National Household Travel Survey 2013

Statistical release P0320

Statistics South Africa

transport
Department:
Transport
REPUBLIC OF SOUTH AFRICA

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Statistical release

P0320

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 defines and influences and is 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 businesses, 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 15,2 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 (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 was 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.

Pali Lehohla
Statistician-General: Statistics South Africa

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 that 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 separate 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 finally, 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, metropolitan and rural areas travelled during the 7-day reference period, whilst only 75,4% 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 (75,6%) of South Africans travelled during the seven days prior to the survey. This increased to 81,4% in 2013. Of the 42,4 million people who took trips across all provinces, slightly more than one in four people lived in Gauteng, 17,9% in KwaZulu-Natal, and 12,3% in Eastern Cape.

Most travelling occurred from Monday to Friday. Men were more likely to travel than women during the week and over weekends.

Nationally, not needing to travel (43,1%) and being too old/young to travel (22,8%) were the most commonly given explanations for not travelling. The expense of travel (11,3%) was also an important factor.

Education and education related travel

Learners' travel patterns and modes of transport

Residents of rural areas (40,6%) were more likely to attend educational institutions than those living in metropolitan areas (34,2%) and urban areas (25,2%). This reflects the age structure of rural areas, where there is a relatively high percentage of individuals of school-going age, rather than necessarily a greater propensity for study in rural

areas. A total of 16,4 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 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 (69,8%), followed by those who used buses (24,6%), while 5,5% 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 (30,5%), and driving cars/trucks (24,7%).

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 (60,9%) travelled between 07:00 and 07:59 in the morning to their place of learning. In Western Cape and Eastern Cape, more than 70% of learners travelled during this time slot. In Limpopo, only 47,4% of learners travelled at this time, as a significant number travelled before 06:30 (20,7%) and between 06:30 and 06:59 (27,0%).

Only 8,1% of learners travelled more than 60 minutes to reach their educational institution. Proportionally, those attending higher education institutions (28,0%) were more likely than learners attending school (9,9%) to travel more than 60 minutes. Nearly three-quarters (72,4%) of those who walked spent less than 30 minutes walking, while a further 22,0% 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 (26,5%) and Limpopo (21,5%).

Workers' mode of travel

Nearly 40% of workers (39,1%) used public transport as their main mode of travel to work. Slightly fewer workers used private transport (38,4%). Approximately one in five workers reported walking all the way (21,1%). Workers living in metropolitan areas were more likely to use taxis (29,6%) than trains (9,2%) and buses (6,3%). On the other hand, workers living in rural areas were less likely to use taxis (21,9%) than their metropolitan and urban counterparts, but more likely to use buses (13,8%).

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 (0,8 million) combined.

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, 20% 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 (62,8%). Metropolitan workers were the least likely to work for more than five days per week (23,8%), 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 (22,1%) left their residences before 06:00 to travel to work. More than one-quarter (29,7%) of workers left their area of residence for work between 07:00 and 07:59 in the morning. Twelve per cent (12%) of workers started travelling at 08:00 or later. Workers in rural areas tended to leave earlier for work than those resident in urban and metropolitan areas. Sixty-five per cent (65%) of rural workers left before 07:00 as opposed to 58% in metropolitan areas and 54,6% in urban areas.

Workers receiving 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. The only exception is Limpopo, where the percentage who received travel allowances increased from 2,7% to 3%.

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

In 2003, 11% of workers walked to their first public transport for more than 15 minutes. This percentage increased to 14,7% 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 (13,0%) and KwaZulu-Natal (11,8%). Compared to metropolitan and urban areas, workers in rural areas were more likely to wait for more than 15 minutes (11,3%). For them the situation remained unchanged since 2003, while the percentage of workers waiting this long in metro and urban areas increased by 4,9 and 1,9 percentage points respectively.

After having been dropped off by their public transport, most workers walked in order to reach their workplace. About 16,4% of these workers in Western Cape and Gauteng, 15,7% in North West and 18,1% in Free State 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 15,2 million persons aged 15 years and older who were interviewed, only 1,5 million indicated that they had undertaken business trips during the calendar month preceding the survey. Four out of ten business travellers were from Gauteng (42,3%),with a further 12,7% from Western Cape and 11,5% 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 travellers were most likely to travel to Gauteng.

Most business travellers (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 revised definition 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

Free State (81,8%), KwaZulu-Natal (62,1%), Gauteng (61,5%) and Eastern Cape (61,9%) had the highest percentages of day trip travellers. Shopping for personal or business use (34,0%) 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 (17,6%), while 14,8% of these travellers drove a car/bakkie/truck.

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 (19,5%), Northern Cape (18,2%), Mpumalanga (17,1%) and Limpopo (17,0%). Religious trips were important in Limpopo (12,3%), North West (7,8%), Eastern Cape (7,7%) 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 (20,8%)to reach their main destination. About 14,4% of the overnight travellers drove cars/bakkies/trucks to reach their main destination. Approximately 10,0% of travellers 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 (21,1%) and traditional healers (26,6%). 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

Compared to 2003, rural households is the only subgroup that have seen a significant decrease in access time to selected services, even though rural travellers still need more time 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 69,0%), buses (16,6% to 20,2%) and trains (5,8% to 9,9%). This reflects a general increase in the percentage of travellers in the country during that period.

Walking for more than 30 minutes to the nearest bus or train station, and walking more than 15 minutes to the nearest taxi rank

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 15 minutes to the taxi rank increased from 17,6% in 2003 to 22,3% in 2013. Those who walked to bus stations for more than 30 minutes decreased from 11,2% in 2003 to 3,9% in 2013. In 2003, about 17,4% of households walked for more than 30 minutes to get to train stations. This figure decreased to 16,3% in 2013.

Attitudes and perceptions about transport

Close to nine percent (8,7%) of households indicated that they had no transport related problems. The most important problems mentioned nationally is the poor condition of roads (13,0%). Provinces with the most complaints about the condition of roads were Eastern Cape (26,3%), Free State (21,0%), Limpopo (17,9%) and North West (19,8%). Nationally, eleven per cent (10,5%) of households identified lack of buses as their main

transport related problem, with the majority of complaints coming from those residing in Gauteng (12,5%), Western Cape (12,0%), KwaZulu-Natal (11,8%) and Eastern Cape (11,6%).

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 (14,5%), Northern Cape (12,8%) and Limpopo (12,2%) were more likely to be concerned about the cost of taxis. Seven per cent (7,4%) 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 (10,3%), Western Cape (10,1%) and Mpumalanga (8,2%), had more households identifying this as a problem.

Dissatisfaction with taxi, bus, and train services

In Gauteng, about 52,6% 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, slightly more than four out of ten mentioned this as a problem. Nationally, 44,7% households were dissatisfied with the level of crowding in buses. 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 (6,3%) and Western Cape (6,2%)
- Crime: Western Cape (8,9%)
- No taxis available: Northern Cape (6,2%) and Limpopo (3,6%)

Factors influencing the household's choice

About 32,6% of households indicated that travel time was the biggest determinant of transport mode choice, while the cost of travel was important to 26,1% of households. Flexibility was mentioned by 9,2% of households and safety from accidents by 8,7%.

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 44 000 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 28,5%).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 (36,4%) and KwaZulu-Natal (20,8%). 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 387 000 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 56,1% in 2013, and the percentage for black African females increased from 21,9% in 2003 to 39,2% in 2013. In 2003, 61,6% of female licence holders were white. This number decreased to 46,0% 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 predominantly 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 get a more in-depth understanding of 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 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. It also specifically focuses 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. It could also be used 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

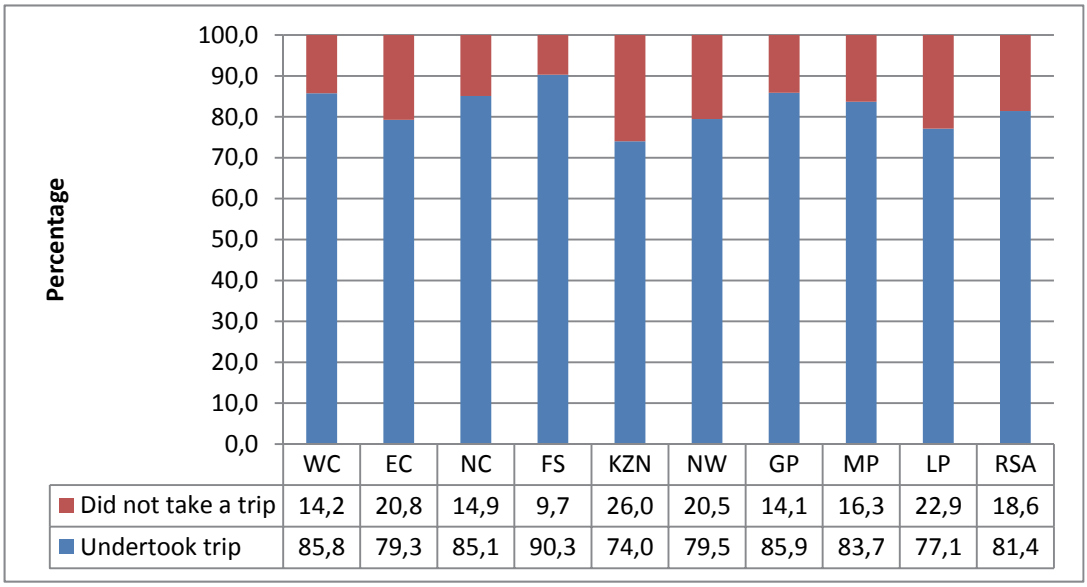
Province	Undertook trip		Population ('000)
	Number ('000)	Percentage of RSA	
Western Cape	5 044	11,9	5 974
Eastern Cape	5 187	12,3	6 608
Northern Cape	980	2,3	1 159
Free State	2 461	5,8	2 751
KwaZulu-Natal	7 597	17,9	10 416
North West	2 812	6,6	3 579
Gauteng	10 682	25,2	12 630
Mpumalanga	3 404	8,0	4 109
Limpopo	4 183	9,9	5 493
RSA	**42 350**	**100,0**	**52 720**[1]

Percentages calculated within the province.

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 (17,9%), Eastern Cape (12,3%) 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%). This provinces is followed by Gauteng and Western Cape, with 85,8% and 85,9% respectively.

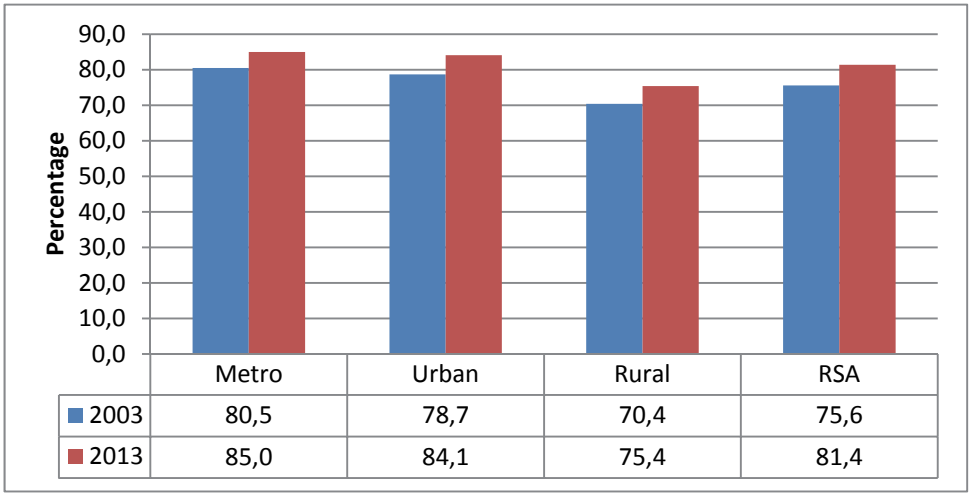
Figure 3.1: Percentage of persons who travelled during the seven days prior to the interview by province, 2013



	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Did not take a trip	14,2	20,8	14,9	9,7	26,0	20,5	14,1	16,3	22,9	18,6
Undertook trip	85,8	79,3	85,1	90,3	74,0	79,5	85,9	83,7	77,1	81,4

[1] Population estimates for February 2013, based on the StatsSA demographic model 2012, were used to benchmark the data.

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%), followed by urban (84,1%) and rural areas (75,4%).

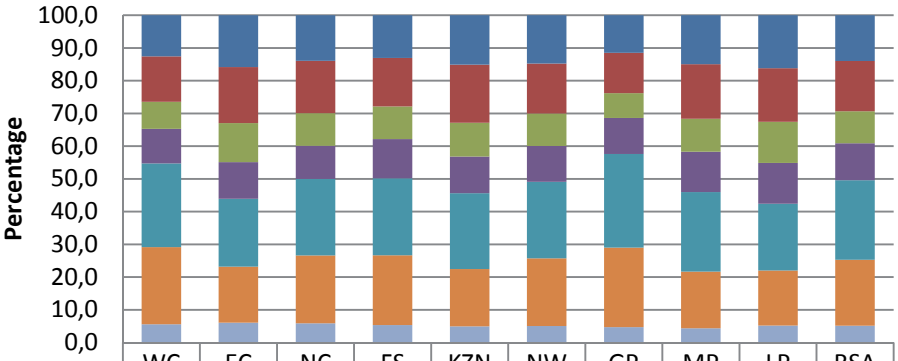
Table 3.2: Persons who undertook trips in the seven days prior to the interview by province and sex, 2013

Province	Number of persons who undertook trips ('000)	Sex			
		Male		Female	
		Number ('000)	Percentage of province	Number ('000)	Percentage of province
Western Cape	5 044	2 521	50,0	2 523	50,0
Eastern Cape	5 187	2 506	48,3	2 681	51,7
Northern Cape	980	492	50,2	488	49,8
Free State	2 461	1 221	49,6	1 239	50,4
KwaZulu-Natal	7 597	3 733	49,1	3 864	50,9
North West	2 812	1 455	51,7	1 357	48,3
Gauteng	10 682	5 518	51,7	5 164	48,3
Mpumalanga	3 404	1 713	50,3	1 690	49,7
Limpopo	4 183	2 056	49,1	2 128	50,9
RSA	**42 350**	**21 215**	**50,1**	**21 135**	**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 all provinces except for Gauteng, 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



	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
0-6	12,6	15,9	13,9	13,1	15,1	14,8	11,5	15,0	16,2	14,0
7-14	13,9	17,1	16,0	14,8	17,7	15,3	12,3	16,7	16,4	15,3
15-19	8,3	11,9	10,0	10,0	10,4	9,9	7,6	10,1	12,6	9,8
20-25	10,6	11,2	10,1	12,0	11,2	10,9	11,0	12,3	12,5	11,3
26-40	25,6	20,7	23,4	23,5	23,2	23,4	28,6	24,3	20,4	24,3
41-64	23,6	17,1	20,7	21,3	17,5	20,7	24,3	17,3	16,8	20,2
65 plus	5,6	6,1	5,9	5,3	5,0	5,0	4,7	4,4	5,2	5,1

In South Africa, persons aged 0–6 years (14%) were less likely to travel when compared to those aged 7-14 years (15,3%). The age groups 15–25 years and 41–64 years (21,1% and 20,2% respectively). Individuals aged 65 years and older were the least likely to travel with 5,1%. The age group 26–40 years living in Gauteng were more likely to travel than those living in other provinces.

Map 3.1 shows that three-quarters or more of persons in all provinces except Eastern Cape, Northern Cape, KwaZulu-Natal and Mpumalanga 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 (10,9%) and Northern Cape (16,2%).

Significant percentages of individuals walked all the way because they did not have money to pay for transport in Mpumalanga (13,8%) 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

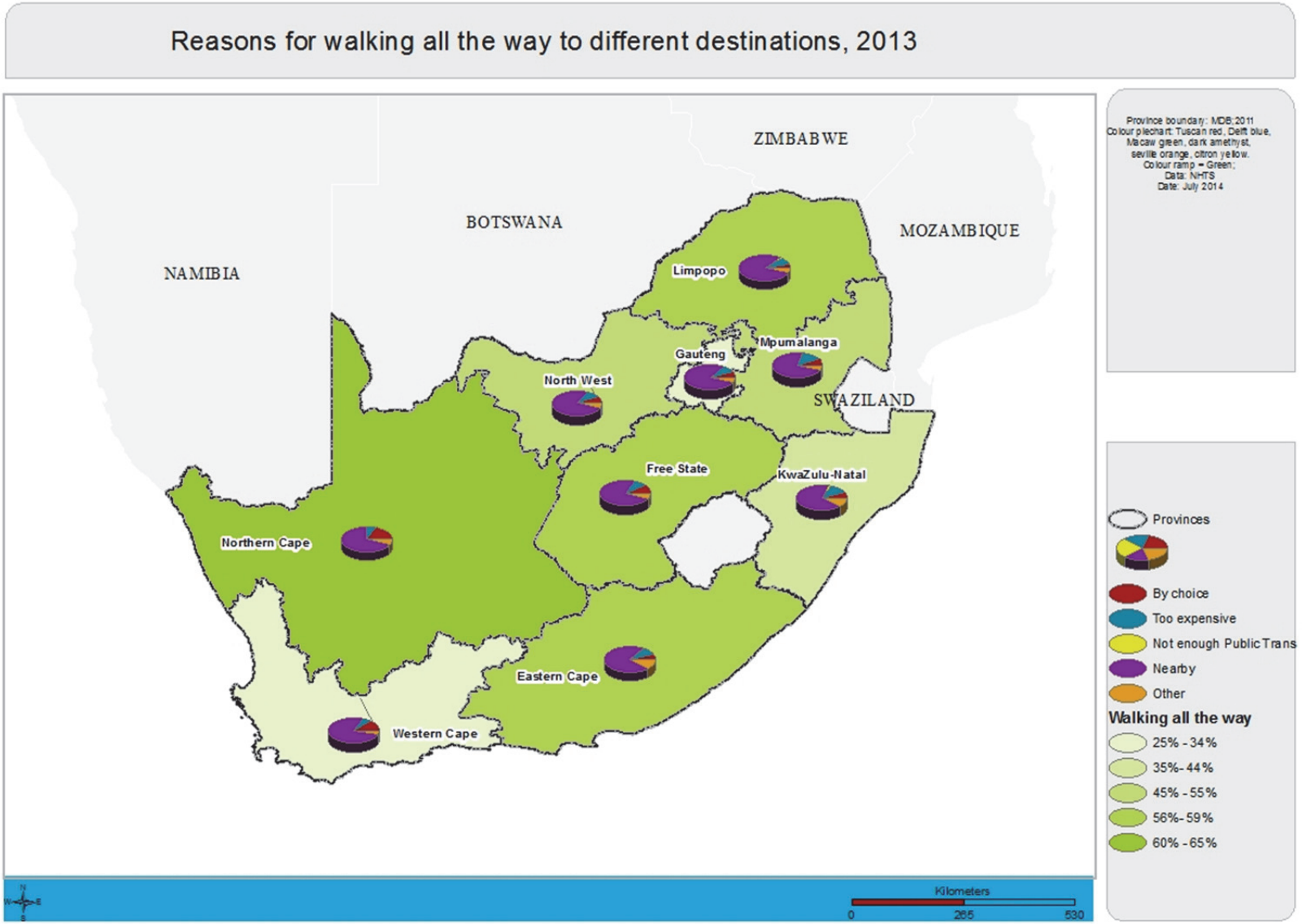


Table 3.3: Days of the week when persons usually travel by age group and sex, 2013[2]

Age group	Statistics (numbers in thousands)	Days of the week						
		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
RSA	Male ('000)	20 130	19 846	19 945	19 682	19 789	10 328	10 679
	Per cent of males	79,4	78,5	79,0	77,9	78,3	41,4	42,9
	Female ('000)	18 567	18 230	18 423	18 106	18 275	9 568	12 014
	Per cent of females	69,7	68,6	69,4	68,2	68,7	36,5	45,8
	Total	38 697	38 075	38 368	37 788	38 064	19 896	22 693
	Per cent of all travellers	74,4	73,4	74,1	72,9	73,4	38,9	44,4
0–2 yrs	Number	1 115	1 095	1 103	1 077	1 084	615	946
	Per cent in age group	36,4	35,8	36,0	35,2	35,4	20,2	31,1
3–4 yrs	Number	1 494	1 476	1 483	1 477	1 475	459	735
	Per cent in age group	72,0	71,2	71,6	71,4	71,3	22,5	35,9
5–6 yrs	Number	1 943	1 939	1 940	1 936	1 938	494	748
	Per cent in age group	94,8	94,7	94,9	94,9	94,9	24,8	37,4
7–14 yrs	Number	7 805	7 773	7 760	7 761	7 774	1 958	2 945
	Per cent in age group	97,8	97,6	97,7	97,6	97,7	25,3	37,9
15–19 yrs	Number	4 592	4 555	4 568	4 553	4 567	1 641	2 022
	Per cent in age group	89,7	89,2	89,5	89,2	89,4	32,9	40,5
20–25 yrs	Number	4 063	3 983	4 031	3 932	3 975	2 571	2 592
	Per cent in age group	69,1	68,0	68,9	67,2	67,8	44,4	44,8
26–40 yrs	Number	9 298	9 101	9 166	8 976	9 077	6 287	6 033
	Per cent in age group	73,5	72,1	72,8	71,2	71,9	50,3	48,4
41–54 yrs	Number	5 390	5 269	5 329	5 196	5 268	3 560	3 705
	Per cent in age group	73,4	72,0	72,8	71,0	71,8	49,1	51,3
55 yrs and older	Number	2 998	2 883	2 989	2 879	2 905	2 312	2 967
	Per cent in age group	51,3	49,5	51,4	49,5	49,9	39,9	51,1

During the week men were more likely to travel than women. Almost 80% of males indicated that they travelled during weekdays while this decreased to almost half on Saturdays and Sundays. Slightly more than forty per cent (41,4%) males travelled on Saturdays and 42,9% travelled on Sundays. Approximately 7 in 10 women travelled on week days. The only day of the week when women were more likely to travel than men was on Sundays when 45,8% of women travel and only 42,9% of men.

Children of school going age, the 5–6 and 7–14-year age groups, were the most likely to find themselves on the road (about 95% to 98%) on weekdays, whilst the 15–19-year-old age group were the second most likely group to travel (89,7%) 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 39,9% for Saturday and 51,1% for Sundays. Generally, all children travelled significantly less over weekends than during week days.

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

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	426	592	69	110	1 144	285	666	259	455	4 007
	Per cent	53,8	45,3	40,6	44,0	44,4	40,6	40,1	40,6	38,4	43,1
Financial reasons/too expensive	Number	81	154	10	10	329	56	183	53	174	1 050
	Per cent	10,2	11,8	5,7	4,1	12,8	8,0	11,0	8,4	14,7	11,3
Too old/young to travel	Number	117	300	47	62	689	151	279	207	262	2 115
	Per cent	14,8	23,0	27,8	24,9	26,7	21,5	16,8	32,4	22,1	22,8
Other reasons	Number	168	262	44	67	415	211	534	119	295	2 115
	Per cent	21,2	20,0	25,9	27,0	16,1	30,0	32,2	18,7	24,9	22,8
Total	**Number**	**791**	**1 308**	**169**	**250**	**2 578**	**702**	**1 663**	**639**	**1 187**	**9 287**
	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.
* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Only one response was possible per person.

Slightly more than 4 in 10 household members (43,1%) 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 that they were 'too old/young to travel' with 22,8%. This reason was the least likely to be given in Western Cape (14,8% and Gauteng (16,8%). The third most commonly cited reason was financial factors, which was given by 11,3% of all individuals in the country and as many as 14,7% of Limpopo residents. Unable to leave the house because of disability (as summarised under ‘other’ is a relatively uncommon cause for not travelling, with less than 2% of the respondents providing 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	Statistics (numbers in thousands)	Age group								
		0–4	5–6	7–14	15–19	20–25	26–40	41–54	55+	Total
Did not need to travel	Number	408	43	131	243	674	1144	635	728	4 007
	Per cent	19,8	37,4	49,6	57,5	54,1	52,7	51,4	41,1	43,1
Financial reasons/too expensive	Number	29	8	32	66	236	384	187	107	1 050
	Per cent	1,4	7,0	12,2	15,7	19,0	17,7	15,2	6,0	11,3
Too old/young to travel	Number	1 504	40	39	3	4	3	22	500	2 115
	Per cent	73,0	34,6	14,8	0,8	0,3	0,1	1,8	28,3	22,8
Other reasons	Number	119	24	62	110	332	642	391	435	2 115
	Per cent	5,8	21,1	23,4	26,1	26,6	29,6	31,6	24,6	22,8
Total	**Number**	**2 061**	**115**	**265**	**423**	**1 245**	**2 173**	**1 235**	**1 770**	**9 287**
	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.
* Un-weighted numbers of 3 and below per cell are too small to provide reliable 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 group tended to indicate that they did not travel because they were too young/old to travel. Financial reasons were more commonly cited in the 26–40-year-old age groups than in other groups. Fifty per cent or more of the 7–50-year-olds indicated that they did not need to travel.

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 attended 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	Statistics (numbers in thousands)	Province									
		WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Type of institution											
Pre-school	Number	243	197	8	128	249	110	453	128	205	**1 720**
	Per cent	15,4	8,2	9,1	14,4	7,1	9,7	13,8	9,4	9,4	**10,5**
School	Number	1 160	2 072	72	664	2 998	911	2 198	1 142	1 826	**13 043**
	Per cent	73,5	86,6	84,9	74,5	85,0	80,7	67,2	83,6	83,4	**79,4**
ABET and literacy classes	Number	4	13	1	11	17	16	28	10	22	**122**
	Per cent	0,2	0,5	1,1	1,3	0,5	1,4	0,9	0,7	1,0	**0,7**
Higher educational institution	Number	100	49	2	40	157	50	357	31	65	**852**
	Per cent	6,4	2,1	2,4	4,5	4,5	4,4	10,9	2,3	3,0	**5,2**
FET college	Number	44	51	2	34	86	25	155	46	52	**494**
	Per cent	2,8	2,1	2,0	3,9	2,4	2,2	4,7	3,4	2,4	**3,0**
Other	Number	28	12	*	13	23	18	81	8	20	**203**
	Per cent	1,8	0,5	0,5	1,5	0,6	1,6	2,5	0,6	0,9	**1,2**
Total	**Number**	**1 579**	**2 393**	**85**	**891**	**3 529**	**1 130**	**3 272**	**1 366**	**2 189**	**16 434**
	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	1 248	586	*	274	941	*	3 250	*	*	**6 299**
	Per cent	70,3	22,7	*	28,4	24,6	*	83,7	*	*	**34,2**
Urban	Number	457	496	267	558	691	572	542	688	368	**4 639**
	Per cent	25,7	19,2	73,0	58,0	18,0	47,4	14,0	46,0	16,0	**25,2**
Rural	Number	70	1 503	99	131	2 201	634	89	809	1 926	**7 462**
	Per cent	3,9	58,1	27,0	13,6	57,4	52,6	2,3	54,0	84,0	**40,6**
Household income quintiles											
Quintile 1 (lowest income quintile)	Number	146	685	59	186	762	229	485	294	747	**3 592**
	Per cent	8,2	26,5	16,0	19,3	19,9	19,0	12,5	19,6	32,5	**19,5**
Quintile 2	Number	276	1 095	113	296	1 513	423	573	518	853	**5 659**
	Per cent	15,5	42,4	30,9	30,8	39,5	35,0	14,8	34,6	37,2	**30,8**
Quintile 3	Number	455	391	90	215	702	259	780	326	327	**3 545**
	Per cent	25,7	15,1	24,6	22,3	18,3	21,5	20,1	21,8	14,3	**19,3**
Quintile 4	Number	445	234	62	142	520	179	836	199	207	**2 824**
	Per cent	25,0	9,0	17,0	14,7	13,6	14,8	21,5	13,3	9,0	**15,3**
Quintile 5 (highest income quintile)	Number	454	180	42	124	337	117	1 207	160	160	**2 781**
	Per cent	25,6	7,0	11,4	12,9	8,8	9,7	31,1	10,7	7,0	**15,1**

Unspecified type of institution and household income were excluded from totals for the calculation of percentages.
* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.

The results show that most learners in the country attended school (79,4%), followed by those who went to pre-school (10,5%). Higher educational institutions were attended by 5,2% of all learners, while ABET and literacy classes had the smallest proportion of learners (0,7%). It is also evident that the residents of rural areas (40,6%) were more likely to attend educational institutions than those in the metropolitan areas (34,2%) and urban areas (25,2%). 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 areas classified as rural.

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

Indicator	Statistics (numbers in thousands)	Main mode							
		Public transport			Private transport		Walking all the way	Other	Total %
		Train	Bus	Taxi	Car/truck driver	Car/truck passenger			
Scholars and disability status									
Scholars	Number	72	649	1 630	46	1 484	8 724	84	**12 688**
	Per cent	0,6	5,1	12,8	0,4	11,7	68,8	0,7	**100,0**
Disabled scholars	Number	1	27	51	1	49	302	4	**435**
	Per cent	0,2	6,1	11,8	0,2	11,3	69,4	1,0	**100,0**
Geographic location of scholars									
Metro	Number	52	224	650	25	789	1 835	42	**3 618**
	Per cent	1,4	6,2	18,0	0,7	21,8	50,7	1,2	**100,0**
Urban	Number	7	156	464	9	401	2 030	19	**3 085**
	Per cent	0,2	5,1	15,0	0,3	13,0	65,8	0,6	**100,0**
Rural	Number	13	268	516	12	294	4 859	23	**5 985**
	Per cent	0,2	4,5	8,6	0,2	4,9	81,2	0,4	**100,0**
Household income quintile of scholars									
Quintile 1 (lowest income quintile)	Number	9	89	246	3	97	2 195	7	**2 645**
	Per cent	0,3	3,4	9,3	0,1	3,7	83,0	0,3	**100,0**
Quintile 2	Number	16	187	360	1	164	3 605	13	**4 347**
	Per cent	0,4	4,3	8,3	0,0	3,8	82,9	0,3	**100,0**
Quintile 3	Number	15	160	331	5	186	1 741	14	**2 452**
	Per cent	0,6	6,5	13,5	0,2	7,6	71,0	0,6	**100,0**
Quintile 4	Number	17	121	416	20	296	902	22	**1 794**
	Per cent	1,0	6,7	23,2	1,1	16,5	50,3	1,2	**100,0**
Quintile 5 (highest income quintile)	Number	15	92	277	17	740	281	28	**1 451**
	Per cent	1,1	6,3	19,1	1,2	51,0	19,4	1,9	**100,0**

The totals used to calculate percentages excluded unspecified cases for transport mode.
* Un-weighted numbers of 3 and below per cell are too small to provide reliable 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 (11,3%).

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. 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 second most used mode of travel used (51,0%).

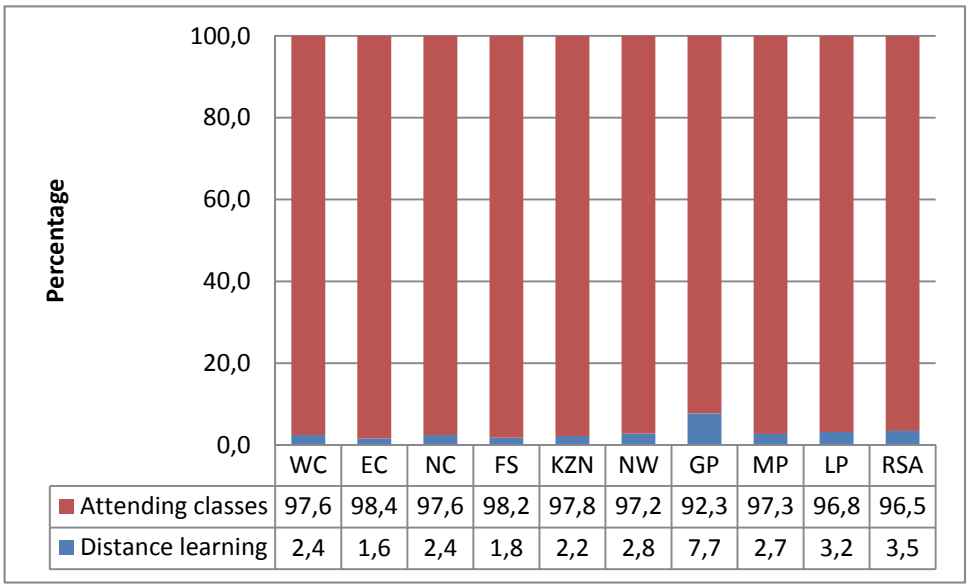
Table 4.3: Attendance of educational institution through attending classes or distance learning by province, 2003 and 2013

Province	Statistics (numbers in thousands)	2003			2013		
		Learners who completed question	Attending classes	Distance learning	Learners who completed question	Attending classes	Distance learning
Western Cape	Number	1 383	1 351	33	1 724	1 682	42
	Per cent	8,6	8,6	10,3	9,8	9,9	6,9
Eastern cape	Number	2 611	2 583	28	2 510	2 470	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	2,1	1,4
Free State	Number	955	934	21	947	930	17
	Per cent	5,9	5,9	6,7	5,4	5,5	2,8
KwaZulu-Natal	Number	3 507	3 472	35	3 687	3 605	81
	Per cent	21,8	22,1	11,1	20,9	21,2	13,3
North West	Number	1 368	1 333	35	1 134	1 103	31
	Per cent	8,5	8,5	10,9	6,4	6,5	5,2
Gauteng	Number	2 496	2 396	100	3 614	3 336	279
	Per cent	15,5	15,2	31,5	20,5	19,6	45,7
Mpumalanga	Number	1 246	1 217	29	1 441	1 402	39
	Per cent	7,8	7,7	9,1	8,2	8,2	6,4
Limpopo	Number	2 247	2 218	29	2 233	2 162	71
	Per cent	14,0	14,1	9,2	12,7	12,7	11,6
RSA	**Number**	**16 060**	**15 741**	**318**	**17 650**	**17 040**	**610**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.
Please note that other sources such as 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 (21,2%) was found in KwaZulu-Natal, and those doing distance learning (45,7%) tend to live in Gauteng. KwaZulu-Natal and Limpopo also had significant percentages of distance learners with 13,3% and 11,6% 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



	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Attending classes	97,6	98,4	97,6	98,2	97,8	97,2	92,3	97,3	96,8	96,5
Distance learning	2,4	1,6	2,4	1,8	2,2	2,8	7,7	2,7	3,2	3,5

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 (96,5%) rather than through distance learning (3,5%). This is also the case across the provinces as the majority of learners showed a preference for attending classes instead of doing distance learning. Gauteng (7,7%) 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 (92,3%) 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

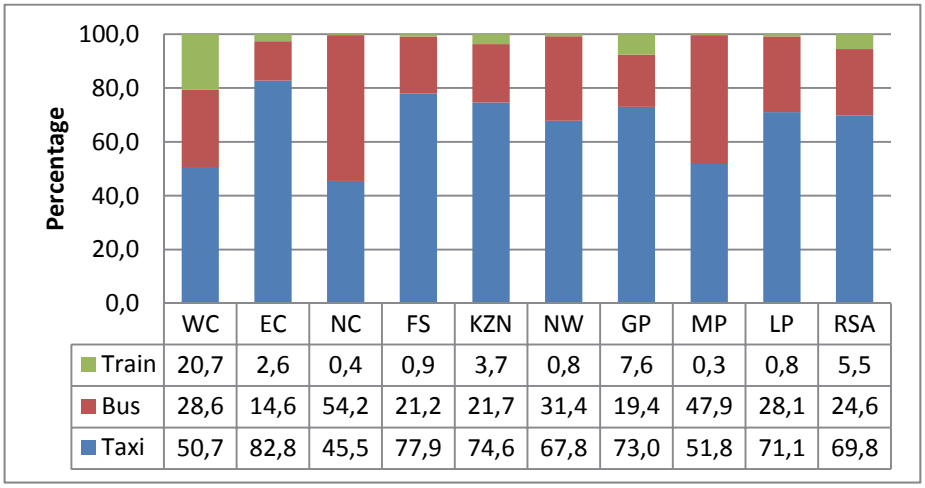
Educational institution and number of days		Statistics (numbers in thousands)	Province									
			WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Pre-school	1–4	Number	5	*	*	1	*	*	4	*	*	**13**
		Per cent	2,3	*	*	1,0	*	*	0,9	*	*	**0,8**
	5	Number	236	193	8	126	241	107	441	124	200	**1 677**
		Per cent	97,6	99,7	100,0	98,8	99,4	99,7	98,1	98,2	99,2	**98,7**
	6–7	Number	*	*	*	*	*	*	5	*	*	**9**
		Per cent	*	*	*	*	*	*	1,0	*	*	**0,5**
School	1–4	Number	5	5	*	6	11	2	16	6	9	**61**
		Per cent	0,5	0,2	*	0,9	0,4	0,2	0,7	0,5	0,5	**0,5**
	5	Number	1 139	2 017	71	632	2 921	880	2 118	1 117	1 719	**12 614**
		Per cent	98,9	97,8	99,6	95,7	98,6	97,1	97,3	98,2	95,1	**97,5**
	6–7	Number	8	39	*	22	30	24	44	14	78	**260**
		Per cent	0,7	1,9	*	3,4	1,0	2,7	2,0	1,3	4,3	**2,0**
Higher education institutions	1–4	Number	21	13	*	9	45	14	121	12	21	**256**
		Per cent	27,2	32,4	*	23,5	33,1	33,4	43,7	51,3	47,9	**37,8**
	5	Number	57	27	*	26	86	25	146	11	21	**398**
		Per cent	72,6	67,0	*	71,2	63,4	60,0	52,6	46,0	47,8	**58,9**
	6–7	Number	*	*	*	2	5	3	10	1	2	**23**
		Per cent	*	*	*	5,3	3,5	6,6	3,7	2,7	4,2	**3,3**
Other institutions	1–4	Number	20	19	1	25	27	15	80	19	28	**234**
		Per cent	28,8	25,8	23,6	44,0	23,2	26,7	33,7	32,6	32,1	**30,8**
	5	Number	48	53	2	31	89	40	150	39	55	**507**
		Per cent	70,5	73,4	76,4	54,0	75,1	70,6	63,1	65,8	63,8	**66,8**
	6–7	Number	*	*	*	*	2	2	8	1	4	**18**
		Per cent	*	*	*	*	1,8	2,7	3,2	1,6	4,1	**2,4**
Subtotal (All institutions)	1–4	Number	51	37	1	41	84	31	221	38	58	**564**
		Per cent	3,4	1,6	0,0	4,7	2,5	2,8	7,1	2,8	2,7	**3,5**
	5	Number	1444	2276	81	798	3296	1041	2830	1292	1995	**15 054**
		Per cent	96,1	96,7	2,1	92,4	96,4	94,6	90,8	95,9	93,3	**94,5**
	6–7	Number	8	40	*	25	38	29	67	17	85	**310**
		Per cent	0,5	1,7	*	2,9	1,1	2,6	2,1	1,3	4,0	**1,9**
Unspecified		Number	191	184	277	70	292	75	576	129	97	**1 889**
Total		**Number**	**1 694**	**2 537**	**4 133**	**934**	**3 710**	**1 176**	**3 694**	**1 476**	**2 235**	**17 817**

Percentages calculated within provinces.
* Un-weighted numbers of 3 and below per cell are too small to provide reliable 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, 75,2% of learners who attended higher educational institutions travelled to their education centres for 1–4 days in a week, and the remaining proportion of about 24,8%, for 5 days. The same pattern was also observed in Mpumalanga with 51,3% (travelling to education centres for 1–4 days per week) and 46,0% (travelling to education centres for 5 days per week).

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 (69,8%). Approximately a quarter (24,6%) made use of buses and 5,5% 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 (20,7%). Fifty per cent (50,7%) of learners who used public transport in this province used taxis, and 28,6% used buses. As indicated above, a different pattern was found in Northern Cape with higher (54,2%) percentages of learners who used buses compared to taxis (45,5%).As many as 47,9% of those attending educational institutions and who used public transport in Mpumalanga, made use of buses, 51,8% used taxis, and only 0,3% used trains. Eastern Cape had the highest percentage of learners who utilised taxis (82,8%). Some learners also used buses (14,6%) as well as trains (2,6%). The same applies to Free State with 77,9% of learners who used taxis, 21,2% used buses and 0,9% used trains. Again in KwaZulu-Natal, 74,6% used taxis, 21,7% used buses and 3,7% used trains. Seventy-three per cent (73,0%) of learners in Gauteng used taxis, followed by those who used buses (19,4%) 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	75	11	*	2	28	2	84	*	2	**205**
		Per cent	4,5	0,4	*	0,2	0,8	0,2	2,3	*	0,1	**1,2**
	Bus	Number	104	61	26	37	168	81	214	149	73	**912**
		Per cent	6,2	2,4	7,3	4,0	4,6	7,2	6,0	10,4	3,4	**5,2**
	Taxi	Number	183	344	22	136	577	176	804	161	185	**2 588**
		Per cent	10,9	13,8	6,2	14,7	15,8	15,5	22,4	11,3	8,5	**14,8**
Private transport	Car/truck driver	Number	32	11	1	11	27	19	153	11	17	**283**
		Per cent	1,9	0,4	0,4	1,2	0,7	1,7	4,3	0,8	0,8	**1,6**
	Car/truck passenger	Number	405	184	40	76	402	103	763	98	180	**2 252**
		Per cent	24,2	7,4	11,3	8,3	11,0	9,1	21,2	6,8	8,3	**12,9**
Walking all the way		Number	845	1 870	262	649	2 436	748	1 524	996	1 719	**11 050**
		Per cent	50,4	75,0	73,6	70,6	66,7	65,8	42,5	69,6	78,9	**63,4**
Other		Number	32	11	4	9	14	7	48	15	3	**144**
		Per cent	1,9	0,4	1,2	1,0	0,4	0,6	1,3	1,0	0,2	**0,8**
Total		**Number**	**1 676**	**2 492**	**356**	**920**	**3 652**	**1 137**	**3 590**	**1 431**	**2 180**	**17 435**
		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.
* Un-weighted numbers of 3 and below per cell are too small to provide reliable 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 17,4 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 (4,5%) 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 (0,3 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 (22,4%) and KwaZulu-Natal (15,8%). Buses were only the third most used mode of transport.

Table 4.6: School-going learners' 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	24	8	*	*	11	2	24	*	*	**72**
		Per cent	33,5	11,3	*	*	14,8	2,7	32,9	*	*	**100,0**
	Bus	Number	70	49	6	24	120	65	155	113	45	**649**
		Per cent	10,8	7,6	0,9	3,7	18,5	10,0	23,9	17,5	7,0	**100,0**
	Taxi	Number	114	256	6	74	386	127	437	102	127	**1 630**
		Per cent	7,0	15,7	0,4	4,5	23,7	7,8	26,8	6,2	7,8	**100,0**
Private transport	Car/truck driver	Number	4	3	*	1	8	2	21	2	5	**46**
		Per cent	8,9	6,3	*	2,1	16,3	3,4	46,4	4,9	11,3	**100,0**
	Car/truck passenger	Number	266	132	4	48	294	72	471	68	128	**1 484**
		Per cent	18,0	8,9	0,2	3,2	19,8	4,9	31,8	4,6	8,6	**100,0**
Walking all the way		Number	635	1 573	53	497	2 072	611	1 001	819	1 462	**8 724**
		Per cent	7,3	18,0	0,6	5,7	23,7	7,0	11,5	9,4	16,8	**100,0**
Other		Number	16	8	2	5	10	3	27	10	2	**84**
		Per cent	18,6	9,9	2,3	5,8	12,4	3,5	32,7	11,9	2,9	**100,0**
Total		**Number**	**1 129**	**2 030**	**71**	**649**	**2 901**	**883**	**2 137**	**1 115**	**1 772**	**12 688**
		Per cent	**8,9**	**16,0**	**0,6**	**5,1**	**22,9**	**7,0**	**16,8**	**8,8**	**14,0**	**100,0**

Percentage calculated across provinces, within RSA.
* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.

