15,9	22,2	2,1	2,5
Gauteng	62,9	67,9	7,6	15,7	14,1	20,5
Mpumalanga	64,6	78,4	21,3	28,8	0,6	0,9
Limpopo	62,7	78,4	23,8	41,5	0,3	1,1
RSA	59,0	68,8	16,6	20,1	5,7	9,9
Geographic region						
Metropolitan	59,9	67,0	13,4	18,7	13,3	19,9
Urban	60,3	65,1	9,2	12,0	2,9	4,0
Rural	57,4	74,6	24,6	29,5	0,7	1,8
Reasons for non-use of service by non-users						
Not available	13,1	13,5	27,8	30,5	48,2	67,0
Service related reasons	75,3	70,4	30,5	29,3	29,7	16,3
Other reasons	11,6	16,1	41,7	40,2	22,1	16,7

Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013. In 2003 Metropolitan areas did not include Buffalo City and Mangaung.

The use patterns of public transport have changed significantly between 2003 and 2013, with general increases in the percentage of households who used taxis (from 59,0% to 68,8%), buses (16,6% to 20,1%) and trains (5,7% to 9,9%).

The increases in taxi use took place across all provinces with, in some instances (such as for example KwaZulu-Natal and Gauteng) as much as a 15 percentage point increases during this time period. Once again, rural areas have shown much more significant increases in use than urban and metropolitan areas.

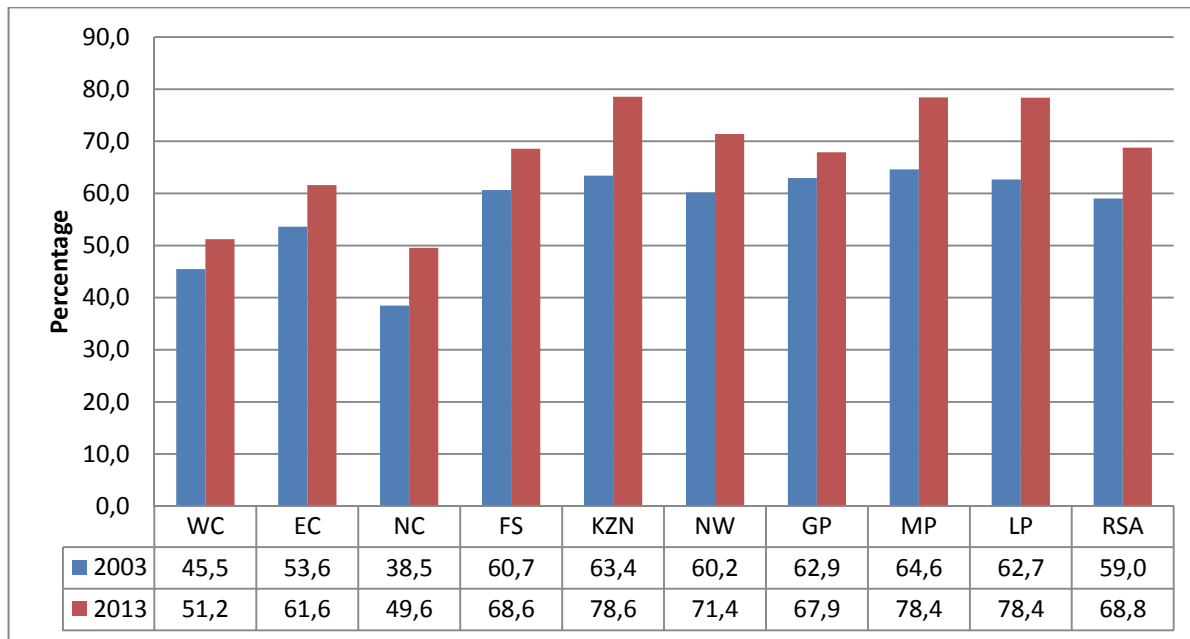
Even though there was a general increase nationally in the use of bus transport, this is primarily due to significant increases noted in Limpopo, Mpumalanga, Gauteng, North West and the Western Cape. In Limpopo, only 23,8% of households used buses during the month preceding the survey in 2003, whilst nearly double that (41,5%) reported bus use in 2013. In provinces such as, for example, Eastern Cape (18,1% v. 12,5%) and KwaZulu-Natal (27,9% v. 22,7%) there have actually been decreases in the use of this transport mode during the same period.

Train use also increased during this time period, but to a lesser extent than for taxis and buses. The biggest increases were noted in Western Cape (14,9% v. 21,5%) and Gauteng (14,1% v. 20,5%). Most of the increases in train use took place in metropolitan areas.

When reasons for non-use of services are considered, it becomes evident that unavailability played an increasingly significant role in the case of trains (48,2% v. 67%), whilst taxis and buses remained pretty similar on the availability side. Service related reasons were the most important motivators for non-use in taxis even though fewer households considered it important in 2013 than in 2003 (75,3% v. 70,4%). In both 2003 and 2013, approximately 30% of households selected service related reasons as motivators for not using buses.

9.6 Use of minibus taxis

Figure 9.8: Use of minibus taxis during the calendar month preceding the survey by province, 2003 and 2013



Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

During the calendar month preceding the survey, 68,8% of households used minibus taxis. This is significantly higher than the 59,0% recorded in 2003 (Figure 9.8). Use was highest in KwaZulu-Natal, Mpumalanga and Limpopo (above 78,0% in each), and lowest in Northern Cape (49,6%) and Western Cape (51,2%). The most significant increases in use over time were noted in Limpopo and KwaZulu-Natal (approximately 15,2 percentage points), Mpumalanga (13,8 percentage points), Northern Cape and North West (both with 11,1 percentage points).

Table 9.12: Time taken to walk to the nearest taxi rank/route stations by those who used taxis during the calendar month preceding the survey, 2003 and 2013

Province	2003					2013				
	Time category (per cent within province)					Time category (per cent within province)				
	1–15 minutes	16–30 minutes	31–60 minutes	60 minutes and more	Total	1–15 minutes	16–30 minutes	31–60 minutes	60 minutes and more	Total
Western Cape	90,5	8,2	1,3	0,0	100,0	85,6	12,0	1,7	0,7	100,0
Eastern Cape	77,4	16,4	4,5	1,7	100,0	80,5	15,8	3,2	0,6	100,0
Northern Cape	91,1	7,3	1,6	0,0	100,0	81,9	14,9	3,0	0,2	100,0
Free State	84,8	12,6	2,1	0,5	100,0	76,3	17,3	6,0	0,4	100,0
KwaZulu-Natal	76,5	17,6	4,9	1,0	100,0	74,3	19,5	5,1	1,1	100,0
North West	85,4	12,4	2,1	0,2	100,0	78,1	16,6	4,4	0,9	100,0
Gauteng	88,0	10,2	1,8	0,0	100,0	79,2	17,3	2,7	0,8	100,0
Mpumalanga	74,4	18,9	6,2	0,5	100,0	74,4	19,5	5,3	0,8	100,0
Limpopo	79,9	15,5	4,2	0,4	100,0	72,7	20,4	5,9	1,0	100,0
RSA	82,4	13,8	3,3	0,5	100,0	77,6	17,6	4,0	0,8	100,0
Metropolitan	86,1	8,1	0,8	5,0	100,0	82,6	14,7	2,0	0,6	100,0
Urban	72,0	9,0	0,8	18,2	100,0	81,2	14,9	3,4	0,5	100,0
Rural	70,8	17,4	5,7	6,1	100,0	68,3	23,4	7,0	1,3	100,0

Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

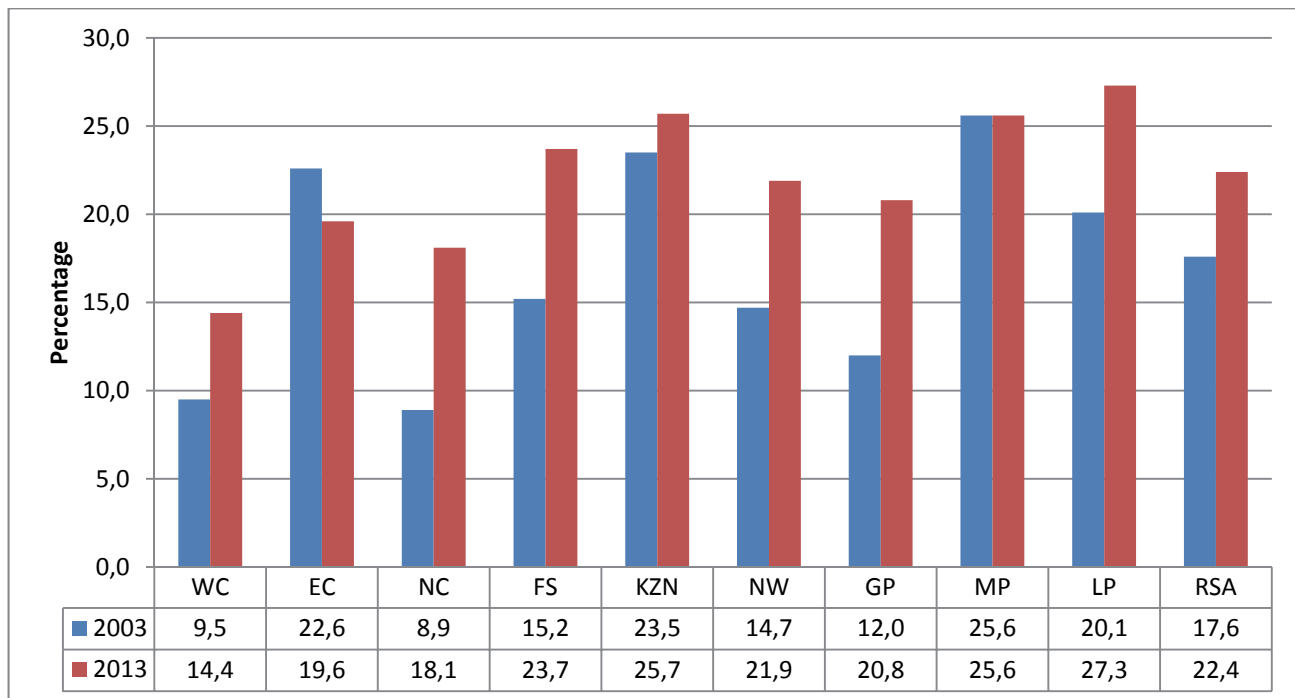
In 2003 Metropolitan areas did not include Buffalo City and Mangaung.

Households were asked to indicate the time it took them to walk to the nearest taxi rank/route from their dwelling units. In 2003, the majority of the households walked for fifteen minutes or less to their nearest taxi rank/route (82,4%). Furthermore 13,8% of households walked 16–30 minutes.

The percentage of households who only needed to walk 15 minutes or less to reach a taxi rank decreased from 82,4% in 2003 to 77,6% in 2013. At the same time, the proportion of households who had to walk more than 60 minutes or more increased slightly from 0,5% in 2003 to 0,8% in 2013.

Of the households who walked up to fifteen minutes to the taxi rank/route in 2013, Western Cape had the highest proportion with 85,6%, followed by Northern Cape with 81,9%, Eastern Cape (80,5%) and Gauteng (79,2%). Limpopo had the lowest percentage of households that needed 15 minutes or less to walk to the nearest taxi rank/route (72,7%).

Figure 9.9: Percentage of households who used taxis during the calendar month preceding the survey who walk for more than 15 minutes to reach their nearest taxi rank/route by province, 2003 and 2013



Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

Figure 9.9 shows that since 2003, there has been an increase nationally, as well as in most provinces, in the percentage of households who walked 15 minutes or more to reach the nearest taxi. The only province where no change was recorded during the time period was Mpumalanga.

The most significant increases in the percentage of households who walked for more than 15 minutes took place in the Northern Cape (9,2 percentage points), Gauteng (8,8 percentage points), Free State (8,5 percentage points), and North West and Limpopo (both with 7,2 percentage points).

The Eastern Cape was the only province where the percentage of households who walked for more than 15 minutes has decreased between 2003 and 2013 (from 22,6% to 19,6%).

Table 9.13: Reasons for not having used minibus taxis in the calendar month preceding the survey by province, 2003 and 2013

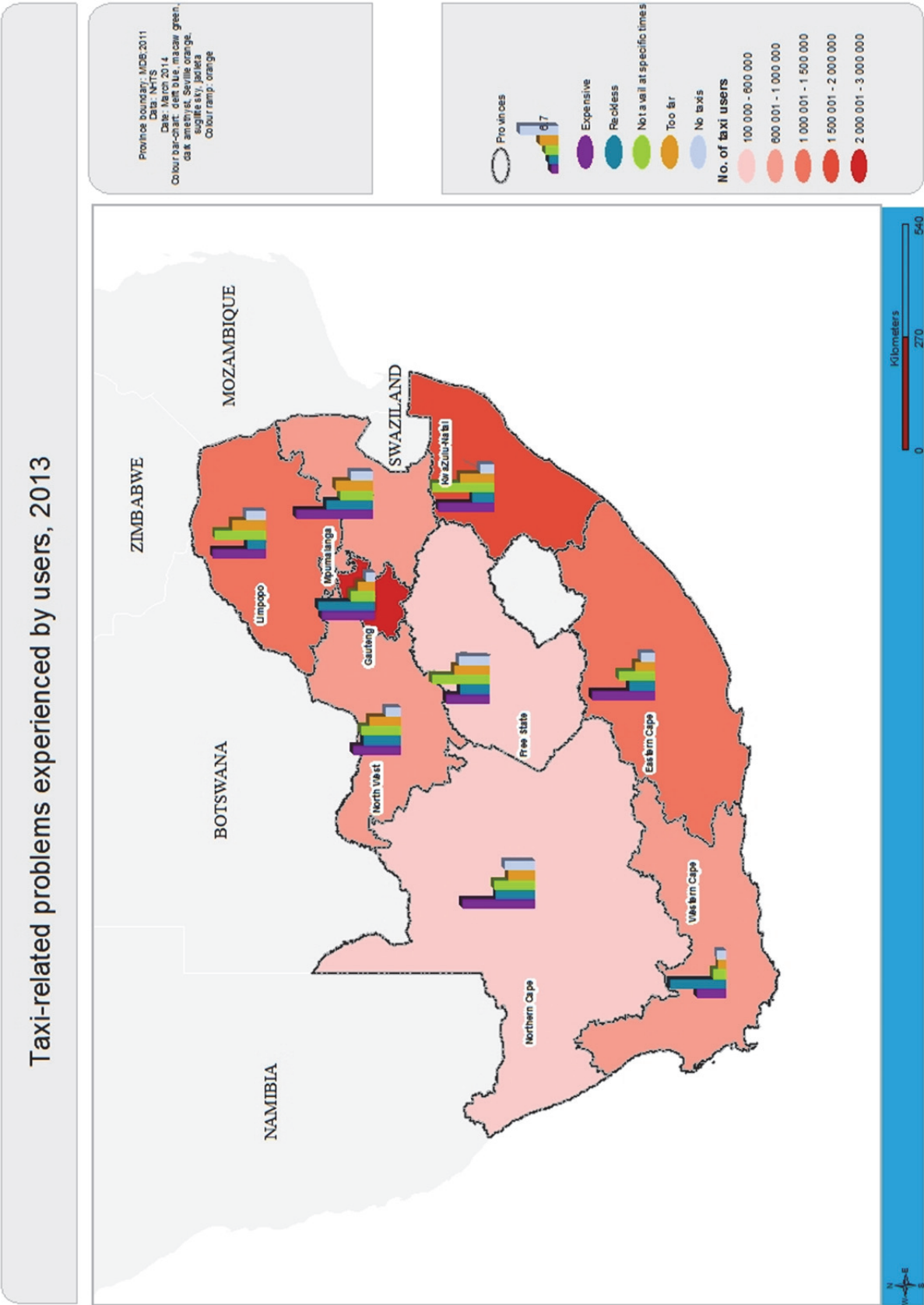
Year	Percentage of non-users	Province (per cent within province, all reasons combined)									
		WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
2003	Not available	5,9	42,1	20,3	11,3	13,6	11,8	2,8	10,3	5,1	13,1
	Prefer train	2,4	0,2	0,4	0,1	0,6	0,3	3,2	0,2	0,0	1,2
	Prefer bus	1,6	3,5	2,9	2,5	9,6	7,0	2,8	7,6	7,2	4,8
	Prefer private transport	33,1	13,0	19,9	30,6	24,2	19,1	44,9	26,0	9,5	26,7
	Can walk	9,3	8,1	17,5	20,0	4,2	9,0	6,6	7,0	8,5	8,3
	Don't travel much	7,5	12,6	11,5	14,8	11,8	21,6	7,5	20,5	25,1	13,2
	Reasons relating to service attributes	28,7	14,3	16,5	13,1	25,9	17,4	14,5	19,1	33,6	21,0
	Other reasons	11,5	6,2	11,1	7,6	10,2	13,9	17,7	9,4	11,0	11,6
	Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0
2013	Not available	8,8	35,9	23,3	14,1	19,0	13,1	5,1	14,5	12,7	13,5
	Prefer train	1,6	0,2	0,1	0,7	0,7	0,1	1,5	0,1	0,0	0,9
	Prefer bus	1,6	3,1	1,1	1,3	4,8	3,1	1,3	4,0	9,0	2,6
	Prefer private transport	34,7	19,3	20,1	32,9	33,0	28,7	37,9	36,9	21,5	31,9
	Can walk	10,0	9,8	21,3	8,8	4,2	10,2	5,6	9,8	9,5	8,3
	Don't travel much	6,2	10,7	11,7	10,5	6,7	15,9	6,2	10,0	15,1	8,5
	Reasons relating to service attributes	21,9	14,4	13,5	17,2	19,3	14,8	17,6	14,4	22,4	18,0
	Other reasons	15,2	6,7	8,8	14,5	12,3	14,1	24,9	10,3	9,8	16,1
	Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0

Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

Table 9.14: Dissatisfaction levels with minibus taxi services by province, 2013

Attributes of the minibus taxi services	Per cent of minibus taxi users who are dissatisfied									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	Total
The distance between the taxi rank/ route and your home	4,8	10,8	1,6	5,9	23,8	7,7	22,8	10,4	12,1	100,0
The travel time by taxi	5,9	8,0	3,4	5,7	12,8	4,3	37,0	8,6	14,3	100,0
Security on the walk to/from the taxi rank	9,6	9,5	1,2	5,3	21,2	7,0	29,2	8,6	8,4	100,0
Security at the taxi ranks	8,1	9,5	1,3	6,0	21,8	7,6	30,5	7,5	7,8	100,0
Security on the taxis	9,6	8,6	1,3	5,5	22,0	7,0	31,5	7,1	7,4	100,0
The level of crowding in the taxis	11,2	12,1	1,1	4,0	24,6	6,0	28,1	5,5	7,4	100,0
Safety from accidents	9,4	10,7	0,8	4,7	21,0	6,7	31,5	7,7	7,5	100,0
The frequency of taxis during peak period	6,2	10,8	1,4	5,3	27,7	7,2	23,5	8,5	9,5	100,0
The frequency of taxis during off-peak period	6,1	10,0	1,5	5,2	27,2	8,4	23,9	8,5	9,2	100,0
The waiting time for taxis	5,3	10,8	1,6	5,4	25,2	7,6	24,3	9,0	10,7	100,0
The taxi fares	7,4	11,0	1,2	4,0	21,1	6,9	29,6	9,3	9,5	100,0
The facilities at the taxi ranks, e.g. toilets, offices	7,0	10,7	1,2	5,6	21,1	7,8	29,4	7,0	10,4	100,0
Roadworthiness of taxis	9,1	10,6	0,8	5,1	20,7	6,6	32,4	6,6	8,1	100,0
Behaviour of the taxi drivers towards passengers	9,3	11,2	1,1	4,8	18,7	6,9	30,8	9,3	7,9	100,0
The taxi service overall	8,7	10,9	1,0	4,5	21,4	6,8	30,7	8,3	7,7	100,0
Attributes of the minibus taxi services	Per cent of minibus taxi users who are dissatisfied									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
The distance between the taxi rank/ route and your home	8,0	17,8	14,6	19,7	26,6	20,8	15,4	26,6	23,7	19,0
The travel time by taxi	0,4	0,6	1,3	0,8	0,6	0,5	1,1	1,0	1,2	0,8
Security on the walk to/from the taxi rank	20,9	20,5	13,6	23,1	30,9	24,7	25,9	28,5	21,6	24,8
Security at the taxi ranks	17,3	19,9	14,9	25,5	31,0	25,9	26,3	24,4	19,4	24,2
Security on the taxis	18,3	16,3	13,3	21,2	28,2	21,8	24,6	20,8	16,7	21,8
The level of crowding in the taxis	24,8	26,6	12,7	17,9	36,5	21,4	25,4	18,9	19,4	25,3
Safety from accidents	25,5	28,8	11,5	25,6	38,2	29,6	34,8	32,0	23,9	31,0
The frequency of taxis during peak period	11,1	19,2	13,8	19,1	33,3	20,8	17,2	23,5	20,0	20,5
The frequency of taxis during off-peak period	12,3	20,0	16,2	21,2	36,8	27,3	19,6	26,2	21,8	23,0
The waiting time for taxis	12,1	24,1	19,4	24,8	38,4	28,0	22,4	31,4	28,6	25,9
The taxi fares	22,6	33,3	19,6	24,6	43,1	34,0	36,8	43,5	34,1	34,8
The facilities at the taxi ranks, e.g. toilets, offices	21,8	33,0	20,1	35,0	44,2	39,2	37,3	33,3	38,0	35,6
Roadworthiness of taxis	24,0	27,7	11,7	27,5	36,7	28,3	34,9	26,9	25,1	30,2
Behaviour of the taxi drivers towards passengers	20,1	23,9	12,4	20,7	27,2	24,2	27,1	31,0	20,2	24,7
The taxi service overall	20,2	24,9	12,1	21,3	33,3	25,5	29,0	29,5	21,0	26,5

Map 9.3: Number of taxi using households per province and the nature of transport related problems experienced, 2013

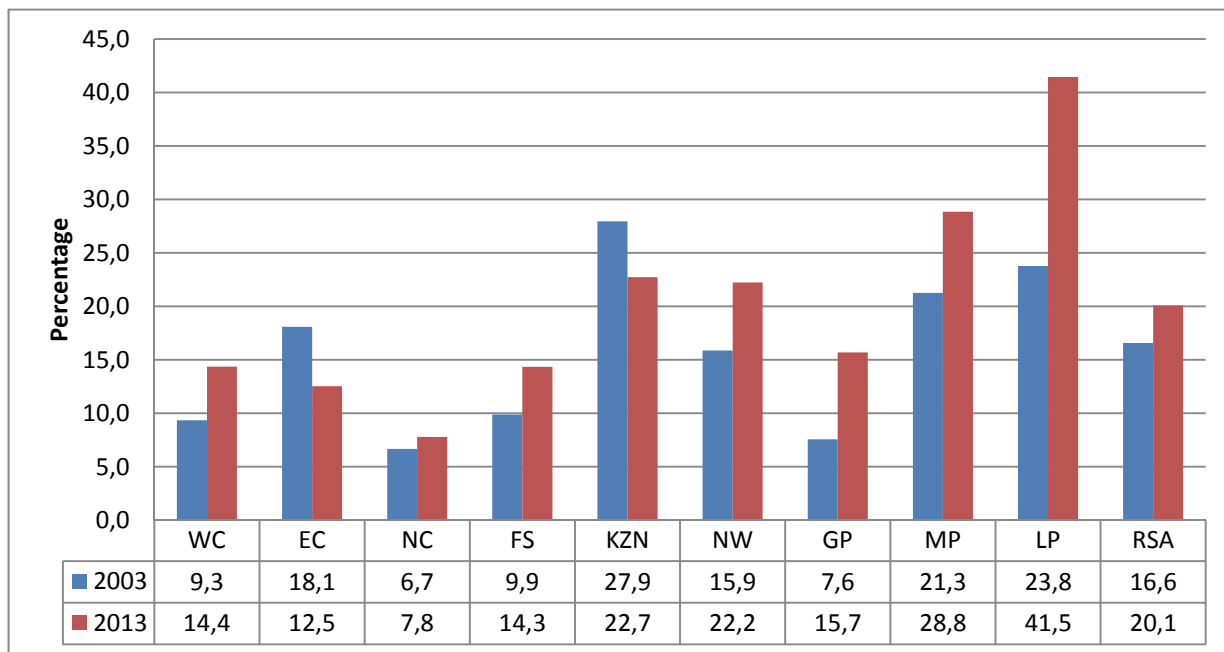


The facilities at ranks (35,6%), cost of taxis (34,8%), safety from accidents (31%) and roadworthiness of taxis (30,2%) were the attributes most likely to illicit dissatisfaction amongst users. Comparisons between provinces indicate that the distance between the taxi rank/route and home was most important in KwaZulu-Natal and Mpumalanga (27%). Taxi fares were the most likely to be problematic in KwaZulu-Natal (43,1%) and Mpumalanga (43,5%), whilst facilities at the ranks were an important source of dissatisfaction in KwaZulu-Natal (44,2%), North West (39,2%) and Limpopo (38,0%).

The roadworthiness of taxis was of most concern in KwaZulu-Natal (36,7%) and Gauteng (34,9%). These two provinces also had the highest level of concern about safety from accidents with 38,2% and 34,8% respectively.

9.7 Use of buses

Figure 9.10: Percentage of households who used buses during the calendar month preceding the survey by province, 2003 and 2013



Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

Only 20% of South African households reported using buses during the past calendar month. This is slightly higher than the use reported in 2003, which was 16,6%. Households in Limpopo were most likely to use buses (41,5%), followed by Mpumalanga (28,8%), KwaZulu-Natal (22,7%) and North West (22,2%). Actual bus use has increased in all provinces except in Eastern Cape (18,1% v. 12,5%) and KwaZulu-Natal (27,9% v. 22,9%), where significant decreases were noted.

Table 9.15: Time taken to walk to the nearest bus stop/station by those who used buses during the calendar month preceding the survey, 2003 and 2013

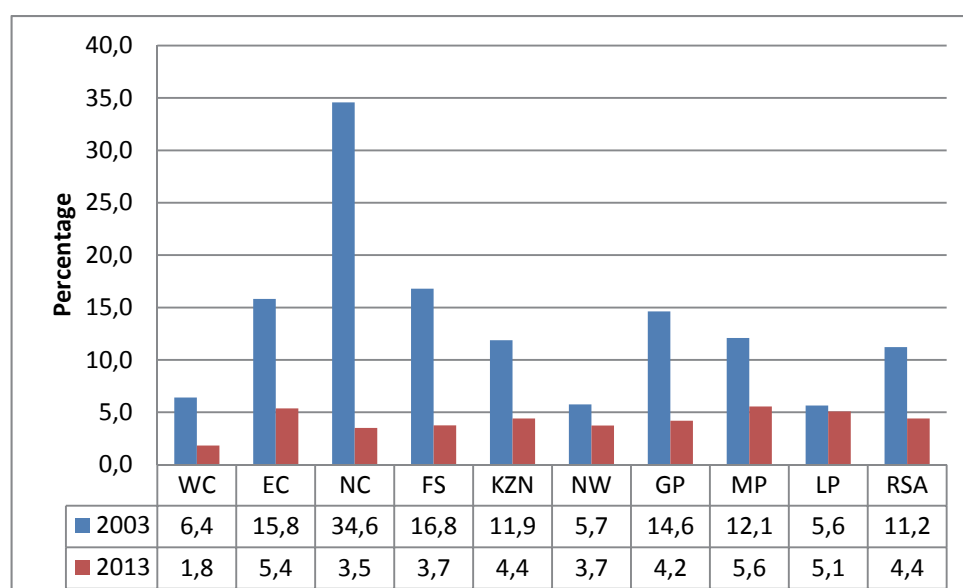
Province	2003					2013				
	Time category (per cent within province)					Time category (per cent within province)				
	1–15 minutes	16–30 minutes	31–60 minutes	> 60 minutes	Total	1–15 minutes	16–30 minutes	31–60 minutes	> 60 minutes	Total
Western Cape	89,4	4,2	0,3	6,1	100,0	87,6	10,6	1,6	0,2	100,0
Eastern Cape	70,8	13,4	4,7	11,1	100,0	78,7	16,0	4,4	1,0	100,0
Northern Cape	55,6	9,8	0,7	33,8	100,0	73,6	22,9	3,5	0,0	100,0
Free State	71,9	11,3	2,6	14,2	100,0	84,3	11,9	1,8	2,0	100,0
KwaZulu-Natal	70,7	17,4	5,7	6,2	100,0	75,7	19,9	3,4	1,0	100,0
North West	81,9	12,3	2,1	3,7	100,0	82,3	14,0	3,4	0,3	100,0
Gauteng	78,3	7,1	0,6	14,0	100,0	79,0	16,8	3,7	0,4	100,0
Mpumalanga	71,9	16,0	3,2	8,9	100,0	77,3	17,2	4,5	1,1	100,0
Limpopo	82,0	12,3	2,7	2,9	100,0	75,2	19,7	3,9	1,2	100,0
RSA	75,5	13,2	3,5	7,8	100,0	78,5	17,1	3,6	0,8	100,0
Geographic location										
Metropolitan	80,6	15,5	2,6	1,4	100,0	83,0	14,0	2,4	0,6	100,0
Urban	77,5	16,5	4,4	1,5	100,0	82,3	13,9	3,1	0,7	100,0
Rural	72,4	21,0	5,6	1,1	100,0	73,7	20,5	4,6	1,1	100,0

Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

In 2003 Metropolitan areas did not include Buffalo City and Mangaung.

The majority of users of bus services reached their nearest bus station within 15 minutes, as indicated in the preceding table (78,5%). Seventeen per cent took 16 to 30 minutes walking to the bus stop, and a negligible percentage (1%) of households indicated that they walked longer than an hour to reach a bus station.

Amongst the persons walking less than 15 minutes to the nearest bus station, Western Cape (87,6%), North West (82,3%) and Gauteng (79,0%) were the most significant contributors. Households in the Northern Cape were more likely than any other province to walk 16 to 30 minutes to the bus station (22,9%), followed by KwaZulu-Natal (19,9%). Mpumalanga and Limpopo share almost equivalent percentages across all time ranges, with approximately 5% who walked more than 30 minutes to the nearest bus stop.

Figure 9.11: Percentage of households who used buses during the calendar month preceding the survey who walked for more than 30 minutes to the nearest bus station by province, 2003 and 2013

Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

Figure 9.11 indicates that there has been a significant change in access to bus stations for those who made use of buses between 2003 and 2013. The percentage of households who walked more than 30 minutes to reach a bus station decreased from 11,2% to 4,4% during this time period. The most significant decreases occurred in the Northern Cape (from 34,6% to 3,5%), Free State (from 16,8% to 3,7%) and Gauteng (from 14,6% to 4,2%). Access time remained unchanged in Limpopo province.

Table 9.16: Reasons for not having used buses in the calendar month preceding the survey by province, 2003 and 2013

Year	Reasons	Province (per cent within province, all reasons combined)									
		WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
2003	Not available	24,5	52,1	36,3	39,5	29,0	25,3	20,7	28,4	12,2	27,8
	Prefer train	8,8	8,9	9,6	14,5	14,1	22,9	18,3	17,1	11,9	14,5
	Prefer taxi	2,4	0,1	0,6	0,2	0,6	0,5	3,4	0,2	0,0	1,4
	Prefer private transport	20,3	7,0	12,7	11,3	11,9	9,3	18,3	9,6	5,0	13,0
	Can walk	3,6	2,6	6,4	4,9	1,3	2,9	2,4	2,2	3,2	2,8
	Don't travel much	6,1	8,9	15,2	13,3	7,2	13,2	6,0	14,7	11,6	8,9
	Reasons relating to service attributes	33,1	19,8	17,8	15,3	35,3	23,4	29,8	26,5	55,1	30,5
	Other	1,1	0,6	1,4	1,1	0,7	2,3	1,2	1,3	1,0	1,1
	Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0
2013	Not available	22,3	49,3	37,8	38,3	41,4	30,9	24,9	27,2	16,0	30,5
	Prefer train	9,6	9,9	12,7	19,5	12,1	17,4	12,9	18,7	23,4	13,8
	Prefer taxi	2,4	0,3	0,0	0,2	0,7	0,4	1,5	0,2	0,4	1,1
	Prefer private transport	20,3	8,2	11,4	10,8	8,4	10,6	16,6	11,4	9,8	13,4
	Can walk	7,9	4,1	15,1	3,7	2,0	5,5	5,2	4,3	6,5	5,2
	Don't travel much	6,0	5,6	10,0	7,5	3,3	10,1	5,3	7,6	7,9	6,0
	Reasons relating to service attributes	30,8	21,9	12,0	19,5	31,7	24,1	32,7	30,1	35,5	29,3
	Other	0,7	0,7	0,9	0,5	0,4	1,0	0,8	0,6	0,7	0,7
	Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0

Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

Table 9.16 summarises the main reasons why a bus was not used for 2003 and 2013 during the calendar month preceding the survey. Even though the categories of the two years were reasonably comparable, the question was simplified in 2013 by not allowing the respondent to mark an unlimited number of options, but to request only two main reasons. In 2003 and 2013, the main reason provided for not using a bus was that bus services were not available. There was a slight increase in the percentage of households who cited this as a problem from 27,8% to 30,5%. The second most important reason given was reasons related to bus service attributes. This was true for 2003 as well as 2013, and approximately 30% of households provided service related reasons for not using a bus service in both surveys.