Learners attending school used a large variety of transport modes. Scholars using trains were more likely to be located in Western Cape (33,5%) and Gauteng (32,9%). Taxis were used by more scholars in Gauteng (26,8%) and KwaZulu-Natal (23,7%) than elsewhere. Approximately 23,9% of scholars who used buses were found in Gauteng, followed by 18,5% in KwaZulu-Natal, 17,5% in Mpumalanga and 10,8% in Western Cape.

Most scholars using cars/bakkies/trucks as passengers resided in Gauteng (31,8%), KwaZulu-Natal (19,8%) and in Western Cape (18,0%). Scholars driving themselves to school primarily lived in the Gauteng (46,4%). KwaZulu-Natal had about 16,3% learners who drove to school, followed by Limpopo (11,3%) and Western Cape (8,9%). 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 (23,7%), Eastern Cape (18,0%) and Limpopo (16,8%) made the biggest contribution to the total.

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

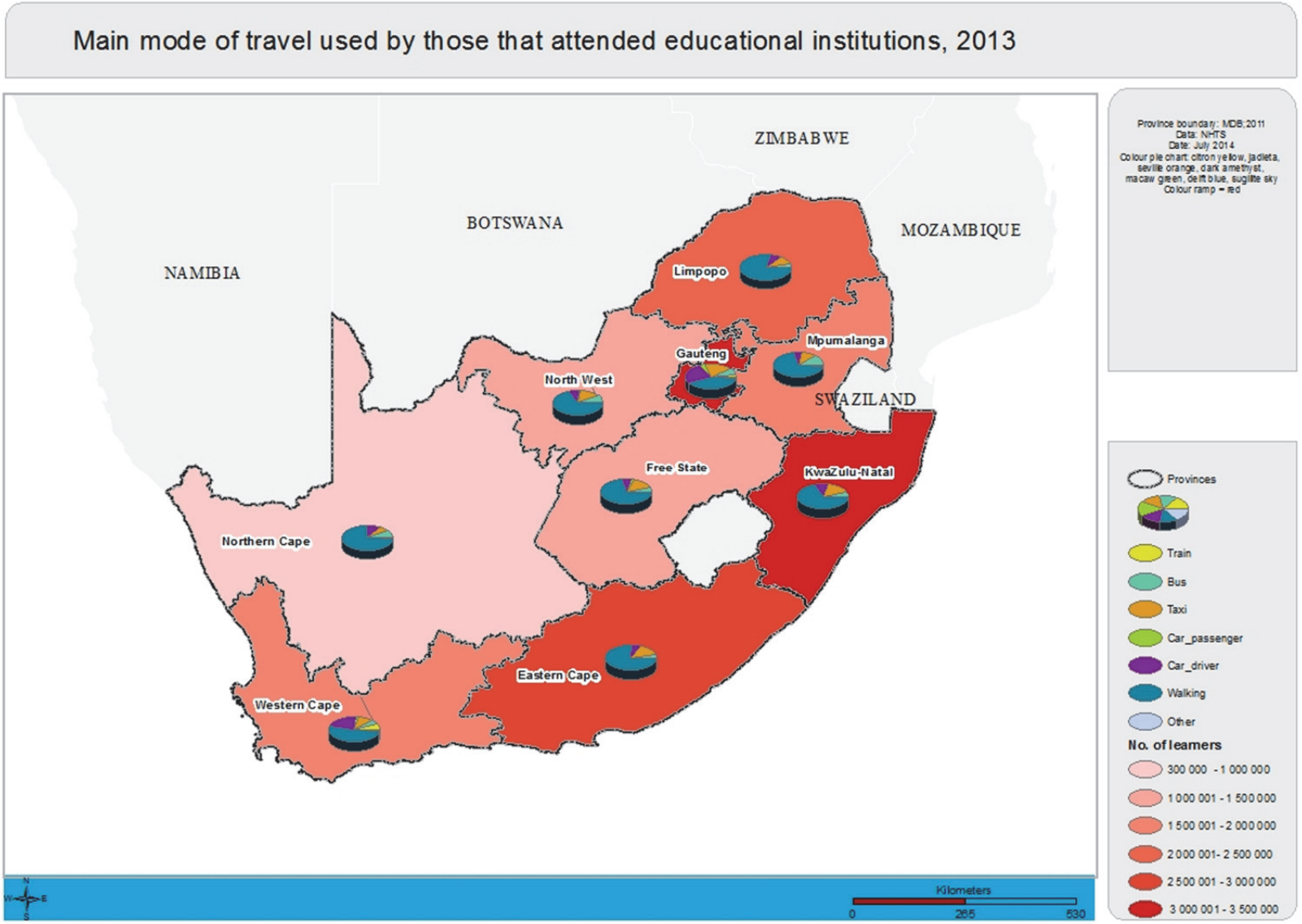
Modes of travel		Statistics (numbers in thousands)	Pre-school	School	Higher education institution	Further Education and Training College	Other institutions	Total
Public transport	Train	Number	2	72	45	37	10	**167**
		Per cent	0,1	0,6	7,8	8,6	3,7	**1,1**
	Bus	Number	17	649	63	57	18	**804**
		Per cent	1,0	5,1	10,9	13,2	6,9	**5,1**
	Taxi	Number	200	1 630	176	195	76	**2 277**
		Per cent	12,0	12,8	30,5	45,0	28,5	**14,6**
Private transport	Car\truck driver	Number	6	46	143	27	26	**248**
		Per cent	0,4	0,4	24,7	6,3	9,6	**1,6**
	Car\truck passenger	Number	386	1 484	75	22	17	**1 985**
		Per cent	23,3	11,7	13,0	5,2	6,4	**12,7**
Walking all the way		Number	1 021	8 724	68	92	115	**10 019**
		Per cent	61,5	68,8	11,7	21,3	42,9	**64,1**
Other		Number	28	84	7	2	5	**126**
		Per cent	1,7	0,7	1,2	0,4	1,9	**0,8**
Total		**Number**	**1 660**	**12 688**	**578**	**433**	**267**	**15 626**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

* Un-weighted numbers of 3 and below per cell are too small to provide reliable 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 (8,7 million), followed by pre-school (1,0 million). Besides walking all the way, the majority of scholars used taxis (12,8%), followed by 11,7% who were passengers in a car/truck. Six out of ten (61,5%) of pre-school learners walked all the way and 23,3% were passengers in cars/trucks.

Learners who attended higher educational institutions mostly used taxis (30,5%), and 24,7% drove cars/trucks to their educational institutions. Only 11,7% 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 (8,6%) who attended FET colleges used trains.

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



Map 4.2: Number of learners attending school per province and main mode of travel used, 2013

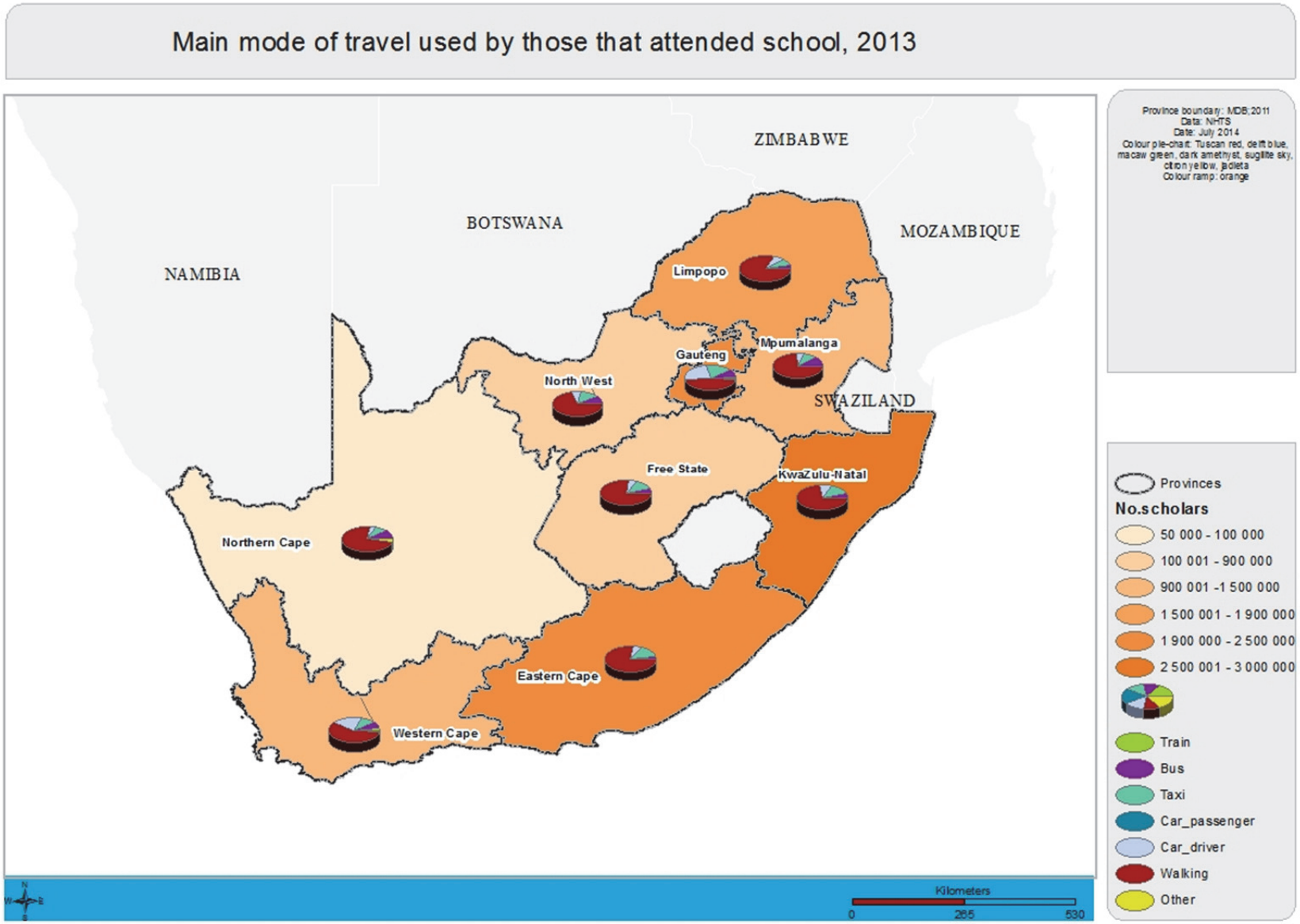
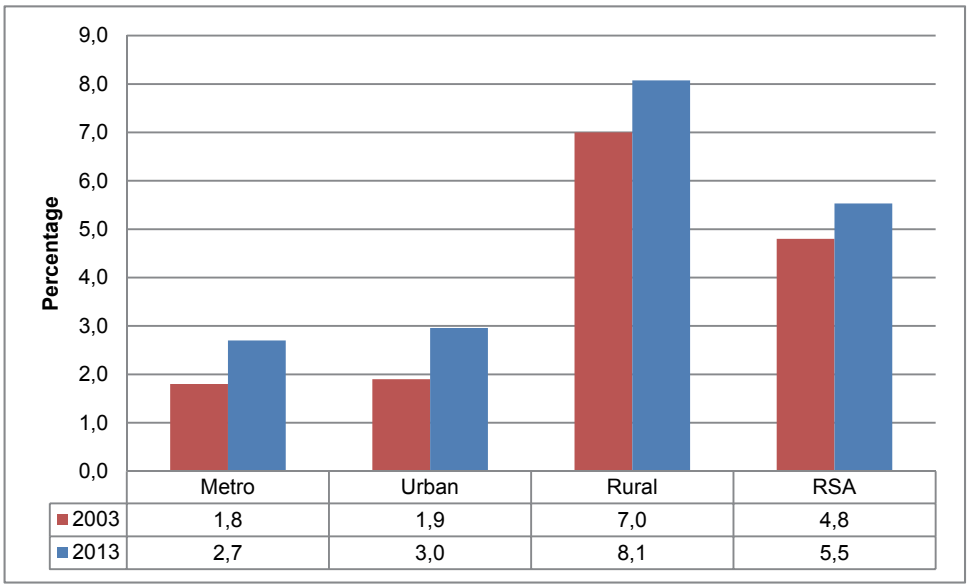


Figure 4.3: Percentage of learners walking all the way, for more than 60 minutes, to their educational institution by geographic location, 2003 and 2013



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 (8,1%) were more likely than metropolitan (2,7%) or urban learners (3,0%) to walk more than 60 minutes.

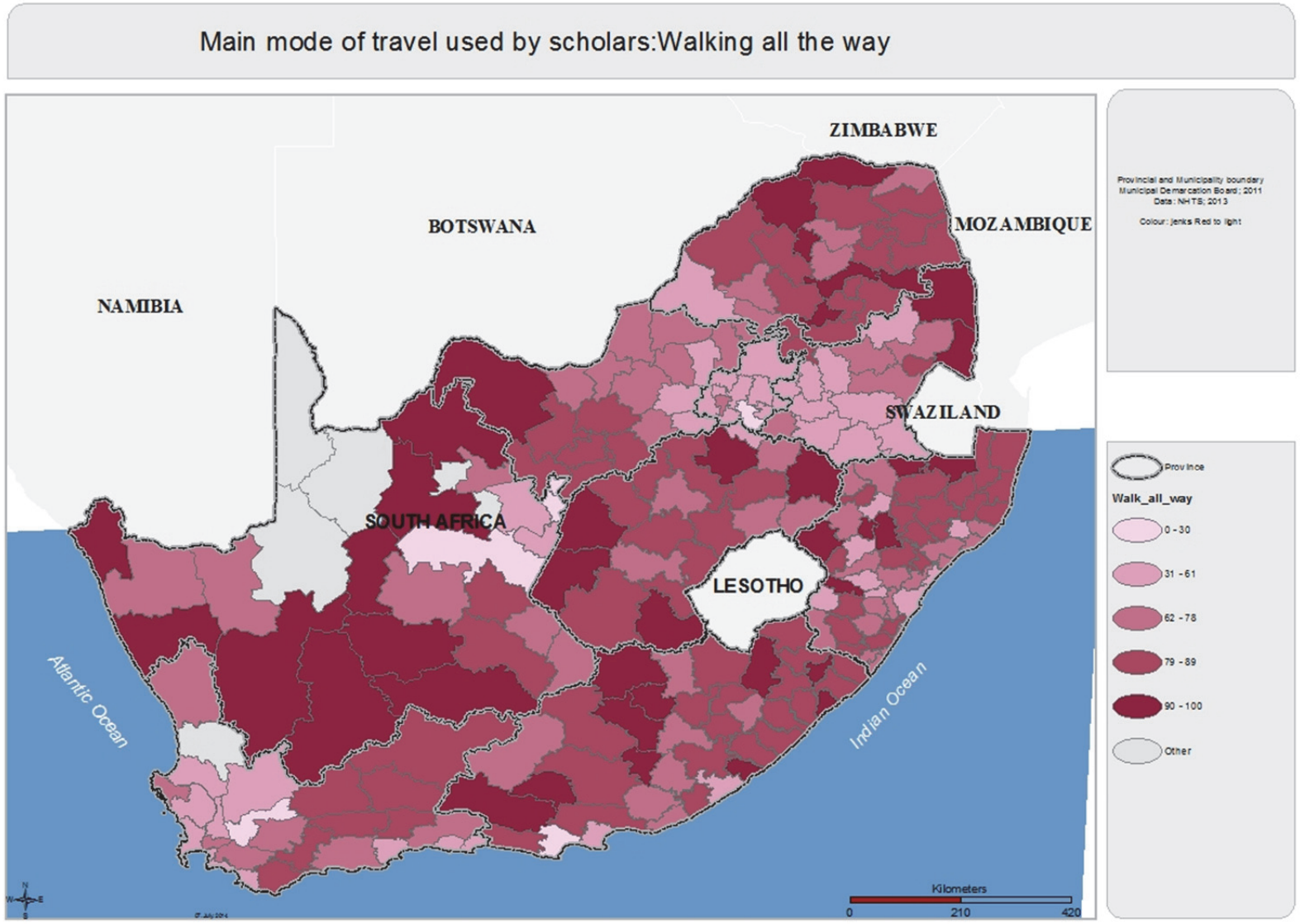
Table 4.8: Main mode of travel to educational institution, 2003 and 2013

2003	Number of persons attending educational institution ('000)	Main mode of travel (per cent across institution)					
		Train	Bus	Taxi	Car	Walk	Other
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	1 660	0,1	1,0	12,0	23,7	61,5	1,7
School	12 688	0,6	5,1	12,8	12,1	68,8	0,7
Post-matric	1 011	8,2	11,9	36,7	26,5	15,8	0,9
Other	267	3,7	6,9	28,5	16,0	42,9	1,9
Total	**15 626**	**1,1**	**5,1**	**14,6**	**14,3**	**64,1**	**0,8**

[1]In 2003, the category 'Pre-school' included Grade 0 learners, while in 2013 Grade 0 learners fall 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 (12,1% and 12,8% respectively).

Map 4.3: Percentage of those attending school who walk all the way per municipality[3], 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

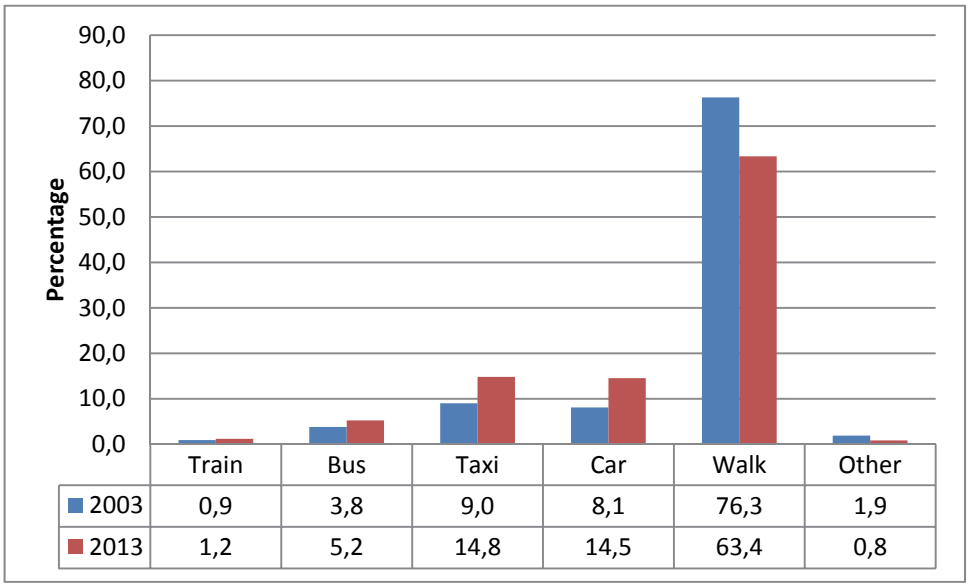


Figure 4.4 compares 2003 and 2013 for learners and the modes of travel they used to their educational institutions. Learners who walked all the way decreased from 76,3% in 2003 to 63,4% in 2013. Learners using trains, buses, taxis and cars increased in number from 2003 to 2013. In both years, most learners 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)				
		Before 06:30	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Western Cape	1 685	4,9	12,5	75,0	7,6	**100,0**
Eastern Cape	2 481	7,7	11,9	74,3	6,1	**100,0**
Northern Cape	349	11,9	29,3	54,3	4,6	**100,0**
Free State	922	7,5	21,7	61,6	9,2	**100,0**
KwaZulu-Natal	3 659	14,3	22,5	59,4	3,8	**100,0**
North West	1 158	12,5	23,3	58,8	5,4	**100,0**
Gauteng	3 516	12,7	19,5	58,5	9,3	**100,0**
Mpumalanga	1 442	15,2	25,9	54,9	4,0	**100,0**
Limpopo	2 202	20,7	27,0	47,4	5,0	**100,0**
RSA	**17 412**	**12,5**	**20,4**	**60,9**	**6,2**	**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 (60,9%) who attended educational institutions, normally left home between 07:00 and 07:59. A significant percentage of learners (20,4%) left between 06:30 and 06:59. Some learners (12,5%) travelled before 06:30, and 6,2% at 08:00 or later.

More than 70,0% of learners in Western Cape and Eastern Cape left their place of residence from 07:00 to 07:59. Northern Cape (29,3%) and Limpopo (27,0%) had the highest percentages of learners who tended to leave from 06:30 to 06:59 when compared to other provinces. Learners in Gauteng (9,3%), Free State (9,2%) and Western Cape (7,6%) started travelling at 08:00 or later.

Three-quarters (75,0%) of Western Cape learners travelled between 07:00 and 07:59, while 12,5% travelled between 06:30 and 06:59. More than seventy per cent (74,3%) 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 6,1% who travelled at 08:00 or later.

Fifty-four per cent (54,3%) of learners in Northern Cape indicated that they started travelling from 07:00 to 07:59, while 29,3% travelled from 06:00 to 06:59, and 11,9% travelled before 06:30. In Limpopo, about forty-seven per cent (47,4%) of learners left their place of residence to their educational institutions between 07:00 and 07:59. Twenty-seven per cent (27,0%) left between 06:30 and 06:59, while 20,7% 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 min.	16–30 min.	31–45 min.	46–60 min.	> 60 min.	Total
Western Cape	717	95,7	3,8	*	0,2	*	**100,0**
Eastern Cape	535	94,7	4,7	*	0,3	*	**100,0**
Northern Cape	81	94,2	5,1	*	*	*	**100,0**
Free State	233	94,7	3,9	1,0	*	*	**100,0**
KwaZulu-Natal	1 074	91,5	6,4	1,3	0,6	0,2	**100,0**
North West	345	97,0	2,5	*	*	*	**100,0**
Gauteng	1 785	92,8	5,4	1,0	0,4	0,4	**100,0**
Mpumalanga	363	92,8	5,8	0,6	0,3	0,5	**100,0**
Limpopo	406	94,3	4,9	0,3	*	*	**100,0**
RSA	**5 539**	**93,6**	**5,1**	**0,7**	**0,4**	**0,3**	**100,0**

Percentages calculated within province.

A total of 5,5 million learners across the country indicated that they walked to get to their first transport. The majority (93,6%) walked for up to 15 minutes, followed by 5,1% of persons who walked for 16–30 minutes. Only 0,3% of learners walked for more than 60 minutes.

The highest proportion of learners who walked more than 15 minutes were found in KwaZulu-Natal (8,5%), Gauteng and Mpumalanga (7,2%). North West had about 97,0% of learners that walked for up to 15 minutes to their first transport, followed by 2,5% that walked 16–30 minutes. About ninety-six per cent (95,7%) of Western Cape learners walked for up to 15 minutes, whilst 3,8% 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	679	652	96,1	25	3,7	1	0,2
Eastern Cape	499	483	96,7	16	3,1	*	*
Northern Cape	76	69	91,3	6	8,1	*	*
Free State	229	216	94,1	10	4,4	3	1,4
KwaZulu-Natal	1 040	969	93,1	60	5,7	12	1,1
North West	336	313	93,2	20	6,1	3	0,8
Gauteng	1 751	1 669	95,3	64	3,6	18	1,0
Mpumalanga	350	332	94,7	17	4,9	2	0,5
Limpopo	387	364	94,0	21	5,3	3	0,7
RSA	**5 348**	**5 067**	**94,7**	**239**	**4,5**	**42**	**0,8**

Percentages calculated within province.
* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.

According to Table 4.11, about 5,3 million learners waited for their first transport to arrive. Even though waiting times varied between provinces, nationally most learners waited for up to 15 minutes (94,7%), 4,5% waited for 16–30 minutes. One per cent (0,8%) of learners waited for their first transport for more than 30 minutes.

Eastern Cape, Western Cape and Gauteng had the highest percentage of learners that waited for up to 15 minutes. Approximately 96,7% of learners in Eastern Cape waited for up to 15 minutes for their first transport while 3,1% waited for 16–30 minutes and 0,2% waited for more than 30 minutes. About ninety-five per cent (94,7%) of learners in Mpumalanga waited for up to 15 minutes, followed by 4,9% of those that waited for 16–30 minutes and 0,5% that waited for more than 30 minutes. Limpopo had about 94,0% of learners who waited for up to 15 minutes, 5,3% waited for 16–30 minutes and 0,7% waited for more than 30 minutes.

About ninety-three per cent (93,2%) of learners in North West waited for up to 15 minutes, 6,1% waited for 16–30 minutes and 0,8% waited for more than 30 minutes. Northern Cape (91,3%) 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 min.	16–30 min.	31–45 min.	46–60 min.	> 60 min.	Total
Western Cape	677	96,3	3,2	0,4	*	*	**100,0**
Eastern Cape	481	95,1	3,4	0,6	0,6	0,2	**100,0**
Northern Cape	69	90,2	4,3	2,5	2,7	*	**100,0**
Free State	212	95,6	3,6	*	0,6	*	**100,0**
KwaZulu-Natal	990	92,0	5,1	1,5	0,9	0,5	**100,0**
North West	312	94,0	4,2	1,5	0,1	*	**100,0**
Gauteng	1 685	94,8	4,1	0,8	0,2	*	**100,0**
Mpumalanga	321	96,2	2,9	0,5	*	*	**100,0**
Limpopo	399	87,9	8,1	2,8	0,8	0,4	**100,0**
RSA	**5 147**	**94,0**	**4,3**	**1,0**	**0,4**	**0,2**	**100,0**

Percentages calculated within province.

Of the learners (5,1 million) that mentioned that they still had to walk a distance at the end of the trip to reach their educational institutions, 94,0% walked for up to 15 minutes, while 4,3% walked 16–30 minutes. Only 0,2% walked for more than 60 minutes.

Ninety-six per cent of Western Cape learners walked for up to 15 minutes, 3,2% walked for 16–30 minutes. In the Northern Cape, about 90,2% of learners walked for up to 15 minutes, 4,3% walked 16–30 minutes and 2,5% walked 31–45 minutes.

The most significant percentage of learners that walked 30 minutes or longer lived in Northern Cape (5,6%), Limpopo (4,0%) and KwaZulu-Natal (2,9%).

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	67	*	*	*	78	*	83	*	*	76
1–30	21,5	*	*	*	12,9	*	16,3	*	*	19,9
31–60	33,0	*	*	*	25,8	*	21,3	*	*	26,0
61+	45,5	*	*	*	61,3	*	62,4	*	*	54,2
Total	**100,0**	*	*	*	**100,0**	*	**100,0**	*	*	**100,0**
Bus										
Mean	61	56	54	57	62	57	64	65	66	60
1–30	24,6	22,8	24,7	21,3	19,8	25,7	20,4	20,1	18,8	21,4
31–60	33,7	48,5	50,1	47,1	42,7	43,9	39,8	39,7	35,2	40,8
61+	41,7	28,7	25,2	31,6	37,5	30,4	39,8	40,2	46,0	37,8
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi										
Mean	40	47	39	38	53	45	54	47	44	45
1–30	56,5	41,4	54,7	55,2	35,0	48,3	34,9	42,3	45,5	40,7
31–60	30,4	39,3	30,9	31,6	38,6	33,1	39,6	39,9	37,4	37,6
61+	13,0	19,3	14,4	13,2	26,4	18,6	25,5	17,8	17,2	21,7
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car\bakkie\truck driver										
Mean	40	36	47	35	43	26	44	48	50	41
1–30	57,4	57,0	77,3	72,1	51,8	85,5	45,1	66,9	58,5	53,6
31–60	29,6	39,6	0,0	19,8	27,1	5,2	40,1	8,4	14,0	31,3
61+	13,0	3,4	22,7	8,2	21,1	9,4	14,8	24,7	27,4	15,1
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	39	34	30	32	34	30
1–30	74,1	59,2	86,5	91,1	54,5	67,9	71,4	68,4	64,8	68,0
31–60	17,6	32,0	11,8	7,8	34,3	19,3	21,1	25,1	24,8	23,4
61+	8,3	8,8	1,7	1,1	11,2	12,8	7,5	6,6	10,4	8,5
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	19	31	25	26	38	28	28	29	29	28
1–30	91,3	70,2	81,6	79,5	58,8	75,9	76,5	73,3	75,0	72,4
31–60	7,0	23,3	15,8	17,1	31,2	20,4	20,0	23,0	19,9	22,0
61+	1,7	6,5	2,6	3,4	9,9	3,7	3,6	3,7	5,0	5,5
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

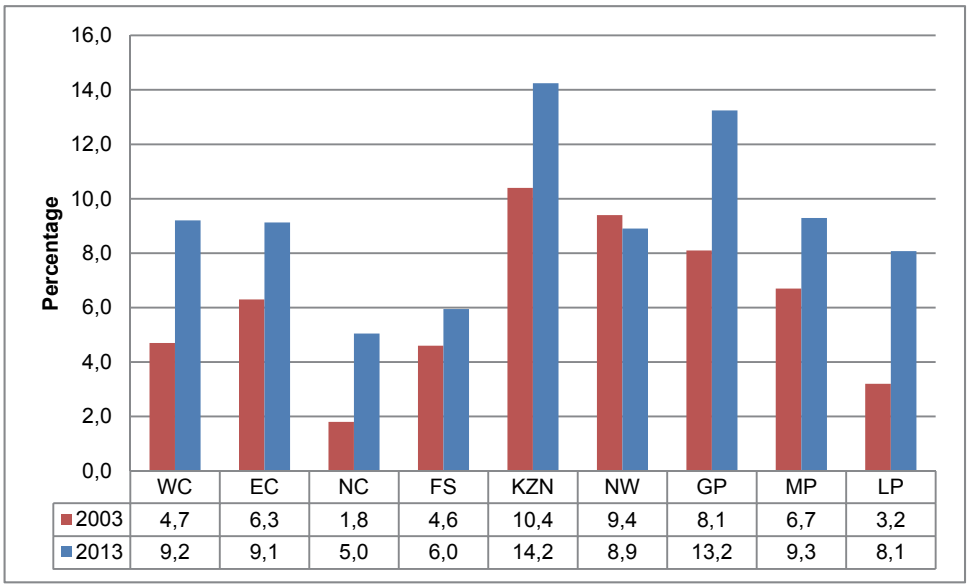
* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.

Nationally, most learners using trains tended to travel for more than 60 minutes to their educational institutions (54,2%). In Gauteng (62,4%), KwaZulu-Natal (61,3%) and Western Cape (45,5%), the time taken to travel by train was mostly more than an hour.

Most learners using taxis took at most 30 minutes to reach their educational institutions (40,7%). About 22% of learners needed more than an hour to get to their educational institutions using taxis. Western Cape (56,5%), Northern Cape (54,7%) and Free State (55,2%) had the highest proportion of learners who travelled 30 minutes or less when using taxis.

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. Learners who walked to their educational institutions for more than an hour were mostly found in KwaZulu-Natal (9,9%), followed by Eastern Cape with 6,5%.

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

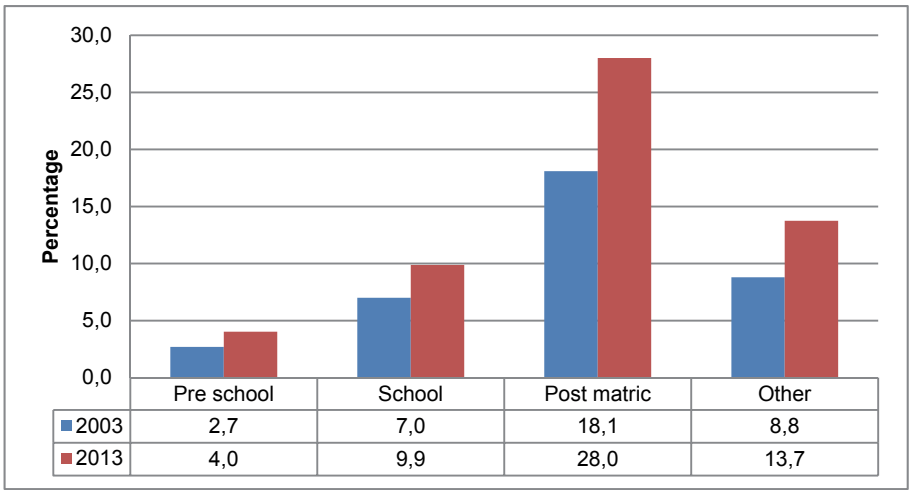


	WC	EC	NC	FS	KZN	NW	GP	MP	LP
2003	4,7	6,3	1,8	4,6	10,4	9,4	8,1	6,7	3,2
2013	9,2	9,1	5,0	6,0	14,2	8,9	13,2	9,3	8,1

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 0,5%.

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



	Pre school	School	Post matric	Other
2003	2,7	7,0	18,1	8,8
2013	4,0	9,9	28,0	13,7

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 ten 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)	336	*	*	*	287	*	557	*	*	393
1–100	7,1	*	*	*	9,1	*	6	*	*	6,7
101–200	50,2	*	*	*	41,1	*	44,9	*	*	45,9
200+	42,7	*	*	*	49,7	*	49,1	*	*	47,4
Total	**100,0**	*	*	*	**100,0**	*	**100,0**	*	*	**100,0**
Bus										
Mean (Rand)	541	387	636	467	360	307	457	283	311	417
1–100	6,3	7	8,6	4,7	7,6	3,2	6,8	5,3	0,6	5,7
101–200	15,5	4,5	32,9	8,4	16,5	14,4	14	20,8	13,9	15
200+	78,2	88,5	58,5	86,9	75,9	82,5	79,1	73,9	85,5	79,3
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi										
Mean (Rand)	392	350	468	364	341	429	422	325	289	376
1–100	2,4	5,7	1,8	5,4	8,2	5,7	1,4	3,8	9,3	4,8
101–200	13,8	13,9	29,6	13,5	17,3	22,2	9,2	20,2	21,9	14,8
200+	83,8	80,4	68,6	81,1	74,5	72,1	89,4	76	68,8	80,4
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car\bakkie\truck\company car driver										
Mean	1022	811	400	606	1421	1313	1291	1118	1116	1011
1–100	0,0	1,8	0,0.	10,4	5,2	0,0	2,3	0,0	14,8	3,1
101–200	11,5	14,7	0,0	4,3	11,8	0,6	0,9	0,0	26,1	5,4
200+	88,5	83,5	100,0	85,3	83,0	99,4	96,8	100,0	59,1	91,6
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	271	264	370	279	263	604	204	188	312
1–100	11,0	10,1	22,9	8,2	20,5	10,9	2,8	42,0	22,9	15,8
101–200	14,7	28,2	17,5	36,1	31,9	34,3	13,0	22,9	39,8	26,2
200+	74,3	61,7	59,6	55,7	47,6	54,8	84,2	35,1	37,3	58
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Using a car/bakkie/truck as a passenger was the least expensive mode of travel compared to all the other modes, with a mean of R312. Travel costs were the highest for those who drove cars/bakkies/trucks (R1 011) as their mode of travel, and for bus users (R417).

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 vehicles, and from public to private transport, 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 workers[4] by their province of origin, geographic location and income quintile.

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

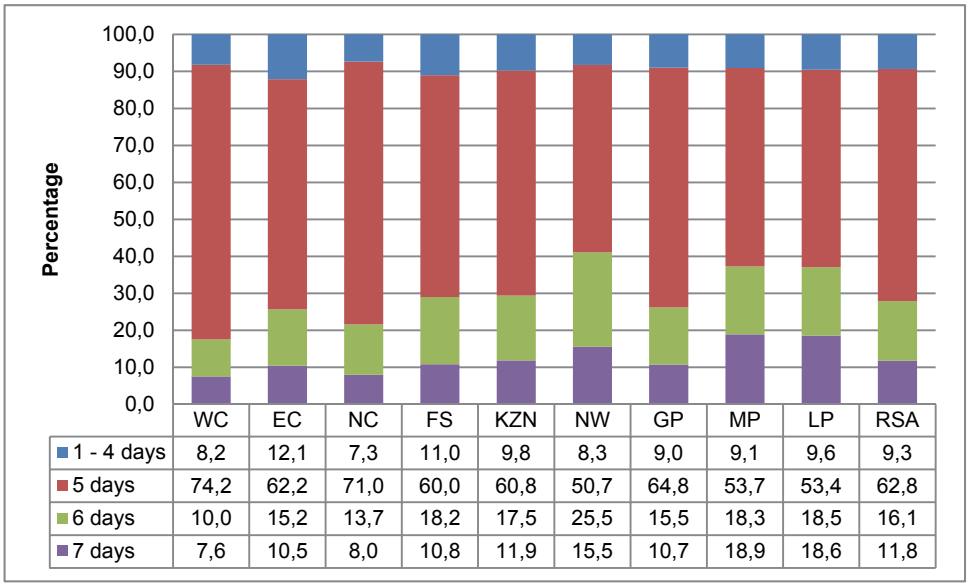
Indicator	Province										
	Statistics	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Worker status											
Workers	Number	2 301	1 229	319	798	2 429	964	5 025	1 105	1 013	**15 183**
	Percent	15,2	8,1	2,1	5,3	16,0	6,3	33,1	7,3	6,7	**100,0**
Disabled	Number	38	32	10	37	67	30	116	38	30	**399**
	Percent	9,5	8,0	2,5	9,3	16,9	7,6	29,0	9,6	7,4	**100,0**
Geographic location											
Metro	Number	1 564	542	*	264	1 034	*	4 281	*	*	**7 683**
	Percent	20,4	7,0	*	3,4	13,5	*	55,7	*	*	**100,0**
Urban	Number	605	325	257	422	574	549	645	675	346	**4 399**
	Percent	13,8	7,4	5,9	9,6	13,1	12,5	14,7	15,3	7,9	**100,0**
Rural	Number	132	362	62	111	821	415	99	430	668	**3 100**
	Percent	4,3	11,7	2,0	3,6	26,5	13,4	3,2	13,9	21,5	**100,0**
Household income quintiles											
Quintile 1(lowest income quintile)	Number	9	20	3	9	37	15	52	15	31	**190**
	Percent	4,5	10,3	1,8	4,8	19,2	7,7	27,5	7,7	16,4	**100,0**
Quintile 2	Number	136	240	37	127	384	148	314	171	221	**1 778**
	Percent	7,6	13,5	2,1	7,1	21,6	8,3	17,6	9,6	12,4	**100,0**
Quintile 3	Number	440	310	86	203	539	217	762	279	252	**3 086**
	Percent	14,2	10,1	2,8	6,6	17,5	7,0	24,7	9,0	8,2	**100,0**
Quintile 4	Number	729	313	95	204	723	298	1 390	318	250	**4 318**
	Percent	16,9	7,2	2,2	4,7	16,7	6,9	32,2	7,4	5,8	**100,0**
Quintile 5 (highest income quintile)	Number	988	346	99	256	747	287	2 507	323	259	**5 810**
	Percent	17,0	5,9	1,7	4,4	12,9	4,9	43,2	5,6	4,5	**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

[4]The 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 15,2 million workers in South Africa live in Gauteng, 16,0% in KwaZulu-Natal, and 15,2% in Western Cape. Approximately 0,4 million workers that are disabled were identified in the survey. Their distribution across provinces does not mirror the general distribution of workers across provinces. For example, whereas 33,1% of workers find themselves in Gauteng, only 29,0% of disabled workers live in this province. The Western Cape has 15,2% of the South African work force, but only 9,5% of the disabled workers. 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 (26,5%) and Limpopo (21,5%).

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



	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
1 - 4 days	8,2	12,1	7,3	11,0	9,8	8,3	9,0	9,1	9,6	9,3
5 days	74,2	62,2	71,0	60,0	60,8	50,7	64,8	53,7	53,4	62,8
6 days	10,0	15,2	13,7	18,2	17,5	25,5	15,5	18,3	18,5	16,1
7 days	7,6	10,5	8,0	10,8	11,9	15,5	10,7	18,9	18,6	11,8

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, 62,8% workers worked for five days a week, followed by 16,1% who worked for six days, 11,8% who worked for seven days and 9,3% who worked for one to four days a week.

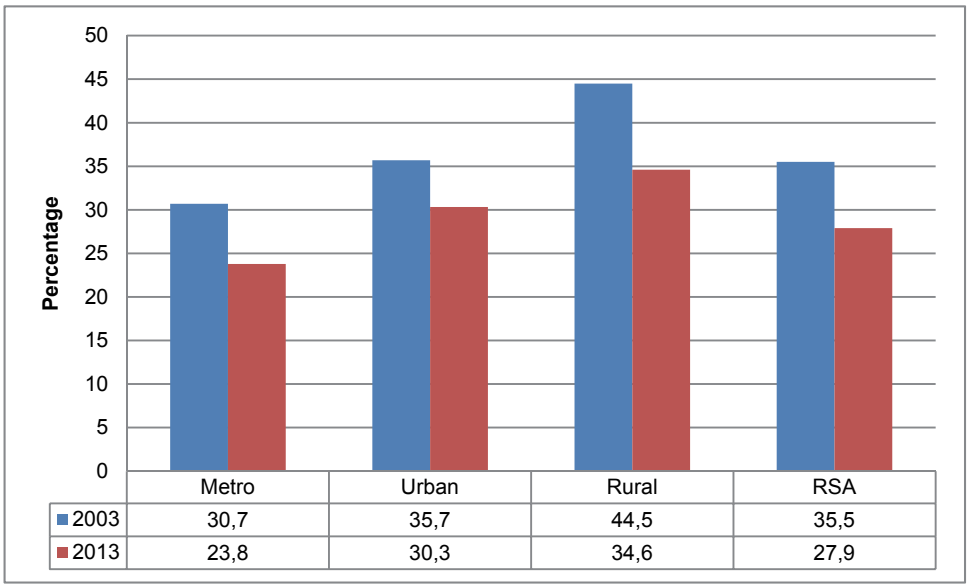
Western Cape (74,2%) had the highest percentage of workers who worked for five days a week, followed by Northern Cape (71,0%) and Gauteng (64,8%). The lowest percentages of workers who worked for five days per week were found in North West (50,7%), Limpopo (53,4%) and Mpumalanga (53,7%). Workers in Eastern Cape (12,1%) and Free State (11,0%) 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+ days	Total
Western Cape	Number	173	1 562	369	2 104
	Per cent	8,2	74,2	17,5	100,0
Eastern Cape	Number	138	712	294	1 144
	Per cent	12,1	62,2	25,7	100,0
Northern Cape	Number	22	217	66	306
	Per cent	7,3	71,0	21,6	100,0
Free State	Number	82	447	216	745
	Per cent	11,0	60,0	29,0	100,0
KwaZulu-Natal	Number	222	1 384	668	2 274
	Per cent	9,8	60,8	29,4	100,0
North West	Number	74	454	368	895
	Per cent	8,3	50,7	41,1	100,0
Gauteng	Number	416	2 997	1 211	4 624
	Per cent	9,0	64,8	26,2	100,0
Mpumalanga	Number	94	556	386	1 035
	Per cent	9,1	53,7	37,3	100,0
Limpopo	Number	89	496	344	928
	Per cent	9,6	53,4	37,0	100,0
RSA	Number	**1 310**	**8 824**	**3 921**	**14 055**
	Per cent	**9,3**	**62,8**	**27,9**	**100,0**
Geographic location					
Metro	Number	634	4 764	1 685	7 083
	Per cent	8,9	67,3	23,8	100,0
Urban	Number	358	2 521	1 254	4 133
	Per cent	8,7	61,0	30,3	100,0
Rural	Number	318	1 539	983	2 839
	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



	Metro	Urban	Rural	RSA
2003	30,7	35,7	44,5	35,5
2013	23,8	30,3	34,6	27,9

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

Figure 5.2 shows that the proportion of workers who worked six days or more decreased by approximately eight percentage points from 2003 to 2013. It was found in both 2003 and 2013 that workers who worked for six or more days were most likely to be located in the rural areas of the country. 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 5.3 summarises the main travel modes used by workers. Even though taxis are used by a significant percentage of workers (26,5%), those using private transport and driving a car/bakkie/truck are still in the majority (30,8%). Slightly more than one in five workers walk all the way (21,1%), and a further 7,6% 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 a car/bakkie/truck. In Northern Cape, the dominant transport mode was walking all the way (42,2%). Other provinces where significant percentages of workers walked all the way were Limpopo (34,4%), Eastern Cape (33,4%) and Free State (32,2%). Bus use was most common amongst workers in Mpumalanga (21,1%) and North West (13,4%).