It appears as if buses are not competing with taxis, as the only other transport modes that were preferred to buses were trains (approximately 14% in both years) and private transport (13% in both years). Bus users in Limpopo and Northern Cape were significantly less likely to have problems with service attributes as reasons for non-use in 2013 than in 2003. In the case of Limpopo, the percentage decreased from 55,1% in 2003 to 35,5% in 2013, and in Northern Cape from 17,8% to 12,0%. Free State bus users were more likely to complain about service attributes in 2013 than in 2003 (19,5% v. 15,3%).

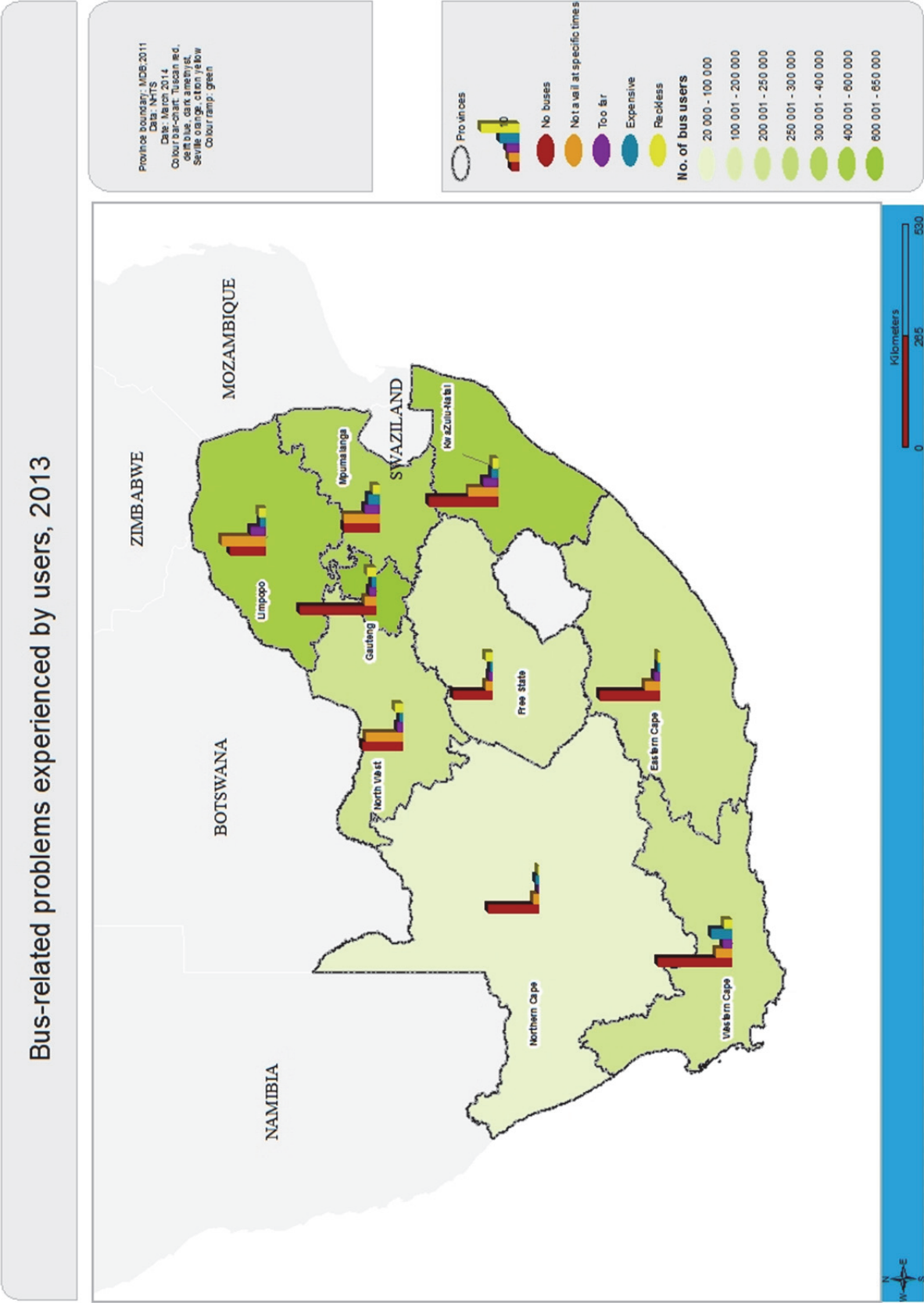
Table 9.17: Dissatisfaction with bus services by province, 2013

Attributes of the bus service	Province (per cent across provinces, within RSA)									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
The distance between the bus stop and your home	5,3	8,0	0,8	3,5	23,1	7,7	18,3	12,7	20,8	100,0
The travel time by bus	6,7	8,2	3,6	5,3	13,0	5,3	35,2	8,8	13,9	100,0
Security on the walk to/from the bus stop	10,1	5,8	0,4	4,0	22,6	8,8	19,3	12,8	16,2	100,0
Security at the bus stops	10,4	5,8	0,5	4,3	23,6	8,4	19,1	12,3	15,6	100,0
Security on the buses	8,9	4,5	0,6	3,6	24,7	9,4	20,0	12,9	15,4	100,0
The level of crowding in the bus	6,8	6,9	0,4	3,7	22,5	9,2	17,5	13,6	19,5	100,0
Safety from accidents	8,8	6,2	0,4	3,5	21,1	8,2	20,4	11,9	19,5	100,0
The frequency of buses during peak period	6,1	8,0	0,3	3,5	23,8	8,6	19,9	11,5	18,5	100,0
The frequency of buses during off-peak period	7,4	8,0	0,3	3,6	23,1	9,3	19,7	11,6	17,1	100,0
The punctuality of buses	7,8	6,3	0,4	2,8	21,0	9,1	23,3	11,5	17,9	100,0
The bus fares	13,0	3,5	0,4	3,7	21,8	6,7	22,9	12,2	15,9	100,0
The facilities at the bus stop, e.g. toilets, offices	7,9	7,3	0,5	4,2	19,6	8,8	19,0	10,9	21,7	100,0
Behaviour of the bus drivers towards passengers	7,6	3,6	0,3	3,9	22,0	11,4	20,1	11,6	19,6	100,0
The bus service overall	7,6	5,6	0,4	3,7	21,9	11,3	18,9	12,9	17,7	100,0
Availability of information	8,8	6,2	0,3	2,1	24,2	10,2	20,0	11,1	17,1	100,0
Attributes of the bus service	Province (per cent within province)									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
The distance between the bus stop and your home	2,4	3,5	1,8	3,1	6,9	5,5	3,3	8,7	10,9	5,1
The travel time by bus	0,5	0,6	1,5	0,8	0,7	0,7	1,1	1,1	1,3	0,9
Security on the walk to/from the bus stop	5,6	3,1	1,2	4,4	8,4	7,8	4,3	10,8	10,5	6,3
Security at the bus stops	5,8	3,2	1,4	4,8	8,9	7,6	4,3	10,5	10,2	6,4
Security on the buses	4,1	2,1	1,4	3,3	7,7	7,0	3,8	9,1	8,4	5,3
The level of crowding in the bus	5,0	5,1	1,4	5,5	11,2	11,1	5,3	15,5	17,0	8,5
Safety from accidents	4,1	2,8	0,9	3,3	6,6	6,1	3,9	8,5	10,7	5,3
The frequency of buses during peak period	3,2	4,1	0,9	3,6	8,3	7,2	4,2	9,2	11,3	5,9
The frequency of buses during off-peak period	4,1	4,4	0,9	4,0	8,6	8,3	4,4	9,8	11,1	6,3
The punctuality of buses	3,6	2,9	0,9	2,6	6,5	6,9	4,4	8,2	9,8	5,3
The bus fares	5,7	1,5	0,8	3,2	6,4	4,7	4,1	8,2	8,2	5,0
The facilities at the bus stop, e.g. toilets, offices	6,1	5,6	2,3	6,6	10,2	11,1	6,0	12,9	19,8	8,8
Behaviour of the bus drivers towards passengers	2,7	1,3	0,5	2,9	5,3	6,7	3,0	6,4	8,3	4,1
The bus service overall	2,8	2,0	0,7	2,7	5,4	6,7	2,8	7,2	7,6	4,2
Availability of information	4,0	2,8	0,7	1,9	7,5	7,6	3,8	7,8	9,3	5,3

Households who were most likely to be dissatisfied about the distance between the bus stop and their home, lived in KwaZulu-Natal (23,1%), Limpopo (20,8%) and Gauteng (18,3%). Most of the households who were dissatisfied with facilities at bus stops live in Limpopo (21,7%), KwaZulu-Natal (19,6%) and Gauteng (19,0%).

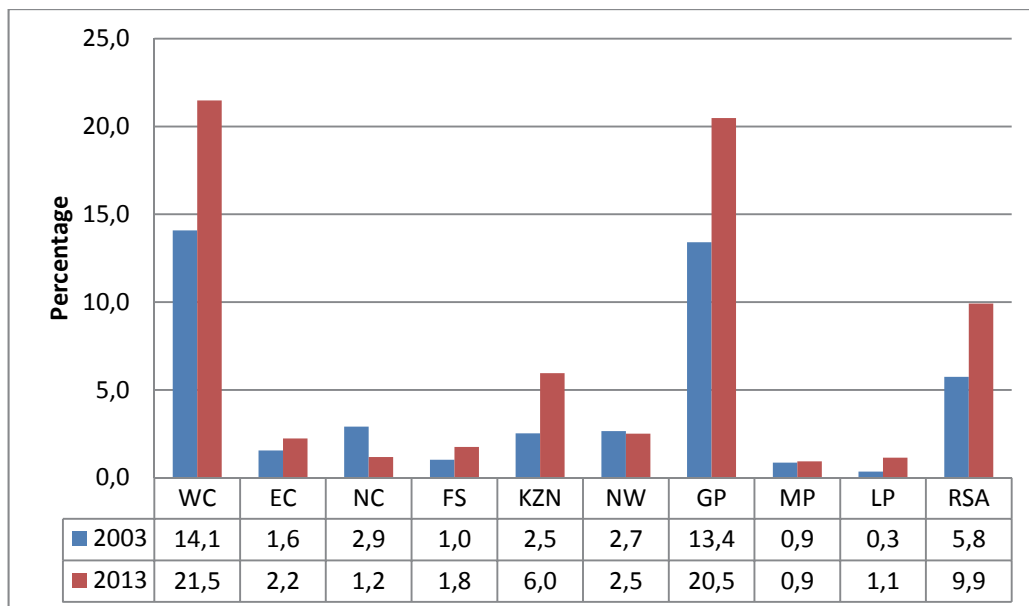
When within-province-percentages were used (bottom half of table), it becomes evident that the facilities at bus stops are a problem for significantly more households in Limpopo (19,8%), Mpumalanga (12,9%), North West (11,1%) and KwaZulu-Natal (10,2%) than in other provinces, whilst crowding on buses is significant in Limpopo (17,0%) and Mpumalanga (15,5%). Security at the bus stop, on the buses and on the walk to the bus stop was of concern to approximately 10% of households in Mpumalanga and Limpopo.

Map 9.4: Number of bus using households per province and the nature of transport related problems experienced, 2013



9.8 Use of trains

Figure 9.12: Percentage of households who used trains during the calendar month preceding the survey by province, 2003 and 2013



Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

Only 10% of South African households made use of trains during the calendar month preceding the survey. This is four percentage points higher than in 2003, when only 5,8% made use of trains. In 2013 the only provinces where significant percentages of households used trains were Western Cape (21,5%) and Gauteng (20,5%) where approximately one in five households accessed this transport mode.

Table 9.18: Time taken to walk to the nearest passenger train station by those who used trains during the calendar month preceding the survey, by province, 2003 and 2013⁵

Province	2003					2013				
	Time category (per cent within province)					Time category (per cent within province)				
	1–15 minutes	16–30 minutes	31–60 minutes	60 minutes and more	Total	1–15 minutes	16–30 minutes	31–60 minutes	60 minutes and more	Total
Western Cape	42,7	39,2	15,4	2,8	100,0	43,7	40,2	14,1	2,1	100,0
Eastern Cape	44,3	48,1	5,6	2,0	100,0	24,4	62,9	10,9	1,8	100,0
Northern Cape	8,2	32,4	39,6	19,8	100,0	16,7	16,0	37,0	30,4	100,0
Free State	33,9	19,3	29,4	17,4	100,0	0,0	36,9	27,3	35,7	100,0
KwaZulu-Natal	51,8	39,7	8,0	0,6	100,0	42,4	36,5	18,8	2,2	100,0
North West	20,2	38,7	35,1	6,0	100,0	54,3	14,3	31,4	0,0	100,0
Gauteng	51,0	32,7	14,2	2,1	100,0	35,0	39,3	23,2	2,6	100,0
Mpumalanga	23,6	0,0	76,4	0,0	100,0	100,0	0,0	0,0	0,0	100,0
Limpopo	25,8	11,6	16,7	45,9	100,0	0,0	0,0	0,0	0,0	0,0
RSA	47,1	35,5	14,7	2,7	100,0	38,4	39,6	19,4	2,5	100,0

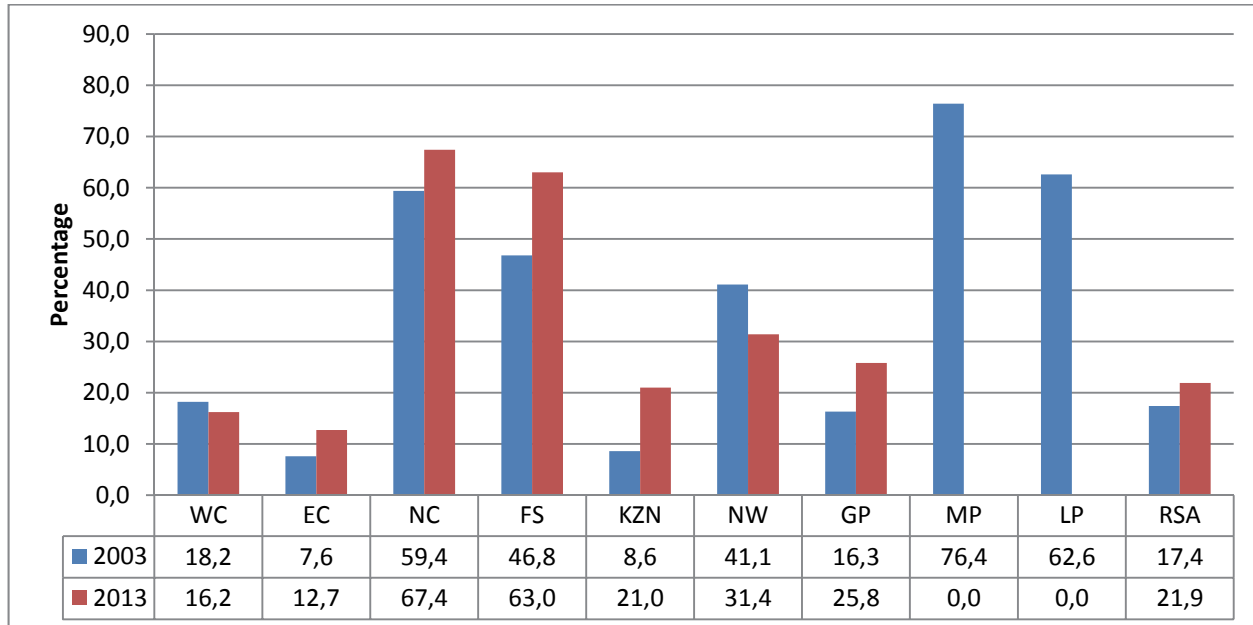
Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

⁵Very few individuals in Limpopo and Mpumalanga indicated train use and none of the respondents in Limpopo completed the question related to the time it takes to get to the nearest train station.

Time taken for households to walk to the nearest passenger train station is summarised in Table 9.18. It is evident that nearly four out of ten households across the country took sixteen to thirty minutes to walk to the nearest passenger train station with 35,5% in 2003, followed by 39,6% in 2013 that indicated that they walked for fifteen minutes or less. About 2,5% of all households walked for more than an hour to the nearest passenger train station.

In 2013, Mpumalanga had the highest proportion of households that walked fifteen minutes or less to the nearest passenger train station, followed by North West with 54,3%. Again, high percentages were found in the Western Cape (43,7%) and KwaZulu-Natal (42,4).

Figure 9.13: Percentage of households who used trains during the calendar month preceding the survey and walked more than 30 minutes to the nearest train station by province, 2003 and 2013



Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

Figure 9.13 shows that nationally there has been an increase between 2003 and 2013 in the percentage of households that walked more than 30 minutes (from 17,4 to 21,9%). More than 50% of households in Free State walked for more than 30 minutes, with an eight percentage point increase since 2003. The low number of train users in Mpumalanga and Limpopo and the low response rates amongst them for the time it takes to walk to train station make this finding statistically non-reliable. North West is the only province where there has been a statistically significant decrease in the percentage of households who walked for more than 30 minutes: from 41,1% in 2003 to 31,4% in 2013. The most significant increases in walking time during this time period occurred in the Free State (from 46,8% to 63,0%), KwaZulu-Natal (from 8,6% to 21,0%) and Gauteng (from 16,3% to 25,8%).

Table 9.19: Reasons for not having used trains during the past month by province, 2003 and 2013

Year	Reason	Province (per cent within province, all reasons combined)									
		WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
2003	Not available	22,8	71,5	38,8	52,4	62,8	47,7	17,6	64,8	81,8	48,2
	Prefer bus	6,2	4,6	9,8	8,2	6,2	15,6	16,0	8,6	1,7	9,1
	Prefer taxi	0,9	0,6	1,3	0,4	2,0	3,5	1,4	2,8	0,4	1,5
	Prefer private transport	20,4	5,5	11,4	10,2	8,2	7,1	19,6	6,0	2,1	11,3
	Can walk	3,2	1,2	5,3	3,8	0,6	1,7	2,3	1,3	0,1	1,8
	Don't travel much	6,8	4,4	20,2	14,1	2,3	9,0	6,4	6,1	2,3	6,1
	Reasons relating to service attributes	37,9	12,0	11,3	10,3	17,6	13,2	35,4	10,2	11,4	21,2
	Other	1,8	0,2	1,8	0,7	0,2	2,3	1,3	0,2	0,1	0,9
	Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0
2013	Not available	41,8	78,1	69,4	69,6	79,5	80,8	37,8	88,7	95,2	67,0
	Prefer bus	5,1	2,3	4,4	4,1	1,6	2,0	6,5	1,3	1,1	3,4
	Prefer taxi	0,5	0,2	0,0	0,6	0,2	0,1	0,3	0,2	0,0	0,2
	Prefer private transport	20,6	6,8	7,2	7,9	4,7	4,1	17,5	2,5	1,3	9,4
	Can walk	1,9	0,8	1,6	0,6	0,2	0,3	1,6	0,1	0,3	0,9
	Don't travel much	2,2	1,2	8,0	8,6	0,8	2,6	3,6	2,0	0,2	2,5
	Reasons relating to service attributes	27,6	10,4	9,2	7,9	12,8	9,9	32,0	5,3	1,8	16,3
	Other	0,3	0,2	0,2	0,7	0,1	0,2	0,7	0,0	0,0	0,3
	Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0

Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

Table 9.19 summarises the main reasons why a train was not used during the past calendar month as found in the 2003 and 2013 surveys. Even though the categories of the two years were reasonably comparable, the question was simplified in 2013 by not allowing the respondent to mark an unlimited number of options, but to request only two main reasons.

The availability of train services remains the main stumbling block hindering more frequent train use. For the Eastern Cape, that never had an extensive rail network, unavailability of trains remained the same over time at approximately 78%. In all other provinces where train services generally shrank there has been a noticeable increase in the percentage of households who indicated that they did not use trains because they were not available. Nationally, unavailability as a reason increased from 48,2% to 67%. A preference for private transport was only provided by a significant percentage of households in Western Cape (20,6%) and Gauteng (17,5%). Reasons related to service attributes made up the remainder of the problems. As in 2003, these kinds of problems predominated amongst users in Western Cape (28%) and Gauteng (32%), which is much higher than the national average of 16,3%.

Table 9.20: Dissatisfaction with train services by province, 2013

Attributes of the train service	Province (per cent across provinces, within RSA)									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
The distance between the train station and your home	22,2	3,1	0,1	0,5	10,2	1,4	61,6	0,4	0,6	100,0
The travel time by train	8,2	5,6	4,2	4,9	16,2	4,5	37,6	7,4	11,5	100,0
Security on the walk to/from the station	31,3	2,5	0,1	0,3	9,4	1,0	54,6	0,2	0,5	100,0
Security at stations	28,4	2,3	0,1	0,3	11,7	1,5	55,2	0,3	0,3	100,0
Security on the train	31,4	1,9	0,1	0,2	9,4	1,0	55,7	0,2	0,2	100,0
The level of crowding in the train	29,0	2,5	0,1	0,2	8,1	1,0	58,4	0,2	0,4	100,0
Safety from accidents	25,3	1,8	0,1	0,5	8,2	1,1	62,2	0,4	0,3	100,0
The frequency of trains during peak period	23,8	2,3	0,1	0,3	9,1	1,1	62,8	0,4	0,1	100,0
The frequency of trains during off-peak period	26,4	2,1	0,1	0,3	9,2	1,2	60,2	0,3	0,3	100,0
The punctuality of trains	27,5	1,9	0,1	0,4	8,3	0,8	60,5	0,3	0,2	100,0
The train fares	38,2	2,2	0,1	0,9	3,9	0,8	53,3	0,4	0,2	100,0
The facilities at the stations e.g. toilets, offices	33,1	2,2	0,1	0,3	8,3	1,2	54,4	0,2	0,3	100,0
The train service overall	29,4	2,2	0,1	0,3	7,7	1,1	59,0	0,1	0,1	100,0
Attributes of the train service	Province (per cent within province)									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
The distance between the train station and your home	9,1	1,2	0,3	0,4	2,8	0,9	10,2	0,2	0,3	4,7
The travel time by train	0,4	0,3	1,2	0,5	0,6	0,4	0,8	0,6	0,7	0,6
Security on the walk to/from the station	13,0	1,0	0,2	0,2	2,6	0,7	9,2	0,1	0,2	4,7
Security at stations	6,8	0,5	0,1	0,2	1,9	0,6	5,4	0,1	0,1	2,7
Security on the train	10,9	0,7	0,1	0,1	2,2	0,5	7,8	0,1	0,1	3,9
The level of crowding in the train	16,5	1,4	0,3	0,3	3,1	1,0	13,6	0,2	0,3	6,5
Safety from accidents	5,5	0,4	0,1	0,2	1,2	0,4	5,5	0,1	0,1	2,5
The frequency of trains during peak period	8,2	0,8	0,2	0,2	2,1	0,6	8,8	0,2	0,0	4,0
The frequency of trains during off-peak period	10,0	0,8	0,2	0,2	2,3	0,7	9,3	0,1	0,1	4,3
The punctuality of trains	12,6	0,9	0,3	0,3	2,6	0,6	11,3	0,2	0,1	5,2
The train fares	5,7	0,3	0,0	0,3	0,4	0,2	3,2	0,1	0,0	1,7
The facilities at the stations e.g. toilets, offices	11,1	0,7	0,1	0,2	1,9	0,6	7,4	0,1	0,1	3,8
The train service overall	10,1	0,8	0,1	0,2	1,8	0,6	8,2	0,1	0,0	3,9

Nationally, about 6,5% of households were dissatisfied with the level of crowding in the trains , followed by the punctuality of trains (5,2%), security on the walk to the station (4,7%) and distance between the train station and home (4,7%).

High percentage of households that were dissatisfied with the train services were found in the Western Cape and Gauteng. In the Western Cape, there were high levels of dissatisfaction with crowding (16,5%), security on the walk to the station (13%), punctuality of trains (12,6%) and facilities at the stations (11,1%). In Gauteng, it was a similar, about 13,6% households were not content with the level of crowding in the trains, punctuality of trains (11,3%) and the distance between the train station and homes (10,2%).

10. Technical notes

10.1 The questionnaire

The NHTS questionnaire was largely based on the 2003 questionnaire. However, it was revised based on emerging information needs, the need to standardise certain questions from a Stats SA perspective and the technological requirements for scanning and processing. A copy of the questionnaire is available in the metadata.

Table 10.1: Contents of the questionnaire

Section	Content	Number of questions
Cover page	The cover page of the NHTS questionnaire contains information for use by the fieldworker (FW). It also contains details that enable the tracking of the questionnaires by Head Office as well as the provincial and district offices.	17
Demography section	Demographic questions (e.g. gender, age, education) which are completed for all household members regardless of age.	8
Section 1	Household characteristics, social grants and general functioning for each individual in the household.	4
Section 2	General travel patterns and modes of transport used.	6
Section 3	Education and education related travel patterns.	14
Section 4	Work related travel patterns	28
Section 5	Business trips	5
Section 6	Other travel patterns including migrant labour and vacation trips	11
Section 7	General household information such as dwelling type, income and income sources, ownership of vehicles, etc.	11
Section 8	Attitudes and perceptions about transport and levels of satisfaction with the different public transportation modes. Language used during interview.	16
Back page	The final page is for office use. A table for general comments is also supplied. Here you have to record the question number, person number, and the general comments.	2

10.2 Transport Analysis Zones

During 2010, the Department of Transport contracted TRCAfrica to update the Transport Analysis Zones (TAZs) used for the NHTS 2003 based on the most recent boundaries of the Municipal Demarcation Board (MDB). The findings and data for this were presented in 2011 to the Department of Transport and Stats SA. The Geography division within Stats SA then set out to create a link between these TAZs and the enumeration areas as demarcated for Census 2011. This process will be discussed in more detail in this section.

The biggest part of the linking process was automated the using intersection method and the ArcGIS 9.3 software and the following datasets were used for this process:

1. TAZ 2011 (as obtained from TRCAfrica)
2. EA 2011
3. Dwelling frame
4. Imagery (aerial photo, SPOT 5)

These zones were then linked to the Census 2011 EAs to form part of the sampling frame.

10.3 Sampling and weighting

The sample design for the National Household Travel Survey (NHTS) 2013 was based on the Census 2011 enumeration areas (EAs) frame and was based on two-staged random stratified sampling. Firstly, a sample of 5 034 primary sampling units (PSUs) was selected from the Census dwelling frame, with stratification at TAZ and provincial levels. Twenty-two of these PSUs were vacant and 51 341 dwelling units (DUs) were sampled from the remaining 5 012 PSUs. Of the sampled DUs there were 849 DUs for which no questionnaires were received or

completed. Amongst the 5 012 PSUs there were 4 957 PSUs that had at least one responding household. Furthermore, 5 PSUs had all sampled DUs with 'out-of-scope' households, while the remaining 50 PSUs had sampled DUs without responding households. More details about this can be found in the technical report.

The adjusted weights for the National Household Travel Survey (NHTS) 2013 full sample were obtained by applying three adjustments to the base-weights (also known as design weights). The first adjustment was applied to account for PSU natural growth; the adjustment factors were truncated at the 99th percentile (which was 2.32432) in an attempt to minimise the sample variation. The second adjustment was applied to account for the EAs with fewer than 25 households excluded during the survey design (i.e. adjustment for the Take-none portion), and the third was the non-response adjustment. There were two types of non-response adjustments: PSU non-response adjustment and household non-response adjustment. The PSU non-response adjustment was applied at the stratum level, whereas the household non-response adjustment was applied at the PSU level.

The final calibrated weights were constructed by calibrating the adjusted design weights to the known population estimates as control totals using the 'Integrated Household Weighting' method. The lower bound for the calibrated weights was set equal to 50 when computing the calibrated weights with the StatMx software.

Table 10.2: Sample distribution across provinces

Province	Number of PSUs	Average number of dwelling units per PSU	Total number of dwelling units
Western Cape	559	10	5 528
Eastern Cape	710	11	7 497
Northern Cape	206	10	2 103
Free State	350	10	3 601
KwaZulu-Natal	965	10	9 806
North West	388	9	3 628
Gauteng	1 025	10	10 683
Mpumalanga	366	10	3 794
Limpopo	443	11	4 701
RSA	5012	10	51 341

10.4 Data collection

Data collection consisted of three phases: pre-enumeration, enumeration and post-enumeration as depicted in Figure 10.1. The primary activities during pre-enumeration are planning and publicity. The main purpose of publicity is to inform the potential respondents and stakeholders of the upcoming survey and its purpose. The publicity process was planned to be conducted a week before data collection commenced. The actual publicity process was conducted in conjunction with data collection, from 18 February to 20 March 2013. Posters, pamphlets and approach letters were used. The latter were given to gatekeepers, whilst the publicity pamphlets were distributed to selected dwelling units informing the respondent about the purpose and objectives of the survey. During this phase appointments were also arranged with households who could not be interviewed at the time when publicity was conducted.

Map 10.1: PSU sample distribution, 2013

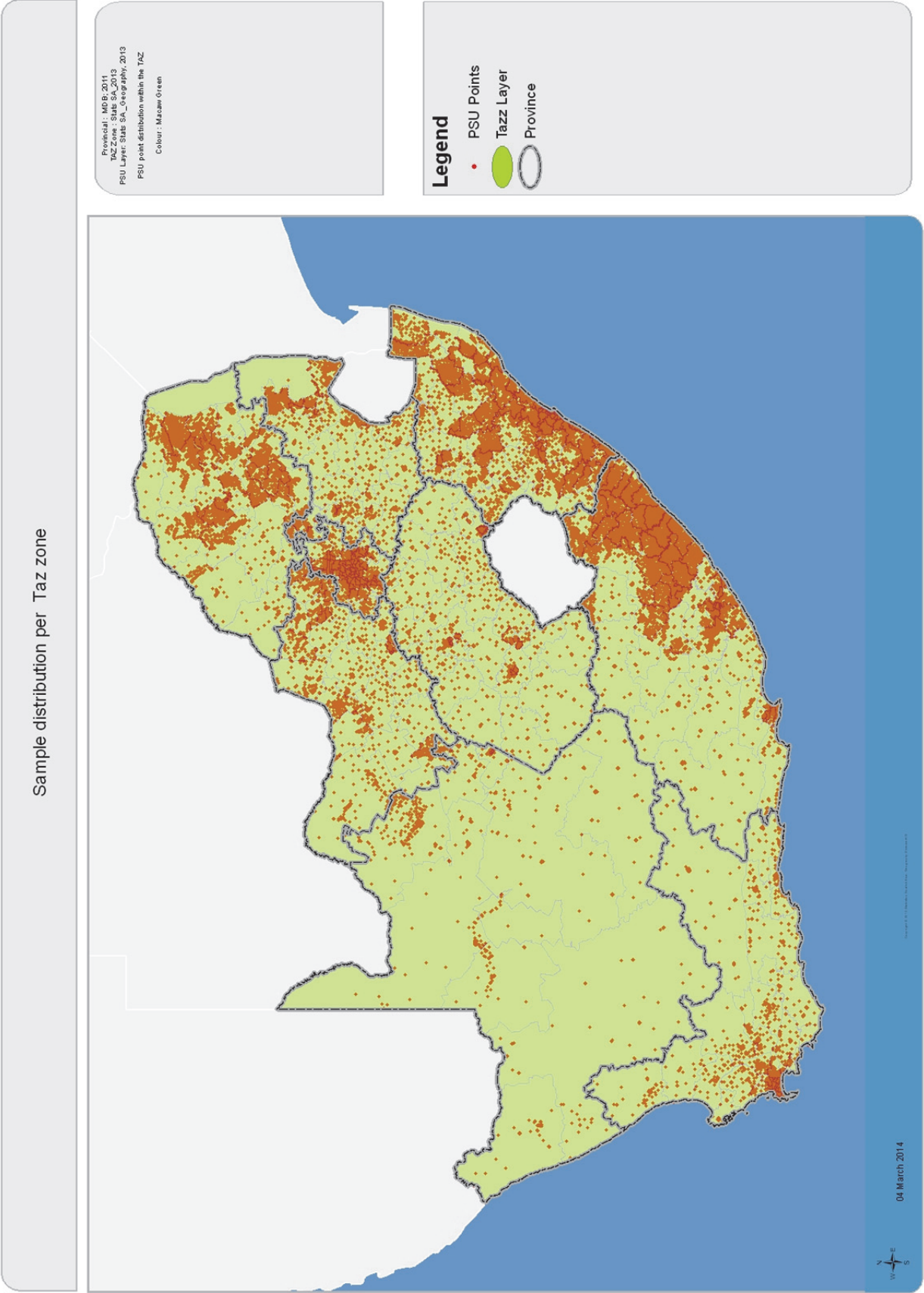
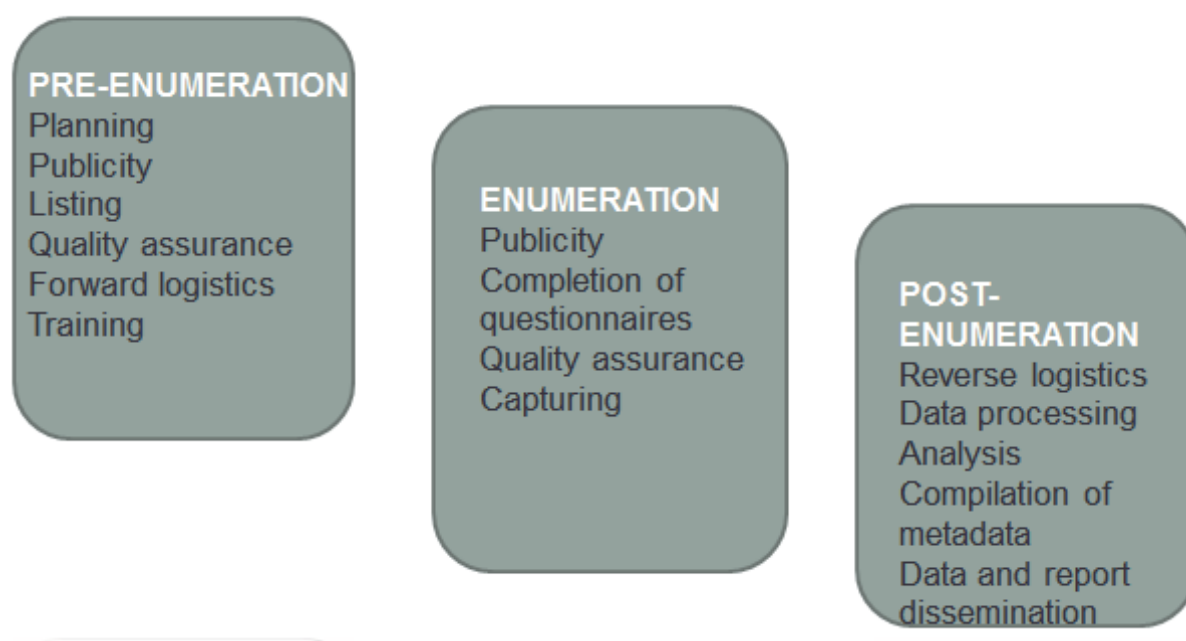