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 than metro dwellers used taxis (24,1% compared with 29,6%) and trains (0,8% compared with 9,2%), while significantly more urban dwellers made use of private transport as passengers than metro workers (9,6% compared with 6,4%).

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

Indicator	Statistics	Main mode						
		Public transport			Private transport			
		Train	Bus	Taxi	Car/truck company car driver	Car/truck passenger	Walk all the way	Other
Province								
Western Cape	Number	277	151	316	741	225	352	29
	Per cent	13,3	7,2	15,1	35,4	10,8	16,8	1,4
Eastern Cape	Number	15	34	322	272	95	373	6
	Per cent	1,3	3,1	28,9	24,3	8,5	33,4	0,6
Northern Cape	Number	*	10	38	77	42	127	6
	Per cent	*	3,4	12,7	25,4	14,1	42,2	2,2
Free State	Number	*	43	174	198	52	231	19
	Per cent	*	6,0	24,2	27,6	7,3	32,2	2,6
KwaZulu-Natal	Number	66	155	805	564	161	479	20
	Per cent	2,9	6,9	35,8	25,1	7,2	21,3	0,9
North West	Number	*	117	240	199	65	231	21
	Per cent	*	13,4	27,5	22,8	7,5	26,4	2,4
Gauteng	Number	340	237	1 402	1 757	272	561	45
	Per cent	7,4	5,1	30,4	38,1	5,9	12,2	1,0
Mpumalanga	Number	2	213	201	249	70	263	15
	Per cent	0,2	21,1	19,8	24,6	6,9	26,0	1,4
Limpopo	Number	*	99	171	222	77	308	18
	Per cent	*	11,1	19,1	24,8	8,6	34,4	2,0
RSA	**Number**	**700**	**1 061**	**3 670**	**4 278**	**1 060**	**2 925**	**179**
	Per cent	**5,0**	**7,6**	**26,5**	**30,8**	**7,6**	**21,1**	**1,3**
Workers and disability status								
Total number of workers	Number	623	1 061	3 670	4 278	1 060	2 925	179
	Per cent	4,5	7,7	26,6	31,0	7,7	21,2	1,3
Disabled workers	Number	14	26	92	79	27	100	7
	Per cent	4,2	7,4	26,7	22,8	7,9	29,0	2,0
Geographic location of workers								
Metro workers	Number	650	446	2 080	2 613	452	734	55
	Per cent	9,2	6,3	29,6	37,2	6,4	10,4	0,8
Urban workers	Number	34	235	987	1 286	392	1 070	85
	Per cent	0,8	5,7	24,1	31,5	9,6	26,2	2,1
Rural workers	Number	14	380	603	379	216	1 121	39
	Per cent	0,5	13,8	21,9	13,8	7,9	40,7	1,4
Household income quintiles								
Quintile 1(lowest income quintile)	Number	7	13	37	20	8	64	1
	Per cent	4,4	8,9	24,6	13,5	5,3	42,4	0,9
Quintile 2	Number	64	137	434	126	102	676	37
	Per cent	4,1	8,7	27,5	8,0	6,5	42,9	2,4
Quintile 3	Number	168	287	909	311	206	892	47
	Per cent	5,9	10,2	32,2	11,0	7,3	31,6	1,7
Quintile 4	Number	268	362	1 376	776	314	847	57
	Per cent	6,7	9,1	34,4	19,4	7,8	21,2	1,4
Quintile 5(highest income quintile)	Number	155	261	914	3 044	430	447	36
	Per cent	2,9	4,9	17,3	57,6	8,1	8,4	0,7

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.

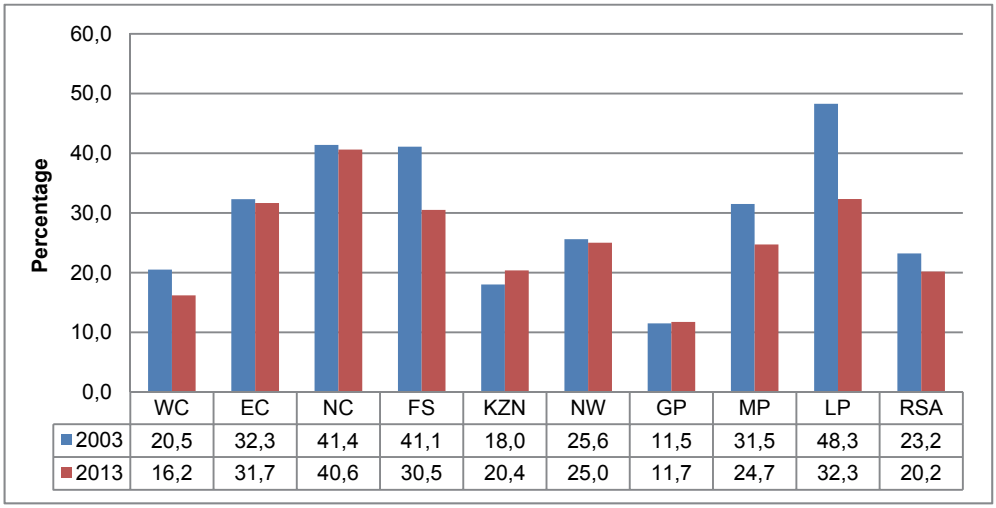
Table 5.4: Total number of trips to work using public transport by province, 2003 and 2013

2003	Total number of trips ('000)			
Province	**Train**	**Bus**	**Taxi**	**Total**
WC	255	106	398	**759**
EC	14	49	276	**339**
NC	*	7	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	277	151	315	**744**
EC	14	34	322	**371**
NC	*	10	38	**48**
FS	*	43	173	**217**
KZN	65	155	805	**1 026**
NW	*	117	240	**357**
GP	339	236	1 402	**1 978**
MP	*	213	200	**416**
LP	*	99	170	**270**
RSA	**700**	**1 060**	**3 669**	**5 430**
% of all public transport trips	**12,9**	**19,5**	**67,6**	**100,0**

* Un-weighted numbers of 3 and below per cell are 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 all the way' was more likely to occur in Northern Cape (40,6%) 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	352	12	16,2	26	17,7	1,4	662	16,9	36,8
Eastern Cape	373	12,7	31,7	4	2,7	0,5	245	6,3	30,6
Northern Cape	127	4,4	40,6	6	4,0	3,1	61	1,5	33,5
Free State	231	7,9	30,5	15	10,6	2,9	168	4,3	32,9
KwaZulu-Natal	479	16,4	20,4	16	11,3	0,9	512	13,1	27,6
North West	231	7,9	25,0	19	13,4	2,8	179	4,6	26,6
Gauteng	561	19,2	11,7	35	24,2	0,8	1685	43,1	40,2
Mpumalanga	263	9,0	24,7	7	5,1	0,9	208	5,3	26,2
Limpopo	308	10,5	32,3	16	11,1	2,5	188	4,8	30,0
RSA	**2 925**	**100,0**	**20,2**	**145**	**100,0**	**1,3**	**3 907**	**100,0**	**34,2**
Geographic location									
Metro	734	25,1	10,0	42	29,3	0,6	2474	63,3	37,8
Urban	1070	36,6	25,2	70	48,6	2,2	1123	28,7	36,1
Rural	1121	38,3	38,3	32	22,1	1,8	310	7,9	17,5

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 (16,4%), whilst exclusive cyclists were most likely to come from Gauteng (24,2%), Western Cape (17,7%) and North West (13,4%). Slightly over one-third (34,2%) of all South African workers drove to work. Of these drivers, 43,1% were based in Gauteng, whilst 16,9% were located in Western Cape and 13,1% lived in KwaZulu-Natal. The same picture emerges for the geographic location of workers who walked all the way to work. Most of them (38,3%) were located in rural areas. Out of 145 000 workers who cycled to work, the highest proportion (48,6%) were from urban areas. Approximately thirty-eight per cent (37,8%) of workers in metropolitan areas drove to work, which represents 63,3% 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

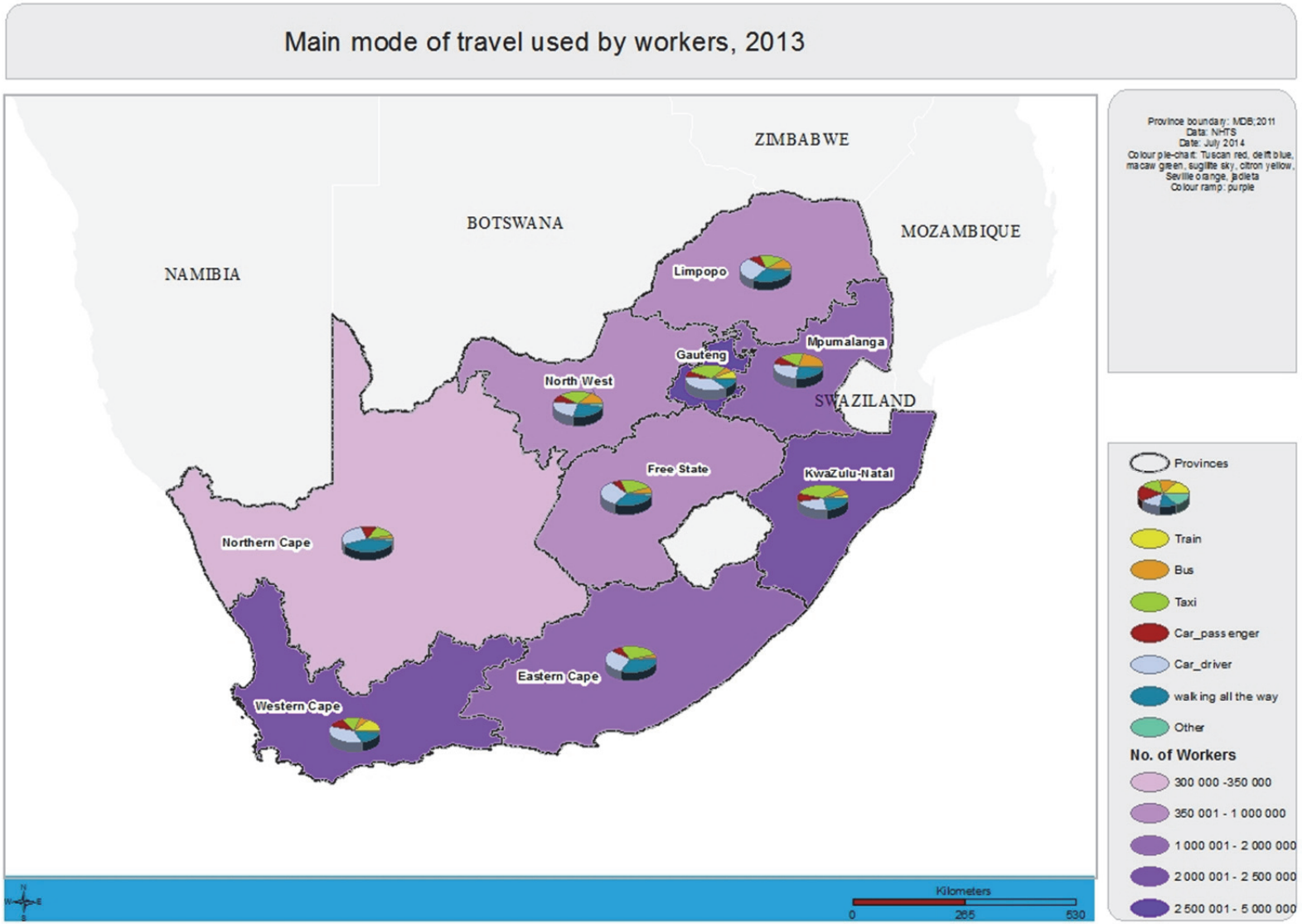
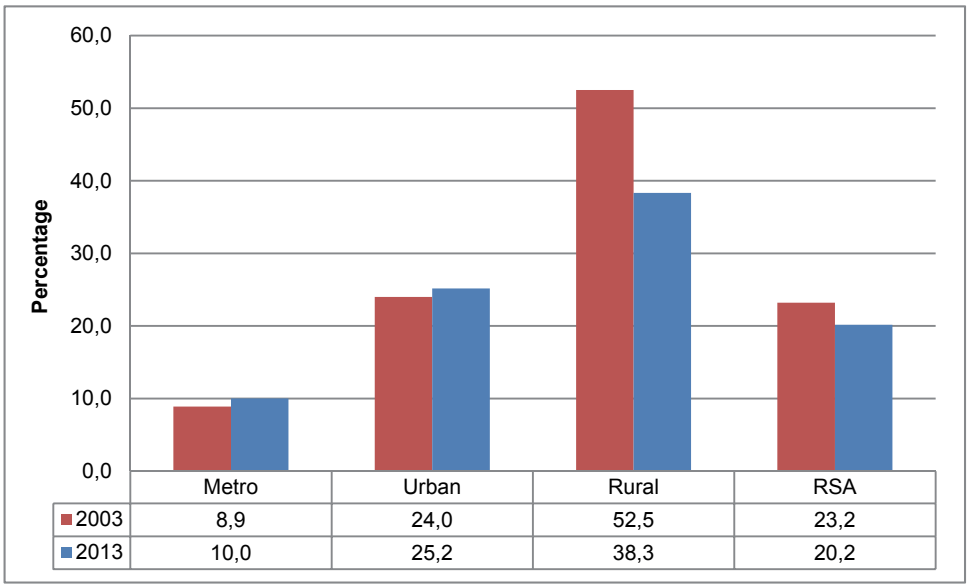


Figure 5.4: Percentage of workers who walked all the way to place of work by geographic location, 2003 and 2013

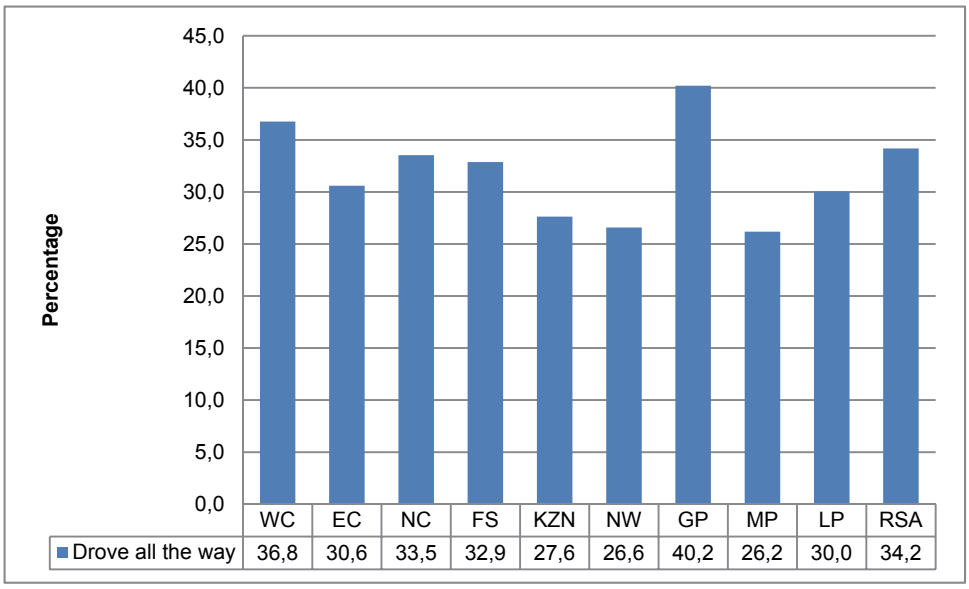


	Metro	Urban	Rural	RSA
2003	8,9	24,0	52,5	23,2
2013	10,0	25,2	38,3	20,2

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 20,2% in 2013). This decrease was more significant in rural areas where it decreased from 52,5% to 38,3%. This represents a 14,2 percentage point decrease.

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



	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Drove all the way	36,8	30,6	33,5	32,9	27,6	26,6	40,2	26,2	30,0	34,2

Slightly more than a third (34,2%) 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 5.5) were Gauteng (40,2%) and Western Cape (36,8%). 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 26,6% and 26,2% respectively.

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

Province	Statistics (numbers in thousands)	Mode of travel					
		Truck/ lorry	Car/ bakkie	Motor cycle/ scooter	Minibus (private)	Other	Total
Western Cape	Number	6	610	13	12	4	**646**
	Per cent	1,0	94,4	2,0	1,9	0,7	**100,0**
Eastern Cape	Number	2	214	4	6	3	**230**
	Per cent	0,9	93,3	1,9	2,5	1,4	**100,0**
Northern Cape	Number	1	54	1	2	*	**58**
	Per cent	1,6	93,6	1,2	2,7	*	**100,0**
Free State	Number	1	153	7	2	*	**163**
	Per cent	0,7	94,1	4,0	1,1	*	**100,0**
KwaZulu-Natal	Number	6	461	6	10	8	**490**
	Per cent	1,3	93,9	1,2	2,0	1,6	**100,0**
North West	Number	3	160	3	4	2	**171**
	Per cent	1,5	93,8	1,6	2,1	1,0	**100,0**
Gauteng	Number	13	1 552	26	24	10	**1 625**
	Per cent	0,8	95,5	1,6	1,5	0,6	**100,0**
Mpumalanga	Number	4	180	3	7	4	**199**
	Per cent	1,9	90,7	1,5	3,7	2,2	**100,0**
Limpopo	Number	3	167	*	8	3	**182**
	Per cent	1,7	92,1	*	4,2	1,8	**100,0**
RSA	**Number**	**40**	**3 552**	**62**	**74**	**36**	**3 763**
	Per cent	**1,1**	**94,4**	**1,7**	**2,0**	**1,0**	**100,0**

* Un-weighted numbers of 3 and below per cell are 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 94,4% of workers used cars or bakkies to travel to work, 2% used minibuses and 1,7% used motorcycles or scooters.

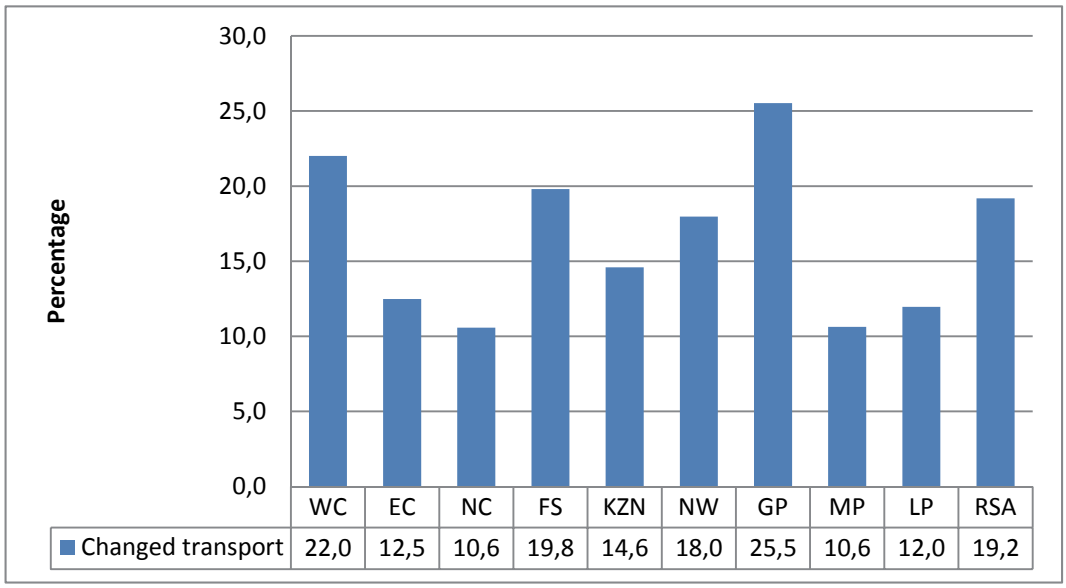
Table 5.7: Workers who changed transport on the way to work by province, 2013

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	1 047	230	22,0	17,3
Eastern Cape	503	63	12,5	4,7
Northern Cape	109	12	10,6	0,9
Free State	310	61	19,8	4,6
KwaZulu-Natal	1 227	179	14,6	13,5
North West	455	82	18,0	6,2
Gauteng	2 337	597	25,5	44,9
Mpumalanga	549	58	10,6	4,4
Limpopo	386	46	12,0	3,5
RSA	**6 922**	**1 328**	**19,2**	**100,0**

* Un-weighted numbers of 3 and below per cell 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 (19,8%),Western Cape (22,0%) and KwaZulu-Natal (14,6%) 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 19% 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 (25,5%),followed by Free State (19,8%), Western Cape (22,0%) and North West (18,0%).

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	57,8	37,2	3,6	1,3
Bus	84,4	14,3	0,9	0,3
Taxi	87,2	11,4	0,8	0,5
Total	**82,9**	**15,3**	**1,2**	**0,6**

Four out of ten (57,8%) train users did not need to make any transfers while travelling by train. Sixteen per cent (15,5%) of commuters using buses and 12,8% 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

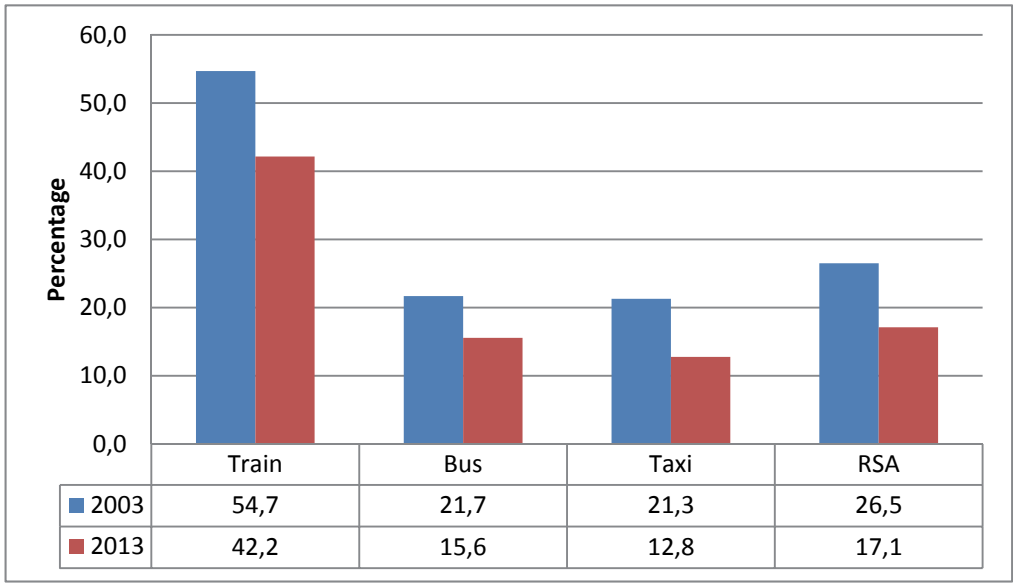
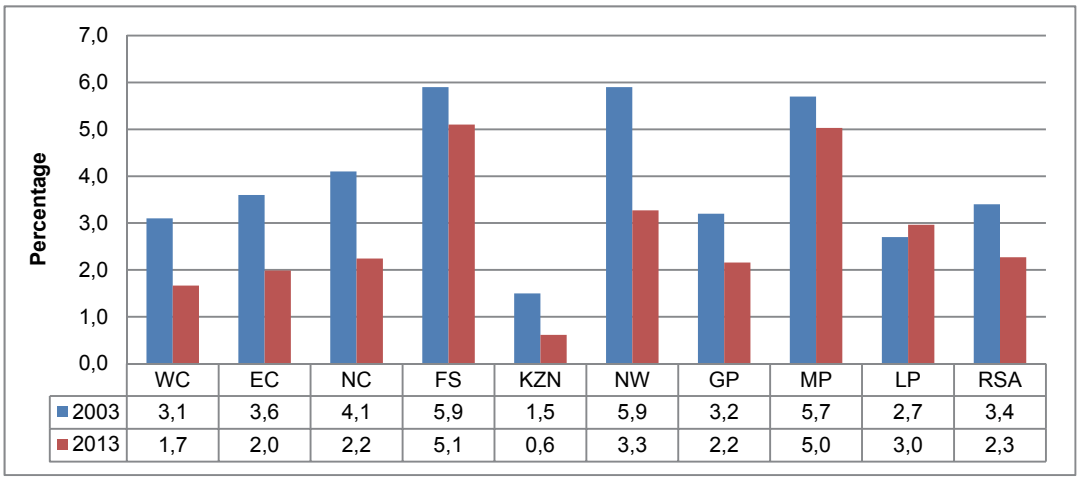


Figure 5.7 shows that nationally, there was a drop in the percentage of transfers from 26,5% in 2003 to 17,1% in 2013. Most workers who made at least one public transport transfer used trains. Although this percentage decreased from 54,7% in 2003 to 42,2% in 2013, train users were still the most likely of all public transport users to make one or more transfer during 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



	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
2003	3,1	3,6	4,1	5,9	1,5	5,9	3,2	5,7	2,7	3,4
2013	1,7	2,0	2,2	5,1	0,6	3,3	2,2	5,0	3,0	2,3

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% 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)					
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Western Cape	2 051	14,4	16,7	20,6	33,6	14,7	**100,0**
Eastern Cape	1 096	13,5	13,2	18,2	43,0	12,0	**100,0**
Northern Cape	298	11,8	17,3	22,3	41,1	7,5	**100,0**
Free State	708	16,0	14,5	20,8	35,9	12,8	**100,0**
KwaZulu-Natal	2 205	23,7	22,0	17,7	27,6	9,0	**100,0**
North West	852	31,6	15,4	15,3	26,8	10,9	**100,0**
Gauteng	4 471	24,5	20,0	15,7	26,4	13,4	**100,0**
Mpumalanga	986	30,4	19,9	17,0	23,3	9,4	**100,0**
Limpopo	877	25,4	20,4	16,9	26,7	10,6	**100,0**
RSA	**13 545**	**22,1**	**18,7**	**17,5**	**29,7**	**12,0**	**100,0**
Geographic location							
Metro	6 839	21,8	19,5	16,7	28,3	13,8	**100,0**
Urban	4 012	18,9	16,8	18,9	34,8	10,6	**100,0**
Rural	2 693	27,9	19,4	17,7	25,5	9,5	**100,0**

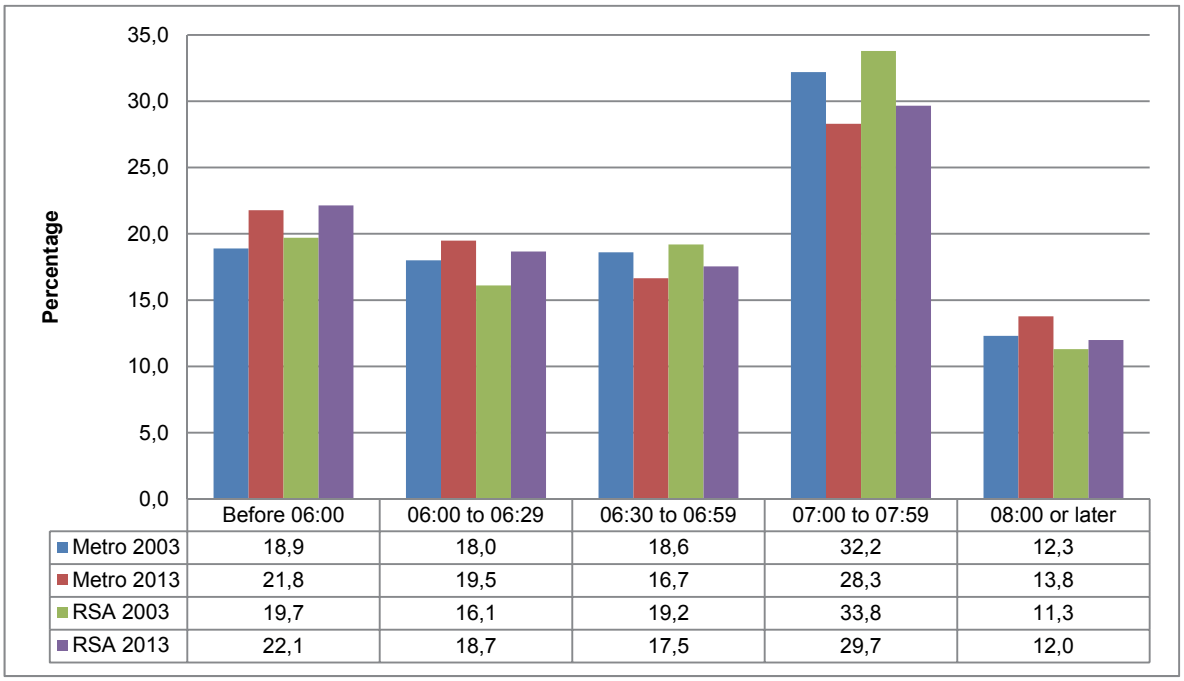
The totals used to calculate percentages excluded unspecified cases for the time working population leave for work.

More than one-quarter (29,7%) of South Africa's workers left their home or area of residence for work between 07:00 and 07:59 in the morning, as shown in Table 5.9. Eastern Cape (43,0,%), Northern Cape (41,1%) and Free State (35,9%) recorded the highest percentages of workers leaving their homes/residential places between 07:00 and 07:59 in the morning.

Slightly over one-fifth of workers (22,1%) left for work before 06:00 in the morning. Provincially, North West (31,6%) and Mpumalanga (30,4%) had the highest proportions of workers leaving for work before 06:00 in the morning, representing levels higher than any other time. Northern Cape, with only 11,8% of workers leaving before 06:00, recorded the lowest.

Out of the 18,7% of workers travelling from 06:00 to 06:29 in the morning, KwaZulu-Natal (22,0%) had the highest level, followed by 20% reported in Gauteng, Limpopo and Mpumalanga. Twelve per cent of workers left their homes from 08:00 in the morning or later when going to work. Western Cape (14,7%) and Gauteng (13,4%) recorded slightly higher levels of workers going to work from 08:00 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



	Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later
Metro 2003	18,9	18,0	18,6	32,2	12,3
Metro 2013	21,8	19,5	16,7	28,3	13,8
RSA 2003	19,7	16,1	19,2	33,8	11,3
RSA 2013	22,1	18,7	17,5	29,7	12,0

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 07:00, and 42% left after 07:00. 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 08:00 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

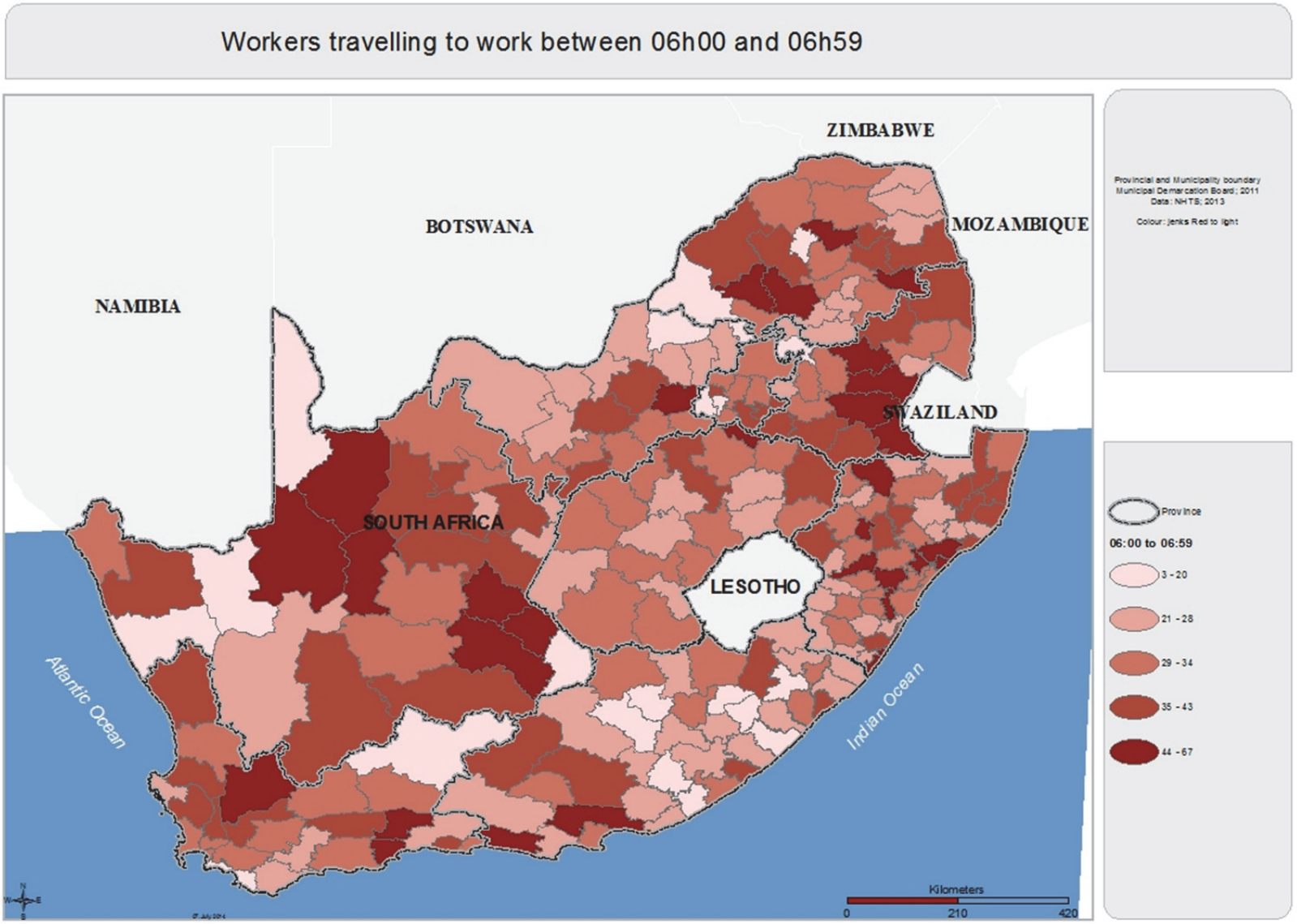


Table 5.10: Number of workers by arrival time at place of work and province, 2013

Province	Number of workers who completed the question ('000)	Time workers arrive (percentage of workers within province)					
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Western Cape	2 051	4,4	4,4	11,8	46,2	33,2	**100,0**
Eastern Cape	1 096	6,8	5,1	10,8	49,6	27,7	**100,0**
Northern Cape	298	4,1	7,3	16,5	54,4	17,7	**100,0**
Free State	708	6,9	5,8	13,0	49,5	24,8	**100,0**
KwaZulu-Natal	2 205	8,0	8,0	14,4	47,0	22,5	**100,0**
North West	852	15,5	9,4	12,6	39,9	22,7	**100,0**
Gauteng	4 471	7,1	6,4	12,9	42,1	31,5	**100,0**
Mpumalanga	986	8,1	10,7	17,4	45,0	18,8	**100,0**
Limpopo	877	8,9	9,4	15,4	45,6	20,7	**100,0**
RSA	**13 545**	**7,4**	**7,0**	**13,3**	**45,1**	**27,2**	**100,0**
Geographic location							
Metro	6 839	6,4	5,8	12,0	43,8	31,9	**100,0**
Urban	4 012	8,3	7,2	14,4	47,1	23,0	**100,0**
Rural	2 693	8,8	9,6	15,1	45,2	21,3	**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 07:00 and 07:59 in the morning. Workers in Northern Cape (54,4%),Eastern Cape (49,6%) and Free State (49,5%) had the highest percentages of people arriving at work during this period.

About 27% arrived at work at 08:00 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 (33,2%) and Gauteng (31,5%). Only North West (15,5%) had a significant percentage of workers who arrived before 06:00 in the morning.

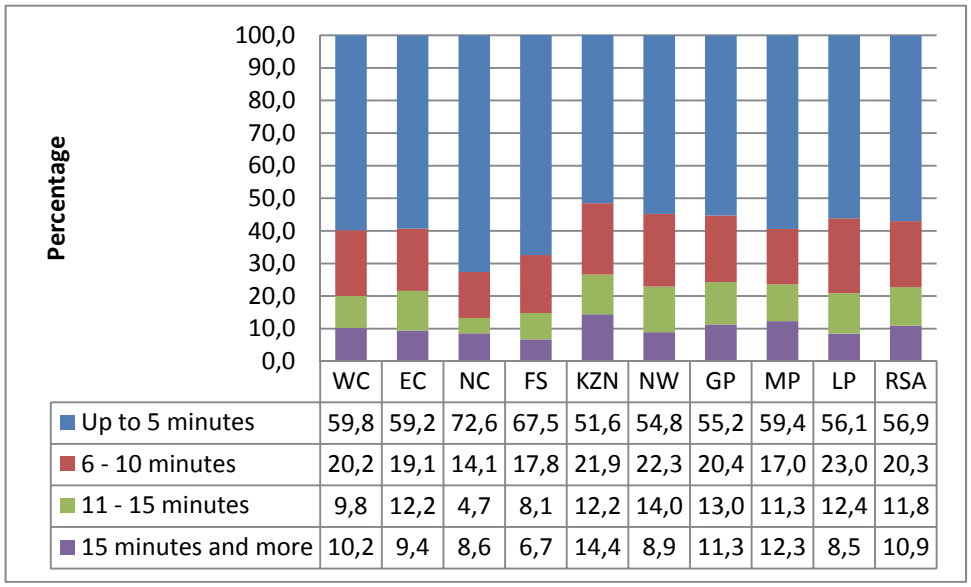
Most workers in the metropolitan areas (43,8%) were also more likely to arrive at work between 07:00 and 07:59 or later, as indicated in the table. In urban areas, the same travel patterns emerge, as 47,1% of workers arrived at work between 07:00 and 07:59 in the morning, and the majority of workers in rural areas also arrived at their place of work from 07:00 to 07:59.

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**	**647**	48,8	21,6	13,9	15,6	**100,0**
EC	**366**	59,2	19,1	12,2	9,4	**100,0**	**330**	62,0	18,7	9,6	9,7	**100,0**
NC	**56**	72,6	14,1	4,7	8,6	**100,0**	**43**	65,3	23,5	2,6	8,6	**100,0**
FS	**249**	67,5	17,8	8,1	6,7	**100,0**	**185**	50,3	26,2	11,4	12,1	**100,0**
KZN	**758**	51,6	21,9	12,2	14,4	**100,0**	**865**	49,8	24,4	12,3	13,6	**100,0**
NW	**358**	54,8	22,3	14,0	8,9	**100,0**	**289**	52,6	21,4	12,5	13,5	**100,0**
GP	**1 514**	55,2	20,4	13,0	11,3	**100,0**	**1 714**	43,6	24,2	15,1	17,2	**100,0**
MP	**306**	59,4	17,0	11,3	12,3	**100,0**	**374**	46,9	28,1	13,2	11,8	**100,0**
LP	**238**	56,1	23,0	12,4	8,5	**100,0**	**237**	43,1	30,8	11,1	14,9	**100,0**
RSA	**4 623**	**56,9**	**20,3**	**11,8**	**10,9**	100,0	**4 685**	**48,0**	**24,0**	**13,3**	**14,7**	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.

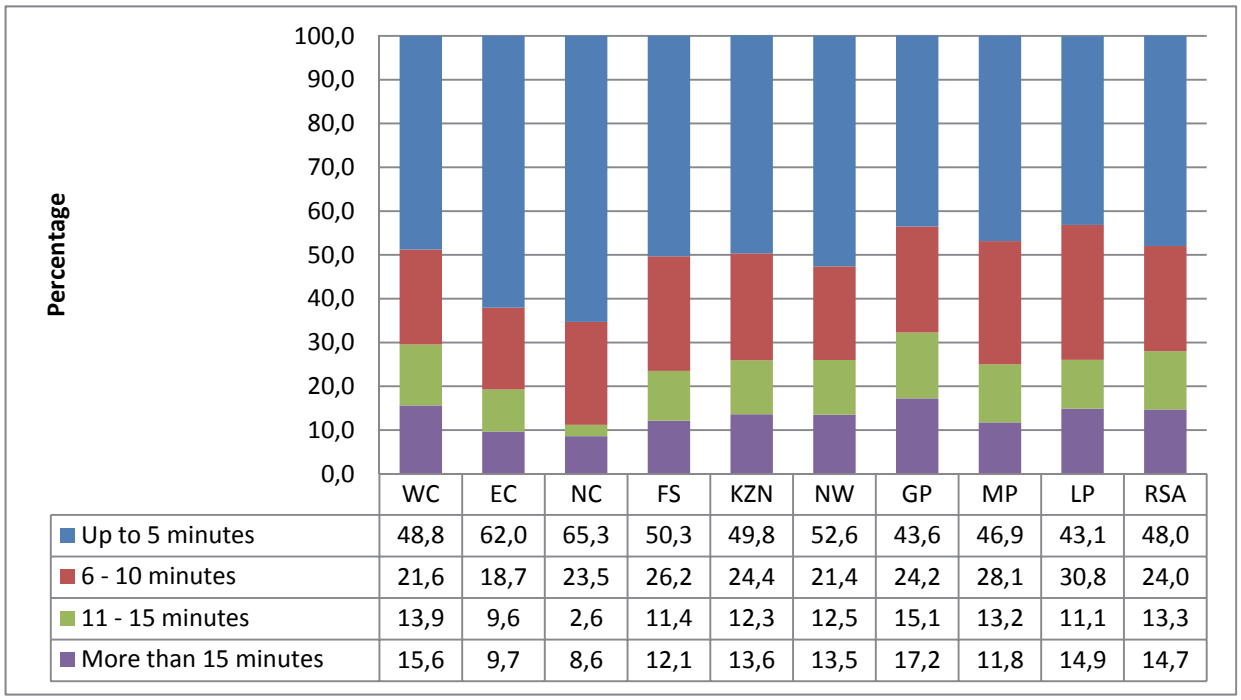
Figure 5.10: Walking time of workers to their first public transport (train, bus and taxi), 2003



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. More than 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



	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Up to 5 minutes	48,8	62,0	65,3	50,3	49,8	52,6	43,6	46,9	43,1	48,0
6 - 10 minutes	21,6	18,7	23,5	26,2	24,4	21,4	24,2	28,1	30,8	24,0
11 - 15 minutes	13,9	9,6	2,6	11,4	12,3	12,5	15,1	13,2	11,1	13,3
More than 15 minutes	15,6	9,7	8,6	12,1	13,6	13,5	17,2	11,8	14,9	14,7

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 14,7% in 2013. Provinces with the biggest increases in the percentages of workers who walked more than 15 minutes were Gauteng (from 11,3% to 17,2%) and North West (from 8,9% to 13,5%).