Figure 10.1: Phases of data collection

Data collection training was divided into two phases: national and provincial. Different modules (competencies) were covered during training which included amongst others:

- Map reading and PSU/DU identification
- Listing verification
- Publicity procedures
- Questionnaire completion
- Quality assurance
- Progress reporting

National training was conducted from 28 January to 01 February 2013 in Pretoria, and was attended by 65 trainers representing all nine provinces. They were responsible for provincial training which took place from 05 to 10 February 2013. Each training venue had sub-training venues, comprising between 40 to 50 trainees per venue.

Different quality measures were utilised to assess the understanding and competency of the trainees. The following measures were used:

- Evaluation exercises
- Role play
- Group discussions and feedback
- Field practice (questionnaire completion exercise)

Data collection took place from 18 February to 20 March 2013. The data collection structure consisted of four levels as summarised in Table 10.2 below:

A number of quality assurance procedures were implemented by different survey teams. The process was conducted by the provincial QAs, Head Office QAs, the FWCs/DSCs and the DMs in certain districts. The main role of the quality assurance team was to check quality of all questionnaires and verify non-responses. The roles of quality assurers were highlighted in the QA manual with all the reporting forms attached and explained.

The following were the key roles of Quality Assurers:

- Checking that the correct PSUs and dwelling units have been visited;
- Checking that survey instruments are correctly completed;
- Checking that fieldwork procedures are correctly followed including ensuring the confidentiality of completed survey instruments;
- Support by sharing information about the problems encountered by other field teams and solutions that they adopted to avoid recurrence of similar situations and giving feedback to other members of the field team on issues that concern them;
- Checking that all other survey related documents are correctly completed including admin documents; and
- Reinforce the training of field staff and retrain if the need arises during fieldwork.

More details about the data collection and quality assurance process can be found in the Technical report.

Table 10.3: Data collection staffing framework with roles and responsibilities

Level	Responsibilities
Provincial Survey Coordinator (PSC)	The Provincial Survey Coordinator is responsible for the administration and management of the NHTS activities at provincial level.
Fieldwork Coordinator (FWC)	The Fieldwork Coordinator reports to the Provincial Survey Coordinator for NHTSrelated content matters and the District Manager on administrative matters. He/she is also in charge of the overall administration, management and implementation of NHTS activities at the district level.
Fieldwork Supervisor (FWS)	The Fieldwork Supervisor reports to the District Survey Coordinator and is responsible for the supervision of the processes of publicity, listing and enumeration. The Fieldwork Supervisor will be in charge of approximately four Fieldworkers specifically assigned under his/her supervision.
Fieldworker (FW)	The Fieldworker is responsible for the publicity, listing and enumeration in the assigned EA.

As can be seen in Table 10.4 below, a total of 800 Fieldworkers, 267 Supervisors and 52 District Fieldworker Coordinators were contracted for the survey. Their numbers and distribution per province were largely determined by the distribution of the sampled dwelling units.

Table 10.4: Contract fieldwork force

Province	No. of Fieldworkers	No. of Supervisors	No. of Fieldworker Coordinators
Western Cape	79	26	8
Eastern cape	46	15	5
Northern Cape	211	70	5
Free State	159	53	11
KwaZulu-Natal	59	20	5
North West	54	18	3
Gauteng	65	22	4
Mpumalanga	30	10	5
Limpopo	97	33	6
RSA	800	267	52

10.5 Response rates

The mapping of the 'final result' to the three response status categories ('Resp_Code') is provided in Table 10.4, where response code 1=Respondent, 2=Non-respondent, and 3=Out-of-scope. The table also shows the percentage of households in each category.

Table 10.5: Mapping of result codes to the response status categories and percentage of households in each category

Result code	Label	Response code	Frequency	Per cent
11	Completed	1	43389	83,6
12	Partly Completed	1	118	0,2
21	Non-contact	2	5409	10,4
22	Refused	2	2345	4,5
31	Unoccupied	3	26	0,1
32	Vacant	3	8	0,0
33	Demolished	3	2	0,0
34	New dwelling under construction	3	2	0,0
Missing or Invalid	Missing or Invalid codes	3	605	1,2

Table 10.5 summarises the response rates obtained nationally and in each province. The national response rate is slightly lower than that of the NHTS 2003, which was 86,6%. However, the decrease is in line with a general decrease in response rates for household surveys noted over the same time period.

Table 10.6: National and provincial level response rates

Province	NHTS 2013
Western Cape	80,5
Eastern Cape	82,5
Northern Cape	83,2
Free State	85,1
KwaZulu-Natal	86,5
North West	86,1
Gauteng	80,3
Mpumalanga	83,6
Limpopo	84,4
RSA	83,3

10.6 Limitations of the study

The sample design is such that households and individuals who live in institutions such as boarding houses, residential hotels, military barracks and hospital accommodation were excluded. The study was executed within a limited time frame and with contract survey officers. Training had to start after the December holidays and fieldwork had to be completed before travel patterns changed for the Easter school holidays at the end of March. Given that the Stats SA provincial offices are occupied with other surveys throughout the course of the year, executing an ad hoc survey albeit with contract workers placed additional strain on their organisation resources. Even though care was taken to train the survey officers and monitor the implementation of the survey, its sheer scope made it difficult to ensure that the survey is implemented in exactly the same way in all districts. A number of questionnaire printing errors resulted in an addendum being distributed during training in order for errors to be corrected. This may also not have been applied consistently across all provinces.

10.7 Comparability with previous surveys

Even though the importance of maintaining a time series was recognised, advances in technology and questionnaire design, as well as the need to reduce respondent burden, made it necessary to modify some of the questions in the 2013 questionnaire. Since the last survey was executed in 2003, it was decided to start building a new time series using the 2013 questionnaire as the base with five-year intervals moving forward. Where possible, analysis did refer back to 2003. However, if the comparisons were not completely valid, explanatory notes of

differences were provided. A comparative analysis of the questions contained in the 2003 and 2013 questionnaires is contained Annexure B of the technical report.

It is important to note that the possibility of re-weighting the 2003 data to correspond with current provincial boundaries and the most recent population model from a benchmarking perspective, was seriously considered. However, it was eventually decided not to re-benchmark the 2003 data. The main reasons for not re-weighting the 2003 data were:

- 1) One of the biggest sample design challenges faced in 2003 was that the 2001 Census results were not yet processed to such an extent that the sampling frame could be based on the final Census data set.
- 2) In addition to this the sampling statisticians also had problems linking Taz zone boundaries with the Census EA boundaries as the EA did not always correspond with MDB boundaries and GIS technologies were not as advanced as it currently is.
- 3) Thus within the above context re-benchmarking the 2003 data according to the 2011 provincial boundaries may have further compromised sample design integrity and perhaps compound the existing sampling errors.
- 4) If re-benchmarking was done, no adjustment at sub-provincial level would have been possible given the constraints mentioned in points 1 and 2. In practice this would have meant that two sets of weights would have had to be distributed with the 2003 data: a) the new weights for national and provincial data and b) the existing weights for sub provincial analysis. This undoubtedly would have increased the complexity of data set use and increased the possibility of users unintentionally using the wrong weights.

Generally the comparability of the two periods was found to be good for person and household data. However, when interpreting differences it is important to note that due to provincial boundary changes since 2003, significant population shifts have taken place between Gauteng and North West; Mpumalanga and Limpopo; KwaZulu Natal and Eastern Cape and North West and Northern Cape. Tables with comparative statistics at provincial level should therefore be interpreted with care and the focus should be on percentages rather than on absolute numbers. In terms of geographic region comparisons it is therefore important to highlight once again three considerations:

- a) National comparisons of percentages and where the questions are comparable are generally sound. Since models to estimate the population have been refined and updated using the 2011 Census as a further data point, the current revised population estimates for 2003 are different from the population estimates used for benchmarking in 2003. However, these differences are not major.
- b) Provincial boundaries were not the same in 2003 and 2013. In most cases, except perhaps for the Western Cape, provinces have seen population shifts (both additions and subtractions) taking place due to provincial boundary changes. It is difficult to predict how these changes may have influenced reported number and percentage estimates at provincial level if it was possible to re-benchmark the 2003 data using the new provincial boundaries.
- c) Metropolitan areas in 2003 did not include Buffalo City and Mangaung.

The team of statisticians working on the 2013 report also found that the 2003 "attitudes" data file used an unusual weighting system that is quite different from the household weighting system used for the 2013 data on attitudes. It is therefore advisable in the case of attitudes to only use percentages and not compare absolute numbers for attitude related questions.

Glossary

Concept	Definition
Bakkie	A light delivery vehicle (LDV), which is a truck of one ton or less.
Bakkie taxi	In some parts of South Africa, bakkies are used for the conveyance of passengers for reward. Bakkie taxis are fairly common in rural areas where they are used to transport passengers to the main modes of travel or to transport children to school. Bakkies often have canopies when used to transport passengers.
BRT bus	Bus Rapid Transit system bus.
Bus	A road-based public transport vehicle which can carry more than about 18 passengers.
Business trip	A trip taken during the course of one's work for business purposes. Does not include trips to one's usual place of work and focuses on trips 20 km or more away from the usual place of work. Business trip can be a day or overnight trip or both.
Car	A passenger motor vehicle by a private individual for his/her own convenience.
Census Geography	<p>This term refers to the spatial divisions into which the country is demarcated for the purpose of NHTS enumeration as well as to facilitate data processing and analysis, and the reporting of results. The geography is essentially a hierarchical system of areas that vary according to the level of required information. The lowest level of the hierarchy is the enumeration area (EA). These are aggregated upwards into spatial units of varying sizes. The hierarchy is built as follows (From bottom to top, provinces being the top layer):</p> <p>Provinces</p> <p><i>District councils</i></p> <ul style="list-style-type: none"> -Category A (Eight Metros – stand alone, i.e. Tshwane, Johannesburg, City of Cape Town, Ekurhuleni, Nelson Mandela, Buffalo City, Mangaung and eThekweni) -Category C (spanning several local councils) <p><i>Local Councils</i></p> <ul style="list-style-type: none"> -Category B -District Management Areas (DMAs) <p><i>Place names</i></p> <ul style="list-style-type: none"> -Cities, towns, suburbs, townships -Administrative areas, tribal authorities, wards, villages <p><i>Enumeration areas</i></p>
Commuter	According to the Concise Oxford Dictionary, a commuter 'travels daily, especially by train or car to or from work in the city'. This definition does not clarify the position of those who walk to work. Furthermore, in South Africa, common usage associates the word commuter with those who travel to work by public transport. For the purpose of the NHTS a 'commuter' is defined as any person who regularly travels to and from work whether on foot or by motorised transport.
Destination	The end point of a trip.
Domestic workers	A domestic worker is a person employed By a private household to do work such as cleaning, gardening and general household chores, irrespective of whether he/she is paid in cash or in kind. Note that domestic workers may be remunerated in cash (as a wage) or in kind (food, clothes, accommodation may be provided in lieu of a cash wage). Also note the distinction ' By a private household ', this is important, since domestic type work (e.g. cleaning, gardening etc.) that is undertaken by persons for a private business or government, is NOT domestic work.
Dwelling under construction	A dwelling that has not been built completely as yet.
Dwelling unit	A dwelling unit is a structure, part of a structure or group of structures that can be occupied by a household(s).

Concept	Definition
Enumeration area	An EA is the smallest geographical unit into which the country has been divided for census and survey purposes.
Enumeration area type	The EA type is classified according to set criteria profiling land use and human settlement within the area. For NHTS 2013, the following 10 EA types were used: Urban settlements (formal), informal settlements (usually urban), tribal settlements, farms, recreational land, institution, hostels, industrial, small holdings, and vacant land.
Facility	For the purpose of the NHTS a facility is associated with a function, activity or service to which passengers are attracted. Facilities included food and other shops, traditional healers and tribal authorities, municipal. Welfare and post offices, police stations and medical services.
Farms	Farms cover an extensive area. The land is cultivated and the field size is usually quite large. Farm boundaries can be easily distinguished on aerial photos, and are normally fence lines, edges of the fields, roads or rivers. The fields tend to be cultivated with a variety of crops and the crops may differ from season to season and from area to area. The field size will vary and may be affected by the size of the farm, local climate (rainy or not) and the amount of mechanisation on the farm. Most fields on farms are large. Cattle, sheep and other livestock (horses, ostrich and game on a smaller scale) are also reared on farms. These farms have large fenced grazing areas (paddocks) with grass cover grazing.
Gautrain	An 80-kilometre (50 mi) mass rapid transit railway system in Gauteng Province, South Africa, which links Johannesburg, Pretoria, Ekurhuleni and OR Tambo International Airport.
Home	The residential base of a household. In some circumstance individuals may have a second home (migrant labour).
Hostels	Hostels are characterised as single person's accommodation or converted family unit accommodation, consisting of a cluster of buildings. They could be either a 'men's or women's single quarters'. The buildings as well as other facilities such as parking lots are usually situated on a common site (see special Dwelling for further clarification).
Household	A household is defined as a person, or group of persons, who has occupied a common dwelling unit (or part of it) for at least four nights in a week on average during the past four weeks prior to the survey interview. This is described as the '4x4' (four-by-four) rule. Basically, they live together and share resources as a unit. Other explanatory phrases can be 'eating from the same pot' and 'cook and eat together'. Persons, who occupy the same dwelling unit but do not share food or other essentials, are regarded as separate households . For example, people who share a dwelling unit, but buy food separately, and generally provide for themselves separately, are regarded as separate households within the same dwelling unit. Conversely, a household may occupy more than one structure. If persons on a plot, stand or yard eat together but sleep in separate structures (e.g. a room at the back of the house for single young male members of a family), all these persons should be regarded as one household.
Household head/Acting household head	The head of household is the person identified by the household as the head of that household and must (by definition of 'household') be a member of the household. If there is difficulty in identifying the head, the head must be selected in order of precedence as the person who either: <ul style="list-style-type: none"> • Owns the household accommodation, • Is responsible for the rent of the household accommodation, • Has the household accommodation as an allowance (entitlement), <i>etc.</i> • Has the household accommodation by virtue of some relationship to the owner, lessee, <i>etc.</i> who is not in the household, or • Makes the most decisions in the household. <p>If two or more persons have equal claim to be head of the household, or if people state that they are joint heads or that the household has no head, then denote the eldest as the head. Remember that the person who responds may not necessarily be the head of the household. You must ask the respondent who the head of the household is, and record it as that given to you. If the head of the household is an absentee head, i.e. does not reside at the dwelling unit for at least four nights a week, the acting head of the household (as indicated by the respondent) should be recorded as such on page 1 (Question A) of the questionnaire.</p> <p>If you find only children in a household (child headed household), interview the eldest or the one taking responsibility.</p>

Concept	Definition
Household members	Household members include all those that reside at the property for at least four nights a week. Do not include domestic workers as part of the household unless they are paid in kind.
Informal dwelling	A makeshift structure not erected according to approved architectural plans, for example, shacks.
Informal settlements	Informal settlements or 'squatter camps' usually occur on land that has not been proclaimed as residential. One or more structures are usually constructed on land, with or without the consent of the owner or person in charge of the land. These settlements are usually found on the outskirts of towns or in pockets inside towns, along railway lines and roads. They are also found in townships and in tribal areas, but in the latter case such settlements may have been classified as tribal.
Institutions	Institutions are communal places of residence for people with a common characteristic, such as a hospital, school hostel, prison, defense force barracks or convent. Such sets of living quarters usually have certain common facilities shared by the occupants, i.e. baths, lounges, dormitories, etc.
IRT bus	Integrated Rapid Transit system bus.
Learner	A person who regularly attends a pre-school institution, a school, a college, a technikon or any other tertiary education or training institution.
Licence codes	A1 = Small motor bike A = Big motor bike B = Light motor vehicle (LMV) C = Heavy motor vehicle (HMY) Rigid 16000 kg>= C1 = HMY, 3500 kg up to 16000 kg EC1 = Heavy duty vehicle EC = Extra - heavy duty EB = LMV with trailer exceeding 750 kg
Main destination	The place that was visited in order to accomplish the main purpose of the trip.
Main mode of travel	The main mode of travel is the highest mode of travel used in the following hierarchy of travel modes: <ol style="list-style-type: none"> 1. Train 2. Bus 3. Taxi 4. Car driver 5. Car passenger 6. Walking all the way 7. Other
Main purpose of trip	This is the purpose in the absence of which the trip would not have been made to the given destination or would not have been visited. A travel party, that is, a group of people making a trip together, has by convention only one main purpose for the trip. E.g., a person accompanying his/her spouse on a business trip, but the main purpose still being business.
Metered taxi	A sedan, a cab or minibus which contains a meter which enables the operator to charge a passenger a rate per kilometre travelled.
Metropolitan	Covers the six metropolitan municipalities defined by the Municipal Structures Act namely the entire jurisdictions of Cape Town, Ekurhuleni, eThekweni, Nelson Mandela Bay, Buffalo City, Mangaung, Johannesburg and Tshwane.
Minibus-taxi	A 10 to 16 seater vehicle which operated an unscheduled public transport service for reward. Most Minibus-taxis operate to or from a rank.
Mode of travel	Type/ means of transport used for travel purposes. This includes non-motorised transport, e.g. walking all the way, cycling or animal drawn vehicles.