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	608	25,2	20,1	20,3	34,5	**100,0**
Bus	873	41,9	28,0	14,6	15,6	**100,0**
Taxi	3 204	54,0	23,7	11,5	10,7	**100,0**
Total	**4 685**	**48,0**	**24,0**	**13,3**	**14,7**	**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 (54,0%) as opposed to the bus users (41,9%) said that they walked for 5 minutes or less to get to their first transport. The distribution for trains is completely different, with 34,5% 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

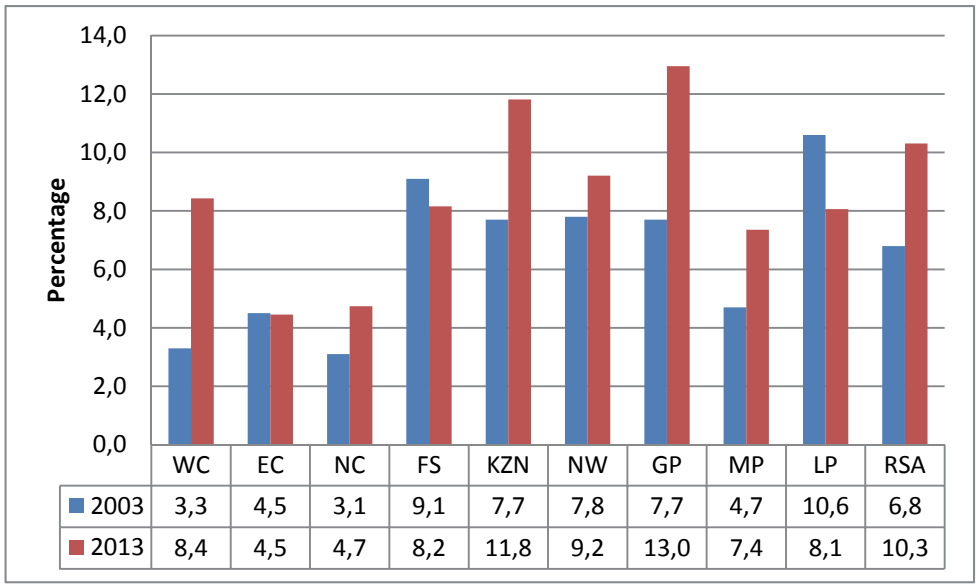
Province	Number of workers who waited for public transport ('000)	Waiting time (per centwithin province)				
		Up to 5 min.	6–10 min.	11–15 min.	>15 min.	Total
Western Cape	590	63,5	23,3	4,8	8,4	**100,0**
Eastern Cape	300	75,7	15,1	4,7	4,5	**100,0**
Northern Cape	42	58,4	29,7	7,2	4,7	**100,0**
Free State	180	60,0	23,9	7,9	8,2	**100,0**
KwaZulu-Natal	804	51,8	26,0	10,3	11,8	**100,0**
North West	279	53,0	25,8	12,1	9,2	**100,0**
Gauteng	1 577	56,6	21,6	8,9	13,0	**100,0**
Mpumalanga	365	62,5	23,6	6,5	7,4	**100,0**
Limpopo	231	60,6	25,0	6,3	8,1	**100,0**
RSA	**4 367**	**58,6**	**23,0**	**8,1**	**10,3**	**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 (58,6%) waited 5 minutes or less nationally, while workers in Eastern Cape (75,7%), Western Cape (63,5%) and Northern Cape (58,4%) were the most likely of all provinces to wait for 5 minutes or less.

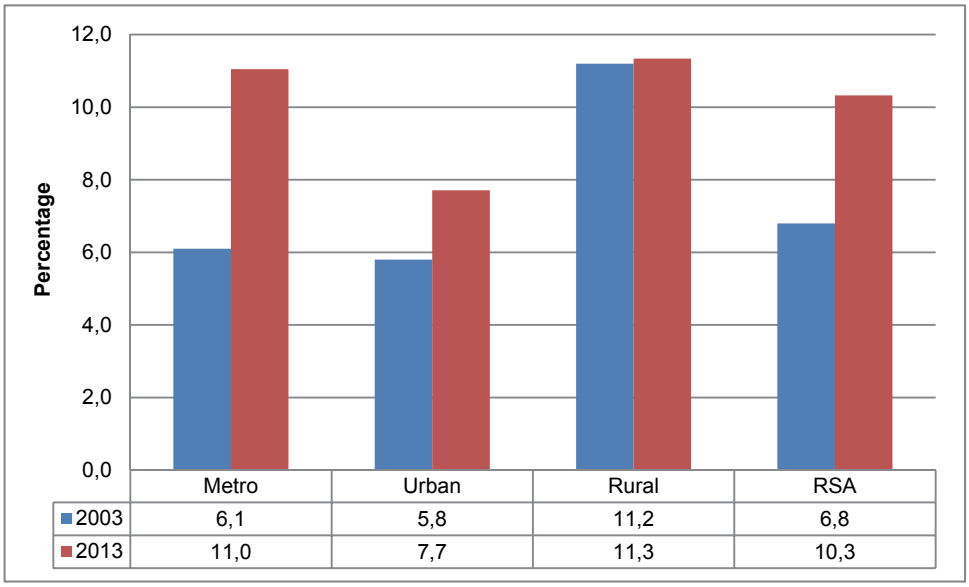
About one in ten (10,3%) of all South African workers waited for more than 15 minutes for the first public transport. In Gauteng, 13,0% waited for more than 15 minutes or more, followed by 11,8% in KwaZulu-Natal and 9,2% in North West.

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.

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



	Metro	Urban	Rural	RSA
2003	6,1	5,8	11,2	6,8
2013	11,0	7,7	11,3	10,3

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 their 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 10,3% in 2013, while the percentage of workers in metro and urban areas who waited 15 minutes or more increased by 4,9 and 1,9 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	**212**	53,3	38,7	21,0	18,0	**104**	12,2	16,7	8,2	7,7	**274**	10,3	6,5	4,8	9,4
Eastern Cape	**11**	2,5	2,9	1,9	*	**26**	4,6	1,7	0,9	1,9	**263**	10,6	6,1	5,4	4,2
Northern Cape	*	*	*	*	*	**7**	0,9	0,9	1,2	0,3	**35**	1,1	1,7	1,0	0,6
Free State	*	*	*	*	*	**33**	3,9	4,3	4,3	4,7	**147**	4,8	5,3	4,9	4,0
KwaZulu-Natal	**50**	5,4	18,1	7,4	7,1	**117**	15,3	13,8	14,8	12,7	**637**	17,9	24,4	29,9	27,5
North West	*	*	*	*	*	**79**	8,6	9,8	14,3	13,7	**200**	5,9	7,8	10,3	5,6
Gauteng	**260**	38,7	39,6	69,8	73,7	**175**	17,7	22,7	37,6	28,0	**1 143**	38,2	37,2	32,7	39,7
Mpumalanga	*	*	*	*	*	**181**	26,4	19,8	9,0	22,0	**182**	6,1	5,9	7,6	4,4
Limpopo	*	*	*	*	*	**82**	10,3	10,3	9,7	9,0	**149**	5,1	5,2	3,4	4,5
RSA	**535**	**100,0**	**100,0**	**100,0**	**100,0**	**803**	**100,0**	**100,0**	**100,0**	**100,0**	**3 028**	**100,0**	**100,0**	**100,0**	**100,0**

* Un-weighted numbers of 3 and below per cell 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 waited 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. Forty per cent (39,7%) of the commuters using taxis in Gauteng and one-fifth (27,5%) of the commuters in KwaZulu-Natal waited for longer than 15 minutes for their taxis. In contrast to this, only 28,0% of the users of bus services in Gauteng and 12,7% in KwaZulu-Natal waited that long.

Of the 803 000 individuals who used buses to travel to work, the highest numbers were found in Gauteng (175 000) and Mpumalanga (181 000). In Mpumalanga, slightly more than two in ten workers indicated that they waited for longer than 15 minutes for their buses to arrive.

Even though trains were used by 535 000 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 (73,7%) and a third (18,0%) of Western Cape commuters waited for more than 15 minutes for their trains to arrive.

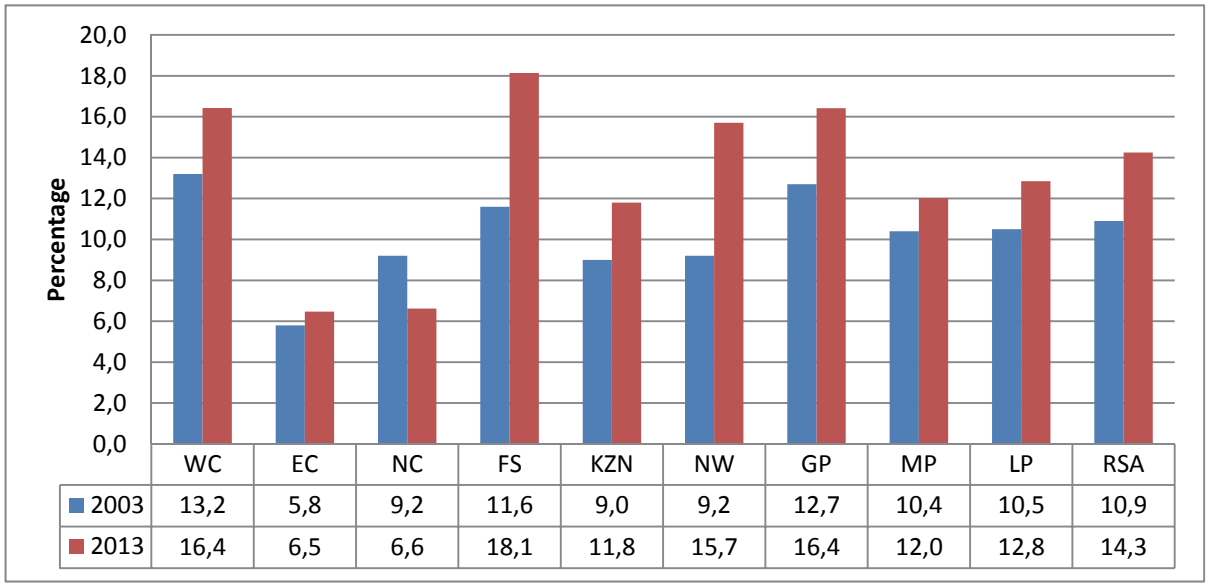
Table 5.15: Walking time at the end of the work trip using public transport (train, bus and taxi) by province, 2013

Province	Number of workers who walked at the end of the work trip ('000)	Walking time (per cent within province)				
		Up to 5 min.	6–10 min.	11–15 min.	>15 min.	Total
Western Cape	576	45,8	25,5	12,2	16,4	**100,0**
Eastern Cape	302	69,1	17,8	6,6	6,5	**100,0**
Northern Cape	34	67,4	15,6	10,4	6,6	**100,0**
Free State	165	50,0	21,4	10,4	18,1	**100,0**
KwaZulu-Natal	745	55,2	23,0	9,9	11,8	**100,0**
North West	235	59,2	17,0	8,1	15,7	**100,0**
Gauteng	1 491	43,9	27,0	12,7	16,4	**100,0**
Mpumalanga	328	52,5	24,2	11,3	12,0	**100,0**
Limpopo	216	62,3	18,0	6,8	12,8	**100,0**
RSA	**4 093**	**51,1**	**23,8**	**10,9**	**14,3**	**100,0**

Percentages calculated within provinces.

Table 5.15 shows that most workers walked after being dropped off by their public transport in order to reach their work place. Of the 4,7 million commuters using public transport (Table 5.11), 4,1 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 23,8% walked between 6 and 10 minutes. Approximately eleven percent of workers in South Africa walked between 11 and 15 minutes after alighting from their transport. Northern Cape (67,4%), Eastern Cape (69,1%) and North West (59,2%) had the highest percentages of commuters who walked for 5 minutes or less to their place of work. Approximately sixteen per cent (16,4%) of the commuters in Western Cape, 18,1% in Free State and 16,5% 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



	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
2003	13,2	5,8	9,2	11,6	9,0	9,2	12,7	10,4	10,5	10,9
2013	16,4	6,5	6,6	18,1	11,8	15,7	16,4	12,0	12,8	14,3

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 14,3% in the percentage of individuals who walked for 15 minutes or more.

Table 5.16 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, and 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 (22,3%) and Mpumalanga (23,4%) 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 5.16: 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	**219**	44,1	49,6	37,6	33,2	**88**	12,3	14,3	11,1	13,4	**268**	10,5	7,2	8,6	8,3
Eastern Cape	**13**	2,9	1,6	3,0	2,8	**26**	5,2	4,0	1,7	1,7	**262**	11,3	6,9	6,0	4,2
Northern Cape	*	*	*	*	*	**3**	0,6	0,5	*	*	**31**	1,3	0,7	1,3	0,6
Free State	*	*	*	*	*	**26**	3,6	2,5	4,8	5,9	**139**	4,3	4,9	5,1	7,6
KwaZulu-Natal	**47**	7,5	10,1	10,6	7,5	**105**	18,1	15,0	14,2	10,7	**593**	21,0	20,2	19,8	20,7
North West	*	*	*	*	*	**51**	7,8	5,7	5,2	11,8	**183**	6,9	4,6	5,7	7,7
Gauteng	**252**	45,2	38,1	48,1	56,5	**156**	20,9	26,3	23,8	22,3	**1 074**	31,8	46,9	46,4	41,6
Mpumalanga	*	*	*	*	*	**154**	19,0	24,6	30,5	23,4	**171**	7,0	4,8	4,1	4,2
Limpopo	*	*	*	*	*	**69**	12,5	7,2	8,5	10,5	**146**	5,9	3,9	2,8	5,1
RSA	**533**	**100,0**	**100,0**	**100,0**	**100,0**	**678**	**100,0**	**100,0**	**100,0**	**100,0**	**2 867**	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated across provinces, within RSA.
* Numbers of less than 10 000are too small to provide reliable estimates.

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)	79	86	*	*	79	*	102	*	*	74
1–30	9,5	8,1	*	*	6,9	*	5,6	*	*	7,3
31–60	31,2	16,3	*	*	43,1	*	22,5	*	*	27,7
61+	59,4	75,6	*	*	50,0	*	72,0	*	*	65,0
Total	**100,0**	**100,0**	*	*	**100,0**	*	**100,0**	*	*	**100,0**
Bus										
Mean (minutes)	69	60	51	77	69	82	92	89	77	74
1–30	21,6	22,0	26,9	9,5	13,9	13,7	8,4	10,8	21,4	14,0
31–60	30,0	45,0	58,6	34,7	44,8	35,6	23,7	32,5	29,2	32,8
61+	48,5	33,0	14,5	55,8	41,2	50,7	67,9	56,7	49,4	53,2
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	46	38	46	58	55	63	49	52	50
1–30	38,6	44,0	61,9	40,9	29,2	35,6	24,2	43,0	35,5	31,8
31–60	41,3	41,2	32,1	40,9	43,9	41,9	42,2	40,5	44,7	42,3
61+	20,0	14,7	6,1	18,3	26,8	22,5	33,6	16,5	19,7	26,0
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	36	32	29	40	38	49	40	42	38
1–30	53,8	61,3	74,0	75,8	52,9	63,8	44,3	62,7	59,9	53,0
31–60	33,4	26,3	17,4	18,6	37,5	26,7	35,2	25,9	26,2	32,1
61+	12,8	12,4	8,5	5,6	9,6	9,5	20,5	11,4	14,0	14,9
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	36	38	36	49	43	53	52	50	44
1–30	58,1	60,5	65,3	62,9	40,3	56,3	38,4	49,5	44,7	49,5
31–60	29,7	30,3	23,4	25,9	42,2	29,5	34,5	30,6	31,5	32,6
61+	12,2	9,1	11,3	11,2	17,5	14,2	27,0	19,9	23,8	17,9
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	28	31	38	31	35	39	35	34
1–30	74,6	65,9	79,1	70,6	62,9	72,6	68,3	61,9	68,3	68,3
31–60	18,9	26,3	16,3	20,4	26,3	20,3	21,9	27,3	22,6	22,9
61+	6,5	7,8	4,6	9,0	10,8	7,2	9,8	10,7	9,1	8,8
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

* Un-weighted numbers of 3 and below per cell 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	348	388	*	*	295	*	467	*	*	371
1–100	2,6	*	*	*	4,1	*	3,3	*	*	3,0
101–20	42,9	36,4	*	*	44,4	*	38,5	*	*	40,6
200+	54,5	63,6	*	*	51,4	*	58,2	*	*	56,4
Total	**100,0**	**100,0**	*	*	**100,0**	*	**100,0**	*	*	**100,0**
Bus										
Mean	474	429	348	442	542	539	580	434	456	472
1–100	2,9	5,2	17,8	4,1	1,8	2,2	1,3	0,5	7,4	2,4
101–20	2,6	6,6	15,1	14,1	4,6	7,0	3,6	2,8	6,3	4,7
200+	94,5	88,1	67,0	81,8	93,6	90,7	95,1	96,7	86,4	92,9
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi										
Mean	468	489	409	482	555	543	628	500	565	515
1–100	1,8	0,9	2,0	0,6	1,0	0,9	1,0	1,5	1,4	1,1
101–20	4,4	3,6	5,0	4,3	3,2	4,4	2,1	2,8	3,2	3,0
200+	93,8	95,5	93,0	95,1	95,8	94,7	96,9	95,7	95,4	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	1405	1022	406	1094	1214	1157	1332	616	2011	1140
1–100	1,9	3,3	5,1	*	1,6	14,8	5,2	14,6	*	4,7
101–20	6,4	25,1	10,1	17,6	*	5,1	0,9	3,3	*	4,3
200+	91,7	71,6	84,9	82,4	98,4	80,1	93,9	82,0	100,0	91,0
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car passenger										
Mean	557	523	622	622	582	628	881	720	622	640
1–100	3,8	5,9	4,9	11,0	4,9	3,9	0,5	6,7	0,8	3,5
101–20	8,6	8,7	1,8	*	5,7	4,5	1,0	*	11,1	4,7
200+	87,6	85,3	93,3	89,0	89,4	91,6	98,5	93,3	88,1	91,8
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.

6. Business trips

Business trips are defined as 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. In 2003 a limit of 200 km and more was used. Since the distance limitations were different, comparisons over time have to be done with care. 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.

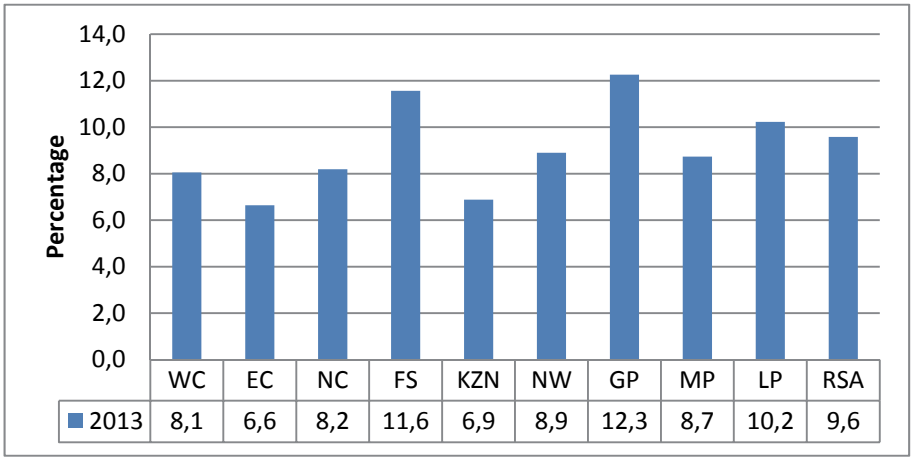
Table 6.1: Incidence of business trips during the past calendar month by province and geographic location, 2013

Province	Workers aged 15 years and older ('000)	Business trips amongst workers 15 years and older		
		Number ('000)	Per cent within province	Per cent within RSA
Western Cape	2301	185	8,1	12,7
Eastern Cape	1229	82	6,6	5,6
Northern Cape	319	26	8,2	1,8
Free State	798	92	11,6	6,3
KwaZulu-Natal	2429	167	6,9	11,5
North West	964	86	8,9	5,9
Gauteng	5025	616	12,3	42,3
Mpumalanga	1105	97	8,7	6,6
Limpopo	1013	104	10,2	7,1
RSA	**15183**	**1454**	**9,6**	**100,0**
Geographic location				
Metro	7683	809	10,5	55,6
Urban	4399	444	10,1	30,6
Rural	3100	201	6,5	13,8

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 15,2 million workers aged 15 years and older that were interviewed, only 1,5 million indicated that they undertook business trips during the reference period. Three out of ten business travellers were from Gauteng (42,3%),with a further 12,7% from Western Cape and 11,5% 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, 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 (10,2%).

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)					
		1–5 trips	6–10 trips	11–15 trips	16–20 trips	>20 trips	Total
Western Cape	181	72,8	14,0	5,1	5,8	2,3	**100,0**
Eastern Cape	76	81,3	9,9	2,3	5,1	1,3	**100,0**
Northern Cape	25	82,7	11,4	0,8	3,7	1,4	**100,0**
Free State	90	81,2	8,6	4,3	3,2	2,6	**100,0**
KwaZulu-Natal	157	77,3	11,1	4,4	2,3	4,9	**100,0**
North West	82	71,6	14,0	4,2	7,8	2,5	**100,0**
Gauteng	597	71,5	13,2	4,2	4,1	7,1	**100,0**
Mpumalanga	91	84,6	8,5	1,5	4,5	0,9	**100,0**
Limpopo	98	80,9	7,5	3,4	4,6	3,6	**100,0**
RSA	**1 399**	**75,2**	**11,9**	**3,9**	**4,4**	**4,6**	**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, 75,2% undertook one to five trips during the reference period. A small percentage of business travellers (3,9%) undertook eleven to fifteen trips, while 4,6% of workers who went on business trips undertook more than twenty trips.

The highest proportion of business travellers that undertook one to five trips were in Mpumalanga (84,6%) and Northern Cape with 82,7%. Of those that undertook more than twenty business trips, most were from Gauteng (7,1%).

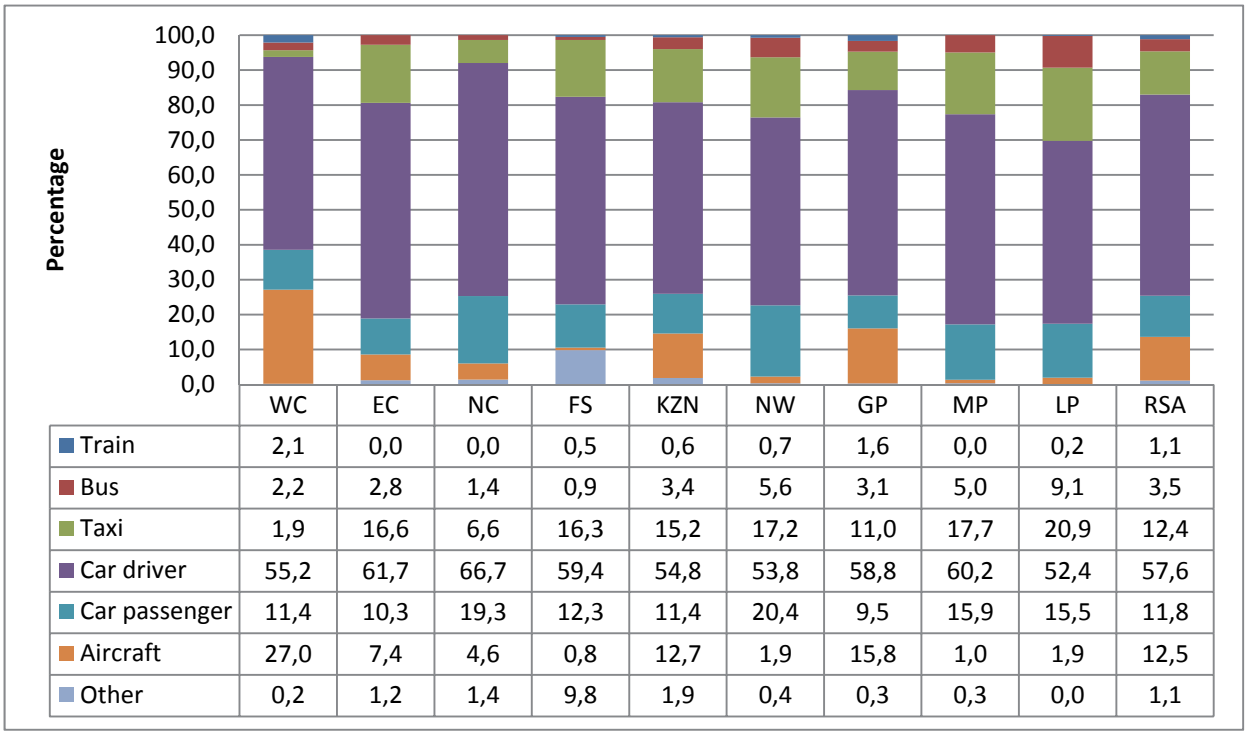
Table 6.3: Main mode of travel used for business trip, by province 2013

	Mode of travel	Statistics	Province									
			WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Public transport	Train	Number	4	*	*	*	1	1	10	*	*	16
		Per cent	2,1	*	*	*	0,6	0,7	1,6	*	*	1,1
	Bus	Number	4	2	*	1	5	5	19	5	9	50
		Per cent	2,2	2,8	1,4	0,9	3,4	5,6	3,1	5,0	9,1	3,5
	Taxi	Number	4	13	2	15	24	15	67	17	21	177
		Per cent	1,9	16,6	6,6	16,3	15,2	17,2	11,0	17,7	20,9	12,4
Private transport	Car\bakkie\ truck driver	Number	102	50	17	54	88	45	360	57	51	824
		Per cent	55,2	61,7	66,7	59,4	54,8	53,8	58,8	60,2	52,4	57,6
	Car\bakkie\ truck passenger	Number	21	8	5	11	18	17	58	15	15	169
		Per cent	11,4	10,3	19,3	12,3	11,4	20,4	9,5	15,9	15,5	11,8
Aircraft		Number	50	6	1	1	20	2	96	1	2	179
		Per cent	27,0	7,4	4,6	0,8	12,7	1,9	15,8	1,0	1,9	12,5
Other modes		Number	*	1	*	9	3	*	2	*	*	16
		Per cent	0,2	1,2	1,4	9,8	1,9	0,4	0,3	0,3	*	1,1
Total		**Number**	184	80	26	91	161	84	612	95	98	1431
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Totals exclude unspecified cases.
Percentages calculated within provinces.

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. This mode accounted for almost 57,6%. 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 (66,7%), followed by Eastern Cape with 61,7%. Out of the twelve per cent (12,4%) business trips made by taxi, Limpopo (20,9%) had the highest percentage, followed by Mpumalanga (17,7%) and North West (17,2%). Western Cape reported the lowest percentage of taxi trips with only 1,9%.

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



	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Train	2,1	0,0	0,0	0,5	0,6	0,7	1,6	0,0	0,2	1,1
Bus	2,2	2,8	1,4	0,9	3,4	5,6	3,1	5,0	9,1	3,5
Taxi	1,9	16,6	6,6	16,3	15,2	17,2	11,0	17,7	20,9	12,4
Car driver	55,2	61,7	66,7	59,4	54,8	53,8	58,8	60,2	52,4	57,6
Car passenger	11,4	10,3	19,3	12,3	11,4	20,4	9,5	15,9	15,5	11,8
Aircraft	27,0	7,4	4,6	0,8	12,7	1,9	15,8	1,0	1,9	12,5
Other	0,2	1,2	1,4	9,8	1,9	0,4	0,3	0,3	0,0	1,1

Map 6.1: Number of business travellers per province and their main mode of travel, 2013

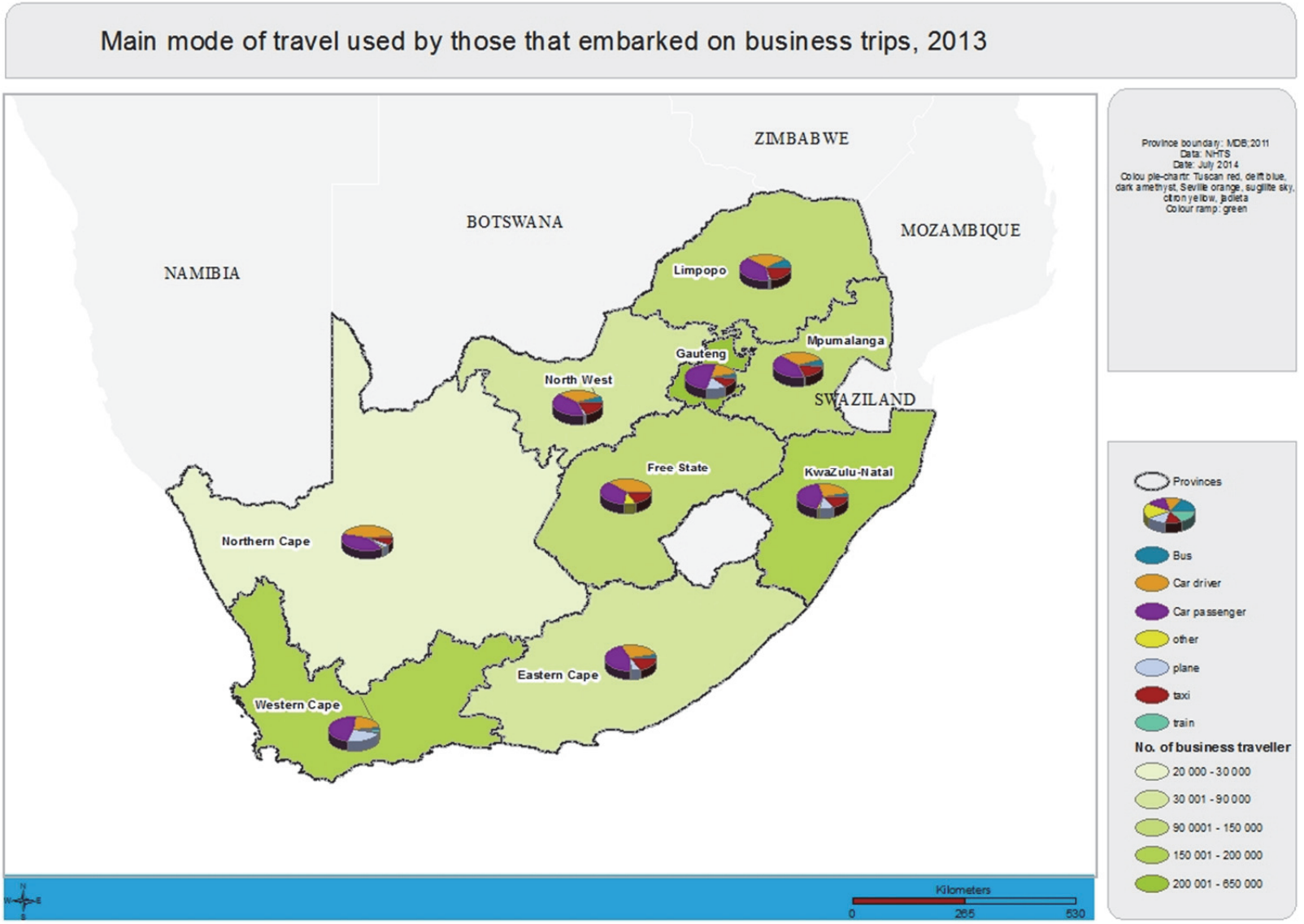
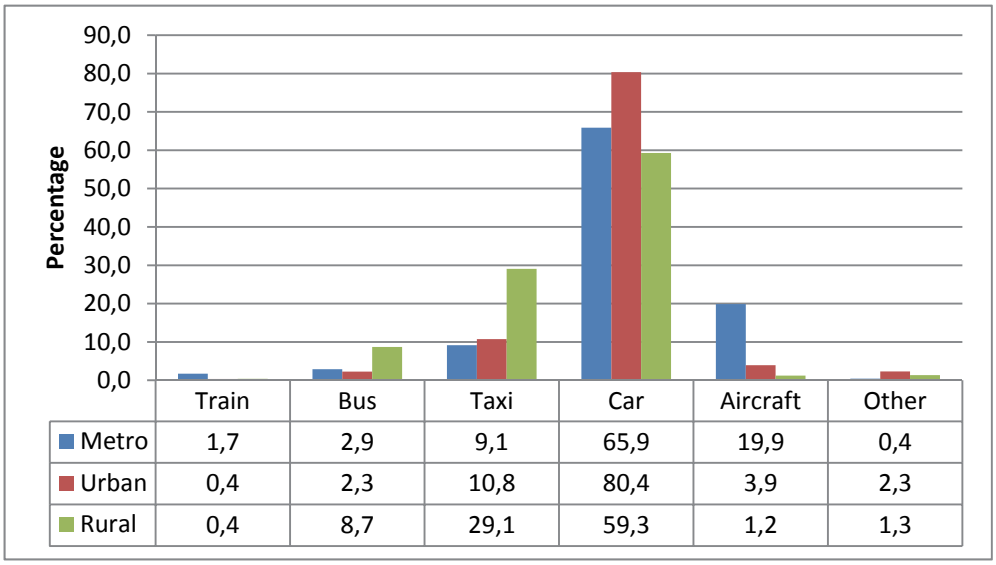


Figure 6.2 represents the percentage of business trips made using different modes of travel. Most business travellers (57,7%) used a car/bakkie/truck as a driver. The second most used modes were taxis and aircraft. Nationally, approximately 12% of business trips were made using taxis (12,4%) and aircraft (12,5%).Taxis were most likely to be used in Limpopo with one out of five business trips using this mode. Seventeen per cent of workers in North West who undertook business trips also used this mode. Out of trips made using an aircraft, Western Cape reported the highest number (27,0%), followed by Gauteng (15,8%).

Figure 6.3: Percentage of business trips by main mode of travel by geography type, 2013



	Train	Bus	Taxi	Car	Aircraft	Other
Metro	1,7	2,9	9,1	65,9	19,9	0,4
Urban	0,4	2,3	10,8	80,4	3,9	2,3
Rural	0,4	8,7	29,1	59,3	1,2	1,3

As presented in figure 6.3, business trips made by aircraft declined from 19,1% in 2003 to 12,5% in 2013. A different picture emerged for trips made by car or bakkie, as this increased from 60,3% in 2003 to 69,4% in 2013. Trips made by taxi also increased from 9,1% to 12,4%.

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	55,8	2,9	*	*	*	*	41,1	*	*	**100,0**
EC	2,9	84,1	*	*	*	*	10,0	*	*	**100,0**
NC	*	*	67,3	5,5	*	*	22,2	*	*	**100,0**
FS	*	*	*	68,6	*	*	27,4	*	*	**100,0**
KZN	4,8	1,3	*	*	70,3	*	21,6	1,5	*	**100,0**
NW	*	*	*	2,2	*	61,9	32,9	*	*	**100,0**
GP	5,0	1,1	*	1,8	1,1	5,8	77,2	2,5	5,3	**100,0**
MP	*	*	*	*	*	*	45,2	48,9	*	**100,0**
LP	3,9	*	*	*	*	*	19,1	*	75,2	**100,0**
RSA	11,0	5,6	1,6	6,4	8,4	6,8	46,9	4,7	8,6	**100,0**

Percentages calculated within provinces.
* Un-weighted numbers of 3 and below per cell are too small to provide reliable estimates.

The vast majority of business trips undertaken by workers were within their province of residence, as indicated in Table 6.4. Eastern Cape (80,1%), Limpopo (76,7%) and KwaZulu-Natal (75,5%) had the most business trips undertaken within the same province. The results also show that if a trip was undertaken 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 Western Cape and Mpumalanga, with 25,8% and 28,2% 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 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 from 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 make 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 were 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

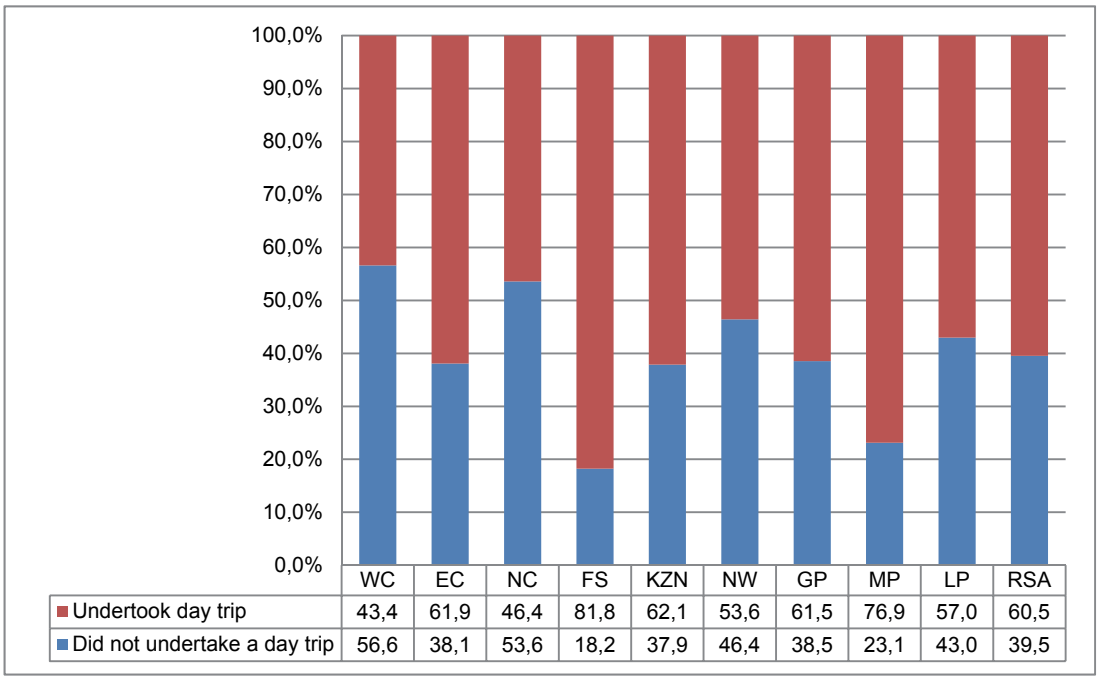
Province	Number of persons aged 15 years and older ('000)	Trips taken away from usual home/place of residence	
		Number ('000)	Per cent in RSA
Western Cape	4 395	1 907	8,5
Eastern Cape	4 431	2 743	12,2
Northern Cape	812	377	1,7
Free State	1 985	1 623	7,2
KwaZulu-Natal	6 995	4 345	19,3
North West	2 504	1 342	6,0
Gauteng	9 625	5 917	26,3
Mpumalanga	2 807	2 158	9,6
Limpopo	3 704	2 112	9,4
RSA	**37 258**	**22 523**	**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 22,5 million individuals indicated that they had undertaken day trips.

Gauteng and KwaZulu-Natal had the highest proportion of persons who had undertaken day trips with 26,3% and 19,3% respectively. Twelve per cent (12,2%) of persons in Eastern Cape indicated that they had undertaken day trips. Approximately nine per cent of persons in Mpumalanga (9,6%) and Limpopo (9,4%) had undertaken 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 (81,8%) were most likely to take day trips, followed by Mpumalanga with 76,9%. 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

	Province (per cent)									
Main purpose of trip	**WC**	**EC**	**NC**	**FS**	**KZN**	**NW**	**GP**	**MP**	**LP**	**RSA**
Visited home	30,3	13,4	12,8	14,8	19,5	11,8	33,2	16,2	17,6	**21,9**
Shopping – for business or personal purposes	27,4	38,7	38,1	27,0	43,6	30,9	27,5	39,9	33,1	**34,0**
Sporting –as a spectator or participant	1,9	3,0	0,7	2,2	1,5	1,4	2,2	1,8	1,8	**2,0**
Visit friends and/or family	28,4	19,5	23,9	28,1	16,1	26,4	19,1	20,1	18,1	**20,5**
Funeral	2,8	11,4	14,7	13,0	7,5	12,3	8,0	9,2	11,9	**9,1**
Medical	1,8	5,1	2,2	3,7	3,6	3,8	1,6	2,5	3,3	**3,0**
Religious	4,5	5,0	4,0	6,1	4,3	6,1	5,1	5,7	6,8	**5,2**
Other purposes	2,8	3,9	3,6	5,2	3,9	7,2	3,3	4,7	7,4	**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 (34,0%), followed by visiting home (21,9%) and visiting friends and/or family (20,5%). Nine per cent of day trips made were for funeral events, and 5,2% of day trips were made for religious purposes. When considering provincial distributions, shopping for personal or business purposes was popular in KwaZulu-Natal with 43,6% of persons who undertook day trips, followed by Mpumalanga (39,9%), Eastern Cape (38,7%), Northern Cape (38,1%) 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 (30,3%) than shopping for personal or business purposes (27,4%).

Of the persons who went on day trips in Eastern Cape, 38,7% travelled to shop for personal or business purposes, while about 19,5% 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	11	4	9	34	6	134	6	8	**274**
		Per cent	3,4	0,4	1,0	0,6	0,8	0,4	2,3	0,3	0,4	**1,2**
	Bus	Number	90	125	7	59	246	71	305	101	260	**1 264**
		Per cent	4,8	4,6	2,0	3,7	5,8	5,4	5,2	4,8	12,5	**5,7**
	Taxi	Number	381	1 429	124	560	2 697	621	2 237	1 112	1 133	**10 295**
		Per cent	20,5	52,7	33,6	35,1	63,6	47,6	38,4	52,6	54,6	**46,6**
Private transport	Car\bakkie\ truck driver	Number	480	241	49	205	407	169	1 315	239	172	**3 278**
		Per cent	25,9	8,9	13,2	12,9	9,6	12,9	22,6	11,3	8,3	**14,8**
	Car\bakkie\ truck passenger	Number	601	317	110	253	517	251	1 276	310	262	**3 895**
		Per cent	32,4	11,7	29,7	15,9	12,2	19,2	21,9	14,7	12,6	**17,6**
Other		Number	12	25	10	32	9	16	30	31	8	**172**
		Per cent	0,6	0,9	2,6	2,0	0,2	1,2	0,5	1,5	0,4	**0,8**
Walking all the way		Number	208	560	66	478	323	172	447	314	231	**2 798**
		Per cent	11,2	20,7	17,9	29,9	7,6	13,2	7,7	14,8	11,1	**12,7**
Total		**Number**	**1 855**	**2 709**	**369**	**1 597**	**4 243**	**1 306**	**5 822**	**2 113**	**2 075**	**22 089**
		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 (17,6%) and a car/bakkie/truck as a driver (14,8%) 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 (63,6%), followed by Limpopo with 54,6% of travellers. In Limpopo, the second most used mode of travel were buses and car/bakkie/truck passenger, both at 13%. Free State had the highest proportion of persons who walked all the way during their day trips (29,9%), whilst Eastern Cape had the second highest with 20,7%.