Concept	Definition
Multiple household	Multiple households occur when two or more households live in one sampled dwelling unit. Note: If there are two or more households in the selected dwelling unit and they do not share resources, all households are to be interviewed. The dwelling unit as a whole has been given one chance of selection and all households located there must be interviewed. Note: A separate set of forms must be completed for each household. The cover of the questionnaire requires you to record each household separately. If some members of the selected dwelling unit have moved out of the main dwelling to occupy the backroom within the same yard and no longer share resources with occupants of the selected dwelling, they should be enumerated as a separate (extra) household, provided the dwelling they are occupying is not listed separately, i.e. given a chance of selection. It is also important to first confirm through the listing that other dwellings that form part of the sampled dwelling have not been listed separately.
Non-motorised transport	Any mode of travel without a motor to provide the motive force for the movement of the vehicle.
Overnight trip	A trip where one night or more is spent away from the dwelling unit. Focus was on trips 20 km or more away from the usual place of residence.
Private transport	All forms of motorised transports which were made by individuals in travel modes other than public transport. Thus private transport included car drivers, car passengers and company vehicle.
Public transport	All transport services for which passengers made payment and included trains, buses and taxis.
Recreational land	This is land that is usually used for entertainment purposes, it includes state parks, golf courses, caravan parks, nature reserves, forest areas, state land, public entertainment areas, parks and botanical gardens.
Respondents	This is a person (or persons) responding to questions in the selected dwelling unit. The person should be a member (members) of the household and be in a position to answer the questions. This will preferably be any responsible adult. If you find only children in a household (child-headed household), interview the eldest or the one taking responsibility.
Responsible adult	If the household head is not available for interview, it is possible to speak to another responsible adult in the household.
Rural	A geographic classification applied by Stats SA for the population census, to differentiate the settlement type applicable to households. In this case the settlement type is associated with farming areas, traditional land and other non-urban dwelling places.
Sedan taxi	An unmetered two- or four-door sedan car, which offers a public transport service to paying customers, often as a feeder or distributor service to trains, buses and minibus-taxis.
Sketch map	A sketch map is a hand-drawn map of an area. It is usually constructed in a relatively short time and with the aid of simple tools. Sketch maps do not possess the high order of accuracy contained in topographic maps.
Special dwellings	Special dwellings (SDs) are dwellings or structures not privately occupied by a household but rather meant for individuals with one or more common characteristics. Occupants are usually provided with communal meals served from a common kitchen. Other facilities such as bathrooms and laundries are also shared. These dwellings include institutions such as hospitals, prisons, homes for special care citizens (e.g. aged, disabled, juvenile offenders, etc.), boarding schools and some workers hostels. They are sometimes called <i>non-private dwellings</i> . SDs can constitute one complete EA, but are often found in mixed EAs. <i>Examples of special dwellings:</i> Hotels, motels Hospitals/nursing homes Prisons/reformatories Old age homes Retirement villages Boarding schools applies only to the guests applies only to the patients or nurses applies only to the inmates applies only to the aged applies only to those in frailcare applies only to the students
Traditional dwelling	A dwelling made of clay, mud, reeds or other locally available materials. This is a general term, which includes huts, rondavels, etc. Such dwellings can be found as single units or in clusters.

Concept	Definition
Transfer	A movement from one mode to another or from one vehicle to another, if the transfer is between one train and another or any similar movement.
Transport Analysis Zone	Transport analysis zones are small area subdivisions that serve as the smallest geographic basis for travel demand model forecasting systems.
Travel day	One randomly selected day of the week for which the detailed travel patterns of household members will be recorded.
Travel time	Time between departure from home and arrival at the destination, in other words the door-to-door travel time.
Tribal settlements	This is communally owned land under the jurisdiction of traditional leader. The appearance and organisation of villages in tribal areas varies in different parts of the country. Tribal authorities are found in tribal settlements.
Trip	A one-way movement from an origin to a destination, to fulfil a specific purpose or undertake an activity.
Unoccupied dwelling	A dwelling whose inhabitants are absent at the time of enumeration, e.g. on holiday or migrant workers.
Urban	All areas classified as urban formal or urban informal according to the Census 2001 geographic classification excluding areas classified as metropolitan by the Municipal Demarcation Board.
Urban settlements	Urban settlements (formal) occur on land that has been proclaimed as residential. A formal urban settlement is usually structured and organised. Plots or erven make up a formal and permanent arrangement. A local council or district council control development in these areas. Services such as water, sewage, electricity and refuse removal are provided; roads are formally planned and maintained by the council. This includes suburbs and townships.
Vacant dwelling	A dwelling that is uninhabited, i.e. no sign that anyone lives there.
Vacant stand	A stand, fenced or unfenced, which has no observable structure erected on it.
Vacation trip	Day/overnight trips taken for the purpose of holiday or leisure. Also consider 20 km or more away from household.
Worker	In the case of the NHTS, this term applies to any person who works. No distinction is made between occupational categories or classes.
Workers' hostel	There are many workers' hostels in South Africa and some are quite large. If the hostel has separate rooms for families who cater for themselves, then these rooms are listed separately and are to be treated the same as private dwelling units. If the rooms or dormitories are mostly for single people and they eat in a common place, then they are treated as parts of special dwellings i.e. the beds are listed individually. Some hostels have been partly converted for self-catering families and the other part remains a centrally catered single hostel. In these cases the different parts will have to be treated differently; the self-catering part as dwelling units and the centrally catered part as a special dwelling.

1. Population

1.1 Population group and sex by province, 2013

Province	Thousands														
	Black African			Coloured			Indian/Asian			White			Total		
	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female
Western Cape	1 923	951	971	3 048	1 481	1 567	65	33	31	939	464	475	5 974	2 930	3 044
Eastern Cape	5 839	2 771	3 068	476	229	247	22	11	11	271	124	148	6 608	3 135	3 473
Northern Cape	579	283	296	519	252	267	*	*	*	55	25	30	1 159	565	594
Free State	2 376	1 159	1 218	85	45	40	16	11	*	274	125	149	2 751	1 339	1 412
KwaZulu-Natal	9 190	4 331	4 859	93	45	48	735	359	376	398	189	209	10 416	4 923	5 493
North West	3 266	1 636	1 630	63	30	34	23	12	11	227	110	116	3 579	1 789	1 790
Gauteng	9 645	4 931	4 714	416	194	222	398	200	198	2 171	1 064	1 107	12 630	6 389	6 240
Mpumalanga	3 876	1 884	1 992	36	19	18	11	*	*	184	99	86	4 109	2 009	2 100
Limpopo	5 346	2 531	2 815	10	*	*	46	28	18	90	44	46	5 493	2 606	2 887
South Africa	42 041	20 478	21 562	4 747	2 298	2 450	1 323	665	657	4 610	2 244	2 366	52 720	25 685	27 035

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

1.2 Population by age group, population group and sex, 2013

Thousands															
Age group	Black African			Coloured			Indian/Asian			White			Total		
	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female
0-4	4 508	2 270	2 238	421	212	209	100	51	49	266	135	130	5 294	2 668	2 626
5-9	4 289	2 150	2 139	433	218	215	94	47	46	271	138	133	5 087	2 553	2 534
10-14	4 246	2 122	2 124	449	225	223	94	47	47	289	147	142	5 077	2 542	2 536
15-19	4 300	2 150	2 150	449	225	223	103	52	52	315	160	155	5 167	2 588	2 580
20-24	4 168	2 103	2 064	417	209	208	110	56	54	315	160	155	5 009	2 528	2 482
25-29	3 955	1 994	1 961	376	186	191	118	61	57	295	148	147	4 744	2 390	2 354
30-34	3 587	1 824	1 763	371	180	191	120	64	57	284	141	143	4 363	2 209	2 154
35-39	3 123	1 564	1 560	382	183	199	110	58	52	287	142	145	3 902	1 947	1 955
40-44	2 491	1 186	1 305	350	166	184	98	51	47	322	160	162	3 261	1 562	1 698
45-49	1 866	864	1 001	296	139	157	88	45	43	352	176	176	2 601	1 223	1 378
50-54	1 615	730	885	251	117	134	77	38	39	350	173	177	2 292	1 058	1 235
55-59	1 237	558	679	192	88	105	67	32	34	330	162	168	1 826	839	987
60-64	899	388	511	139	61	79	55	26	30	302	146	156	1 395	620	775
65-69	744	255	490	93	41	53	38	17	21	238	105	134	1 114	417	697
70-74	508	165	343	62	26	37	25	11	14	175	74	101	770	276	494
75+	505	155	350	66	24	42	26	10	16	221	78	142	817	267	550
Total	42 041	20 478	21 562	4 747	2 298	2 450	1 323	665	657	4 610	2 244	2 366	52 720	25 685	27 035

Due to rounding, numbers do not necessarily add up to totals.

1. Population

1.3 Population by province, population group, 2003 and 2013

Province	Thousands										
	2003						2013				
	Total	Black African	Coloured	Indian/Asian	White	Total	Black African	Coloured	Indian/Asian	White	Total
Western Cape	4 720	1 347	2 504	46	823	5 974	1 923	3 048	65	939	
Eastern Cape	6 482	5 687	481	18	296	6 608	5 839	476	22	271	
Northern Cape	8 87	323	454	*	107	1 159	579	519	*	55	
Free State	2 736	2 430	84	*	217	2 751	2 376	85	16	274	
KwaZulu-Natal	9 802	8 393	150	799	460	10 416	9 190	93	735	398	
North West	4 215	3 856	68	11	280	3 579	3 266	63	23	227	
Gauteng	8 910	6 664	340	228	1 679	12 630	9 645	416	398	2 171	
Mpumalanga	3 323	3 095	23	11	193	4 109	3 876	36	11	184	
Limpopo	5 283	5 136	11	10	126	5 493	5 346	10	46	90	
Total	46 358	36 932	4 116	1 129	4 181	52 720	42 041	4 747	1 323	4 610	

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

1. Population

1.4 Population by province and age group, 2013

Province	Thousands							
	Age group							
	0–6 years	7–14 years	15–19 years	20–25 years	26–40 years	41–64 years	65 years and older	Total
Western Cape	748	832	491	635	1 517	1 419	333	5 974
Eastern Cape	1 047	1 130	791	739	1 364	1 137	400	6 608
Northern Cape	161	186	114	118	273	239	68	1 159
Free State	357	409	272	331	649	587	147	2 751
KwaZulu-Natal	1 576	1 845	1 086	1 168	2 401	1 825	516	10 416
North West	527	548	351	387	849	736	180	3 579
Gauteng	1 452	1 552	957	1 392	3 621	3 064	591	12 630
Mpumalanga	618	683	415	499	1 005	710	179	4 109
Limpopo	888	901	690	685	1 125	918	286	5 493
RSA	7 373	8 084	5 167	5 955	12 804	10 636	2 701	52 720

Due to rounding, numbers do not necessarily add up to totals.

2. General travel patterns

2.1 Number of persons by main reason for not travelling in the seven days prior to the interview by province, 2013

Due to rounding, numbers do not necessarily add up to totals.

Main reasons for not travelling	Thousands									
	Province									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Did not need to travel	465	617	75	117	1 173	298	702	267	476	4 190
Financial reasons	84	155	11	11	336	56	191	52	178	1 074
Not well enough to travel/sick	30	49	12	18	90	34	55	36	44	368
Too expensive	26	13	*	*	35	26	53	*	*	177
Not enough time to travel	*	*	*	*	25	*	25	*	17	97
Usual transport not available	*	*	*	*	*	*	*	-	*	14
No available public transport	*	*	-	*	*	*	*	*	*	13
Disabled: unable to leave the house	18	23	*	*	41	*	22	*	16	141
Disabled: transport inaccessible	*	*	*	*	10	*	*	*	*	29
Too old/young to travel	127	311	49	64	717	154	287	216	270	2 196
Worried about safety/security/crime	*	*	*	*	*	*	*	*	*	15
No interest/Nothing to see or do that appeals to me	10	14	*	*	12	*	47	*	13	120
Taking care of children/sick/elderly relative	29	37	*	*	61	35	59	21	47	305
No particular reason	36	108	19	18	140	81	269	40	142	854
Transport strike	-	*	*	-	*	-	-	*	*	4
Other	10	*	*	*	*	12	21	*	*	71
Total	853	1 354	182	266	2 654	722	1 745	664	1 229	9 669

* Number below 10 000 are too small to provide accurate estimates.

2. General travel patterns

2.2 Number of persons by main reason for not travelling in the seven days preceding the survey and age group, 2013

Main reasons for not travelling	Thousands						
	Age group						
	0–6 years	7–14 years	15–19 years	20–25 years	26–40 years	41–64 years	65 years and older
Did not need to travel	476	140	260	704	1 186	1 030	393
Financial reasons	42	33	69	238	392	259	42
Not well enough to travel/sick	*	*	10	23	81	159	77
Too expensive	12	*	10	38	55	48	10
Not enough time to travel	10	*	*	19	34	19	*
Usual transport not available	*	*	*	*	*	*	*
No available public transport	*	*	*	*	*	*	*
Disabled: unable to leave the house	*	10	*	13	31	51	21
Disabled: transport inaccessible	*	*	*	*	*	12	*
Too old/young to travel	1 608	42	*	*	*	140	393
Worried about safety/security/crime	*	*	*	*	*	*	*
No interest/Nothing to see or do that appeals to me	10	*	*	28	36	27	*
Taking care of children/sick/elderly relative	*	-	16	57	123	91	15
No particular reason	84	29	54	152	262	207	65
Transport strike	*	*	*	*	*	-	-
Other	11	*	*	*	23	17	*
Total	2 278	281	453	1 298	2 245	2 070	1 044
							4 190
							1 074
							368
							177
							97
							14
							13
							141
							29
							2 196
							15
							120
							305
							854
							4
							71
							9 669

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

3. Education related travel

3.1 Number of persons attending educational institutions and studying through attending classes or distance learning by province, 2003 and 2013

Province	2003			2013		
	Number of persons who completed question ('000)	Number attending classes	Number distance learning	Number persons who completed question ('000)	Number attending classes	Number distance learning
Western Cape	1 383	1 351	33	1 730	1 690	40
Eastern cape	2 611	2 583	28	2 530	2 489	40
Northern Cape	245	237	*	359	350	*
Free State	955	934	21	948	931	17
KwaZulu-Natal	3 507	3 472	35	3 722	3 639	83
North West	1 368	1 333	35	1 135	1 104	31
Gauteng	2 496	2 396	100	3 641	3 363	278
Mpumalanga	1 246	1 217	29	1 450	1 409	41
Limpopo	2 247	2 218	29	2 247	2 175	72
RSA	16 060	15 742	318	17 761	17 150	611

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

3. Education related travel

3.2 Number of days per week that learners attend at the educational institution by province, 2013

Province	Thousands							
	Number of days							
	01	02	03	04	05	06	07	Total
Western Cape	18	14	16	11	1 672	10	*	1 741
Eastern Cape	*	10	14	14	2 483	37	*	2 570
Northern Cape	*	*	*	*	350	*	-	358
Free State	10	*	*	22	879	21	*	951
KwaZulu-Natal	19	23	33	21	3 648	38	*	3 785
North West	13	*	*	10	1 124	29	*	1 191
Gauteng	95	60	66	42	3 398	69	11	3 741
Mpumalanga	14	*	12	10	1 415	17	*	1 481
Limpopo	13	11	31	11	2 097	81	*	2 249
Total	192	139	188	143	17 065	305	34	18 066

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

3. Education related travel

3.3 Time that those who attend educational institutions leave by province, 2013

	Number of persons who completed the question ('000)	Thousands				
		Leaving time to travel to educational institution				
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later
Province						
Western Cape	1 633	33	60	197	1 219	124
Eastern Cape	2 440	39	157	291	1 803	150
Northern Cape	336	10	32	99	179	15
Free State	899	18	55	196	552	79
KwaZulu-Natal	3 570	125	401	797	2 112	135
North West	1 131	38	109	261	662	61
Gauteng	3 445	168	317	662	1 984	314
Mpumalanga	1 410	68	159	357	771	56
Limpopo	2 129	119	342	578	984	106
RSA	16 995	617	1 632	3 440	10 266	1 039

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

3. Education related travel

3.4 Time taken walking at the end of the trip to reach the educational institution on weekdays by province, 2013

Province	Number of persons that walked at the end of the trip	Thousands				
		Travel time				
		1–15 min	16–30 min	31–45 min	46–60 min	> 60 min
Western Cape	1 626	1 533	79	*	*	*
Eastern Cape	2 436	2 310	76	24	17	10
Northern Cape	338	256	54	16	*	*
Free State	882	839	25	*	*	*
KwaZulu-Natal	3 406	2 959	247	90	61	49
North West	1 101	996	70	21	*	*
Gauteng	3 498	3 219	206	45	17	11
Mpumalanga	1 413	1 337	56	*	*	*
Limpopo	2 111	1 743	288	39	35	*
RSA	16 813	15 191	1 102	257	159	104

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

3. Education related travel

3.5 Main mode of travel to the educational institution by province, 2013

Mode of travel	Number of persons travelling to educational institution	Thousands									
		Province									
		WC	EC	NC	FS	KZN	NW	GP	MP	LP	
Train	217	74	12	*	*	29	*	84	*	*	
Bus	923	108	61	27	37	166	80	215	153	75	
Taxi	2 595	185	342	21	136	583	176	805	163	183	
Car/bakkie /truck passenger	2 310	401	184	40	74	418	104	793	101	195	
Car/bakkie /truck driver	234	27	*	*	*	18	18	134	*	12	
Walking all the way	11 121	855	1892	262	657	2457	753	1528	992	1 725	
Other	144	32	11	*	*	15	*	48	15	*	
Total	17 543	1 683	2 509	356	922	3 687	1 145	3 607	1 435	2 198	

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

3. Education related travel

3.6 Main mode of travel to the educational institution used by learners attending school by province, 2013

Mode of travel	Number of learners travelling	Thousands								
		WC	EC	NC	FS	KZN	NW	GP	MP	LP
Train	79	23	*	*	*	11	*	23	*	*
Bus	660	75	50	*	24	119	65	157	116	47
Taxi	1 635	115	254	*	74	390	128	440	105	124
Car/bakkie/truck passenger	1 528	267	132	4	47	307	73	494	69	136
Car/bakkie/truck driver	10	*	*	-	-	*	*	*	-	*
Walking all the way	8 780	640	1 591	54	501	2 091	616	1 006	816	1 466
Other	83	16	*	*	*	10	*	26	11	*
Total	12 775	1 136	2 045	72	651	2 930	889	2 154	1 119	1 779

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

4. Work related travel

4.1 Workers by time workers leave for work by province, 2013

Province	Number of workers who completed the question	Thousands				
		Number of workers				
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later
Western Cape	1 980	289	332	400	664	295
Eastern Cape	1 083	147	146	195	464	131
Northern Cape	296	38	53	65	120	21
Free State	694	111	102	146	248	86
KwaZulu-Natal	2 177	516	476	382	604	199
North West	846	270	132	126	226	90
Gauteng	4 396	1 082	870	697	1 154	593
Mpumalanga	972	295	194	164	229	90
Limpopo	883	221	178	153	239	93
RSA	13 329	2 971	2 482	2 330	3 948	1 598

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

4. Work related travel

4.2 Workers by arrival time at the place of work by province, 2013

Province	Number of workers who completed the question	Thousands				
		Number of workers				
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later
Western Cape	1 980	90	90	236	908	656
Eastern Cape	1 083	73	55	115	541	299
Northern Cape	296	13	23	49	160	51
Free State	694	48	42	93	343	168
KwaZulu-Natal	2 177	177	176	312	1 018	494
North West	846	137	77	104	336	192
Gauteng	4 396	323	281	567	1 851	1 374
Mpumalanga	972	79	102	170	437	184
Limpopo	883	78	84	138	405	178
RSA	13 329	1 020	931	1 785	5 997	3 596

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

4. Work related travel

4.3 Workers by vehicle types driven to work, by province, 2013

Province	Number of workers who drove all the way to workplace	Thousands				
		Vehicle driven to work				
		Truck/lorry	Car/bakkie	Motorcycle/scooter	Minibus (private)	Other
Western Cape	615	*	578	13	13	*
Eastern Cape	228	*	213	*	*	*
Northern Cape	57	*	54	*	*	*
Free State	156	*	146	*	*	-
KwaZulu-Natal	495	*	465	*	10	*
North West	172	*	161	*	*	*
Gauteng	1 639	13	1 566	26	23	10
Mpumalanga	201	*	183	*	*	*
Limpopo	184	*	169	*	*	*
Total	3 747	39	3 534	63	75	36

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

4. Work related travel

4.4 Workers by walking time to the first public transport by province, 2003 and 2013

Province	Thousands								
	2003				Number of workers who walked to first public transport	2013			
	Number of workers who walked to first public transport	Up to 5 min	6–10 min	11–15 min	>15 min	Up to 5 min	6–10 min	11–15 min	>15 min
WC	778	466	157	76	79	686	356	137	90
EC	366	217	70	45	34	334	211	60	32
NC	56	40	*	*	*	47	32	10	*
FS	249	168	44	20	17	189	99	48	20
KZN	758	391	166	92	109	873	441	210	106
NW	358	196	80	50	32	304	161	65	36
GP	1 515	838	309	197	171	1746	781	411	257
MP	306	182	52	35	38	383	181	105	51
LP	239	134	55	29	20	247	113	73	26
RSA	4 624	2 630	941	548	506	4 809	2 375	1 120	620
									693

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

4. Work related travel

4.5 Workers by walking time to the first public transport and mode of travel, 2013

Mode of travel	Number of workers who used public transport and completed walking time question	Thousands			
		Walking time			
		Up to 5 min	6–10 min	11–15 min	>15 min
Train	651	189	123	123	217
Bus	927	425	240	127	135
Taxi	3 230	1 761	757	370	341
Total	4 809	2 375	1 120	620	693

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

4. Work related travel

4.6 Workers by waiting time for first public transport (train, bus and taxi) by province, 2003 and 2013

Province	2003				2013			
	Number of persons who waited for public transport (Thousands)	Thousands			Number of persons who waited for public transport (Thousands)	Thousands		
		Up to 5 min	6–10 min	11–15 min		Up to 5 min	6–10 min	11–15 min
Western Cape	541	379	107	35	20	443	136	28
Eastern Cape	280	186	68	11	15	240	43	14
Northern Cape	33	23	*	*	*	28	12	*
Free State	188	111	36	22	19	115	42	14
KwaZulu-Natal	663	427	144	39	53	431	208	81
North West	284	154	76	31	23	163	71	34
Gauteng	1 344	865	277	92	110	958	340	139
Mpumalanga	214	141	49	14	10	241	86	24
Limpopo	186	119	35	12	20	148	58	15
Total	3 733	2 406	799	257	271	2 767	997	353

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

4. Work related travel**4.7 Workers by waiting time for first public transport (train, bus and taxi) by province, 2013**

Province	Transport mode (Thousands)														
	Train					Bus				Taxi					
	Total	Number				Total	Up to 5 min	6-10 min	11-15 min	>15 min	Total	Up to 5 min	6-10 min	11-15 min	>15 min
Western Cape	246	161	56	12	17	129	78	41	*	*	279	204	39	11	26
Eastern Cape	13	*	*	*	-	30	24	*	*	*	267	208	35	12	12
Northern Cape	*	*	-	*	-	10	*	*	*	*	35	21	10	*	*
Free State	*	*	-	-	-	37	21	11	*	*	147	94	31	11	11
KwaZulu- Natal	50	14	25	*	*	123	71	34	10	*	644	347	148	67	81
North West	*	*	*	*	*	87	44	25	10	8	202	116	46	23	16
Gauteng	292	122	59	39	73	193	94	55	26	17	1 155	742	226	73	114
Mpumalanga	*	-	*	-	*	191	122	49	*	13	186	119	36	18	13
Limpopo	*	-	*	-	-	87	48	27	*	*	154	100	31	*	14
Total	611	309	146	56	100	887	508	249	70	60	3 069	1 950	602	227	290

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

4. Work related travel

4.8 Workers by walking time at the end of the work trip using public transport (train, bus and taxi) by province, 2003 and 2013

Province	2003					2013				
	Number of persons who waited for public transport ('000)	Number				Number of persons who waited for public transport ('000)	Number			
		Up to 5 min	6–10 min	11–15 min	>15 min		Up to 5 min	6–10 min	11–15 min	>15 min
Western Cape	538	232	154	78	74	655	343	147	69	96
Eastern Cape	282	184	53	27	19	321	231	53	20	17
Northern Cape	33	22	*	*	*	45	34	*	*	*
Free State	187	108	33	23	23	184	103	34	17	29
KwaZulu-Natal	650	362	163	56	69	784	452	170	73	89
North West	274	159	60	22	32	288	188	41	19	40
Gauteng	1 348	621	363	183	181	1 620	788	400	187	245
Mpumalanga	217	127	46	19	25	367	212	80	37	38
Limpopo	186	114	36	16	20	241	157	41	15	29
RSA	3 714	1 928	913	427	446	4 504	2 508	971	441	585

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

5. Business trips

5.1 Mode of travel used for most recent business trip, by province 2013

Mode of travel	Statistic	Province									
		WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Public transport	Train	*	*	*	*	*	*	10	*	*	18
	Bus	*	*	*	*	*	*	19	*	*	49
	Taxi	*	14	*	15	24	15	67	17	20	177
Private transport	Car/Bakkie/ Truck driver	93	51	17	54	93	45	362	59	52	827
	Car/Bakkie/ Truck passenger	20	*	*	11	18	17	58	15	15	168
Aircraft	Number	48	*	*	*	22	*	99	*	*	180
Other modes	Number	*	*	*	*	*	*	*	*	*	17
Total	Number	173	83	25	91	166	83	617	98	98	1 436

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates

6. Other travel

6.1 Number of persons who undertook overnight trip/s by main purpose of trip and the mode of travel used to reach the destination

Mode of travel	Main purpose of trip							
	Visited home	Shopping – Business or personal	Sporting – as a spectator or participant	Visit friends and or family	Funeral	Medical	Religious	Other purposes
Train (Metrorail)	49	44	*	53	15	*	11	*
Long-distance train/Shosholozha	40	*	*	12		*	*	*
Bus	393	342	27	150	118	31	89	79
BRT bus/IRT bus	*	22	*	*	*	*	*	*
Metered taxi	14	21	*	*	*	*	*	*
Commuter/short-distance/local minibus taxi	1 005	3 420	88	1 342	638	239	335	277
Long-distance minibus taxi	735	462	28	407	245	35	87	98
Sedan taxi/four plus one	43	73	*	34	14	11	14	10
Bakkie/taxi/tambai	60	325	6	45	54	35	14	20
Car/bakkie (passenger)	1 110	1 074	70	740	355	105	187	168
Car/bakkie (driver)	890	1 155	85	594	175	57	101	136
Truck/lorry/tractor/trailer passenger	*	24	*	*	*	*	*	*
Truck/lorry/tractor/trailer driver	-	*	*	*	*	-	-	*
Company vehicle	*	27	*	*	*	*	*	15
Scooter/motorcycle	*	*	*	*	*	*	-	-
Bicycle	*	*	*	10	*	*	*	*
Animal-drawn transport/vehicle	*	*	-	*	*	*	*	*
Boat/ ship	*	*	-	*	*	*	-	*
Aircraft	75	13	*	*	*	*	-	*
Gautrain	*	*	*	*	*	-	*	-
Walking all the way	347	466	100	1 038	341	105	283	111
Other	20	34	*	24	12	15	*	*
Total	4 821	7 536	429	4 494	1 996	648	1 138	949
Due to rounding, numbers do not necessarily add up to totals.								

* Number below 10 000 are too small to provide accurate estimates

6. Other travel

6.2 Number of persons who undertook overnight trip/s by mode of travel used to return to usual place of residence and province

Mode of travel	Thousands											
	Province											
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA		
Train (Metrorail)	25	12	*	*	13	*	57	*	*	123		
Long-distance train/Shosholoza	15	*	*	13	*	*	49	10	*	114		
Bus	159	112	11	58	147	106	467	81	209	1 350		
BRT bus/IRT bus	*	*	*	*	*	*	*	*	*	20		
Metered taxi	*	*	*	*	*	-	*	*	*	14		
Commuter/short-distance/local minibus taxi												
Long-distance minibus taxi	77	437	27	140	699	235	543	310	434	2 903		
Sedan taxi/ four plus one	132	251	44	244	608	309	873	423	323	3 206		
Bakkie taxi/tambai	*	111	*	17			37	*	*	79		
Car/bakkie passenger	370	221	88	227	261	261	919	267	197	2 812		
Car/bakkie driver	260	136	33	116	218	131	805	148	102	1 949		
Truck/lorry/tractor/trailer passenger	*	*	*	*	*	*	*	*	*	31		
Truck/lorry/tractor/trailer driver	*	*	*	*	*	*	*	*	*	*		
Company vehicle	*	*	*	*	*	*	*	*	*	46		
Scooter/motorcycle	*	*	-	*	-	-	*	*	*	*		
Bicycle	*	*	*	*	*	*	*	*	*	13		
Animal-drawn transport/vehicle	-	-	*	*	*	*	*	-	-	*		
Boat/ship	*	*	-	-	-	*	*	*	*	*		
Aircraft	93	23	-	*	41	*	167	*	*	341		
Gautrain	-	-	-	*	*	*	*	*	*	*		
Walking all the way	16	116	*	60	72	14	36	61	48	428		
Other	*	*	*	30	*	*	*	23	*	83		
Total	1 178	1 461	231	931	2 122	1 102	4 015	1 346	1 352	13 738		

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

7. Household related statistics

7.1a: Most important transport-related problems experienced by households by province, 2013

Transport-related problems	Thousands										
	Province										
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA	
No buses available	322	272	42	85	452	109	822	103	135	2 342	
No buses at specific times	67	69	*	17	192	99	126	101	167	843	
Buses too far	38	27	*	*	93	15	75	43	58	358	
Buses too expensive	89	*	*	*	44	*	51	34	25	271	
Reckless driving by bus drivers	32	11	*	16	34	20	104	19	27	264	
No taxis available	25	40	16	44	58	27	67	43	48	367	
No taxis at specific time	36	104	22	81	265	69	169	62	122	930	
Taxis too far	21	57	14	50	150	55	120	69	82	618	
Taxis too expensive	81	182	39	62	240	85	369	142	128	1327	
Reckless driving by taxi drivers	157	74	21	42	95	66	397	87	45	983	
No trains available	39	*	*	*	29	*	85	*	*	177	
No trains at specific times	13	*	*	*	*	*	57	*	*	83	
Trains too far	34	*	*	*	15	*	54	-	*	117	
Trains too expensive	*	*	*	*	*	*	15	-	*	31	
Trains are not reliable	45	*	*	*	*	*	105	*	*	166	
Crime	132	13	*	*	57	29	94	*	13	352	
Overload	52	125	*	*	127	26	99	21	46	508	
Rude drivers	61	52	13	32	64	44	220	58	25	569	
Poor condition of roads	30	328	32	140	207	118	208	96	191	1 350	
Parking	13	*	*	*	*	*	24	*	*	61	
Toll fees	*	*	-	*	*	*	86	*	*	108	
Congestion	76	20	*	*	31	*	223	29	17	408	
No transport problems	233	250	80	174	244	205	395	120	238	1 939	
Other	19	18	*	19	24	17	52	18	*	178	
Total	1 622	1 678	306	804	2 452	1 015	4 016	1 065	1 390	14 348	