7.3 Overnight trips

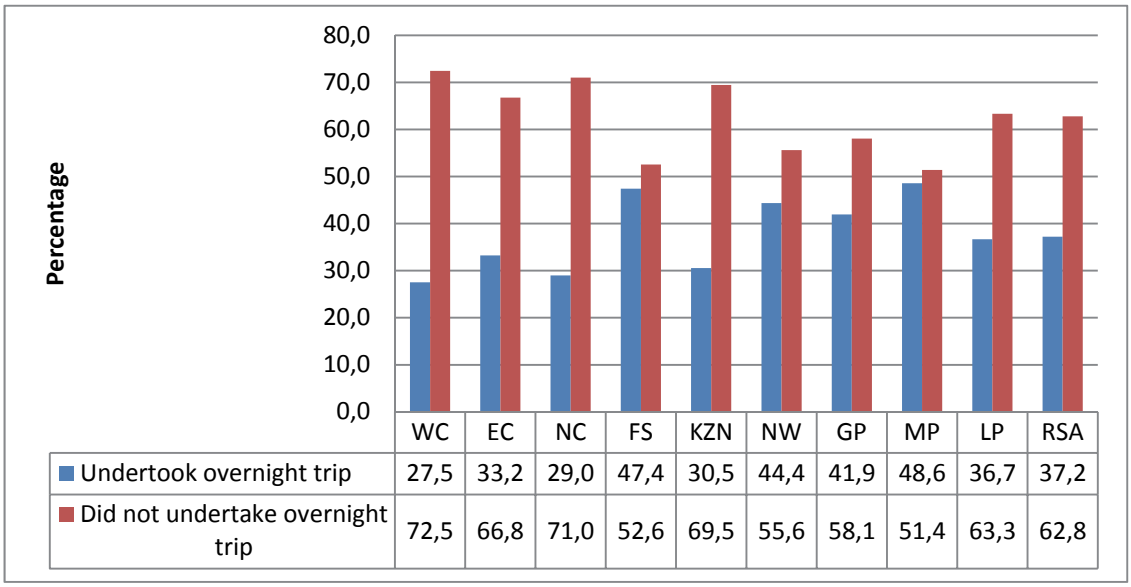
Table 7.4: Overnight trips taken away from usual home/residence in the twelve months prior to the interview by province, 2013

Province	Number of persons aged 15 years and older	Undertook overnight trips	
		Number ('000)	Per cent
Western Cape	4 395	1 210	8,7
Eastern Cape	4 431	1 473	10,6
Northern Cape	812	235	1,7
Free State	1 985	942	6,8
KwaZulu-Natal	6 995	2 137	15,4
North West	2 504	1 111	8,0
Gauteng	9 625	4 036	29,1
Mpumalanga	2 807	1 364	9,8
Limpopo	3 704	1 359	9,8
Total	**37 258**	**13 866**	**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 (15,4%) 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



	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Undertook overnight trip	27,5	33,2	29,0	47,4	30,5	44,4	41,9	48,6	36,7	37,2
Did not undertake overnight trip	72,5	66,8	71,0	52,6	69,5	55,6	58,1	51,4	63,3	62,8

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)									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Visited home	61,7	39,5	26,7	34,4	45,3	33,0	63,0	36,5	35,5	**47,4**
Shopping – personal or business	3,1	2,7	4,6	1,5	2,4	1,3	3,0	1,2	1,7	**2,4**
Sporting –as a spectator or participant	0,3	0,6	0,3	1,0	0,8	0,6	0,7	0,6	0,6	**0,6**
Visit friends and/or family	24,3	26,6	37,2	28,9	32,3	36,0	16,8	32,1	25,7	**26,0**
Funeral	4,3	15,1	18,2	19,5	8,4	14,7	8,6	17,1	17,0	**11,9**
Medical	0,8	2,8	2,4	1,2	1,5	1,1	0,4	0,8	1,3	**1,1**
Religious	2,0	7,7	4,0	6,9	5,8	7,8	4,6	7,3	12,3	**6,3**
Other purposes	3,6	5,1	6,5	6,6	3,6	5,5	3,0	4,4	6,0	**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, except in Northern Cape and North West. Travelling to attend funerals was most common in Free State (19,5%), Northern Cape (18,2%), Mpumalanga (17,1%) and Limpopo (17,0%). Religious trips were important in Limpopo (12,3%), North West (7,8%), Eastern Cape (7,7%) and Mpumalanga (7,3%).

Map 7.1: Percentage of persons who took overnight trips per province and the main purpose of these trips, 2013

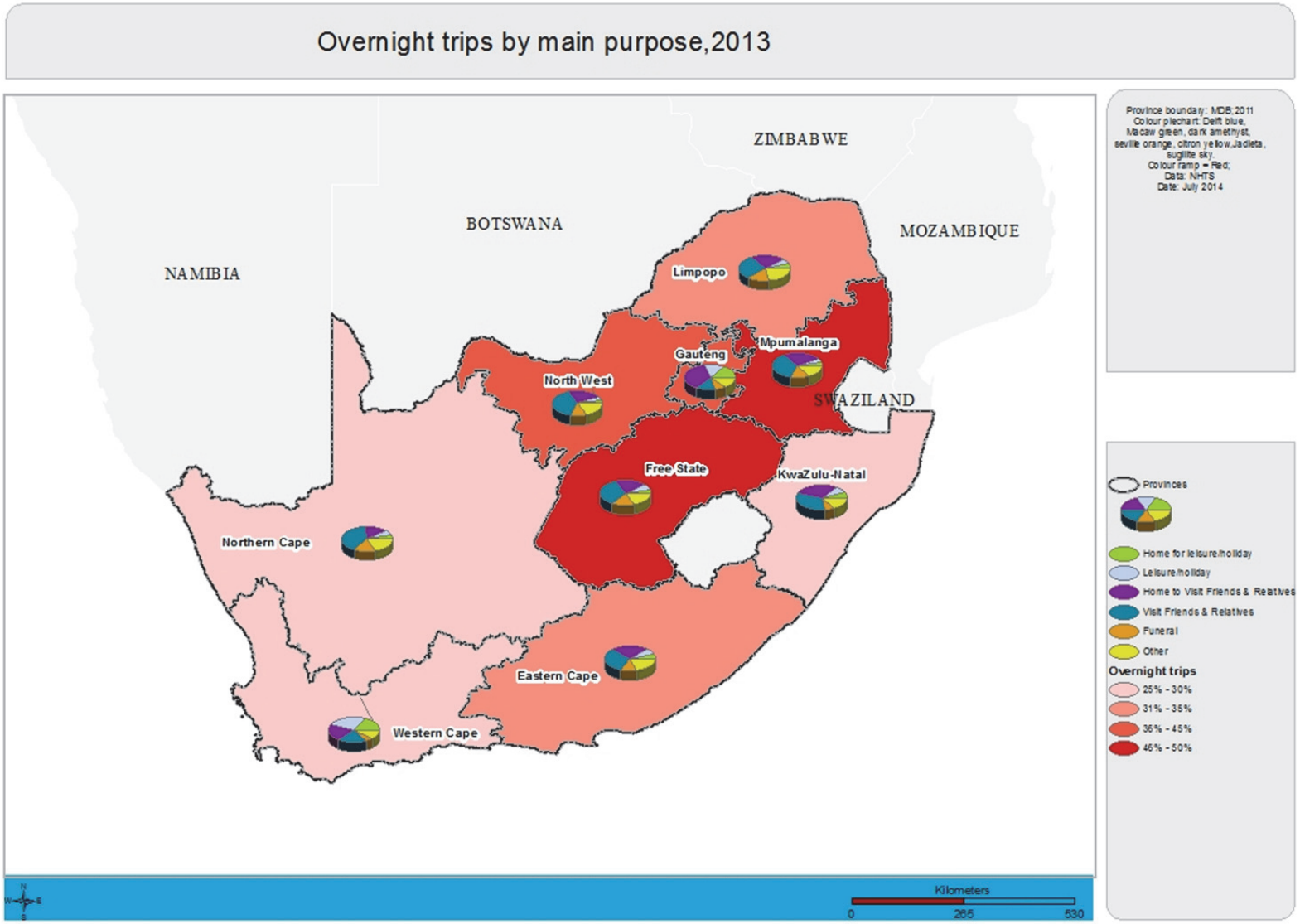


Table 7.6: Persons who undertook overnight trips by main mode of travel and province, 2013

Main mode		Statistics	Province									
			WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Public transport	Train	Number	40	18	9	19	19	11	127	13	8	**263**
		Per cent	3,3	1,2	3,7	2,0	0,9	1,0	3,2	0,9	0,6	**1,9**
	Bus	Number	163	119	13	60	149	106	476	83	208	**1 375**
		Per cent	13,6	8,2	5,5	6,4	7,1	9,6	11,9	6,2	15,5	**10,0**
	Taxi	Number	218	788	77	404	1 334	551	1 447	730	757	**6 306**
		Per cent	18,2	54,3	33,4	43,6	63,5	50,0	36,2	54,4	56,7	**46,1**
Private transport	Car\bakkie \ truck driver	Number	268	143	35	124	212	138	795	156	105	**1 976**
		Per cent	22,4	9,8	15,1	13,4	10,1	12,6	19,9	11,6	7,9	**14,4**
	Car\bakkie \ truck passenger	Number	377	232	86	228	271	266	915	267	199	**2 840**
		Per cent	31,5	16,0	37,3	24,6	12,9	24,1	22,9	19,9	14,9	**20,8**
Aircraft		Number	103	21	*	3	40	9	179	4	3	**362**
		Per cent	8,6	1,4	*	0,3	1,9	0,8	4,5	0,3	0,2	**2,6**
Other modes		Number	13	15	6	31	3	8	16	24	5	**122**
		Per cent	1,1	1,0	2,8	3,4	0,2	0,7	0,4	1,8	0,4	**0,9**
Total		**Number**	**1 196**	**1 453**	**231**	**926**	**2 100**	**1 102**	**3 995**	**1 343**	**1 336**	**13 682**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

* Un-weighted numbers of 3 and below per cell are 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 (20,8%).About 14,4% of the overnight travellers drove cars/bakkies/trucks to reach their main destination. Only 10,0% 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 (63,5%), Limpopo (56,7%) and Mpumalanga (54,4%) 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 (52,4%) 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 a few.

There are various classes, which determine the type of motor vehicle that can be driven. For instance, Codes 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 had, their population group and age.

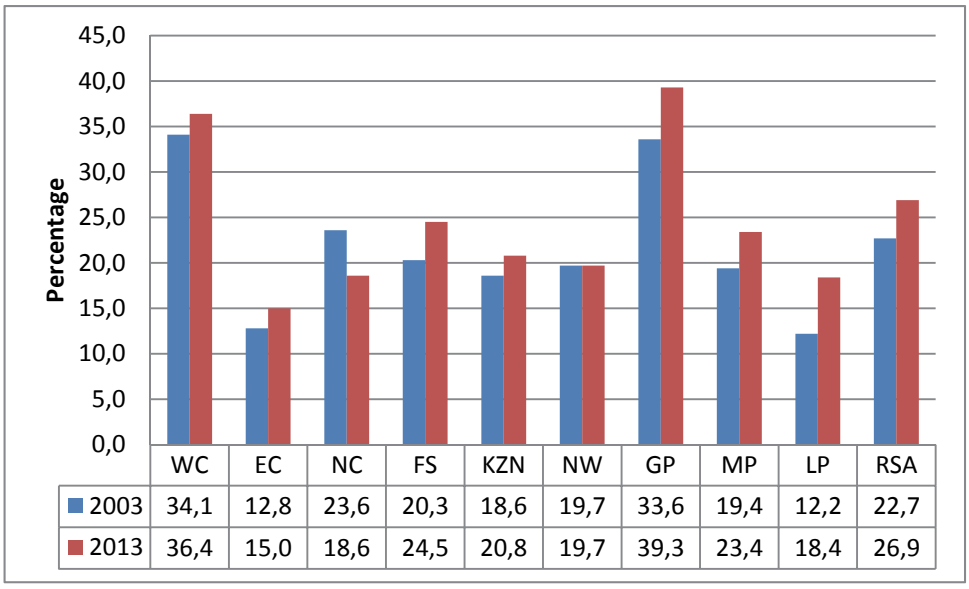
Table 8.1: Persons aged 18 years and older by whether they have a driver's licence and province, 2003 and 2013

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	4 079	16,2	10,4
Eastern Cape	3 639	7,2	14,3	3 936	6,4	13,5
Northern Cape	563	2,0	1,9	741	1,5	2,4
Free State	1715	5,4	6,2	1 817	4,9	5,5
KwaZulu-Natal	5 718	16,3	21,0	6 313	14,3	20,1
North West	2 659	8,1	9,6	2 275	4,9	7,4
Gauteng	6 441	33,3	19,3	9 013	38,7	22,0
Mpumalanga	1 924	5,7	7,0	2 555	6,5	7,9
Limpopo	2 840	5,3	11,2	3 267	6,6	10,7
RSA	**28 682**	**100,0**	**100,0**	**33 997**	**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 had 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 (38,7%), followed by Western Cape (16%) and KwaZulu-Natal (14,3%). 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 almost similar percentages of licence holders to the national total (6,5% and 6,6% respectively).

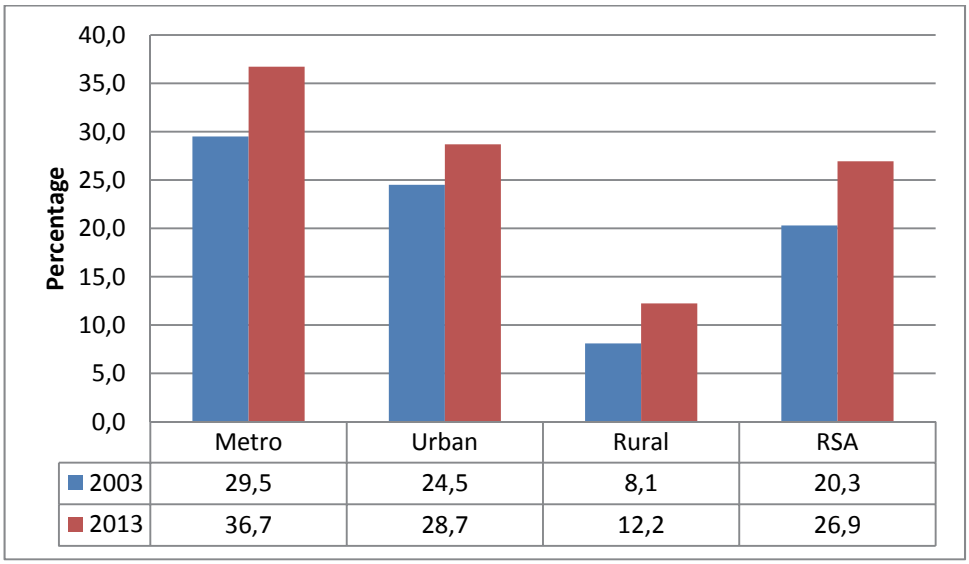
Figure 8.1: Percentage of persons aged 18 years and older with a driver's licence by province, 2003 and 2013



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

The figure on the previous page indicates that since 2003, the percentage of the population 18 years and older that had 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 (36,4%) were significantly more likely to have a licence. These two provinces were followed by Free State (24,5%), Mpumalanga (23,4%) and KwaZulu-Natal (20,8%). The most significant within-province-increases took place in Gauteng (5,7%), Limpopo (6,2%), Mpumalanga (4,0%) and Free State (4,2%).

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

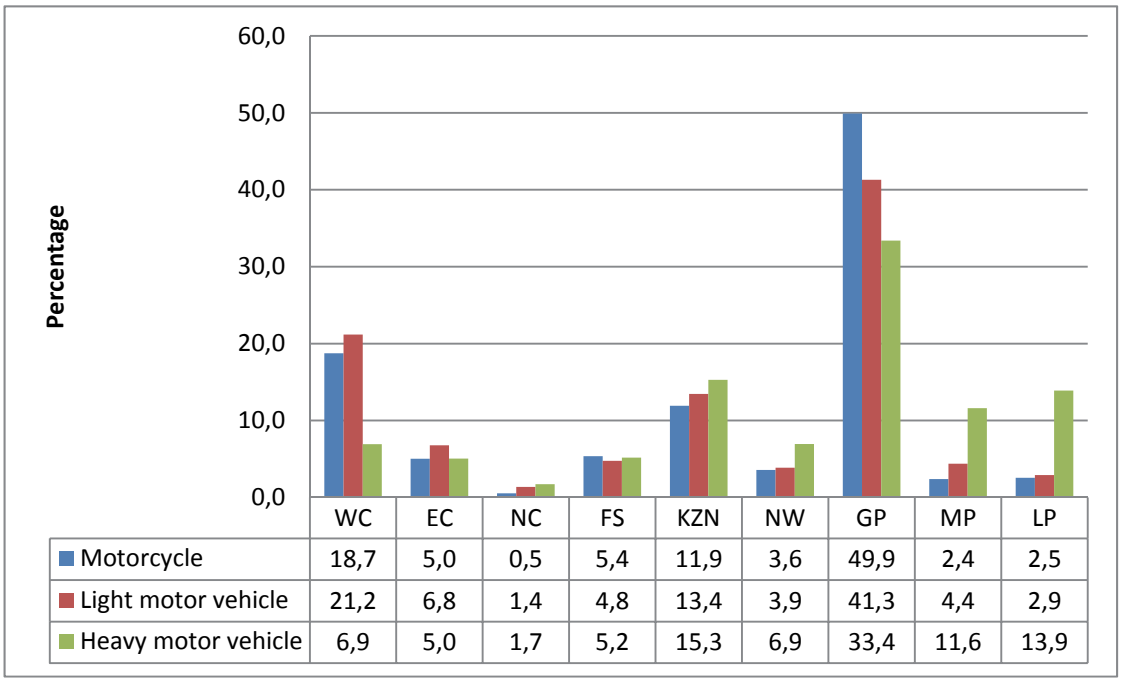


	Metro	Urban	Rural	RSA
2003	29,5	24,5	8,1	20,3
2013	36,7	28,7	12,2	26,9

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



	WC	EC	NC	FS	KZN	NW	GP	MP	LP
Motorcycle	18,7	5,0	0,5	5,4	11,9	3,6	49,9	2,4	2,5
Light motor vehicle	21,2	6,8	1,4	4,8	13,4	3,9	41,3	4,4	2,9
Heavy motor vehicle	6,9	5,0	1,7	5,2	15,3	6,9	33,4	11,6	13,9

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

The results show that Gauteng (49,9%) 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 people with a motorcycle licence. Almost 20% of persons with a motorcycle licence were found in Western Cape, followed by 11,9% in KwaZulu-Natal. Free State contributed 5,4% to the national totals for motorcycle licences, and North West 4%.

Gauteng (with almost 42%) still dominates as far as the possession of a light motor vehicle licence is concerned, followed by Western Cape (21,2%) and KwaZulu-Natal (13,4%). Northern Cape (1,4%) and Limpopo (2,9%) remain the lowest contributors to the national total. In relation to heavy vehicle licences, KwaZulu-Natal (15,3%), Limpopo (13,9%) and Mpumalanga (11,6%) made significant contributions to the national totals, whereas a third (33,4%) of all heavy vehicle licences were obtained in Gauteng. Western Cape and North West contributed equal percentages to the national total with 6,9% respectively, whilst Eastern Cape (5,0%) 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

	Motorcycle ('000)			Light motor vehicle ('000)			Heavy motor vehicle ('000)		
Age group	Total	Male	Female	Total	Male	Female	Total	Male	Female
18–25	42	31	11	621	363	259	294	218	76
26–39	98	66	32	1 999	1 135	864	1 263	941	322
40–49	89	65	24	1 383	804	579	668	553	115
50–59	97	77	21	1 063	606	457	461	396	65
60 years +	71	51	20	1 028	514	514	284	248	37
Total	**387**	**290**	**108**	**6 095**	**3 422**	**2 673**	**2 970**	**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 had heavy motor vehicle licences, and 0,4 million had motorcycle licences (Table 8.2). Men are more likely than women to have a driver's licence for all licence types. The difference between men and women is as high as 0,7 million for light motor vehicle licences (2,7 million for women as opposed to 3,4 million for men) and 1,7 million for heavy motor vehicles. 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 40–49-year age group (1,4 million). The age groups 50–59, and 60 years and older had nearly an equal number of licences issued, while the 18–25-year age group had the lowest number of light motor vehicle licence holders (0,6 million).The age group 26–39 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 40–49 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

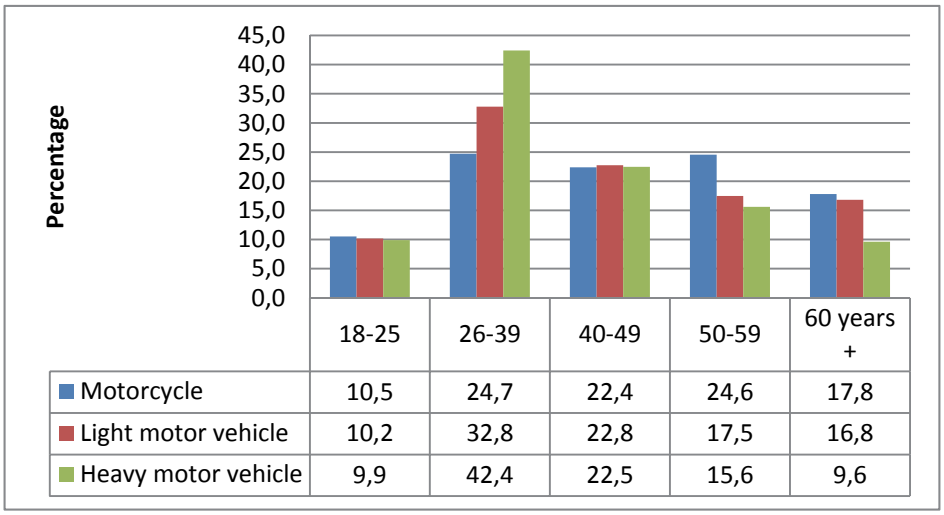
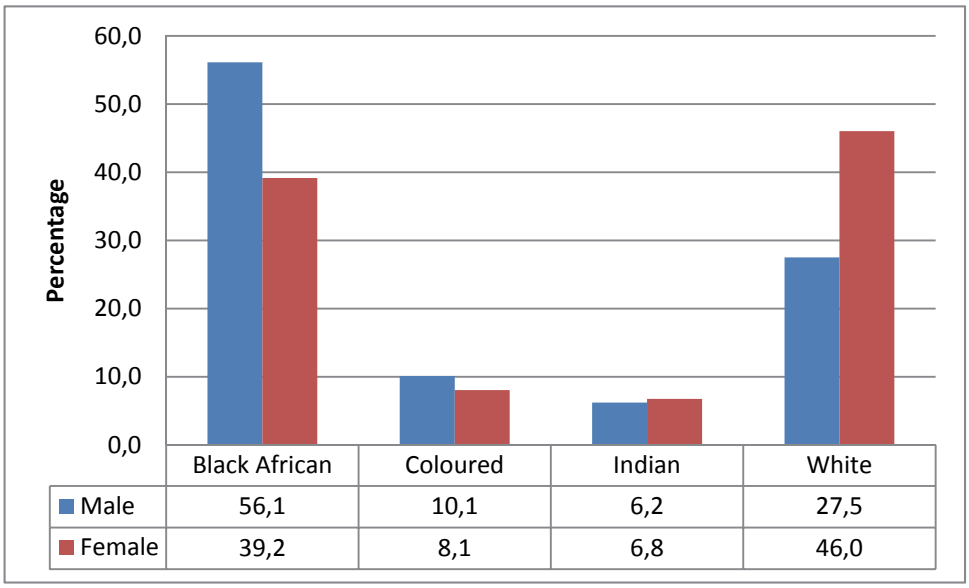


Table 8.3: Persons aged 18 years and older who are in possession of a driver's licence by population group and sex, 2003 and 2013

Population group	Sex					
	2003			2013		
	Total	Male	Female	Total	Male	Female
Black African	2 537	48,2	21,9	4 568	56,1	39,2
Coloured	614	10,0	8,5	857	10,1	8,1
Indian/Asian	481	7,0	8,1	588	6,2	6,8
White	2 851	34,8	61,6	3 145	27,5	46,0
Total	**6 484**	**100,0**	**100,0**	**9 158**	**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 African 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 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

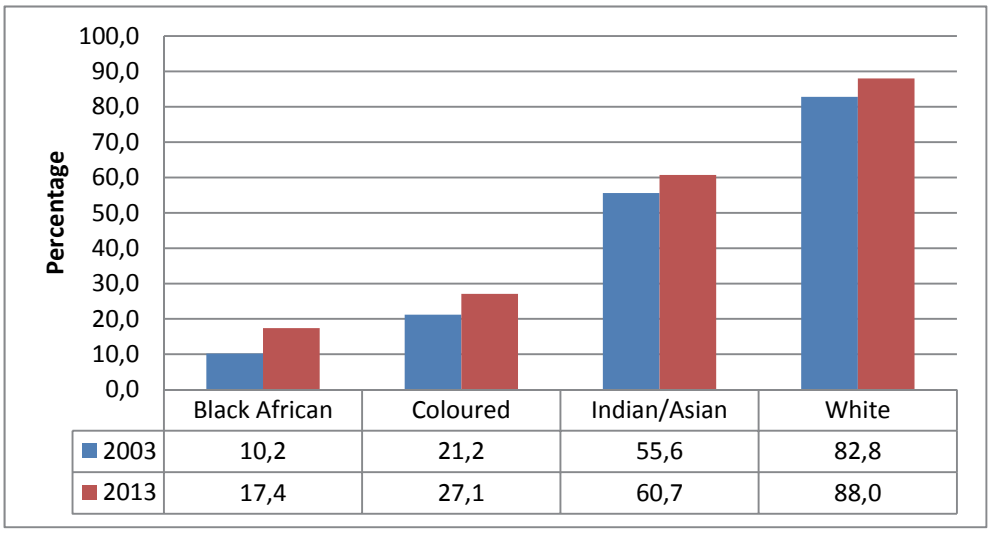


	Black African	Coloured	Indian	White
Male	56,1	10,1	6,2	27,5
Female	39,2	8,1	6,8	46,0

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 (27,5%) 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%), whilst black African females followed close behind at 39,2%.

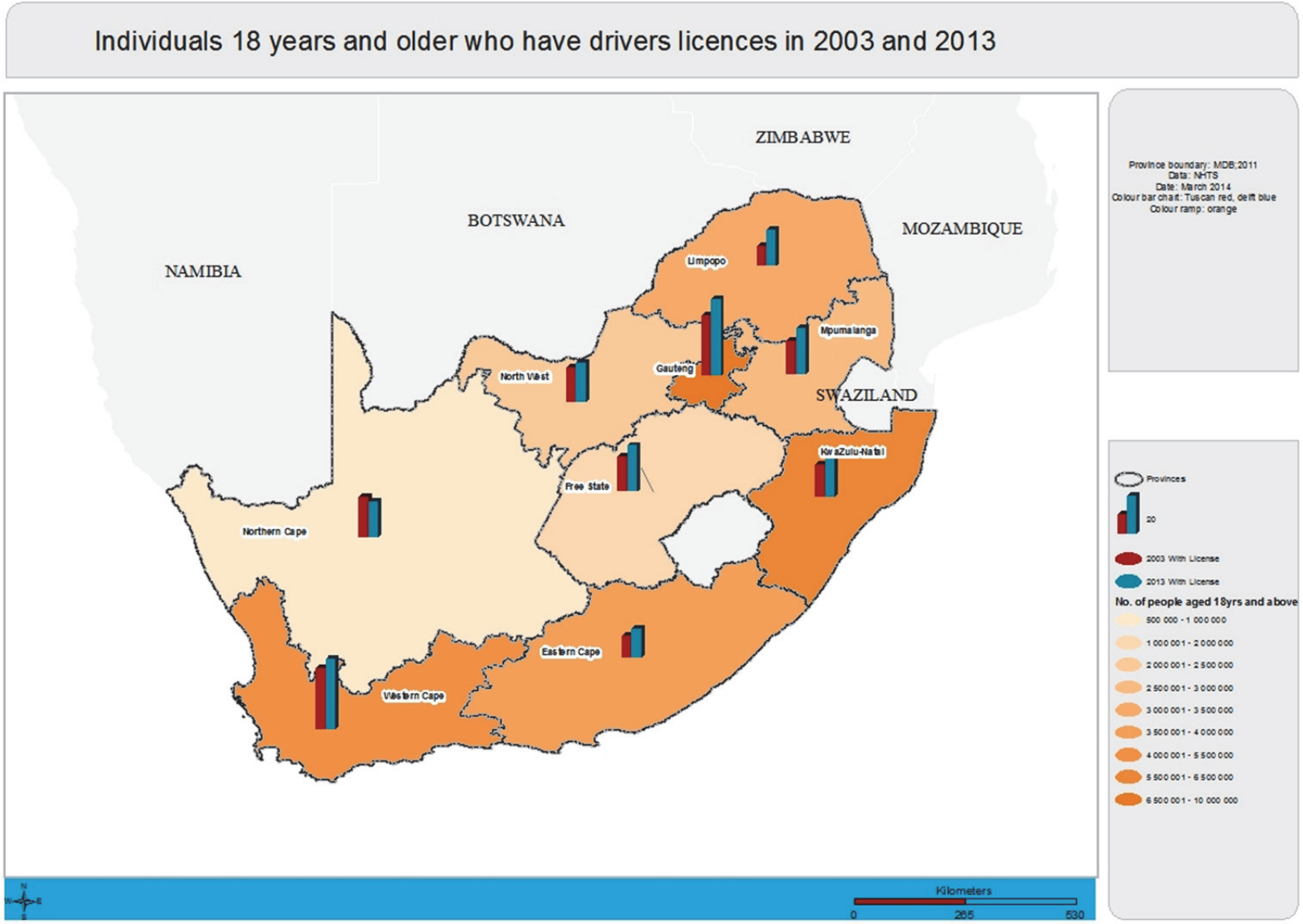
Figure 8.6: Percentage of persons aged 18 years and older in possession of a driver's licence by population group, 2003 and 2013



	Black African	Coloured	Indian/Asian	White
2003	10,2	21,2	55,6	82,8
2013	17,4	27,1	60,7	88,0

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 among the black African group (from 10,2% to 17,4%), followed by coloureds (an increase from 21,2% to 27,1%). Licence holder proportions have increased by approximately 5,2 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 public transport (taxis, buses and trains), and the levels of satisfaction with these modes of public transport.

9.2 Socio-economic circumstances of households

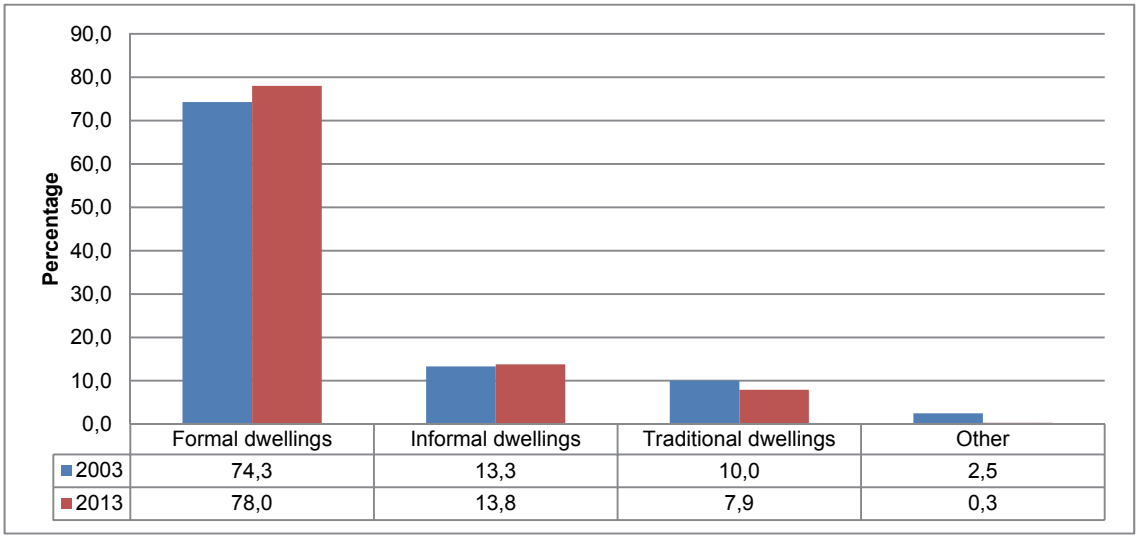
Table 9.1 summarises the living conditions of South African households. In 2013, nationally, 78% of households lived in formal dwellings, 13,8% in informal dwellings and 7,9% in traditional dwellings. Nearly 90% of households in Limpopo and slightly more than eight out of ten in Western Cape, Northern Cape, Free State and Mpumalanga lived in formal dwellings. Informal dwellings were predominantly found in Gauteng and North West where approximately one in five households lived in informal dwellings. Western Cape had about 15% of households living in informal dwellings, while traditional dwellings were primarily found in Eastern Cape (29,2%) and KwaZulu-Natal (19,6%).

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

	Province (per cent within province)									
Dwelling type	**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	84,5	63,3	83,9	82,8	71,6	77,6	78,4	83,9	89,8	**78,0**
Informal dwellings	14,9	7,3	13,8	14,2	8,4	20,2	21,0	12,2	4,4	**13,8**
Traditional dwellings	0,2	29,2	2,2	2,4	19,6	1,1	0,4	3,5	5,5	**7,9**
Other	0,4	0,2	0,1	0,6	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 which increased to 78,0% in 2013. The percentage of households living in informal dwellings increased from 13,3% in 2003 to 13,8% in 2013. On the other hand, the percentages of households that lived in traditional dwellings dropped from 10,0% to 7,9%.

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	13,6	8,6	2,2	5,7	15,8	6,9	32,4	7,4	7,6	**100,0**
Income from a business	11,2	8,0	1,0	5,6	15,7	5,8	34,9	8,3	9,4	**100,0**
Remittances\including child maintenance	5,5	16,0	1,6	6,1	21,2	9,6	19,2	9,3	11,6	**100,0**
Pensions	11,8	7,4	2,2	5,6	26,3	6,3	27,6	7,4	5,4	**100,0**
Grants	8,9	17,2	2,7	7,0	20,3	7,4	14,1	8,5	13,8	**100,0**
Sales of farming products and services	10,2	9,1	2,7	7,5	24,5	7,3	18,6	4,0	16,0	**100,0**
Income from UIF	5,9	6,4	1,5	4,7	14,7	5,8	46,0	8,6	6,4	**100,0**
Other income sources	12,5	5,5	1,1	4,3	12,4	6,3	41,6	4,5	11,7	**100,0**
Source of household income	**Province (per cent within province)**									
	WC	**EC**	**NC**	**FS**	**KZN**	**NW**	**GP**	**MP**	**LP**	**RSA**
Salaries\wages\commission	80,0	50,3	69,9	66,8	62,4	66,3	77,6	66,1	52,8	**80,0**
Income from a business	8,6	6,0	4,2	8,5	8,0	7,2	10,8	9,6	8,4	**8,6**
Remittances\including child maintenance	6,2	17,5	9,6	13,4	15,7	17,0	8,6	15,4	15,1	**6,2**
Pensions	13,3	8,2	13,1	12,5	19,7	11,3	12,5	12,5	7,1	**13,3**
Grants	30,3	57,1	49,4	46,9	45,9	40,0	19,4	43,5	54,7	**30,3**
Sales of farming products and services	0,5	0,5	0,7	0,8	0,8	0,6	0,4	0,3	1,0	**0,5**
Income from UIF	0,3	0,3	0,4	0,5	0,5	0,5	1,0	0,7	0,4	**0,3**
Other income sources	4,5	1,9	2,2	3,1	2,9	3,6	6,0	2,4	4,9	**4,5**

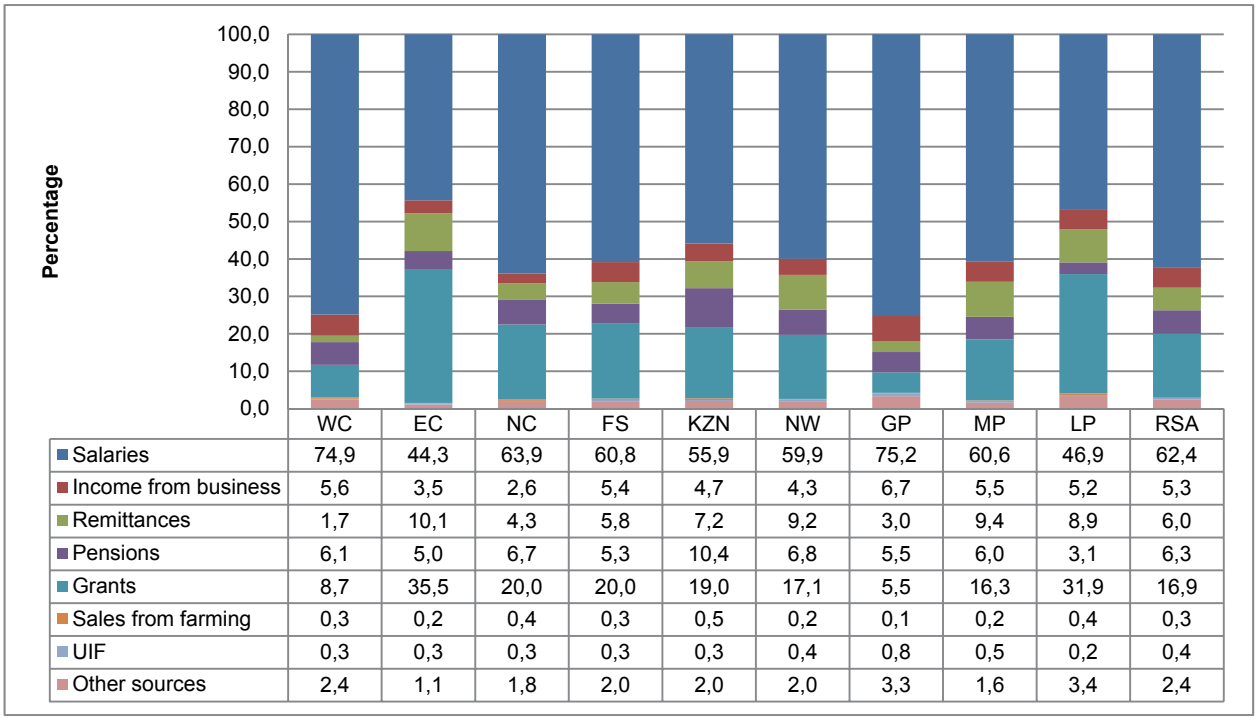
Respondents could select more than one source of income.
Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

The sources of household income are provided in Table 9.2 and the main source of income is depicted 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 source of household income.

According to Table 9.2, 80% of South African households received income from salaries and wages, whilst 30,3% benefited from social grants. With respect to these two income sources, there were significant variations across provinces. Households in Eastern Cape (50,3%) and Limpopo (52,8%) were the least likely to benefit from salaries/wages, but the most likely to receive income from grants [Eastern Cape (57,1%) and Limpopo (54,7%)] when compared to other provinces.

Other important sources of income included business (8,6%) and pensions (13,3%).The results further show that income from a business was important in Gauteng (10,8%) and Mpumalanga (9,6%). More than a third of households in South Africa who received income from salaries (32,4%), income from a business (34,9%), income from UIF (46%) and income from other sources (41,6%) lived in Gauteng. Most grant recipients lived in KwaZulu-Natal (20,3%), followed by Eastern Cape (17,2%), Gauteng (14,1%) and Limpopo (13,8%).

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



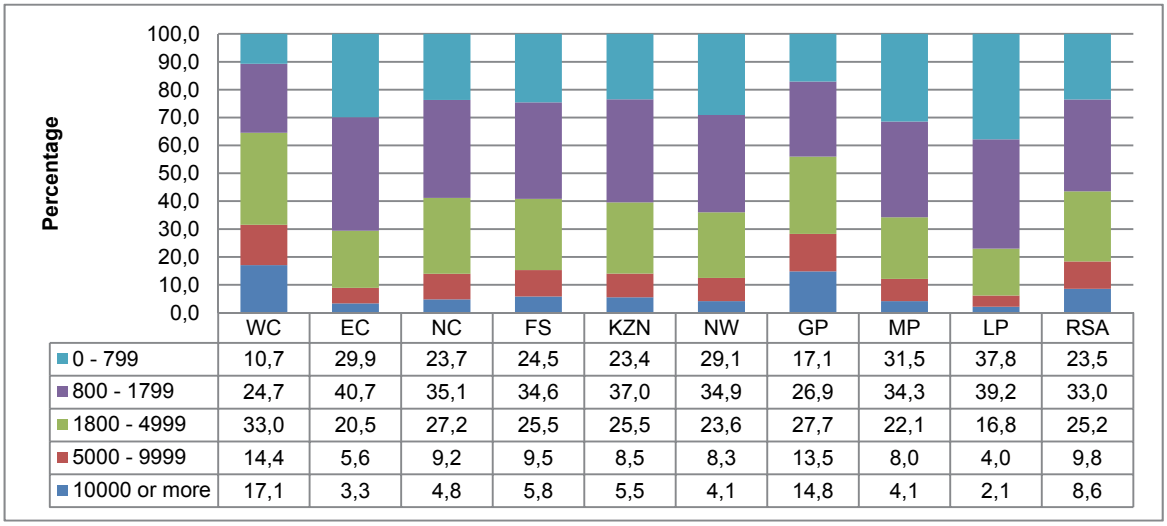
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Salaries	74,9	44,3	63,9	60,8	55,9	59,9	75,2	60,6	46,9	62,4
Income from business	5,6	3,5	2,6	5,4	4,7	4,3	6,7	5,5	5,2	5,3
Remittances	1,7	10,1	4,3	5,8	7,2	9,2	3,0	9,4	8,9	6,0
Pensions	6,1	5,0	6,7	5,3	10,4	6,8	5,5	6,0	3,1	6,3
Grants	8,7	35,5	20,0	20,0	19,0	17,1	5,5	16,3	31,9	16,9
Sales from farming	0,3	0,2	0,4	0,3	0,5	0,2	0,1	0,2	0,4	0,3
UIF	0,3	0,3	0,3	0,3	0,3	0,4	0,8	0,5	0,2	0,4
Other sources	2,4	1,1	1,8	2,0	2,0	2,0	3,3	1,6	3,4	2,4

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 (35,5%) and Limpopo (31,9%) and close to two out of ten of Northern Cape, Free State and KwaZulu-Natal households 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 (44,3%) and Limpopo (46,9%), and highest in Gauteng (75,2%) and Western Cape (74,9%). Remittances tended to play an important role in North West (9,2%), Mpumalanga (9,4%) and Eastern Cape (10,1%), while pensions as a source of income are important in KwaZulu-Natal (10,4%).

Figure 9.3: Monthly household expenditure, by province, 2013



	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
0 - 799	10,7	29,9	23,7	24,5	23,4	29,1	17,1	31,5	37,8	23,5
800 - 1799	24,7	40,7	35,1	34,6	37,0	34,9	26,9	34,3	39,2	33,0
1800 - 4999	33,0	20,5	27,2	25,5	25,5	23,6	27,7	22,1	16,8	25,2
5000 - 9999	14,4	5,6	9,2	9,5	8,5	8,3	13,5	8,0	4,0	9,8
10000 or more	17,1	3,3	4,8	5,8	5,5	4,1	14,8	4,1	2,1	8,6

Percentages were calculated within provinces.

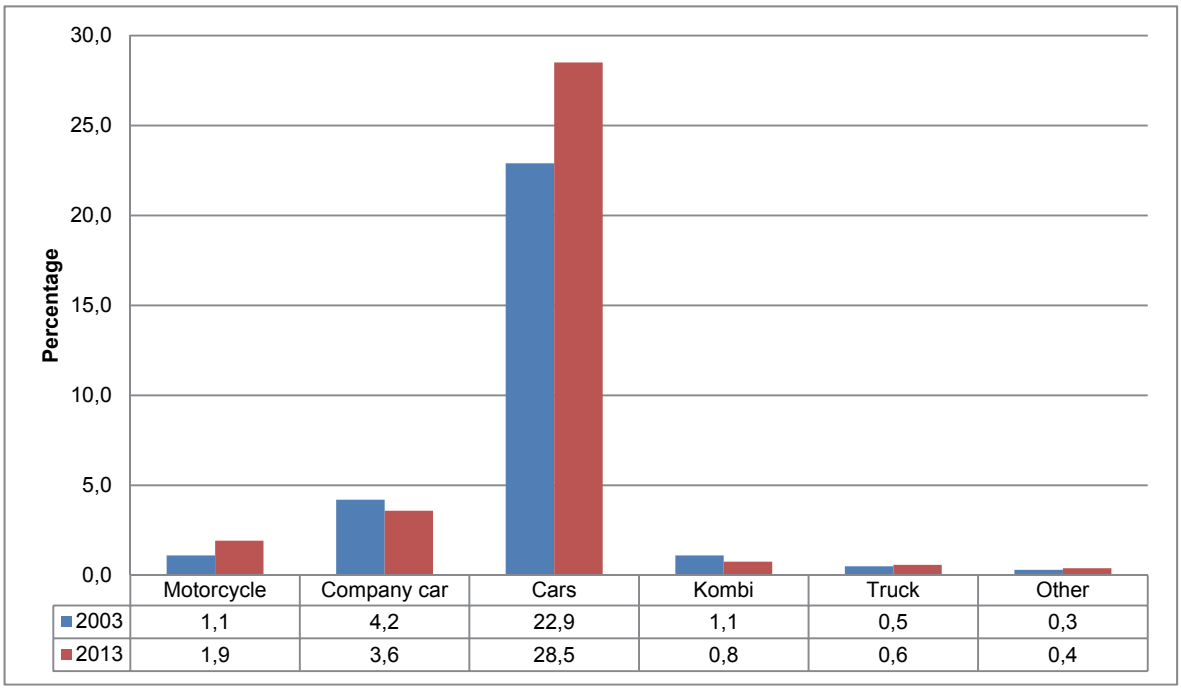
Figure 9.3 depicts monthly household expenditure patterns. Firstly it is important to note that more than half of South African households (56,5%) have a total monthly expenditure of R1 799 or less. A further 25,2% spent between R1 800 and R4 999 on a monthly basis. Comparing the distribution of households who fall into the R1 799 and below category across provinces, Limpopo had the highest percentage of low-spending households (77,0%), followed by Eastern Cape (70,6%), Mpumalanga (65,8%) and North West (64,0%).Households spending R5 000 or more per month were primarily found in the Western Cape (31,5%) and Gauteng (28,3%).

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

Province	Number of bicycles (per cent across provinces, within RSA)						
	0 bicycles		1–3 bicycles		3+ bicycles		
	Number ('000)	Per cent	Number ('000)	Per cent	Number ('000)	Per cent	Number ('000)
Western Cape	1 506	11,2	130	15,7	9	20,3	**1 645**
Eastern Cape	1 615	12,0	40	4,8	1	2,5	**1 656**
Northern Cape	279	2,1	26	3,1	*	*	**305**
Free State	758	5,6	63	7,6	1	1,7	**822**
KwaZulu-Natal	2 382	17,6	56	6,7	7	15,2	**2 445**
North West	898	6,7	113	13,6	*	*	**1 013**
Gauteng	3 724	27,6	290	34,9	23	52,3	**4 036**
Mpumalanga	1 032	7,6	46	5,5	*	*	**1 078**
Limpopo	1 310	9,7	66	7,9	*	*	**1 377**
RSA	**13 504**	**100**	**830**	**100**	**44**	**100**	**14 378**

Nationally, about 1 million households reported owning at least one bicycle in working order and used for transport purposes. More than 0,8 million households owned between one and three bicycles. 44 000 households owned more than three bicycles. Of the 44 000 households that owned more than three bicycles, the majority were in Gauteng (52,3%), followed by the Western Cape (20,3%).

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



	Motorcycle	Company car	Cars	Kombi	Truck	Other
2003	1,1	4,2	22,9	1,1	0,5	0,3
2013	1,9	3,6	28,5	0,8	0,6	0,4

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 28,5%). 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

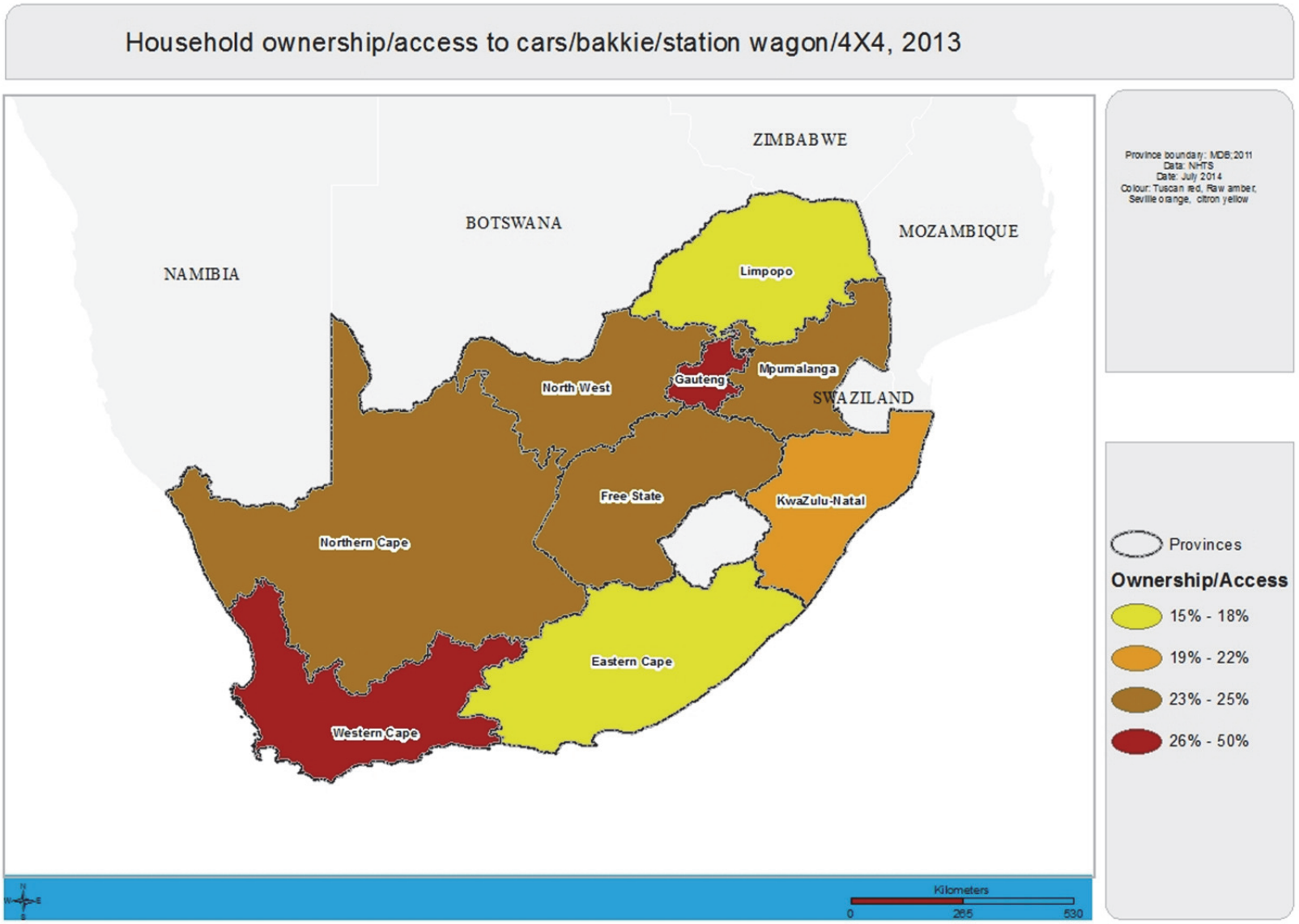


Table 9.4: Households who own and use at least one type of vehicle by type and province, 2013

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	17,2	14,8	17,6	11,1	10,8	7,0	13,1
Eastern Cape	5,2	8,4	7,0	13,4	8,7	7,0	15,8
Northern Cape	1,8	1,5	1,7	0,5	1,0	1,7	2,6
Free State	8,8	6,0	5,0	8,7	5,9	5,6	6,9
KwaZulu-Natal	10,0	17,1	12,5	17,1	12,1	16,1	13,5
North West	6,3	6,0	5,8	5,9	7,0	11,1	10,3
Gauteng	39,3	34,6	38,0	27,8	36,8	34,8	20,6
Mpumalanga	4,3	4,8	6,1	3,6	6,0	5,1	9,7
Limpopo	7,0	6,7	6,4	12,0	11,6	11,6	7,4
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
	Type of vehicles owned (per cent within province)						
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	2,9	4,6	43,3	4,3	0,7	0,3	0,2
Eastern Cape	0,9	2,6	17,3	5,2	0,6	0,3	0,3
Northern Cape	1,7	2,5	23,0	1,0	0,4	0,5	0,2
Free State	3,0	3,8	24,7	6,8	0,8	0,6	0,2
KwaZulu-Natal	1,1	3,6	20,7	4,5	0,5	0,5	0,1
North West	1,7	3,0	23,5	3,7	0,8	0,9	0,3
Gauteng	2,7	4,4	38,3	4,4	1,0	0,7	0,1
Mpumalanga	1,1	2,3	23,1	2,2	0,6	0,4	0,2
Limpopo	1,4	2,5	18,8	5,6	0,9	0,7	0,1
RSA	**1,9**	**3,6**	**28,3**	**4,5**	**0,8**	**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 (36,8%), KwaZulu-Natal (12,1%), Limpopo (11,6%) and Western Cape (10,8%).

Compared to other provinces, households in the Western Cape (43,3%) and Gauteng (38,3%) are the most likely to own cars/bakkies/station wagons.

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.

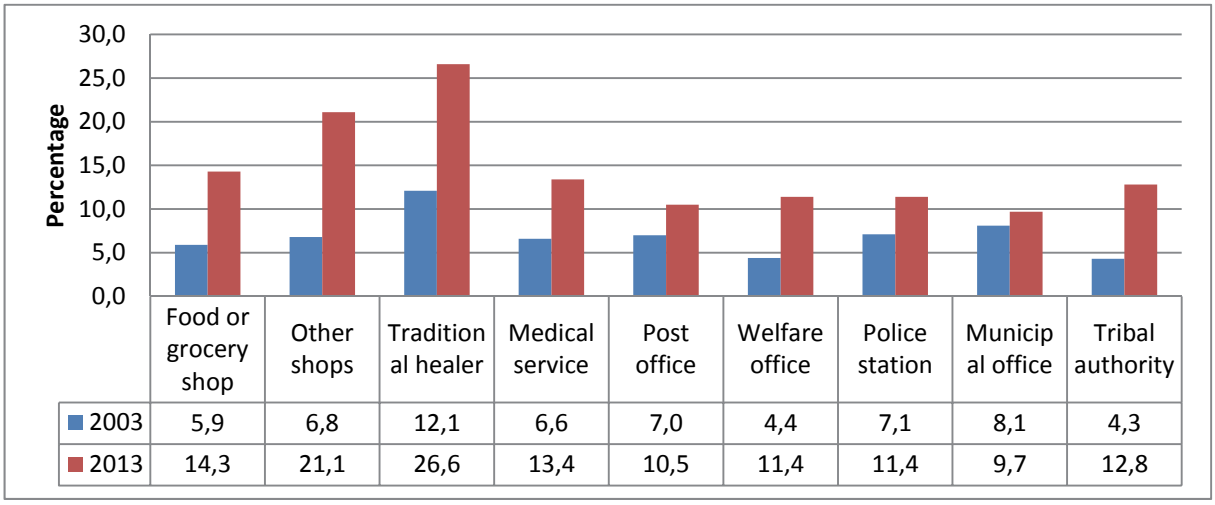
Table 9.5: Household travel time to services and facilities, 2013

Facility	Travel time (per cent of households within facility category)				
	1–15 min.	16–30 min.	31–60 min.	>60 min.	Total
Food or grocery shops	39,6	37,7	17,8	4,9	**100,0**
Other shops	67,0	22,5	8,3	2,2	**100,0**
Traditional healer	38,9	33,3	18,9	8,9	**100,0**
Church	55,0	32,6	10,1	2,4	**100,0**
Medical service	43,0	38,7	14,7	3,6	**100,0**
Post office	45,1	37,6	14,0	3,3	**100,0**
Welfare office	32,4	41,6	20,4	5,7	**100,0**
Police station	41,4	39,0	15,9	3,8	**100,0**
Municipal office	36,9	40,7	18,0	4,5	**100,0**
Tribal authority	38,7	36,8	18,7	5,8	**100,0**
Financial services/banks	37,9	39,6	18,1	4,4	**100,0**

More than 80% of South African households who made use of these services lived within a 30-minute radius to other shops, churches, medical services, post offices and police stations. More than 7 in 10 households lived within 30 minutes' travel time from food or grocery shops, as well as welfare services and municipal offices.

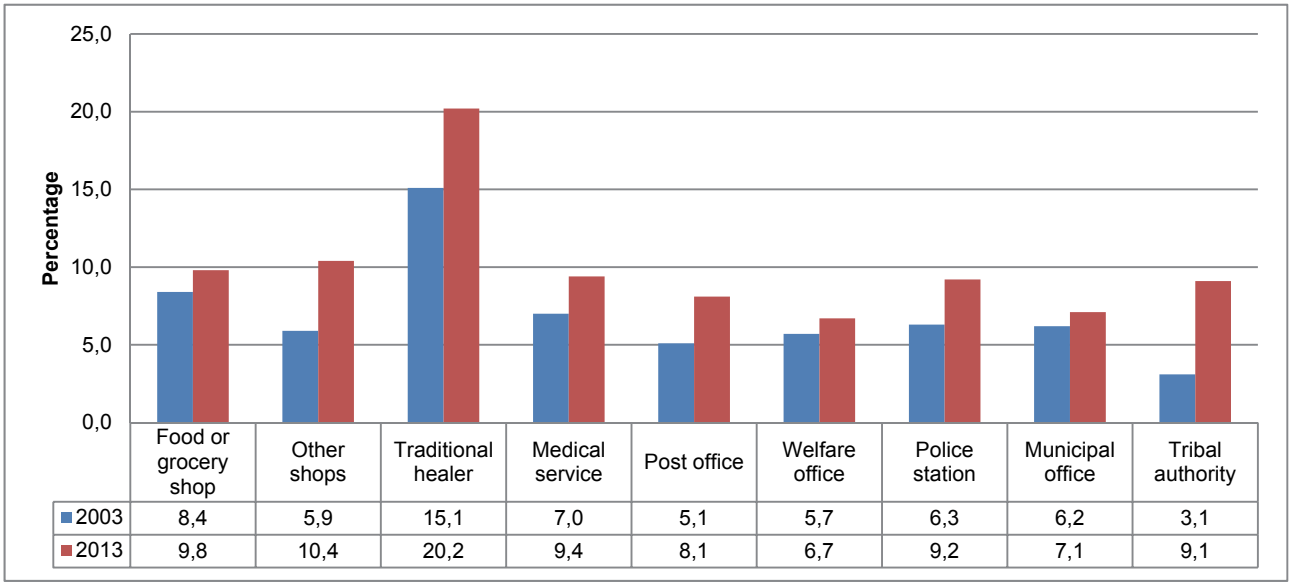
Services for which significant percentages of households have to travel more than thirty minutes include traditional healer (27,8%), welfare office (26,1%), and tribal authority (24,5%).

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. In 2013, more than 20% of households travelled more than 60 minutes to reach other shops (21,1%) and traditional healers (26,6%). Approximately 13,4% of households travelled more than 60 minutes to a medical service compared to 6,6% of households in 2003.

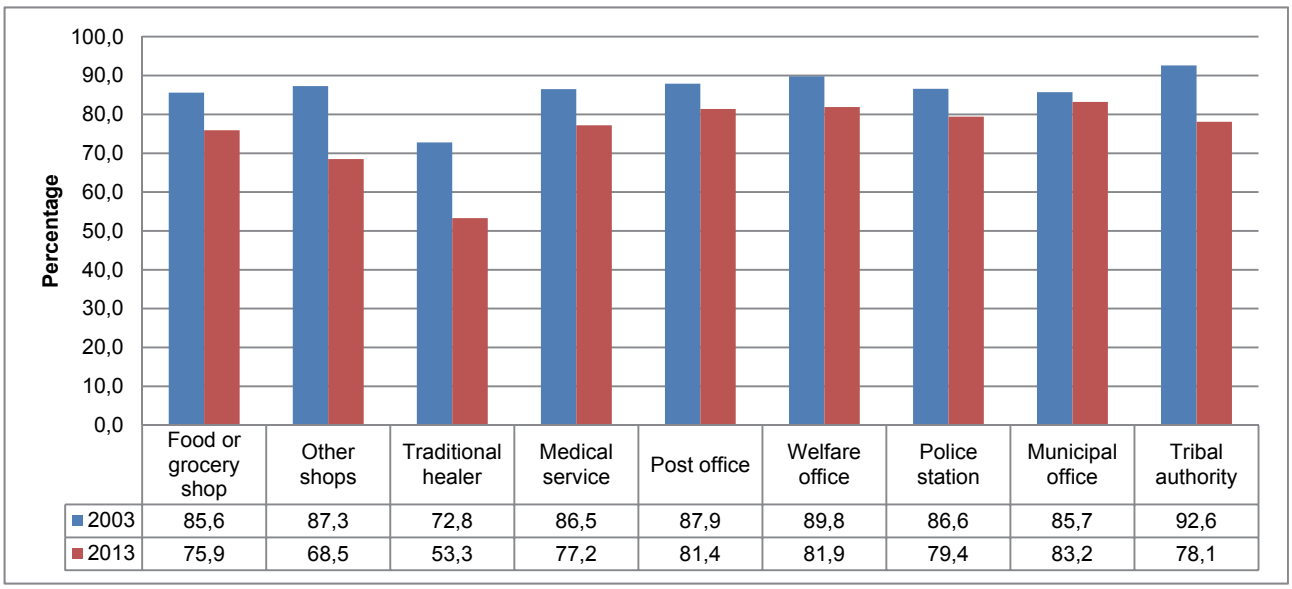
Figure 9.6: Percentage of urban households who travel more than 60 minutes to selected services, 2003 and 2013



	Food or grocery shop	Other shops	Traditional healer	Medical service	Post office	Welfare office	Police station	Municipal office	Tribal authority
2003	8,4	5,9	15,1	7,0	5,1	5,7	6,3	6,2	3,1
2013	9,8	10,4	20,2	9,4	8,1	6,7	9,2	7,1	9,1

The percentage of urban households who reported travelling for more than for 60 minutes to get to selected services has also increased since 2003 (Figure 9.6). This increase was not as large as in the metropolitan areas (Figure 9.5). Once again, traditional healers (20,2%) and other shops (10,4%) 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



	Food or grocery shop	Other shops	Traditional healer	Medical service	Post office	Welfare office	Police station	Municipal office	Tribal authority
2003	85,6	87,3	72,8	86,5	87,9	89,8	86,6	85,7	92,6
2013	75,9	68,5	53,3	77,2	81,4	81,9	79,4	83,2	78,1

Even though rural households still have to travel the furthest to reach services, they were also the only subgroup that experienced a significant decrease in access time to selected services, as can be seen in Figure 9.7. Generally, in 2013, a smaller proportion of households needed more than 60 minutes to get to specific facilities than in 2003. Those who travelled more than 60 minutes to get to basic facilities and services decreased most significantly in the following cases:

Traditional healers: 19,5 percentage points

Other shops: 18,8 percentage points

Tribal authority: 14,5 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	17,8	54,2	9,2	47,3	31,4	22,2	13,0	23,1	16,5	16,1	13,8
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	1,3	1,2	1,6	1,5	1,5	0,7	2,0
Minibus taxi	49,7	19,7	4,4	13,9	33,3	29,4	34,0	35,8	35,9	8,1	49,4
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	27,9	19,7	2,0	19,8	24,3	19,9	12,1	20,0	19,3	2,4	26,1
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
Motor-cycle/ 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	4,3	83,0	17,4	8,4	26,2	38,1	18,5	25,6	71,6	7,2
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 and financial services/banks. More than a third (36%) also used taxis to go to municipal offices and police stations, and approximately a third for accessing medical services and welfare offices. Walking was used by significant percentages of church goers (47,3%) and those going to 'Other shops' (54,2%). Nearly a third (31,4%) 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 (27,9%), financial services/banks (26,1%) and medical services (24,3%). 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 Table 9.7. Additional questions that ask households about the factors that influence their choice of mode of travel were also included, and are covered in Table 9.8 and Table 9.9. In Table 9.10, the two main modes of travel for households are summarised.

Map 9.2: Percentage of households that have transport problems per province and the nature of transport related problems experienced, 2013

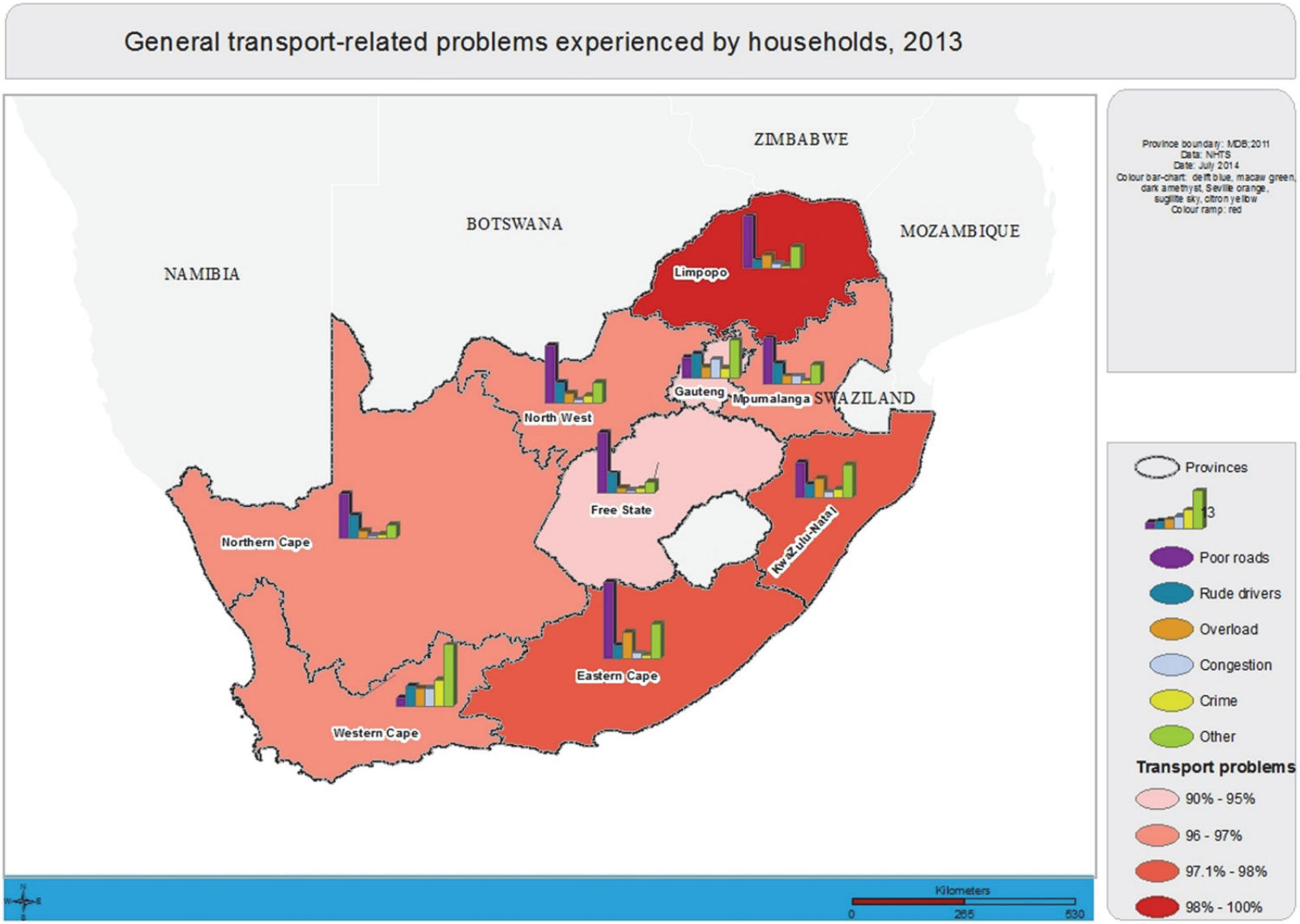


Table 9.7: Most important transport-related problems experienced by households, by province, 2013

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	8,9	9,9	19,3	14,6	6,4	13,2	6,5	7,4	10,5	8,7
Poor condition of roads	2,8	26,3	15,2	21,0	12,2	19,8	7,0	16,0	17,9	13,0
Rude drivers	7,0	4,4	7,9	6,7	4,6	7,3	8,3	7,2	2,7	6,3
Overload	6,0	8,9	2,6	1,5	6,6	3,4	3,5	2,8	4,6	4,9
Congestion	6,2	1,8	1,0	0,9	1,8	1,2	6,3	2,8	1,8	3,6
Crime	8,9	1,3	1,2	1,4	2,9	2,6	3,1	1,2	0,9	3,0
Toll fees	0,1	0,1	.	1,1	0,3	0,2	2,9	0,8	0,3	1,1
Parking	1,0	0,3	0,9	0,3	0,3	0,4	0,7	0,2	0,3	0,5
Other	1,5	1,6	1,7	3,3	1,1	1,9	2,0	2,0	0,7	1,7
Taxi										
Taxis too expensive	5,5	10,5	12,8	9,5	11,6	9,7	9,5	14,5	12,2	10,2
Reckless driving by taxi drivers	10,1	4,7	7,0	6,3	4,4	6,4	10,3	8,2	4,3	7,4
No taxis at specific times, e.g. late at night	2,6	4,8	6,7	8,5	10,6	6,6	3,8	5,3	9,8	6,1
Taxis too far	1,4	3,8	3,5	6,4	6,1	4,8	3,1	5,8	7,0	4,3
No taxis available	2,5	2,6	6,2	4,1	2,7	2,8	1,6	3,2	3,6	2,6
Bus										
No buses available	12,0	11,6	9,5	7,0	11,8	7,3	12,5	6,4	6,6	10,5
No buses at specific times, e.g. late at night	3,3	2,9	1,6	2,0	6,0	6,7	2,5	7,3	8,9	4,4
Buses too far	2,2	1,4	0,6	1,1	3,3	1,0	1,9	3,1	3,8	2,2
Buses too expensive	4,8	0,4	1,0	0,8	1,6	0,8	1,1	2,4	1,5	1,6
Reckless driving by bus drivers	1,8	0,6	0,3	2,1	1,2	1,6	2,3	1,5	1,4	1,6
Train										
No trains available	3,7	1,0	0,6	0,5	2,1	1,4	3,7	0,6	0,7	2,2
Trains are not reliable	3,0	0,2	0,1	0,1	0,4	0,2	2,8	0,2	0,1	1,3
Trains too far	3,5	0,6	0,2	0,2	1,3	0,3	2,6	0,2	0,1	1,5
No trains at specific times, e.g. late at night	1,0	0,2	0,1	0,2	0,4	0,2	1,5	0,7	0,2	0,7
Trains too expensive	0,4	0,3	0,2	0,2	0,2	0,2	0,4	0,1	0,1	0,3
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 nine per cent (8,7%) of households indicated that they have no transport related problems.

The most important mentioned problem nationally was the poor condition of roads (13%). Provinces with the most complaints about the condition of roads were Eastern Cape (26,3%), Free State (21%), North West (19,8%) and Limpopo (17,9%). Nationally, about eleven per cent (10,5%) of households identified unavailability of buses as their main transport related problem. Gauteng (12,5%),Western Cape (12%), KwaZulu-Natal (11,8%) and Eastern Cape (11,6%) have the highest percentage of households that mentioned this particular problem. Nationally, ten per cent

(10,2%) of households indicated that taxis were too expensive. Proportionally, households in Mpumalanga (14,5%), Northern Cape (12,8%) and Eastern Cape (10,5%) were more likely to be concerned about the cost of taxis.

Approximately 7,4% considered reckless driving by taxi drivers as one of their transport related problems. The two provinces with the highest economic activity levels, namely Gauteng (10,3%) and Western Cape(10,1%), 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 (10,6%) and Limpopo (9,8%).
- No buses at specific times/late at night: Limpopo (8,9%), Mpumalanga (7,3%) and North West (6,7%).
- Taxis too far: Limpopo (7,0%), Free State (6,4%) and KwaZulu-Natal (6,1%).
- Congestion: Gauteng (6,3%) and Western Cape (6,2%).
- Crime: Western Cape (8,9%).
- No taxis available: Northern Cape (6,2%) and Free State (4,1%).

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	22,2	30,7	30,9	23,1	30,9	43,2	36,1	38,1	34,5	32,6
Travel cost	32,9	25,4	30,6	24,0	27,4	19,1	25,3	21,2	28,3	26,1
Flexibility	12,5	7,9	8,9	14,4	7,0	7,1	9,7	7,3	9,7	9,2
Safety from accidents	9,5	11,1	4,0	9,6	8,4	9,1	8,8	7,9	6,4	8,7
Comfort	8,1	9,5	6,3	7,5	4,6	4,9	4,6	4,1	6,3	5,9
Reliability	3,6	2,2	7,5	6,2	5,4	5,9	5,1	8,3	3,8	4,9
Distance from home to transport	3,0	4,8	4,1	4,3	6,8	3,4	3,0	4,4	5,0	4,3
Security from crime	3,7	2,6	1,2	3,8	2,0	2,5	2,6	1,4	1,0	2,4
Driver's attitude	3,0	2,5	2,9	4,3	5,3	2,3	2,5	5,0	2,6	3,3
Timetable not available/information inaccurate	0,3	0,4	0,7	0,6	0,7	0,4	0,7	0,6	1,2	0,6
Other	1,2	3,0	2,9	2,4	1,5	2,1	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 32,6% of households identified travel time as the biggest determinant of modal choice, while the cost of travel is important to 26,1% 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 a more important factor than travel time (32,9% for travel costs as opposed to 22,2% for travel time).Nearly equal percentages of households mentioned both these problems in Northern Cape (30,9% v. 30,6%) and Free State (23,1% v. 24,0%).

Safety from accidents was an important consideration in Eastern Cape (11,1%), 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 received the highest proportion of votes in Free State (14,4%) and Western Cape (12,5%). Comfort was considered important in Eastern Cape (9,5%) and Western Cape (8,1%).

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	32,9
	Security from crime	20,3	Travel time	22,2
	Travel cost	10,7	Flexibility	12,5
Eastern Cape	Safety from accidents	52,3	Travel time	30.7
	Travel time	12,1	Travel cost	25,4
	Closeness of transport to home	10,9	Safety from accidents	11.1
Northern Cape	Safety from accidents	59,8	Travel cost	30,6
	Travel cost	14,9	Travel time	30,9
	Travel time	12,9	Flexibility	8,9
Free State	Safety from accidents	45,1	Travel cost	24,0
	Travel time	18,7	Travel time	23,1
	Travel cost	12,2	Flexibility	14,4
KwaZulu-Natal	Safety from accidents	53,5	Travel time	30,9
	Travel cost	14,7	Travel cost	27,4
	Travel time	13,2	Safety from accidents	8,4
North West	Safety from accidents	49,0	Travel time	43,2
	Travel time	18,0	Travel cost	19,1
	Travel cost	16,6	Safety from accidents	9.1
Gauteng	Safety from accidents	45,4	Travel time	36.1
	Travel time	18,8	Travel cost	25,3
	Travel cost	15,4	Flexibility	9.7
Mpumalanga	Safety from accidents	48,7	Travel time	38,1
	Travel cost	21,3	Travel cost	21,2
	Travel time	13,1	Reliability	8,3
Limpopo	Safety from accidents	40,7	Travel time	34,5
	Travel cost	20,7	Travel cost	28,3
	Travel time	19,8	Flexibility	9,7
RSA	**Safety from accidents**	**48,4**	**Travel time**	**32,6**
	Travel time	**15,3**	**Travel cost**	**26,1**
	Travel cost	**14,9**	**Flexibility**	**9,2**
Geographic location				
Metro	Safety from accidents	46,2	Travel time	32,0
	Travel time	17,0	Travel time	25,8
	Travel cost	13,3	Flexibility	10,4
Urban	Safety from accidents	53,3	Travel time	30,9
	Travel time	14,5	Travel cost	25.8
	Travel cost	12,8	Flexibility	10,0
Rural	Safety from accidents	47,2	Travel time	35.1
	Travel cost	16,6	Travel cost	26,8
	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 (32,6%), travel cost (26,1%) 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 (11,1%), North West (9,1%) and KwaZulu-Natal (8,4%).

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

	Province(per cent within province)									
Mode of travel	**WC**	**EC**	**NC**	**FS**	**KZN**	**NW**	**GP**	**MP**	**LP**	**RSA**
Train	10,5	1,4	0,6	1,2	2,5	1,0	8,2	0,7	0,9	**4,4**
Bus	7,3	6,5	2,7	5,8	13,3	13,5	6,3	14,9	22,6	**10,2**
Taxi	25,7	47,7	29,4	44,8	49,7	44,3	38,2	45,2	45,8	**41,6**
Car/bakkie/truck driver	22,0	8,1	12,6	12,9	10,3	10,1	18,9	10,5	6,7	**13,7**
Car/bakkie/truck passenger	15,4	7,4	14,1	8,6	9,0	9,9	9,9	7,4	7,1	**9,7**
Walk all the way	17,1	27,7	37,9	24,4	14,6	18,4	15,7	19,9	16,2	**18,5**
Other	2,0	1,2	2,7	2,4	0,7	2,9	2,9	1,4	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 four main modes of travel used by households were taxis (41,6%), walking all the way (18,5%), car/bakkie/truck as drivers (13,7%), buses (10,2%) and car/bakkie/truck as passengers (9,7%). The more rural provinces of Eastern Cape and KwaZulu-Natal tended to have higher percentages of households who used taxis as main transport mode, with 47,7% for the former and 49,7% for the latter. Travelling as a driver of a car/bakkie/truck was predominant in Western Cape (22,0%), Gauteng (18,9%), Free State (12,9%) and Northern Cape (12,6%) and North West (10,1%).

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, 2003 and 2013

Location	Mode of travel (per cent within province)					
	Taxis		Buses		Trains	
Province	**2003**	**2013**	**2003**	**2013**	**2003**	**2013**
Western cape	45,5	51,4	9,3	14,8	14,9	21,9
Eastern cape	53,6	62,1	18,1	12,5	1,6	2,3
Northern Cape	38,5	51,0	6,7	7,5	3,0	1,2
Free State	60,7	68,6	9,9	14,4	1,0	1,8
KwaZulu-Natal	63,4	78,8	27,9	23,0	2,2	6,0
North West	60,2	71,6	15,9	21,8	2,1	2,5
Gauteng	62,9	68,0	7,6	15,9	14,1	20,3
Mpumalanga	64,6	78,4	21,3	28,7	0,6	0,9
Limpopo	62,7	78,8	23,8	41,6	0,3	1,2
RSA	59,0	69,0	16,6	20,2	5,7	9,9
Geographic region						
Metropolitan	59,9	66.69	13,4	18.87	13,3	19,6
Urban	60,3	66.01	9,2	12.03	2,9	4,1
Rural	57,4	75.11	24,6	29.60	0,7	1,8
Reasons for non-use of service by non-users						
Not available	13,1	13,0	27,8	30,1	48,2	44,3
Service related reasons	75,3	32,5	30,5	29,6	29,7	23,1
Other reasons	11,6	54,5	41,7	40,3	22,1	32,5

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 69,0%), buses (16,6% to 20,2%) and trains (5,7% to 9,9%).

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

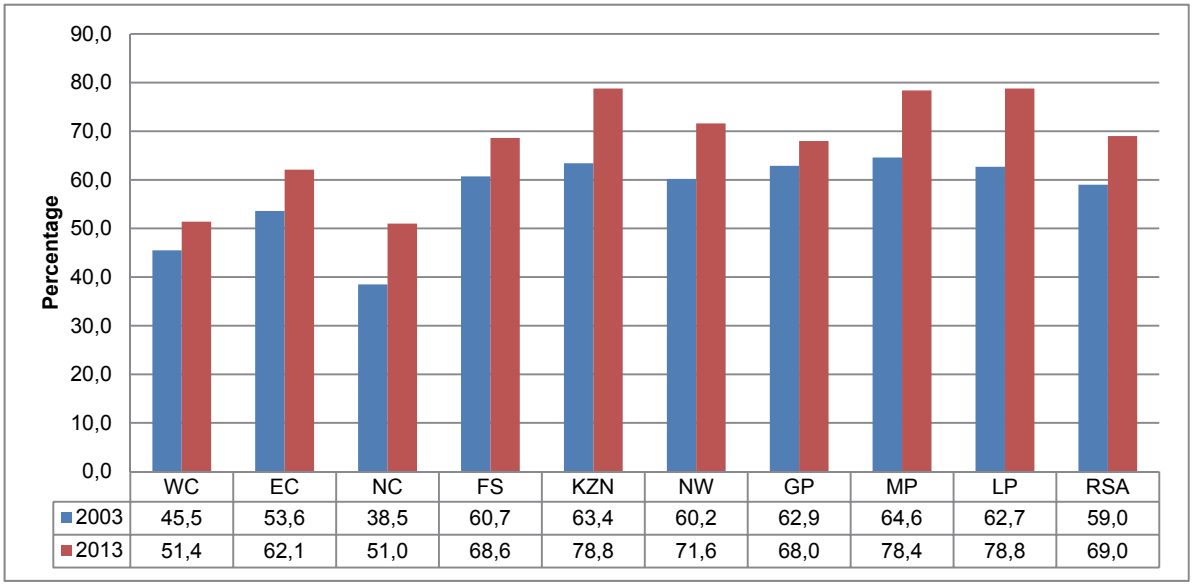
Even though there was a general increase nationally in the use of bus transport, this is primarily due to significant increases noted in Limpopo, Mpumalanga, Gauteng, North West and the Western Cape. In Limpopo, only 23,8% of households used buses during the month preceding the survey in 2003, whilst nearly double that (41,6%) reported bus use in 2013. In provinces such as Eastern Cape (18,1% v. 12,5%) and KwaZulu-Natal (27,9% v. 23,0%), 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. 21,9%) and Gauteng (14,1% v. 20,3%). 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 a decreasingly significant role in the case of trains (48,2% v. 44,3%), 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. 32,5%). In both 2003 and 2013, approximately 30,5% 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



	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
2003	45,5	53,6	38,5	60,7	63,4	60,2	62,9	64,6	62,7	59,0
2013	51,4	62,1	51,0	68,6	78,8	71,6	68,0	78,4	78,8	69,0

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, 69% 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 (51,0%) and Western Cape (51,4%).The most significant increases in use over time were noted in Limpopo (with 16 percentage points) and KwaZulu-Natal (approximately 15 percentage points), Mpumalanga (13,8 percentage points), Northern Cape (12,5 percentage points) and North West (11,4 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 Time category (per cent within province)					2013 Time category (per cent within province)				
	1–15 min.	16–30 min.	31–60min.	60 min. and more	Total	1–15 min.	16–30 min.	31–60min.	60 min. and more	Total
Western Cape	90,5	8,2	1,3	0,0	**100,0**	85,7	11,9	1,7	0,7	**100,0**
Eastern Cape	77,4	16,4	4,5	1,7	**100,0**	80,8	15,6	3,1	0,5	**100,0**
Northern Cape	91,1	7,3	1,6	0,0	**100,0**	82,7	13,9	3,1	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**	74,2	19,6	5,0	1,1	**100,0**
North West	85,4	12,4	2,1	0,2	**100,0**	78,3	16,6	4,3	0,9	**100,0**
Gauteng	88,0	10,2	1,8	0,0	**100,0**	79,5	17,2	2,6	0,8	**100,0**
Mpumalanga	74,4	18,9	6,2	0,5	**100,0**	74,8	19,1	5,3	0,8	**100,0**
Limpopo	79,9	15,5	4,2	0,4	**100,0**	72,4	20,6	6,0	1,0	**100,0**
RSA	**82,4**	**13,8**	**3,3**	**0,5**	100,0	**77,7**	**17,5**	**4,0**	**0,8**	100,0
Metropolitan	86,1	8,1	0,8	5,0	**100,0**	82,8	14,6	2,0	0,6	**100,0**
Urban	72,0	9,0	0,8	18,2	**100,0**	81,4	14,8	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**

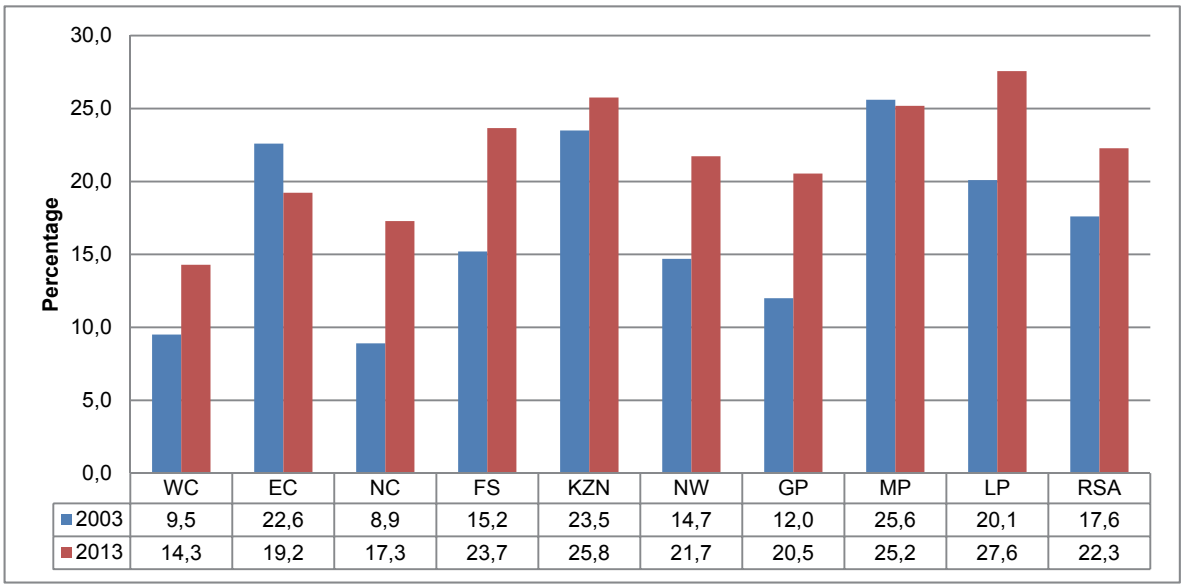
Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.
In 2003 Metropolitan areas did not include Buffalo City and Mangaung.