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

7. Household related statistics

7.1b: Households by the number of bicycles that were in working order and province

Province	Thousands			
	Number of bicycles owned by households			
	No bicycles	1–3 bicycles	3 plus	Total
Western Cape	1 526	130	10	1 667
Eastern cape	1 648	41	*	1 691
Northern Cape	287	25	*	313
Free State	768	63	*	831
KwaZulu-Natal	2 417	56	*	2 480
North West	918	116	*	1 035
Gauteng	3 780	292	24	4 096
Mpumalanga	1 045	48	*	1 093
Limpopo	1 344	66	*	1 413
Total	13 733	839	49	14 621

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

7. Household related statistics

7.2 Households by the number of animal-drawn vehicles that were in working order and province

Province	Number of animal-drawn vehicles owned by households			
	0	1-3	3 plus	Total
	Thousand	Thousand	Thousand	
Western Cape	1 656	*	*	1 666
Eastern Cape	1 668	13	*	1 689
Northern Cape	307	*	*	314
Free State	828	*	*	834
KwaZulu-Natal	2 466	*	*	2 478
North West	1 011	24	*	1 037
Gauteng	4 076	21	*	4 100
Mpumalanga	1 088	*	*	1 093
Limpopo	1 395	14	*	1 416
Total	14 495	105	27	14 627

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

7. Household related statistics

7.3 Households that own animals that can pull animal drawn vehicle by province

Province	Thousands			Total
	Ownership of animals			
	Yes	No		
Western Cape	13	1 648		1 661
Eastern cape	57	1 626		1 683
Northern Cape	*	305		314
Free State	*	823		831
KwaZulu-Natal	37	2 442		2 479
North West	31	1 007		1 039
Gauteng	39	4 042		4 081
Mpumalanga	16	1 071		1 086
Limpopo	50	1 370		1 420
RSA	259	14 333		14 593

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

7. Household related statistics

7.4 Households by vehicles in working order used for transport purposes and province, 2013

Province	Thousands													
	Motorcycle		Company car		Household car		Relative's/friend's car		Minibus/Kombi		Truck		Other	
	1-5	> 5	1-5	> 5	1-5	> 5	1-5	> 5	1-5	> 5	1-5	> 5	1-5	> 5
Western Cape	71	*	132	-	1 117	*	157	*	22	-	16	-	*	-
Eastern Cape	37	-	103	-	810	*	278	*	26	-	21	-	24	-
Northern Cape	*	-	14	-	142	-	*	-	*	-	*	-	*	*
Free State	61	-	40	*	352	*	93	*	18	-	*	*	*	-
KwaZulu-Natal	41	-	112	-	691	*	99	*	20	*	27	-	20	*
North West	47	-	59	*	618	-	56	-	33	-	13	*	*	*
Gauteng	143	-	155	*	1 652	-	160	*	43	*	17	-	17	*
Mpumalanga	22	-	56	*	518	-	64	-	19	-	*	-	12	-
Limpopo	51	-	122	-	891	*	288	*	44	-	30	-	10	-
Total	479	*	794	12	6 792	14	1 201	30	228	*	140	*	109	*

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

7. Household related statistics

7.5 Households by travel mode to medical services and province

Province	Thousands											Do not need to get there	total
	Walk	Train	Bus	Minibus taxi	Metered taxi	Car/ bakkie/ minibus	Truck lorry	Tractor/ trailer	Motor- cycle/ scooter	Bicycle	Animal transport		
Western Cape	531	*	*	128	*	*	294	*	681	*	*	*	1 666
Eastern Cape	545	*	*	87	*	30	749	*	269	*	*	*	1 688
Northern Cape	144	*	*	27	*	*	64	*	71	*	*	*	313
Free State	336	*	-	61	*	*	237	*	186	*	*	-	831
KwaZulu-Natal	452	*	*	142	*	66	1 308	10	478	*	*	*	2 467
North West	428	*	*	70	*	15	325	*	192	*	*	-	1 040
Gauteng	1 219	15	*	508	21	10	1 028	11	1 277	*	*	*	4 103
Mpumalanga	408	*	*	66	*	*	400	*	210	*	-	*	1 095
Limpopo	544	*	*	150	*	63	453	16	182	*	*	*	1 422
Total	4 606	29	*	1 238	42	199	4 860	48	3 546	22	14	13	14 625

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

7. Household related statistics

7.6 Households by travel time to medical services and province

Province	Thousands				Total
	1–15 minutes	16–30 minutes	31–60 minutes	>60 minutes	
Western Cape	899	501	88	18	1 506
Eastern Cape	549	566	300	147	1 562
Northern Cape	121	100	45	11	277
Free State	308	302	111	16	738
KwaZulu-Natal	683	947	448	114	2 192
North West	368	366	176	35	945
Gauteng	1 747	1 352	339	47	3 485
Mpumalanga	433	405	147	26	1 011
Limpopo	403	463	255	54	1 175
Total	5 511	5 002	1 910	469	12 891

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

7. Household related statistics

7.7 Households by travel modes used to travel to welfare services and province

Province	Thousands										Do not need to get there	Total
	Walk	Train	Bus	Minibus taxi	Metered taxi	Car/ bakkie/ minibus	Truck lorry	Tractor/ trailer	Motor-cycle/ scooter	Bicycle	Animal transport	
Western Cape	313	11	*	254	*	285	*	*	*	*	*	1 656
Eastern Cape	184	*	35	838	*	155	*	*	*	*	*	1 682
Northern Cape	109	*	*	62	*	44	*	*	*	*	*	308
Free State	143	*	*	237	*	86	*	*	*	*	-	826
KwaZulu-Natal	158	*	69	1 341	*	299	*	*	*	*	*	2 462
North West	131	*	28	366	*	116	*	*	*	*	*	1 039
Gauteng	494	25	*	810	*	486	*	*	*	20	*	4 053
Mpumalanga	177	-	*	480	*	160	*	-	*	*	-	1 092
Limpopo	188	*	81	539	17	120	*	*	*	*	*	1 420
Total	1 896	57	230	4 927	48	1 752	16	16	*	32	*	14 538

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

7. Household related statistics

7.8 Households by travel time to welfare services and province

Province	Thousands				Total
	1–15 min	16–30 min	31–60 min	>60 min	
Western Cape	451	339	57	15	862
Eastern Cape	281	459	289	157	1 186
Northern Cape	78	83	40	11	212
Free State	148	202	90	14	454
KwaZulu-Natal	413	736	494	136	1 778
North West	167	235	177	52	630
Gauteng	737	788	217	35	1 778
Mpumalanga	272	377	140	27	817
Limpopo	212	350	253	53	867
Total	2 759	3 569	1 758	499	8 584

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

7. Household related statistics

7.9 Households by province and time taken to walk to the nearest passenger train station, 2003 and 2013

Province	2003					2013				
	Thousands					Thousands				
	1-15 minutes	16-30 minutes	31-60 minutes	More than 60 minutes	Total	1-15 minutes	16-30 minutes	31-60 minutes	More than 60 minutes	Total
Western Cape	70	64	25	5	163	325	367	188	31	911
Eastern Cape	*	*	*	*	14	26	28	24	*	80
Northern Cape	*	*	*	*	*	*	*	11	*	32
Free State	*	*	*	*	*	10	25	24	16	74
KwaZulu-Natal	23	17	*	*	44	67	88	65	26	246
North West	*	*	*	*	13	17	16	13	11	57
Gauteng	155	99	43	*	303	343	476	281	46	1 145
Mpumalanga	*	-	*	-	*	*	*	*	*	21
Limpopo	*	*	*	*	*	*	*	-	*	*
Total	259	195	81	15	549	798	1 014	614	142	2 567

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

7. Household related statistics

7.10 Households by main modes of travel usually used and province, 2013

Mode of travel	Thousands									
	Province									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Taxi	818	1 486	163	680	2 177	846	2 949	908	1 227	11 254
Car/bakkie/truck passenger	691	252	71	189	459	192	1 465	211	181	3 711
Bus	229	204	16	86	576	263	478	298	610	2 762
Car/bakkie/truck driver	483	227	80	130	394	189	770	148	191	2 612
Train	332	42	3	18	108	20	644	13	27	1 208
Walk all the way	547	876	216	371	643	354	1 213	395	439	5 054
Other	72	37	16	36	31	56	221	30	19	518
Total	3 172	3 123	565	1 510	4 390	1 921	7 740	2 004	2 695	27 119

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

7. Household related statistics

7.11 Households by factors influencing their choice of mode of travel and province, 2013

Factors influencing household's choice of mode of travel	Thousands									
	Province									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Travel time	364	524	94	192	760	446	1 470	413	482	4 745
Travel cost	560	428	96	201	673	198	1 039	228	403	3 827
Flexibility	153	184	13	78	210	91	361	85	92	1 266
Safety from accidents	62	42	4	32	50	26	106	15	15	352
Comfort	208	131	27	118	171	72	397	80	140	1 343
Reliability	50	40	*	35	131	23	104	55	36	483
Distance from home to transport	50	80	13	35	168	36	122	49	74	628
Security from crime	134	160	19	61	113	49	188	44	88	855
Drivers attitude	*	*	*	*	18	*	26	*	17	89
Timetable not available/ information inaccurate	62	39	24	51	133	61	215	92	51	728
Other	20	51	*	20	38	23	69	20	16	265
Total	1 666	1 686	311	827	2 464	1 029	4 096	1 087	1 415	14 580

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

7. Household related statistics

7.13 Households by whether they have used train in the past month and province, 2013

Province	Thousands		
	Used a train in the past month		
	Yes	No	Total
Western Cape	358	1 307	1 665
Eastern Cape	38	1 662	1 700
Northern Cape	*	312	315
Free State	15	818	833
KwaZulu-Natal	149	2 347	2 496
North West	26	1 016	1 042
Gauteng	841	3 267	4 108
Mpumalanga	10	1 087	1 097
Limpopo	16	1 409	1 425
Total	1 457	13 224	14 681

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

7. Household related statistics

7.12 Households by reasons for not using trains in the past month and province, 2013

Year	Reason	Thousands									
		Province									
		WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
2003	Not available	997	3 699	357	1 256	4 463	1 739	1 589	1 674	2 928	18 701
	Prefer bus	273	239	90	195	443	568	1 443	223	60	3 536
	Prefer taxi	38	31	12	*	146	129	126	73	14	576
	Prefer private transport	894	286	105	244	582	258	1 767	156	77	4 368
	Can walk	138	63	49	91	40	61	210	33	*	687
	Don't travel much	299	229	186	337	165	327	574	158	84	2 360
	Reasons relating to service attributes	1 657	621	104	247	1 250	481	3 190	263	408	8 220
	Other	78	*	17	17	16	85	114	*	*	346
	Total	4 374	5 176	918	2 395	7 105	3 647	9 012	2 586	3 580	38 794
	Not available	542	1 288	215	564	1 831	814	1 223	950	1 335	8 761
2013	Prefer bus	66	38	14	34	37	20	212	14	16	450
	Prefer taxi	*	*	-	*	*	*	10	*	*	32
	Prefer private transport	266	112	22	64	107	42	567	26	18	1 226
	Can walk	25	13	*	*	*	*	52	*	*	113
	Don't travel much	28	20	25	69	19	26	115	21	*	326
	Reasons relating to service attributes	357	172	28	64	294	100	1 035	56	25	2 133
	Other	*	*	*	*	*	*	24	*	*	43
	Total	1 296	1 649	309	810	2 301	1 007	3 238	1 071	1 401	13 084

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

7. Household related statistics

7.15 Households by whether they have used bus in the month preceding the survey and province, 2013

Province	Thousands		
	Used a bus in the past month		
	Yes	No	Total
Western Cape	240	1 433	1 673
Eastern Cape	213	1 483	1 696
Northern Cape	25	291	315
Free State	120	714	833
KwaZulu-Natal	568	1 928	2 496
North West	231	810	1 041
Gauteng	645	3 467	4 112
Mpumalanga	315	778	1 093
Limpopo	592	835	1 427
Total	2 948	11 738	14 686

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

7. Household related statistics

7.16 Household by reasons for not using a bus in the past month preceding the survey by province, 2003 and 2013

Year	Reason	Thousands									
		Province									
		WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
2003	Not available	1 139	2 338	320	858	1 602	784	2 018	622	453	10 134
	Prefer bus	408	401	85	316	779	712	1 781	374	440	5 295
	Prefer taxi	112	*	*	*	33	17	327	*	*	510
	Prefer private transport	946	316	112	245	657	290	1 783	211	184	4 745
	Can walk	170	115	57	106	70	91	230	48	117	1 004
	Don't travel much	285	398	134	290	399	411	588	322	427	3 254
	Reasons relating to service attributes	1 539	889	157	332	1 948	728	2 905	581	2 037	11 115
	Other	52	25	12	23	37	71	119	29	37	405
	Total	4 650	4 486	882	2 174	5 526	3 105	9 752	2 191	3 697	36 462
	Not available	563	1 006	175	407	1 066	376	1 550	311	213	5 666
2013	Prefer bus	241	202	59	208	311	211	804	213	311	2 559
	Prefer taxi	61	*	*	*	19	*	96	*	*	195
	Prefer private transport	514	167	53	114	217	129	1 035	130	130	2 490
	Can walk	199	84	70	39	53	67	322	49	86	969
	Don't travel much	153	115	47	80	84	123	330	87	105	1 123
	Reasons relating to service attributes	778	448	56	207	815	293	2 034	344	472	5 446
	Other	19	14	*	*	11	12	50	*	*	131
	Total	2 527	2 041	464	1 063	2 575	1 215	6 220	1 142	1 330	18 579
	Not available	563	1 006	175	407	1 066	376	1 550	311	213	5 666
	Prefer bus	241	202	59	208	311	211	804	213	311	2 559

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

7. Household related statistics

7.17 Households by whether they used a minibus taxi in the month preceding the survey and province, 2013

Province	Thousands		
	Used a minibus taxi in the past month		
	Yes	No	Total
Western Cape	856	815	1 671
Eastern Cape	1 045	651	1 697
Northern Cape	157	159	316
Free State	569	261	830
KwaZulu-Natal	1 965	536	2 501
North West	744	298	1 042
Gauteng	2 776	1 313	4 089
Mpumalanga	859	236	1 096
Limpopo	1 117	309	1 426
Total	10 088	4 578	14 666

Due to rounding, numbers do not necessarily add up to totals.

* Number below 10 000 are too small to provide accurate estimates.

7. Household related statistics

7.18 Households by reasons for not using a minibus taxi in the month preceding the survey and province, 2003 and 2013

Year	Percentage of non-users	Thousands									
		Province									
		WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
2003	Not available	171	1 101	118	110	392	172	107	103	98	2 372
	Prefer train	70	*	*	*	18	*	121	*	-	223
	Prefer bus	45	91	17	24	276	102	107	76	138	876
	Prefer private transport	957	340	116	296	698	278	1 694	261	182	4 822
	Can walk	270	211	102	194	122	130	248	70	162	1 510
	Don't travel much	217	329	67	143	341	314	283	206	479	2 379
	Reasons relating to service attributes	830	372	96	126	747	254	546	191	640	3 805
	Other reasons	331	163	65	74	294	203	669	95	209	2 102
	Total	2 893	2 613	584	968	2 888	1 457	3 775	1 004	1 907	18 088
	Not available	125	312	60	51	134	57	116	45	56	955
2013	Prefer train	23	*	*	*	*	*	33	*	-	66
	Prefer bus	22	27	*	*	34	14	30	13	39	187
	Prefer private transport	493	167	52	118	232	125	863	116	95	2 260
	Can walk	142	85	55	32	30	44	127	31	42	588
	Don't travel much	88	93	30	38	48	69	140	31	66	604
	Reasons relating to service attributes	312	125	35	61	136	65	400	45	99	1 276
	Other reasons	216	58	23	52	86	61	567	32	43	1 139
	Total	1 422	868	257	358	705	435	2 276	313	441	7 075
	Not available	125	312	60	51	134	57	116	45	56	955
	Prefer train	23	*	*	*	*	*	33	*	-	66

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