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%). A further 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 77,7% in 2013. At the same time, the proportion of households who had to walk 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 85,7%, followed by Northern Cape with 82,7%, Eastern Cape (80,8%) and Gauteng (79,5%). Limpopo had the lowest percentage of households that needed 15 minutes or less to walk to the nearest taxi rank/route (72,4%).

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



	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
2003	9,5	22,6	8,9	15,2	23,5	14,7	12,0	25,6	20,1	17,6
2013	14,3	19,2	17,3	23,7	25,8	21,7	20,5	25,2	27,6	22,3

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 Gauteng and Free State (both with 8,5 percentage points), the Northern Cape (8,4 percentage points), Limpopo (7,5 percentage points) and North West (with 7 percentage points)

The Eastern Cape was the only province where the percentage of households who walked for more than 15 minutes has decreased significantly between 2003 and 2013 (from 22,6% to 19,2%).

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	7,7	35,8	21,6	13,1	18,9	13,0	5,0	14,2	12,3	**13,0**
	Prefer train	1,7	0,2	0,1	0,7	0,7	0,1	1,4	0,1	0,0	**0,9**
	Prefer bus	1,6	3,1	0,8	1,4	4,9	3,0	1,3	4,1	8,9	**2,6**
	Prefer private transport	34,8	19,5	21,1	34,3	32,4	28,9	38,0	36,8	21,4	**32,1**
	Can walk	10,1	9,8	21,6	8,4	4,3	10,2	5,5	10,1	9,8	**8,3**
	Don't travel much	6,0	10,7	11,3	9,9	6,9	16,0	6,2	10,1	15,1	**8,5**
	Reasons relating to service attributes	36,3	19,3	20,7	28,8	29,9	24,9	40,7	23,0	30,7	**32,4**
	Other reasons	1,8	1,6	2,8	3,5	2,1	4,0	1,9	1,7	1,8	**2,1**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

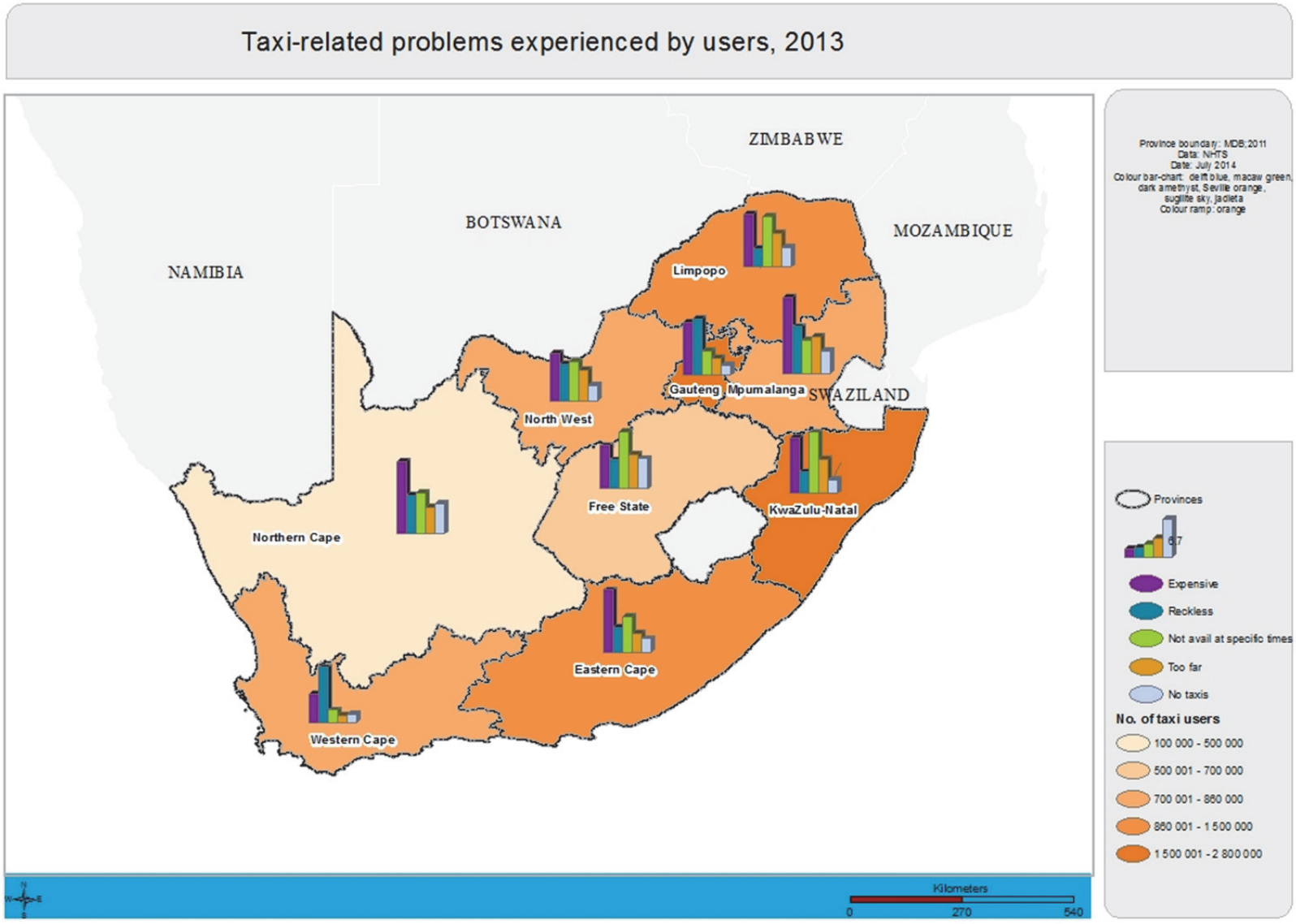
Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.

Non-availability as a reason for non-use of taxis remained stable at national level between 2003 and 2013 at 13%. The provinces with the highest proportion of households who mentioned non-availability as a reason for no use were Eastern Cape (35,8%) and Northern Cape (21,6%). A preference for private transport (32,1%) and reasons related to service attributes (32,4%) were the most commonly provided reasons for non-use of taxis. These two reasons were the most important in all provinces besides non-availability. The only exception is the Northern Cape, where approximately one in five households complained about non-availability, or indicated that they prefer private transport or that they can walk to their destination.

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

Attributes of the minibus taxi services	Province (per cent across provinces, within RSA)									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	Total
The distance between the taxi rank/ route and your home	4,9	10,9	1,6	5,9	24,0	7,6	22,6	10,4	12,1	**100,0**
The travel time by taxi	6,2	11,1	2,1	5,5	23,3	8,8	22,1	8,8	12,0	**100,0**
Security on the walk to/from the taxi rank	9,7	9,6	1,2	5,4	21,4	6,9	29,1	8,4	8,3	**100,0**
Security at the taxi ranks	8,3	9,5	1,3	6,1	21,9	7,4	30,4	7,3	7,7	**100,0**
Security on the taxis	9,7	8,7	1,3	5,6	22,1	6,9	31,4	6,9	7,4	**100,0**
The level of crowding in the taxis	11,3	12,2	1,1	4,0	24,6	5,9	28,1	5,5	7,3	**100,0**
Safety from accidents	9,5	10,8	0,8	4,7	21,0	6,6	31,5	7,6	7,4	**100,0**
The frequency of taxis during peak period	6,3	10,7	1,5	5,3	27,8	7,1	23,5	8,4	9,3	**100,0**
The frequency of taxis during off-peak period	6,2	9,9	1,5	5,3	27,3	8,3	23,9	8,4	9,2	**100,0**
The waiting time for taxis	5,5	10,7	1,6	5,4	25,3	7,6	24,3	9,0	10,6	**100,0**
The taxi fares	7,5	11,0	1,2	4,0	21,2	6,8	29,6	9,3	9,4	**100,0**
The facilities at the taxi ranks, e.g. toilets, offices	7,1	10,7	1,2	5,6	21,2	7,6	29,4	6,9	10,2	**100,0**
Roadworthiness of taxis	9,2	10,6	0,8	5,2	20,7	6,5	32,5	6,5	8,0	**100,0**
Behaviour of the taxi drivers towards passengers	9,4	11,2	1,1	4,8	18,7	6,8	30,8	9,2	7,9	**100,0**
The taxi service overall	8,9	10,9	1,0	4,6	21,5	6,7	30,7	8,1	7,7	**100,0**
Attributes of the minibus taxi services	**Province (per cent within province)**									
	WC	**EC**	**NC**	**FS**	**KZN**	**NW**	**GP**	**MP**	**LP**	**RSA**
The distance between the taxi rank/ route and your home	16,2	29,4	28,9	29,0	34,0	29,0	22,8	33,9	30,8	27,8
The travel time by taxi	15,7	22,6	28,7	20,5	25,1	25,3	17,0	21,8	23,2	21,1
Security on the walk to/from the taxi rank	44,2	37,8	31,2	37,7	41,6	36,2	39,1	38,9	29,4	38,4
Security at the taxi ranks	37,0	37,4	34,8	42,8	41,7	38,7	40,3	32,8	27,0	37,9
Security on the taxis	39,3	29,9	30,2	35,0	37,8	32,0	37,3	27,3	23,1	33,8
The level of crowding in the taxis	50,3	43,9	25,6	26,6	47,0	30,0	37,8	24,4	25,0	37,4
Safety from accidents	51,9	48,0	23,5	38,6	49,1	41,2	52,2	40,6	30,8	45,8
The frequency of taxis during peak period	22,8	31,9	29,5	29,1	42,8	29,1	25,6	29,8	25,5	30,3
The frequency of taxis during off-peak period	25,1	32,8	34,8	32,3	47,3	38,2	29,0	33,5	28,1	33,9
The waiting time for taxis	24,9	39,2	38,0	36,0	49,1	39,0	33,3	39,9	36,7	37,9
The taxi fares	45,8	54,3	38,7	36,1	55,6	47,6	54,7	55,7	43,9	51,1
The facilities at the taxi ranks, e.g. toilets, offices	45,7	59,3	43,7	54,8	59,5	56,6	58,1	44,4	50,5	54,9
Roadworthiness of taxis	48,8	45,7	23,5	40,6	47,1	39,5	52,5	34,5	32,5	44,6
Behaviour of the taxi drivers towards passengers	50,6	41,9	28,1	34,9	44,0	38,6	58,4	45,5	29,5	44,8
The taxi service overall	41,3	41,3	24,5	31,2	43,0	35,6	43,5	37,0	27,4	39,1

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

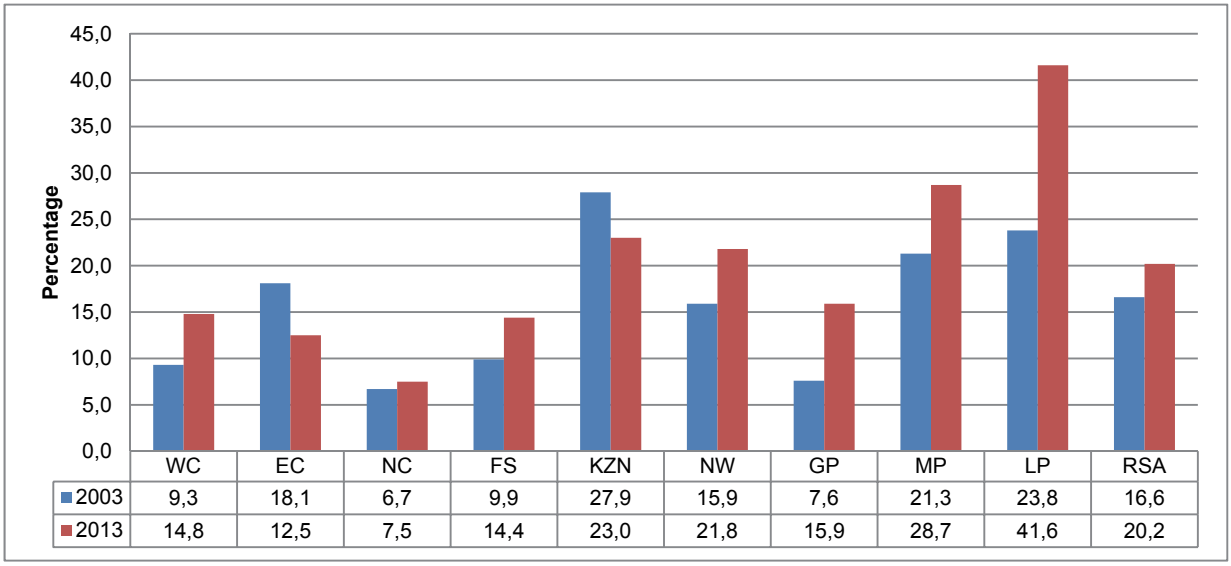


The facilities at ranks (54,9%), cost of taxis (51,1%), safety from accidents (45,8%) and roadworthiness of taxis (44,6%) were the attributes most likely to illicit dissatisfaction amongst users. Comparisons between provinces indicate that the distance between the taxi ranks/routes and home was most important in KwaZulu-Natal and Mpumalanga (34%). Taxi fares were the most likely to be problematic in Mpumalanga (55,7%) and KwaZulu-Natal (55,6%), whilst facilities at the ranks were an important source of dissatisfaction in KwaZulu-Natal (59,5%), Eastern Cape (59,3%) and North West (56,6%).

The roadworthiness of taxis was of most concern in Gauteng (52,5%) and Western Cape (48,8%). These two provinces also had the highest level of concern about safety from accidents with 52,2% and 51,9% 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



	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
2003	9,3	18,1	6,7	9,9	27,9	15,9	7,6	21,3	23,8	16,6
2013	14,8	12,5	7,5	14,4	23,0	21,8	15,9	28,7	41,6	20,2

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 (41,6%), followed by Mpumalanga (28,7%), KwaZulu-Natal (23,0%) and North West (21,8%). Actual bus use has increased in all provinces except in Eastern Cape (18,1% v. 12,5%) and KwaZulu-Natal (27,9% v. 23,0%), where significant decreases were noted.

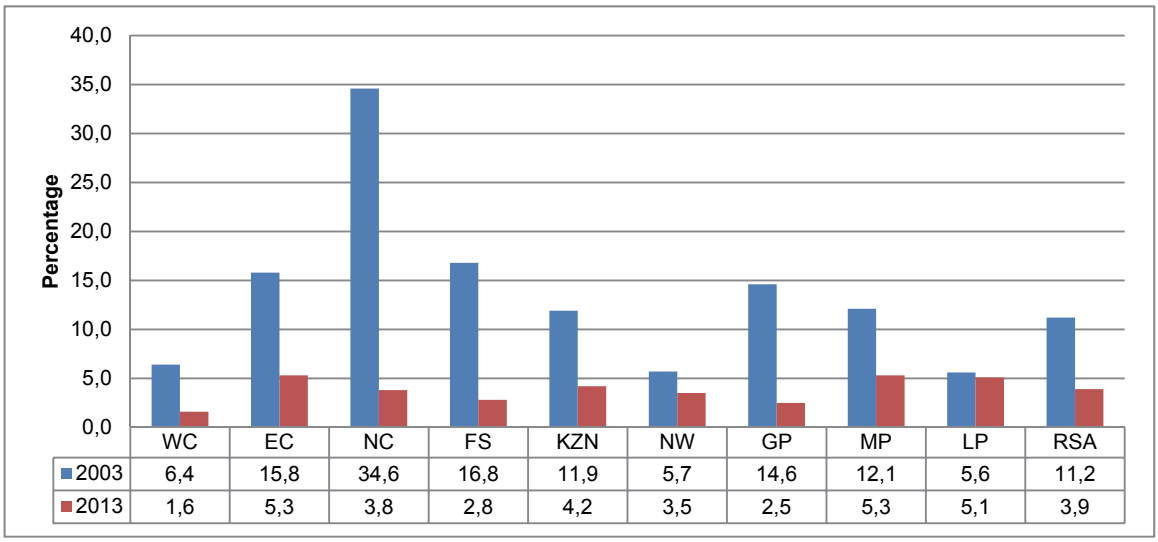
Table 9.15: Time taken to walk to the nearest bus stop/station by those who used buses during the calendar month preceding the survey, 2003 and 2013

Province	2003					2013				
	Time category (per cent within province)					Time category (per cent within province)				
	1–15 min.	16–30 min.	31–60 min.	> 60 min.	Total	1–15 min.	16–30 min.	31–60 min.	> 60 min.	Total
Western Cape	89,4	4,2	0,3	6,1	**100,0**	87,7	10,7	1,4	0,2	**100,0**
Eastern Cape	70,8	13,4	4,7	11,1	**100,0**	79,0	15,7	4,5	0,8	**100,0**
Northern Cape	55,6	9,8	0,7	33,8	**100,0**	72,5	23,7	3,8	.	**100,0**
Free State	71,9	11,3	2,6	14,2	**100,0**	85,5	11,8	2,1	0,7	**100,0**
KwaZulu-Natal	70,7	17,4	5,7	6,2	**100,0**	76,1	19,7	3,4	0,8	**100,0**
North West	81,9	12,3	2,1	3,7	**100,0**	82,2	14,3	3,3	0,2	**100,0**
Gauteng	78,3	7,1	0,6	14,0	**100,0**	82,5	15,0	2,3	0,2	**100,0**
Mpumalanga	71,9	16,0	3,2	8,9	**100,0**	77,8	16,9	4,5	0,8	**100,0**
Limpopo	82,0	12,3	2,7	2,9	**100,0**	75,6	19,3	4,1	1,0	**100,0**
RSA	**75,5**	**13,2**	**3,5**	**7,8**	100,0	**79,4**	**16,6**	**3,3**	**0,6**	100,0
Geographic location										
Metropolitan	80,6	15,5	2,6	1,4	**100,0**	85,0	13,0	1,7	0,3	**100,0**
Urban	77,5	16,5	4,4	1,5	**100,0**	82,2	14,3	2,9	0,6	**100,0**
Rural	72,4	21,0	5,6	1,1	**100,0**	74,1	20,3	4,7	0,9	**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 (79,4%) reached their nearest bus station within 15 minutes, as indicated in the preceding table. Seventeen per cent took 16 to 30 minutes walking to the bus stop, 3,3% between 31 and 60 minutes 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 (87,7%), Free State (85,5%), Gauteng (82,5%) and North West (82,2%) 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 (23,7%), followed by KwaZulu-Natal (19,7%). Mpumalanga and Limpopo shared 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



	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
2003	6,4	15,8	34,6	16,8	11,9	5,7	14,6	12,1	5,6	11,2
2013	1,6	5,3	3,8	2,8	4,2	3,5	2,5	5,3	5,1	3,9

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 3,9% during this time period. The most significant decreases occurred in the Northern Cape (from 34,6% to 3,8%), Free State (from 16,8% to 2,8%) and Gauteng (from 14,6% to 2,5%). 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 taxi	8,8	8,9	9,6	14,5	14,1	22,9	18,3	17,1	11,9	**14,5**
	Prefer train	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	21,3	48,7	36,8	37,3	41,1	31,1	24,7	27,2	15,9	**30,1**
	Prefer taxi	9,7	10,1	13,1	19,7	12,2	17,4	12,9	18,7	23,1	**13,8**
	Prefer train	2,4	0,3	0,1	0,2	0,8	0,4	1,5	0,2	0,4	**1,0**
	Prefer private transport	20,5	8,2	11,7	11,4	8,3	10,5	16,6	11,3	9,7	**13,4**
	Can walk	8,0	4,1	15,1	3,6	2,0	5,5	5,2	4,2	6,6	**5,2**
	Don't travel much	6,1	5,5	10,1	7,6	3,3	10,0	5,3	7,6	7,9	**6,0**
	Reasons relating to service attributes	31,2	22,4	12,2	19,7	32,0	24,3	33,0	30,3	35,7	**29,6**
	Other	0,8	0,7	0,9	0,6	0,4	1,0	0,8	0,5	0,6	**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 30,1%). 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.

Buses were competing with taxis and private transport in both 2003 and 2013, with approximately 14% who preferred taxis in both years and 13% who preferred private transport in both years. Compared to 2003, bus users in Limpopo and Northern Cape were significantly less likely to have problems with service attributes as reasons for non-use in 2013. In the case of Limpopo, the percentage decreased from 55,1% in 2003 to 35,7% in 2013, and in Northern Cape from 17,8% to 12,2%. Free State bus users were more likely to complain about service attributes in 2013 than in 2003 (19,7% v. 15,3%).

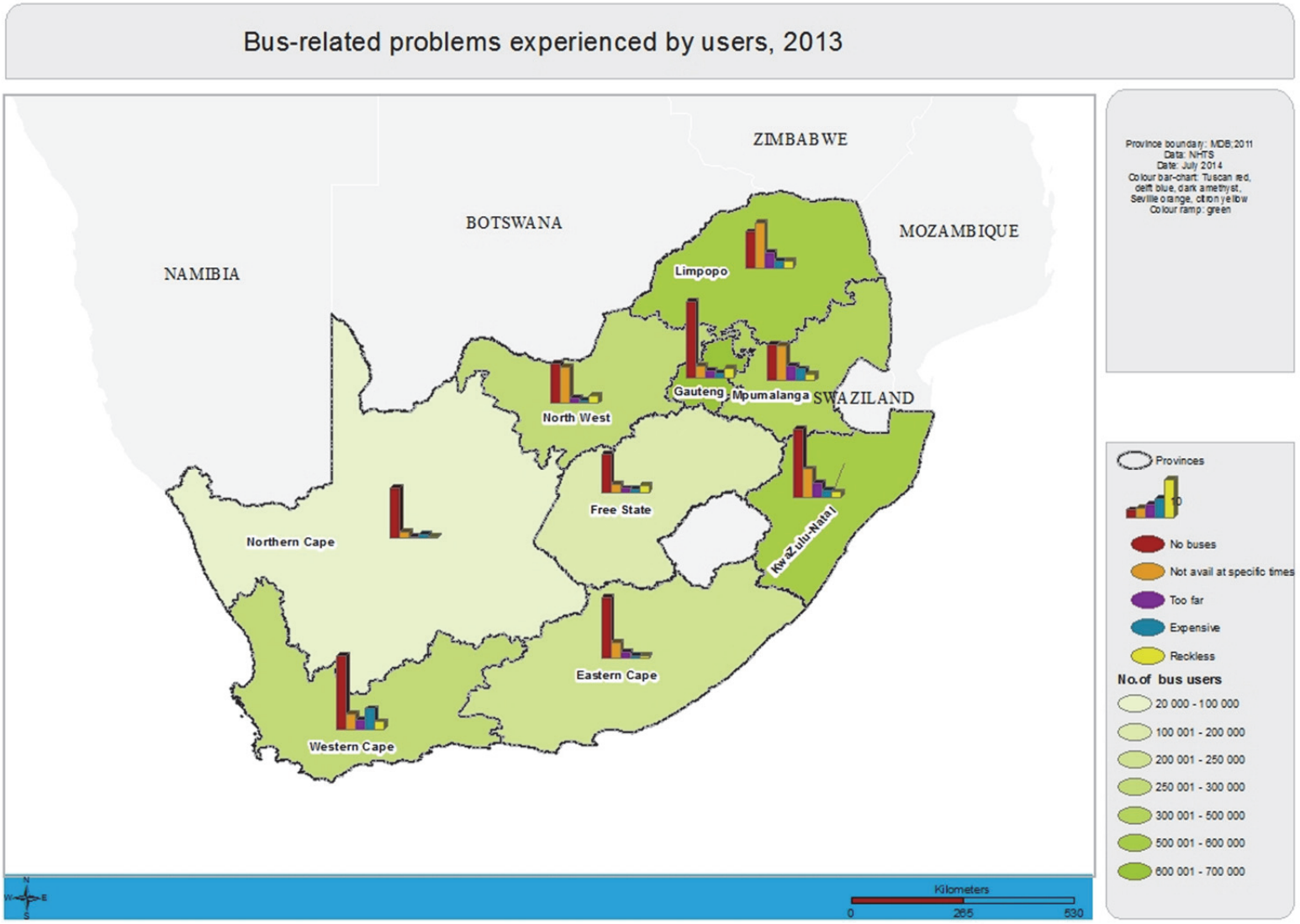
Table 9.17 summarises the reasons for dissatisfaction with bus services of those who use it. Households who were most likely to be dissatisfied about the distance between the bus stop and their home, lived in KwaZulu-Natal (22,9%), Gauteng (20,2%) and Limpopo (19,9%). Most of the households who were dissatisfied with facilities at bus stops live in Limpopo (21,2%), Gauteng (20,2%) and KwaZulu-Natal (19,6%). Travel time by bus affected more bus users in KwaZulu-Natal (22,5%), Limpopo (21,9%) and Gauteng (17,9%).

When within-province-percentages were used (bottom half of table), the biggest problems are the facilities at bus stations (48,4%), the level of crowding on the bus (44,7%), security at bus stops (35,6%) and security on the walk to and from the bus stop (35%). The facilities at bus stops are a problem for a significantly greater proportion of households in North West (53,6%), Eastern Cape (51,3%), Free State (51,1%) and Limpopo (50,9%). The level of crowding on buses is a significant problem in Mpumalanga (55,4%), KwaZulu-Natal (52,5%) and North West (50,6%). Security at bus stops are regarded as problematic by a significant proportion of bus users in Western Cape (46,7%), KwaZulu-Natal (43,9%) and Mpumalanga (40%). Feeling unsafe walking to and from bus stops were mentioned by significant percentages of households in Western Cape (43,7%), and by 41% of households in KwaZulu-Natal and Mpumalanga.

Table 9.17: Dissatisfaction with bus services by province, 2013

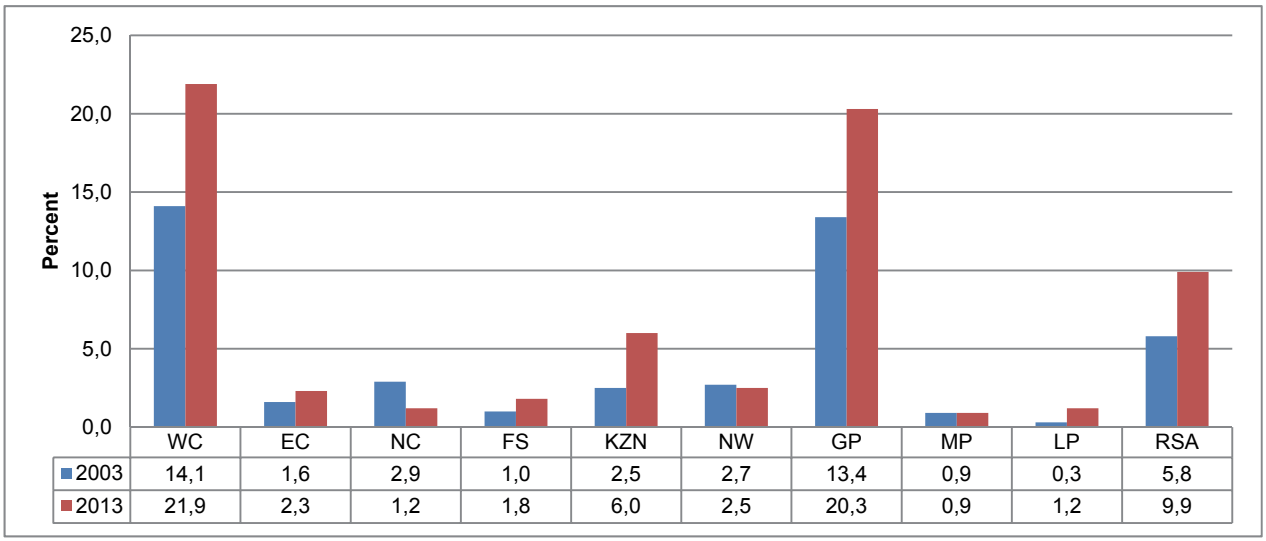
Attributes of the bus service	Province (per cent across provinces, within RSA)									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
The distance between the bus stop and your home	5,4	7,9	0,8	3,4	22,9	7,5	20,2	12,1	19,9	**100,0**
The travel time by bus	6,9	7,4	0,6	2,8	22,5	8,8	17,9	11,2	21,9	**100,0**
Security on the walk to/from the bus stop	9,9	5,9	0,4	3,9	22,6	8,4	20,8	12,4	15,6	**100,0**
Security at the bus stops	10,4	6,0	0,4	4,2	23,7	8,2	20,1	11,9	15,0	**100,0**
Security on the buses	9,0	4,9	0,5	3,7	24,8	9,0	20,8	12,5	14,8	**100,0**
The level of crowding in the bus	6,8	7,0	0,3	3,7	22,5	8,8	18,9	13,3	18,7	**100,0**
Safety from accidents	8,9	6,4	0,4	3,6	21,1	7,9	21,7	11,6	18,4	**100,0**
The frequency of buses during peak period	6,2	8,2	0,3	3,5	23,7	8,3	20,7	11,2	17,8	**100,0**
The frequency of buses during off-peak period	7,3	8,1	0,3	3,5	23,0	8,9	21,0	11,2	16,6	**100,0**
The punctuality of buses	8,0	6,5	0,4	2,7	21,0	8,8	24,4	11,2	17,1	**100,0**
The bus fares	13,0	3,5	0,3	3,6	21,6	6,7	24,3	11,8	15,2	**100,0**
The facilities at the bus stop, e.g. toilets, offices	7,8	7,3	0,5	4,3	19,6	8,4	20,2	10,7	21,2	**100,0**
Behaviour of the bus drivers towards passengers	7,7	3,7	0,3	4,0	21,9	11,0	21,0	11,4	19,0	**100,0**
The bus service overall	7,4	5,7	0,4	3,7	22,0	10,8	20,1	12,8	17,1	**100,0**
Availability of information	8,6	6,5	0,3	2,0	24,0	9,9	21,3	10,8	16,5	**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	17,8	30,5	25,7	22,8	32,2	26,0	23,6	30,0	26,4	**26,7**
The travel time by bus	22,3	29,7	21,4	18,4	33,2	31,9	22,8	29,6	30,7	**28,2**
Security on the walk to/from the bus stop	43,7	29,6	20,6	36,3	41,4	37,3	31,5	41,3	27,2	**35,0**
Security at the bus stops	46,7	30,5	23,6	39,4	43,9	36,1	31,6	40,0	26,6	**35,6**
Security on the buses	32,6	19,4	20,4	27,8	37,8	33,4	27,1	34,1	21,9	**29,3**
The level of crowding in the bus	37,6	43,5	20,0	39,6	52,5	50,6	38,3	55,4	41,3	**44,7**
Safety from accidents	30,2	24,2	13,5	24,1	30,5	28,4	27,6	29,9	25,2	**27,7**
The frequency of buses during peak period	23,4	35,8	12,9	25,7	38,2	33,4	30,2	32,7	27,5	**31,2**
The frequency of buses during off-peak period	30,6	38,4	14,1	28,6	40,1	38,4	31,9	35,5	27,3	**33,5**
The punctuality of buses	27,1	25,1	12,7	18,7	30,1	32,1	31,4	28,9	23,6	**27,8**
The bus fares	42,1	13,3	10,6	23,0	29,1	22,9	29,0	29,0	19,8	**26,2**
The facilities at the bus stop, e.g. toilets, offices	46,0	51,3	32,4	51,1	49,6	53,6	43,6	47,3	50,9	**48,4**
Behaviour of the bus drivers towards passengers	20,1	11,2	7,3	20,9	24,4	30,6	20,8	22,6	20,2	**21,5**
The bus service overall	26,0	19,3	11,2	19,8	31,9	34,7	29,8	31,0	21,2	**27,0**
Availability of information	30,4	25,7	9,6	13,9	35,0	35,5	26,9	28,0	23,0	**28,0**

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



	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
2003	14,1	1,6	2,9	1,0	2,5	2,7	13,4	0,9	0,3	5,8
2013	21,9	2,3	1,2	1,8	6,0	2,5	20,3	0,9	1,2	9,9

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 (21,9%) and Gauteng (20,3%) 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 2013[5]

	2003					2013				
	Time category (per cent within province)					Time category (per cent within province)				
Province	1–15 min.	16–30 min.	31–60 min.	60 min. and more	Total	1–15 min.	16–30 min.	31–60 min.	60 min. and more	Total
Western Cape	42,7	39,2	15,4	2,8	**100,0**	43,6	40,0	14,2	2,1	**100,0**
Eastern Cape	44,3	48,1	5,6	2,0	**100,0**	24,8	62,6	10,7	1,9	**100,0**
KwaZulu-Natal	51,8	39,7	8,0	0,6	**100,0**	42,2	36,7	18,8	2,2	**100,0**
Gauteng	51,0	32,7	14,2	2,1	**100,0**	35,3	39,2	22,8	2,6	**100,0**
RSA	**47,1**	**35,5**	**14,7**	**2,7**	100,0	**43,6**	**40,0**	**14,2**	**2,1**	100,0

Provincial comparisons have to be done with care due to boundary changes that took place between 2003 and 2013.
Only provinces with significant numbers of train users are included in the table.

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 40,0% in 2013 that indicated that they walked for fifteen minutes or less. About 2,1% of all households walked for more than an hour to the nearest passenger train station.

[5]Very 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.

In 2013, Western Cape (43,6%) and KwaZulu-Natal (42,2%) had the highest proportions of households that walked fifteen minutes or less to the nearest passenger train station. The percentage of users who walked more than 15 minutes to get to their nearest train stations increased across all provinces except in Western Cape.

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	24,2	57,5	42,7	47,6	60,8	56,8	22,1	66,0	68,4	44,3
	Prefer bus	1,4	1,3	0,7	1,1	1,2	1,7	1,0	1,0	3,1	1,3
	Prefer taxi	7,6	7,4	10,6	14,4	7,6	11,7	11,6	11,0	13,5	10,4
	Prefer private transport	20,8	6,7	10,5	10,1	5,6	6,2	15,3	6,7	3,3	10,6
	Can walk	7,2	3,6	14,0	2,5	1,5	3,2	4,4	1,9	3,3	4,0
	Don't travel much	6,8	5,4	11,4	11,7	2,3	5,7	5,9	3,8	3,3	5,5
	Reasons relating to service attributes	31,0	17,3	9,8	11,2	20,7	14,0	38,7	9,3	4,8	23,1
	Other	1,1	0,9	0,4	1,4	0,3	0,7	1,1	0,2	0,2	0,8
	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 changed from 71,5% in 2003 to 57,5% in 2013. 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 decreased from 48,2% to 44,3%. A preference for private transport was only provided by a significant percentage of households in Western Cape (20,8%)and Gauteng (15,3%). 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 (31%) and Gauteng (38,7%), and percentages were much higher than the national average of 23,1%.

Table 9.20: Dissatisfaction with train services of train users by province, 2013

Attributes of the train service	Province				
	WC	EC	KZN	GP	RSA
The distance between the train station and your home	43,3	65,6	54,9	56,1	52,6
The travel time by train	35,4	52,8	51,2	58,3	50,3
Security on the walk to/from the station	65,2	55,1	52,7	53,3	56,6
Security at stations	33,6	28,0	36,5	30,8	32,3
Security on the train	52,9	35,8	42,2	46,3	47,4
The level of crowding in the train	80,1	69,2	62,4	81,1	78,2
Safety from accidents	26,7	19,9	22,9	32,5	29,4
The frequency of trains during peak period	39,6	41,9	41,7	52,0	46,7
The frequency of trains during off-peak period	48,0	41,4	45,6	54,0	50,7
The punctuality of trains	60,6	44,1	50,7	67,6	62,5
The train fares	26,8	16,1	6,8	10,9	15,3
The facilities at the stations, e.g. toilets, offices	54,2	38,8	36,7	43,9	45,9
The train service overall	48,7	39,6	34,1	49,4	47,0

In the Western Cape, train users were most dissatisfied with crowding on trains (80,1%), security on the walk to and from the station (65,2%), and the punctuality of the trains (60,6%). In the Eastern Cape, crowding on trains is also the primary problem (69,2%), followed by distance between the train station and home (65,6%) and security to and from the station (55,1%). Crowding on trains is also the most significant problem in KwaZulu-Natal (62,4%) and Gauteng (81,1%). The second biggest problem in KwaZulu-Natal is the distance between the train station and home (54,9%) and security on the walk to and from station (52,7%).In Gauteng, the punctuality of trains (67,6%) and security on the walk to and from the station(53,3%) follow crowding on trains as important problems.

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, using the intersection method and ArcGIS 9.3 software. 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. 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	**5 012**	**10**	**51 341**

The data set was weighted twice. After the first weighting that was done in October 2014, it was found that additional structural edits were needed. These changes made it necessary to re-benchmark the data and revise the report accordingly.

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

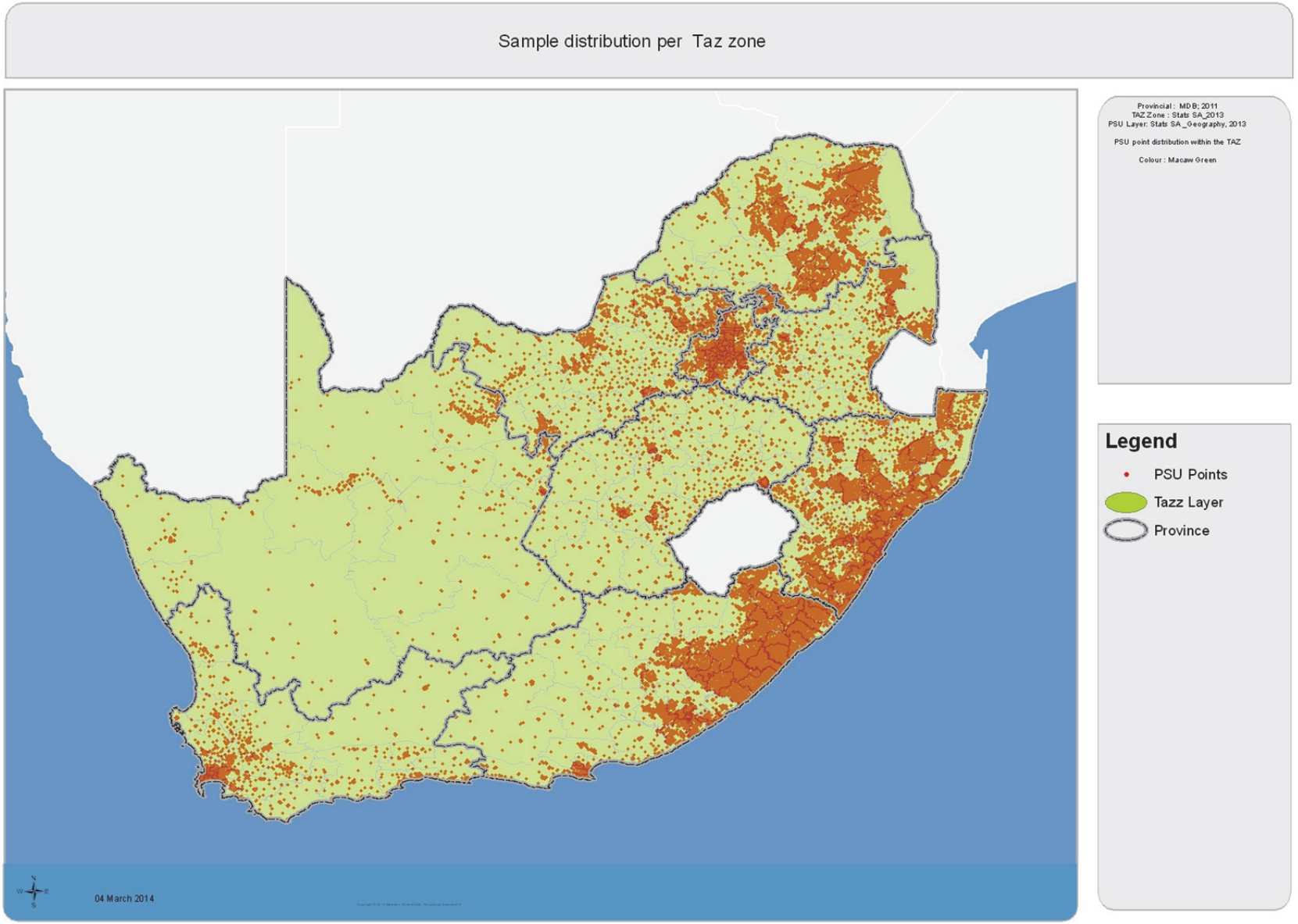
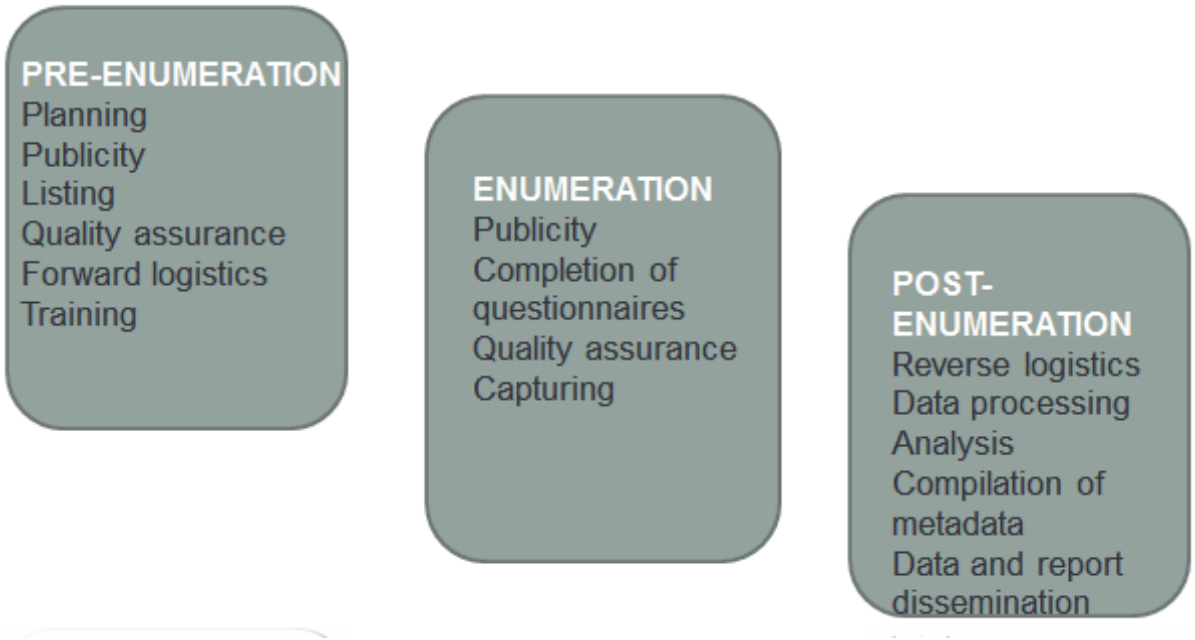


Figure 10.1: Phases of data collection



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 and 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 10.3.

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 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 10.5, 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: Response code categories and percentage of households in each category

Response code	Label	Frequency	Per cent	Cumulative frequency	Cumulative per cent
1	Response	43 462	82,37	43 462	82,37
2	Non-response	5 314	10,07	48 776	92,45
3	Out-of-scope	3 986	7,55	52 762	100,00

Table 10.6 summarises the response rates obtained nationally and in each province. The national response rate of 89,1% is higher than that of the NHTS 2003, which was 86,6%. This is in contrast to the 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	85,1
Eastern Cape	90,4
Northern Cape	91,5
Free State	90,4
KwaZulu-Natal	90,3
North West	92,8
Gauteng	85,7
Mpumalanga	88,4
Limpopo	92,7
RSA	**89,1**

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 dataset.

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 dataset 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 that 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 used by a private individual for his/her own convenience.
Census geography	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): Provinces *District councils* *-Category A (Eight Metros – stand alone, i.e. Tshwane, Johannesburg, City of Cape Town, Ekurhuleni, Nelson Mandela, Buffalo City, Mangaung and eThekwini)* *-Category C (spanning several local councils)* *Local Councils* *-Category B* *-District Management Areas (DMAs)* *Place names* *-Cities, towns, suburbs, townships* *-Administrative areas, tribal authorities, wards, villages* *Enumeration areas*
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).
Enumeration area	An EA is the smallest geographical unit into which the country has been divided for census and survey purposes.

Concept	Definition
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, smallholdings, 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 include 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, Ekhuruleni 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 dwellings' 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 the 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: • Owns the household accommodation, • Is responsible for the rent of the household accommodation, • Has the household accommodation as an allowance (entitlement), etc. • Has the household accommodation by virtue of some relationship to the owner, lessee, etc. who is not in the household, or • Makes the most decisions in the household. 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. If only children are found in a household (child-headed household), interview the eldest or the one taking responsibility.
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.

Concept	Definition
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, defence 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 (HMV) Rigid 16000 kg>= C1 = HMV, 3 500 kg up to 16 000 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: 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 such destination 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, eThekwini, Nelson Mandela Bay, Buffalo City, Mangaung, Johannesburg and Tshwane.
Minibus-taxi	A 10 to 16-seater vehicle which operates 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 transport which were used by individuals in travel modes other than public transport. Thus private transport includes car drivers, car passengers and company vehicles.
Public transport	All transport services for which passengers made payment, including 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 based on the Census 2001 classification. In this case the settlement type is associated with commercial farming areas (rural formal) and land designated as tribal or traditional.
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 *non-private dwellings*. SDs can constitute one complete EA, but are often found in mixed EAs. *Examples of special dwellings:* Hotels, motels — applies only to the guests Hospitals/nursing homes — applies only to the patients or nurses Prisons/reformatories — applies only to the inmates Old-age homes — applies only to the aged Retirement villages — applies only to those in frail care Boarding schools — applies only to the students

Concept	Definition
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.
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 or traditional settlements	This is communally owned land under the jurisdiction of a 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. It excludes areas classified as metropolitan by the Municipal Demarcation Board as per the 2011 classification.
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 controls 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	1 914	949	965	3 012	1 464	1 548	74	40	35	974	480	494	5 974	2 933	3 042
Eastern Cape	5 813	2 759	3 053	510	244	266	22	11	11	262	119	143	6 607	3 133	3 474
Northern Cape	581	283	298	517	252	266	6	*	*	55	25	30	1 159	564	595
Free State	2 358	1 147	1 211	88	46	42	16	11	5	289	131	158	2 751	1 335	1 416
KwaZulu-Natal	9 211	4 349	4 862	95	46	48	737	360	377	373	180	193	10 415	4 935	5 480
North West	3 270	1 635	1 635	64	30	34	22	11	10	222	108	115	3 578	1 784	1 794
Gauteng	9 664	4 945	4 719	414	193	221	389	194	195	2161	1 060	1 102	12 628	6 392	6 236
Mpumalanga	3 872	1 886	1 986	37	19	18	11	7	5	188	100	88	4 108	2 012	2 096
Limpopo	5 352	2 523	2 829	11	*	7	46	28	18	85	42	43	5 493	2 596	2 897
South Africa	**42 035**	**20 476**	**21 559**	**4 747**	**2 298**	**2 450**	**1 323**	**665**	**657**	**4 610**	**2 244**	**2 366**	**52 715**	**25 683**	**27 031**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

1. Population

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

	Thousands														
	Black African			Coloured			Indian/Asian			White			Total		
Age group	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female
0–4	4 507	2 270	2 238	421	212	209	100	51	49	266	135	130	5 294	2 667	2 626
5–9	4 289	2 150	2 138	433	218	215	94	47	46	271	138	133	5 086	2 553	2 533
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	2 149	449	225	223	103	52	52	315	160	155	5 167	2 588	2 579
20–24	4 167	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	3 260	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	1 613	729	884	251	117	134	77	38	39	350	173	177	2 291	1 057	1 234
55–59	1 237	557	679	192	88	105	67	32	34	330	162	168	1 825	839	987
60–64	899	388	511	139	61	79	55	26	30	302	146	156	1 395	620	775
65–69	744	254	490	93	41	53	38	17	21	238	105	134	1 113	417	697
70–74	508	165	342	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	**42 035**	**20 476**	**21 559**	**4 747**	**2 298**	**2 450**	**1 323**	**665**	**657**	**4 610**	**2 244**	**2 366**	**52 715**	**25 683**	**27 031**

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									
	Population group									
	2003					2013				
	Total	Black African	Coloured	Indian/ Asian	White	Total	Black African	Coloured	Indian/ Asian	White
Western Cape	4 720	1 347	2 504	46	823	5 974	1 914	3 012	74	974
Eastern Cape	6 482	5 687	481	18	296	6 607	5 813	510	22	262
Northern Cape	8 87	323	454	*	107	1 159	581	517	6	55
Free State	2 736	2 430	84	*	217	2 751	2 358	88	16	289
KwaZulu-Natal	9 802	8 393	150	799	460	10 415	9 211	95	737	373
North West	4 215	3 856	68	11	280	3 578	3 270	64	22	222
Gauteng	8 910	6 664	340	228	1 679	12 628	9 664	414	389	2 161
Mpumalanga	3 323	3 095	23	11	193	4 108	3 872	37	11	188
Limpopo	5 283	5 136	11	10	126	5 493	5 352	11	46	85
Total	**46 358**	**36 932**	**4 116**	**1 129**	**4 181**	**52 715**	**42 035**	**4 747**	**1 323**	**4 610**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable 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	751	828	493	632	1 528	1 408	333	**5 974**
Eastern Cape	1 048	1 129	789	740	1 370	1 132	400	**6 607**
Northern Cape	161	186	116	117	271	240	68	**1 159**
Free State	359	407	275	329	647	587	147	**2 751**
KwaZulu-Natal	1 572	1 847	1 078	1 164	2 416	1 821	516	**10 415**
North West	529	546	355	392	836	741	180	**3 578**
Gauteng	1 453	1 551	959	1 391	3 609	3 074	591	**12 628**
Mpumalanga	615	685	413	506	999	711	179	**4 108**
Limpopo	888	900	689	686	1 120	923	286	**5 493**
RSA	**7 377**	**8 080**	**5 167**	**5 958**	**12 797**	**10 637**	**2 700**	**52 715**

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

2. General travel

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	426	592	69	110	1 144	285	666	259	455	4 007
Financial reasons	81	154	10	10	329	56	183	53	174	1 050
Not well enough to travel/sick	29	48	10	16	86	34	51	33	43	350
Too expensive	22	13	1	6	35	26	47	9	8	167
Not enough time to travel	5	8	*	5	22	6	24	4	17	90
Usual transport not available	2	2	*	*	2	*	2	*	3	12
No available public transport	1	2	*	*	4	*	3	*	*	12
Disabled: unable to leave the house	18	22	2	6	41	6	22	7	16	141
Disabled: transport inaccessible	3	5	*	1	10	2	2	2	2	27
Too old/young to travel	117	300	47	62	689	151	279	207	262	2 115
Worried about safety/security/crime	3	*	*	*	1	1	3	*	3	13
No interest/Nothing to see or do that appeals to me	9	15	5	5	11	8	45	5	13	116
Taking care of children/sick/elderly relative	29	35	6	8	60	34	56	19	46	292
No particular reason	35	103	17	17	137	80	258	37	136	821
Transport strike	*	2	*	*	*	*	*	*	*	4
Other	13	7	*	3	7	11	19	4	6	70
Total	791	1 308	169	250	2 578	702	1 663	639	1 187	9 287

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable 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	Total
Did not need to travel	451	131	243	674	1 144	985	377	4 007
Financial reasons	37	32	66	236	384	253	41	1 050
Not well enough to travel/sick	7	8	9	22	79	149	75	350
Too expensive	10	4	8	37	53	45	10	167
Not enough time to travel	9	2	7	17	32	19	5	90
Usual transport not available	*	*	1	1	4	2	2	12
No available public transport	1	1	*	2	2	3	2	12
Disabled: unable to leave the house	10	10	5	13	32	51	21	141
Disabled: transport inaccessible	1	1	4	3	4	12	3	27
Too old/young to travel	1 544	39	3	4	3	139	383	2 115
Worried about safety/security/crime	*	*	*	2	4	3	2	13
No interest/Nothing to see or do that appeals to me	9	4	5	28	35	26	9	116
Taking care of children/sick/elderly relative	2	*	15	55	118	87	15	292
No particular reason	79	28	51	142	256	200	66	821
Transport strike	*	*	*	1	3	*	.	4
Other	14	3	3	9	22	16	3	70
Total	2 176	265	423	1 245	2 173	1 991	1 014	9 287

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable 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

	Thousands					
	2003			2013		
Province	Number of persons who completed question ('000)	Number attending classes	Number distance learning	Number of persons who completed question ('000)	Number attending classes	Number distance learning
Western Cape	1 383	1 351	33	1 724	1 682	42
Eastern cape	2 611	2 583	28	2 510	2 470	40
Northern Cape	245	237	*	359	350	9
Free State	955	934	21	947	930	17
KwaZulu-Natal	3 507	3 472	35	3 687	3 605	81
North West	1 368	1 333	35	1 134	1 103	31
Gauteng	2 496	2 396	100	3 614	3 336	279
Mpumalanga	1 246	1 217	29	1 441	1 402	39
Limpopo	2 247	2 218	29	2 233	2 162	71
RSA	**16 060**	**15 742**	**318**	**17 650**	**17 040**	**610**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

3. Education related travel

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

Province	Thousands Number of days 01	02	03	04	05	06	07	Total
Western Cape	16	13	17	11	1 666	9	*	**1 733**
Eastern Cape	8	9	14	13	2 466	38	*	**2 552**
Northern Cape	*	*	*	*	350	*	*	**359**
Free State	10	7	6	24	877	22	6	**951**
KwaZulu-Natal	19	22	33	21	3 614	38	*	**3 750**
North West	12	*	7	10	1 120	29	*	**1 186**
Gauteng	95	61	66	40	3 377	70	11	**3 719**
Mpumalanga	13	9	12	10	1 411	17	*	**1 474**
Limpopo	12	11	29	11	2 086	82	5	**2 235**
Total	**186**	**137**	**187**	**141**	**16 966**	**306**	**34**	**17 959**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

3. Education related travel

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

Province	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
Western Cape	1 685	23	60	211	1 263	128
Eastern Cape	2 481	30	161	296	1 843	151
Northern Cape	349	8	33	102	189	16
Free State	922	12	57	200	568	85
KwaZulu-Natal	3 659	109	416	822	2 173	140
North West	1 158	32	114	270	681	62
Gauteng	3 516	118	330	685	2 055	329
Mpumalanga	1 442	58	161	373	791	58
Limpopo	2 202	102	354	594	1 043	109
RSA	**17 412**	**490**	**1 686**	**3 553**	**10 606**	**1 077**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable 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	677	653	22	*	*	*
Eastern Cape	481	457	17	*	*	1
Northern Cape	69	63	3	*	*	*
Free State	212	203	8	*	1	*
KwaZulu-Natal	990	911	50	15	*	5
North West	312	293	13	5	*	*
Gauteng	1 685	1 598	68	14	*	*
Mpumalanga	321	309	9	2	*	*
Limpopo	399	351	32	11	*	*
RSA	**5 147**	**4 837**	**222**	**53**	**22**	**12**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable 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	205	75	11	*	*	28	*	84	*	*
Bus	912	104	61	26	37	168	81	214	149	73
Taxi	2 588	183	344	22	136	577	176	804	161	185
Car/bakkie/truck driver	283	32	11	*	11	27	19	153	11	17
Car/bakkie/truck passenger	2 252	405	184	40	76	402	103	763	98	180
Walking all the way	11 050	845	1 870	262	649	2 436	748	1 524	996	1 719
Other	144	32	11	*	9	14	7	48	15	*
Total	**17 435**	**1 676**	**2 492**	**356**	**920**	**3 652**	**1 137**	**3 590**	**1 431**	**2 180**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable 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	72	24	8	*	*	11	*	24	*	*
Bus	649	70	49	6	24	120	65	155	113	45
Taxi	1 630	114	256	6	74	386	127	437	102	127
Car/bakkie/truck driver	46	*	*	*	*	8	*	21	*	5
Car/bakkie/truck passenger	1 484	266	132	*	48	294	72	471	68	128
Walking all the way	8 724	635	1 573	53	497	2 072	611	1 001	819	1 462
Other	84	16	8	*	5	10	*	27	10	*
Total	**12 688**	**1 129**	**2 030**	**71**	**649**	**2 901**	**883**	**2 137**	**1 115**	**1 772**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

3. Education related travel

3.7 Province of destination for education trips by province, 2013

Province of origin	Thousands Province of destination WC	EC	NC	FS	KZN	NW	GP	MP	LP	Unspecified	RSA
Western Cape	1 327	*	*	*	*	*	*	*	*	447	**1 775**
Eastern Cape	3	1 666	1	*	4	*	3	*	*	909	**2 585**
Northern Cape	1	*	254	*	*	*	1	*	*	108	**366**
Free State	*	*	*	700	*	*	11	*	*	249	**962**
KwaZulu-Natal	*	*	*	3	2 031	*	5	*	*	1 793	**3 833**
North West	*	*	*	*	*	867	16	*	*	321	**1 206**
Gauteng	*	*	*	2	*	9	2 812	2	*	1 053	**3 881**
Mpumalanga	*	*	*	*	*	*	23	959	*	515	**1 497**
Limpopo	*	*	*	*	*	*	14	*	1 352	926	**2 294**
RSA	**1 333**	**1 667**	**257**	**707**	**2 038**	**877**	**2 884**	**963**	**1 352**	**6 322**	**18 400**

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

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	2 051	295	343	422	689	302
Eastern Cape	1 096	148	145	200	472	132
Northern Cape	298	35	52	66	123	22
Free State	708	113	102	147	254	90
KwaZulu-Natal	2 205	522	485	390	609	199
North West	852	269	131	131	228	93
Gauteng	4 471	1 095	895	704	1 178	600
Mpumalanga	986	299	196	167	230	93
Limpopo	877	223	179	148	234	93
RSA	**13 545**	**3 000**	**2 528**	**2 375**	**4 018**	**1 624**

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

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	2 051	90	91	242	948	680
Eastern Cape	1 096	75	56	118	544	304
Northern Cape	298	12	22	49	162	53
Free State	708	49	41	92	350	176
KwaZulu-Natal	2 205	176	177	318	1 037	497
North West	852	132	80	107	339	194
Gauteng	4 471	316	288	575	1 883	1 409
Mpumalanga	986	80	106	171	443	185
Limpopo	877	78	83	135	400	181
RSA	**13 545**	**1 008**	**943**	**1 807**	**6 107**	**3 679**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable 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	646	6	610	13	12	4
Eastern Cape	230	2	214	4	6	3
Northern Cape	58	1	54	1	2	*
Free State	163	1	153	7	2	*
KwaZulu-Natal	490	6	461	6	10	8
North West	171	3	160	3	4	2
Gauteng	1 625	13	1 552	26	24	10
Mpumalanga	199	4	180	3	7	4
Limpopo	182	3	167	*	8	3
Total	**3 763**	40	3 552	62	74	36

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

4. Work related travel

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

Province	Thousands									
	2003					2013				
	Number of workers who walked to first public transport	Up to 5 min	6–10 min	11–15 min	>15 min	Number of workers who walked to first public transport	Up to 5 min	6–10 min	11–15 min	>15 min
Western Cape	778	466	157	76	79	922	559	157	98	108
Eastern Cape	366	217	70	45	34	444	299	73	36	36
Northern Cape	56	40	*	*	*	100	76	15	*	7
Free State	249	168	44	20	17	250	143	54	24	28
KwaZulu-Natal	758	391	166	92	109	1 050	577	226	116	131
North West	358	196	80	50	32	369	209	72	42	46
Gauteng	1 515	838	309	197	171	2 028	1 025	430	264	310
Mpumalanga	306	182	52	35	38	481	247	125	53	57
Limpopo	239	134	55	29	20	330	173	84	29	44
RSA	**4 624**	**2 630**	**941**	**548**	**506**	**5 974**	**3 307**	**1 235**	**664**	**767**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable 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	608	153	122	124	210
Bus	873	365	244	127	136
Taxi	3 204	1 730	760	370	344
Total	**4 685**	**2 249**	**1 126**	**621**	**689**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

4. Work related travel

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

	2003					2013				
		Thousands					Thousands			
Province	Number of persons who waited for public transport (Thousands)	Up to 5 min	6–10 min	11–15 min	>15 min	Number of persons who waited for public transport (Thousands)	Up to 5 min	6–10 min	11–15 min	>15 min
Western Cape	**541**	379	107	35	20	**590**	375	138	28	50
Eastern Cape	**280**	186	68	11	15	**300**	227	45	14	13
Northern Cape	**33**	23	*	*	*	**42**	25	13	*	*
Free State	**188**	111	36	22	19	**180**	108	43	14	15
KwaZulu-Natal	**663**	427	144	39	53	**804**	417	209	83	95
North West	**284**	154	76	31	23	**279**	148	72	34	26
Gauteng	**1 344**	865	277	92	110	**1 577**	893	340	140	204
Mpumalanga	**214**	141	49	14	10	**365**	228	86	24	27
Limpopo	**186**	119	35	12	20	**231**	140	58	15	19
RSA	**3 733**	**2 406**	**799**	**257**	**271**	**4 367**	**2 559**	**1 004**	**354**	**450**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

4. Work related travel

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

Province	Thousands														
	Transport mode														
		Train					Bus					Taxi			
	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	Total	Up to 5 min	6–10 min	11–15 min	>15 min
Western Cape	**212**	128	56	12	17	**104**	52	42	6	5	**274**	195	40	11	28
Eastern Cape	**11**	6	*	*	*	**26**	19	*	*	*	**263**	202	37	12	12
Northern Cape	*	*	*	*	*	**7**	4	*	1	*	**35**	21	10	*	*
Free State	*	*	*	*	*	**33**	17	11	*	*	**147**	91	32	11	12
KwaZulu-Natal	**50**	13	26	*	7	**117**	65	34	10	8	**637**	339	149	68	81
North West	*	*	*	*	*	**79**	36	25	10	8	**200**	111	47	24	17
Gauteng	**260**	93	57	38	71	**175**	75	57	26	17	**1 143**	725	227	75	116
Mpumalanga	**2**	*	*	*	*	**181**	112	49	6	13	**182**	117	36	17	12
Limpopo	*	*	*	*	*	**82**	44	26	7	5	**149**	96	32	8	13
Total	**535**	**240**	**144**	**55**	**97**	**803**	**423**	**250**	**70**	**60**	**3 028**	**1 897**	**610**	**229**	**293**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable 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

	2003					2013				
		Number (thousands)					Number (thousands)			
Province	Number of persons who waited for public transport ('000)	Up to 5 min	6–10 min	11–15 min	>15 min	Number of persons who waited for public transport ('000)	Up to 5 min	6–10 min	11–15 min	>15 min
Western Cape	538	232	154	78	74	576	264	147	70	95
Eastern Cape	282	184	53	27	19	302	209	54	20	20
Northern Cape	33	22	*	*	*	34	23	5	*	*
Free State	187	108	33	23	23	165	83	35	17	30
KwaZulu-Natal	650	362	163	56	69	745	411	172	74	88
North West	274	159	60	22	32	235	139	40	19	37
Gauteng	1 348	621	363	183	181	1 491	654	403	189	245
Mpumalanga	217	127	46	19	25	328	172	79	37	39
Limpopo	186	114	36	16	20	216	134	39	15	28
RSA	**3 714**	**1 928**	**913**	**427**	**446**	**4 093**	**2 090**	**975**	**445**	**583**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

4. Work related travel

4.9 Province of destination for work trips by province, 2003 and 2013

Province of origin	Thousands Province of destination WC	EC	NC	FS	KZN	NW	GP	MP	LP	Unspecified	RSA
Western Cape	1 482	*	*	*	*	*	*	*	*	819	**2 301**
Eastern Cape	*	767	*	*	3	*	*	*	*	459	**1 229**
Northern Cape	*	*	224	*	*	1	*	*	*	94	**319**
Free State	*	*	1	554	*	*	8	*	*	233	**798**
KwaZulu-Natal	*	*	*	1	1209	*	1	*	*	1 216	**2 429**
North West	*	*	2	*	*	568	45	*	8	339	**964**
Gauteng	*	*	*	10	*	8	3 113	5	*	1 887	**5 025**
Mpumalanga	*	*	*	*	*	*	48	602	7	448	**1 105**
Limpopo	1	*	*	*	*	*	5	*	639	367	**1 013**
RSA	**1 484**	**768**	**226**	**566**	**1 214**	**579**	**3 221**	**607**	**655**	**5 862**	**15 183**

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

5. Business trips

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

Mode of travel		Thousands									
		Province									
		WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Public transport	Train	*	*	*	*	1	*	10	*	*	16
	Bus	*	*	*	1	5	5	19	5	9	50
	Taxi	4	13	*	15	24	15	67	17	21	177
Private transport	Car\Bakkie\ Truck driver	102	50	17	54	88	45	360	57	51	824
	Car\Bakkie\ Truck passenger	21	8	5	11	18	17	58	15	15	169
Aircraft		50	6	*	*	20	2	96	*	2	179
Other modes		*	*	*	9	*	*	2	*	*	16
Total		**184**	**80**	**26**	**91**	**161**	**84**	**612**	**95**	**98**	**1 431**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable 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

	Thousands								
	Main purpose of trip								
Mode of travel	**Visited home**	**Shopping – business or personal**	**Sporting – as a spectator or participant**	**Visit friends and or family**	**Funeral**	**Medical**	**Religious**	**Other purposes**	**RSA**
Train (Metrorail)	58	*	*	33	11	2	7	20	**134**
Long-distance train/Shosholoza	62	*	*	22	9	0	7	12	**117**
Bus	604	21	8	259	123	14	193	123	**1 344**
BRT bus/IRT bus	9	*	*	*	*	1	1	*	**20**
Metered taxi	6	*	*	5	*	0	2	*	**15**
Commuter/short-distance/local minibus taxi	970	41	19	951	455	41	217	155	**2 850**
Long-distance minibus taxi	1 409	41	8	829	385	25	201	207	**3 104**
Sedan taxi/four plus one	34	8	*	17	10	1	6	4	**80**
Bakkie/taxi/tambai	62	*	*	42	39	4	25	7	**183**
Car/bakkie (passenger)	813	50	19	676	338	33	98	758	**2 785**
Car/bakkie (driver)	632	78	15	419	114	10	47	582	**1 898**
Truck/lorry/tractor/trailer passenger	7	*	*	11	*	*	*	7	**32**
Truck/lorry/tractor/trailer driver	*	*	*	*	*	*	*	5	**8**
Company vehicle	9	11	*	5	*	*	*	15	**47**
Scooter/motorcycle	*	*	*	*	*	*	*	*	**9**
Bicycle	*	*	*	*	1	*	*	*	**11**
Animal-drawn transport/vehicle	*	*	*	*	*	*	*	*	**4**
Boat/ship	*	*	*	*	*	*	*	5	**10**
Aircraft	101	52	*	41	5	*	*	152	**356**
Gautrain	*	*	*	1	*	*	*	*	**8**
Walking all the way	94	*	5	164	99	*	47	16	**430**
Other	20	*	*	26	16	14	*	7	**87**
Total	**4 905**	**319**	**85**	**3 513**	**1 613**	**152**	**857**	**2 086**	**13 532**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable 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	11	*	5	14	6	57	*	*	123
Long-distance train/Shosholoza	18	6	6	13	7	*	49	9	*	116
Bus	159	108	12	57	146	104	462	79	202	1 329
BRT bus/IRT bus	*	*	*	*	*	*	*	*	*	19
Metered taxi	*	*	*	1	*	*	5	*	*	13
Commuter/short-distance/local minibus taxi	78	432	27	140	696	235	542	310	435	2 895
Long-distance minibus taxi	130	250	44	242	603	305	855	418	318	3 165
Sedan taxi/ four plus one	*	7	*	16	8	*	38	*	*	78
Bakkie taxi/tambai	2	108	4	2	30	5	18	3	10	182
Car/bakkie passenger	372	224	88	229	260	264	919	265	195	2 814
Car/bakkie driver	260	135	32	120	208	130	794	146	100	1 927
Truck/lorry/tractor/ trailer passenger	*	*	*	*	*	5	5	1	5	30
Truck/lorry/tractor/ trailer driver	1	2	1	*	*	*	*	*	*	9
Company vehicle	8	5	*	7	*	*	6	*	5	44
Scooter/motorcycle	*	*	*	*	*	*	*	*	*	9
Bicycle	*	*	*	*	*	*	*	1	*	13
Animal-drawn transport/vehicle	*	*	*	*	*	*	*	*	*	4
Boat/ship	*	*	*	*	*	*	*	*	*	8
Aircraft	97	21	*	*	40	9	169	*	*	344
Gautrain	.	*	*	*	*	*	*	*	*	8
Walking all the way	16	115	5	57	71	13	37	62	46	424
Other	*	9	5	29	*	*	6	22	*	81
Total	**1 187**	**1 445**	**230**	**930**	**2 100**	**1 096**	**3 983**	**1 334**	**1 331**	**13 635**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

7. Household related statistics

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

	Thousands									
	Province									
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
No buses available	305	265	38	80	442	108	802	101	131	2 274
No buses at specific times	67	69	5	16	193	96	129	102	164	841
Buses too far	39	26	*	9	92	14	74	41	59	356
Buses too expensive	88	8	*	7	45	9	50	33	23	266
Reckless driving by bus drivers	32	12	*	16	33	19	103	19	27	263
No taxis available	22	38	15	41	56	27	67	41	45	352
No taxis at specific time	35	101	22	80	263	69	170	60	117	917
Taxis too far	21	56	13	49	147	54	119	67	82	608
Taxis too expensive	78	176	37	61	239	84	363	141	126	1 304
Reckless driving by taxi drivers	159	75	21	44	93	65	392	86	46	981
No trains available	40	5	*	*	29	8	85	*	*	177
No trains at specific times	14	*	*	1	6	*	56	*	*	83
Trains too far	34	6	*	*	15	*	55	*	*	116
Trains too expensive	5	*	*	*	4	*	14	*	*	30
Trains are not reliable	45	*	*	*	8	*	106	*	*	167
Crime	136	13	*	*	56	27	91	8	13	350
Overload	51	122	5	6	127	26	98	21	44	502
Rude drivers	59	50	13	33	63	42	215	58	25	559
Poor condition of roads	29	318	32	142	201	117	203	95	184	1 320
Parking	12	5	*	*	9	*	24	*	*	59
Toll fees	*	*	*	*	5	*	86	8	*	108
Congestion	91	20	*	7	31	5	220	28	18	421
No transport problems	224	249	80	169	241	197	385	118	227	1 891
Other	18	18	*	19	23	16	52	18	6	174
Total	**1 604**	**1 643**	**298**	**795**	**2 421**	**994**	**3 959**	**1 051**	**1 352**	**14 116**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable 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	1 506	130	9	1 645
Eastern cape	1 615	40	1	1 656
Northern Cape	279	26	*	305
Free State	758	63	1	822
KwaZulu-Natal	2 382	56	7	2 446
North West	898	113	*	1 013
Gauteng	3 724	290	24	4 037
Mpumalanga	1 032	46	*	1 078
Limpopo	1 310	66	*	1 377
Total	**13 504**	**830**	**46**	**14 379**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

7. Household related statistics

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

	Thousands			
	Number of animal-drawn vehicles owned by households			
Province	0	1–3	3 plus	Total
Western Cape	1 635	7	*	1 644
Eastern Cape	1 634	13	8	1 655
Northern Cape	299	6	*	305
Free State	819	5	*	824
KwaZulu-Natal	2 431	9	*	2 443
North West	989	23	*	1 015
Gauteng	4 017	21	*	4 041
Mpumalanga	1 073	*	*	1 078
Limpopo	1 359	14	7	1 380
Total	**14 257**	**102**	**27**	**14 386**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

7. Household related statistics

7.3 Households that own animals that can pull animal-drawn vehicles by province

Province	Thousands		Total
	Ownership of animals		
	Yes	No	
Western Cape	13	1 627	1 640
Eastern cape	55	1 594	1 648
Northern Cape	9	297	305
Free State	7	813	821
KwaZulu-Natal	37	2 406	2 443
North West	30	986	1 016
Gauteng	39	3 983	4 022
Mpumalanga	15	1 056	1 071
Limpopo	50	1 334	1 384
RSA	**255**	**14 095**	**14 350**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

7. Household related statistics

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

	Thousands													
	Vehicle type and number													
	Motorcycle		Company car		Household car		Relative's/friend's car		Minibus/Kombi		Truck		Other	
Province	1–5	> 5	1–5	> 5	1–5	> 5	1–5	> 5	1–5	> 5	1–5	> 5	1–5	> 5
Western Cape	8	*	4	*	34	1	69	3	12	*	5	*	4	*
Eastern Cape	2	*	7	*	22	*	85	2	9	*	6	*	4	*
Northern Cape	1	*	0	*	1	*	3	0	1	*	1	*	*	*
Free State	2	*	4	*	15	*	53	3	6	*	4	*	2	*
KwaZulu-Natal	4	*	9	6	34	1	105	6	13	*	12	2	3	*
North West	1	*	3	*	12	*	37	1	8	*	7	*	3	*
Gauteng	7	*	20	*	77	1	174	6	37	3	27	2	5	*
Mpumalanga	1	*	2	*	8	*	23	*	7	*	4	*	3	*
Limpopo	2	*	4	*	23	*	76	*	13	*	10	*	2	*
Total	27	*	55	6	226	2	625	24	105	4	76	7	26	1

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

7. Household related statistics

7.5 Households by travel mode to medical services and province

Province	Thousands												
	Travel mode												
	Walk	Train	Bus	Minibus taxi	Metered taxi	Car/ bakkie/ minibus	Truck lorry	Tractor/ trailer	Motor-cycle/ scooter	Bicycle	Animal transport	Do not need to get there	Total
Western Cape	516	7	9	293	*	678	7	*	*	*	*	127	1 644
Eastern Cape	535	1	28	732	*	265	*	*	*	*	*	85	1 653
Northern Cape	143	*	*	63	*	70	*	*	*	*	*	23	305
Free State	327	*	*	235	*	189	*	*	*	*	*	60	821
KwaZulu-Natal	446	*	66	1 295	10	465	*	*	*	-*	*	139	2 434
North West	421	*	14	317	1	189	*	*	*	*	*	66	1 017
Gauteng	1 195	20	10	1 019	11	1 262	*	6	5	15	*	498	4 043
Mpumalanga	404	*	*	395	*	207	*	.	*	1	*	65	1 080
Limpopo	535	*	59	442	15	176	*	1	*	*	*	143	1 384
Total	**4 523**	**40**	**193**	**4 789**	**48**	**3 501**	**20**	**12**	**13**	**28**	**8**	**1 207**	**14 382**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

7. Household related statistics

7.6 Households by travel time to medical services and province

Province	Thousands				
	Time				
	1–15 minutes	16–30 minutes	31–60 minutes	>60 minutes	Total
Western Cape	901	484	84	33	**1 503**
Eastern Cape	546	556	289	149	**1 540**
Northern Cape	121	98	44	11	**274**
Free State	309	298	107	21	**735**
KwaZulu-Natal	673	934	443	143	**2 192**
North West	363	357	172	37	**929**
Gauteng	1 723	1 333	334	66	**3 456**
Mpumalanga	427	401	144	30	**1 003**
Limpopo	395	447	252	59	**1 153**
Total	**5 458**	**4 910**	**1 869**	**547**	**12 783**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

7. Household related statistics

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

Province	Thousands												
	Travel mode												
	Walk	Train	Bus	Minibus taxi	Metered taxi	Car/ bakkie/ minibus	Truck lorry	Tractor/ trailer	Motor-cycle/ scooter	Bicycle	Animal transport	Do not need to get there	Total
Western Cape	300	10	5	250	8	280	5	1	*	*	*	771	1 633
Eastern Cape	180	*	33	820	*	152	*	*	*	*	*	454	1 648
Northern Cape	110	*	1	62	*	43	*	*	*	*	*	80	300
Free State	138	6	*	235	*	88	*	*	*	1	*	340	815
KwaZulu-Natal	156	6	69	1 326	6	294	*	*	*	*	1	563	2 429
North West	130	4	27	357	*	115	*	*	*	*	*	378	1 016
Gauteng	485	25	5	803	7	482	*	7	*	20	*	2 159	3 995
Mpumalanga	176	*	*	476	5	157	1	*	*	*	*	259	1 078
Limpopo	185	*	77	529	16	114	*	*	*	*	*	449	1 382
Total	**1 859**	**56**	**223**	**4 857**	**46**	**1 726**	**15**	**16**	**7**	**31**	**7**	**5 452**	**14 295**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

7. Household related statistics

7.8 Households by travel time to welfare services and province

Province	Thousands				
	1–15 min	16–30 min	31–60 min	>60 min	Total
Western Cape	443	330	54	30	**857**
Eastern Cape	282	451	279	162	**1 174**
Northern Cape	79	82	40	11	**212**
Free State	147	202	88	24	**461**
KwaZulu-Natal	410	728	487	165	**1 789**
North West	166	231	172	52	**621**
Gauteng	730	779	214	62	**1 785**
Mpumalanga	269	374	139	32	**815**
Limpopo	210	337	248	61	**856**
Total	**2 735**	**3 513**	**1 722**	**599**	**8 569**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable 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	323	367	193	31	915
Eastern Cape	*	*	*	*	14	27	28	25	*	83
Northern Cape	*	*	*	*	*	5	8	12	7	32
Free State	*	*	*	*	*	10	25	25	16	77
KwaZulu-Natal	23	17	*	*	44	67	89	65	26	247
North West	*	*	*	*	13	16	16	13	11	56
Gauteng	155	99	43	*	303	336	468	276	45	1 124
Mpumalanga	*	*	*	*	*	5	6	8	*	21
Limpopo	*	*	*	*	*	*	*	*	*	2
Total	**259**	**195**	**81**	**15**	**549**	**790**	**1 009**	**615**	**142**	**2 556**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable 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	807	1 460	162	669	2 154	833	2 912	896	1 202	11 095
Car/bakkie/truck driver	691	248	69	193	446	189	1 441	208	175	3 661
Bus	228	198	15	86	574	253	476	294	595	2 721
Car/bakkie/truck passenger	482	226	78	128	388	186	756	147	186	2 575
Train	331	42	3	17	109	19	626	13	24	1 185
Walk all the way	535	848	209	364	632	346	1 194	393	425	4 947
Other	62	37	15	36	30	55	218	28	19	500
Total	**3 135**	**3 060**	**552**	**1 494**	**4 333**	**1 881**	**7 623**	**1 980**	**2 627**	**26 685**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable 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	365	507	94	189	751	436	1 457	408	475	4 680
Travel cost	541	419	93	197	666	192	1 021	227	391	3 745
Flexibility	205	131	27	118	169	71	390	78	134	1 323
Safety from accidents	156	183	12	78	204	91	354	84	89	1 252
Comfort	134	156	19	61	111	49	187	44	87	847
Reliability	60	37	23	50	132	59	207	89	52	709
Distance from home to transport	49	79	12	35	165	35	120	48	69	612
Security from crime	61	42	*	31	49	25	105	15	14	347
Drivers attitude	49	41	9	35	129	24	102	53	36	478
Timetable not available/ information inaccurate	5	6	*	5	18	*	26	6	17	89
Other	19	50	9	19	36	22	68	19	15	257
Total	**1 644**	**1 651**	**303**	**818**	**2 429**	**1 007**	**4 037**	**1 072**	**1 379**	**14 340**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

7. Household related statistics

7.12 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	1 287	1 645
Eastern Cape	39	1 626	1 665
Northern Cape	4	303	307
Free State	15	809	823
KwaZulu-Natal	148	2 312	2 460
North West	25	994	1 020
Gauteng	820	3 228	4 048
Mpumalanga	10	1 072	1 082
Limpopo	16	1 371	1 387
Total	**1 436**	**13 002**	**14 437**

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

7. Household related statistics

7.13 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
Reason 1	Not available	517	1 247	203	546	1 802	800	1 212	937	1 296	8 561
	Prefer bus	7	*	*	5	4	*	9	*	*	32
	Prefer taxi	66	38	14	34	37	20	210	14	16	448
	Prefer private transport	274	113	23	69	102	39	555	26	17	1 218
	Can walk	24	13	5	4	6	*	49	*	6	110
	Don't travel much	28	20	26	71	19	26	113	21	*	325
	Reasons relating to service attributes	356	177	29	66	293	96	1 027	56	25	2 124
	Other	4	4	*	6	*	*	24		*	43
	Total	**1 276**	**1 614**	**301**	**801**	**2 265**	**986**	**3 198**	**1 057**	**1 363**	**12 861**
Reason 2	Not available	30	8	4	13	12	17	84	11	19	196
	Prefer bus	24	24	*	9	32	24	46	13	59	235
	Prefer taxi	105	123	37	135	190	149	473	144	244	1 601
	Prefer private transport	197	34	28	50	67	51	340	70	47	884
	Can walk	139	66	63	26	39	42	211	27	58	671
	Don't travel much	125	98	30	66	50	56	231	33	62	751
	Reasons relating to service attributes	346	200	19	66	326	105	1 239	78	68	2 446
	Other	21	16	*	11	5	8	40	*	*	106
	Total	**986**	**570**	**186**	**374**	**720**	**452**	**2 663**	**379**	**559**	**6 889**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

7. Household related statistics

7.14 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	243	1 409	1 653
Eastern Cape	208	1 453	1 661
Northern Cape	23	284	307
Free State	120	704	823
KwaZulu-Natal	565	1 894	2 459
North West	222	796	1 018
Gauteng	643	3 408	4 051
Mpumalanga	309	768	1 077
Limpopo	580	809	1 388
Total	**2 914**	**11 524**	**14 438**

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

7. Household related statistics

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

Year	Reason	Thousands									
		Province									
		WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Reason 1	Not available	495	958	163	383	1 029	367	1 435	296	198	5 323
	Prefer taxi	88	70	23	67	128	89	263	109	149	986
	Prefer train	16	*	*	*	7	*	24	*	*	53
	Prefer private transport	318	131	28	71	151	81	618	71	80	1 550
	Can walk	32	10	9	8	13	13	65	10	18	179
	Don't travel much	43	30	18	40	33	53	85	53	58	414
	Reasons relating to service attributes	398	237	37	123	483	176	869	211	283	2 816
	Other	4	*	*	*	5	6	19	4	7	51
	Total	**1 395**	**1 438**	**281**	**696**	**1 851**	**786**	**3 377**	**754**	**796**	**11 374**
Reason 2	Not available	34	16	*	9	12	5	73	11	8	170
	Prefer taxi	153	131	36	139	180	118	528	102	150	1 538
	Prefer train	45	5	*	*	12	*	68	*	*	138
	Prefer private transport	192	33	25	48	58	44	397	57	46	899
	Can walk	166	71	60	29	38	53	251	38	67	773
	Don't travel much	108	81	28	40	51	66	240	33	44	690
	Reasons relating to service attributes	380	212	18	84	327	114	1 149	131	178	2 593
	Other	15	12	*	*	6	6	31	*	*	79
	Total	**1 093**	**561**	**172**	**355**	**683**	**409**	**2 737**	**377**	**495**	**6 881**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable 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	847	802	1 650
Eastern Cape	1 032	629	1 661
Northern Cape	157	151	307
Free State	563	257	820
KwaZulu-Natal	1 943	521	2 464
North West	728	291	1 019
Gauteng	2 739	1 289	4 028
Mpumalanga	847	233	1 080
Limpopo	1 091	295	1 386
Total	**9 947**	**4 468**	**14 416**

Due to rounding, numbers do not necessarily add up to totals.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

7. Household related statistics

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

Year	Percentage of non-users	Thousands									
		Province									
		WC	EC	NC	FS	KZN	NW	GP	MP	LP	RSA
Reason1	Not available	97	297	51	44	126	54	96	39	51	854
	Prefer train	17	*	*	*	*	*	16	*	*	38
	Prefer bus	15	11	*	*	17	6	13	10	19	93
	Prefer private transport	350	146	36	102	187	98	678	91	71	1 759
	Can walk	34	33	13	16	16	14	54	19	15	215
	Don't travel much	24	29	9	20	29	42	45	19	43	261
	Reasons relating to service attributes	191	72	28	42	91	44	205	34	69	777
	Other reasons	57	23	9	23	33	20	159	9	16	349
	Total	**784**	**612**	**148**	**250**	**502**	**278**	**1 266**	**222**	**285**	**4 346**
Reason 2	Not available	10	*	*	*	*	*	16	5	*	44
	Prefer train	6	*	*	*	*	*	15	*	*	26
	Prefer bus	8	15	*	*	17	7	16	*	18	88
	Prefer private transport	137	17	15	19	35	25	169	23	20	459
	Can walk	107	49	39	13	13	29	69	12	27	358
	Don't travel much	60	61	18	15	17	26	93	12	21	323
	Reasons relating to service attributes	117	47	6	18	42	19	184	11	26	470
	Other reasons	167	33	13	31	53	39	402	23	26	786
	Total	**613**	**225**	**93**	**103**	**183**	**146**	**963**	**89**	**138**	**2 554**

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