National Household Travel Survey
Western Cape profile

Statistics South Africa

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Transport
REPUBLIC OF SOUTH AFRICA

The South Africa I know, the home I understand

NHTS Provincial Report
Western Cape Profile
June 2014

Statistics South Africa

Pali Lehohla
Statistician-General

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Abbreviations and acronyms

NHTS	National Household Travel Survey
ABET	Adult Basic Education and Training
DM	District municipality
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
WC	Western Cape

Municipalities

Cape Winelands District Municipality
Central Karoo District Municipality
Eden District Municipality
Overberg District Municipality
West Coast District Municipality
City of Cape Town Metropolitan Municipality

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, influences and is impacted upon by economic activity. Demands for transport shape the urban landscape, and influence spatial choices that the citizenry make 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 (or lack thereof) of individuals, households and businesses. 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 their educational institution. Those attending higher educational institutions tended to use taxis more than any other mode of travel. As far as workers were concerned, nearly four million of the 15,3 million workers drove all the way to work using private transport, whilst 3,7 million used taxis. A further 3 million walked all the way, and approximately 1 million made use of buses as their main mode of transport.

The National Land Transportation Act, 2000 (Act No. 22 of 2000) initiated the process of transforming and restructuring the national land transport system. In 2009, the National Land Transport Act (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 for 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 speared report that will be compiled in conjunction with the department;
- Understanding the travel choices of different market segments;
- Ascertaining the cost of transport for households (to assess level of affordability);
- Assisting in identifying the disadvantaged regions and transport needs for investment in transport infrastructure;
- Determining accessibility to services such as workplaces, education facilities, social needs markets and others; and
- Assessing accessibility of public transport for people with disabilities and the elderly in the communities.

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

Gaining a better understanding of household transport needs and behaviour

General travel patterns

This section indicates the number of trips undertook across the province. The reference period of the study was a period of seven days prior to the interview. Of the 6 million people who reside in Western Cape, 5 million people indicated that they undertook trips seven days prior to the interview. Most persons who undertook trips resided in City of Cape Town (69,3%), followed by Cape Winelands DM (12,3%) and Eden DM (9,3%). Residents of Central Karoo DM were the least likely to travel, with only 1,0%.

In terms of geographic location, the largest percentage of people who undertook trips in the seven days prior to the interview resided in the rural areas (89,2%), followed by those residing in metro areas (86,6%) and in urban areas (83,3%). It is important to note that in the province, males and females recorded the same percentage of people who undertook trips (50,0% respectively). Most trips occurred during weekdays, with males more likely to take trips than females on all days of the week except Sundays, when close to two-thirds of females undertook trips during that day. Provincially, having no need to travel and other reasons were the most common reasons given for not travelling.

Education and education-related travel

Learners' travel patterns and modes of transport

Of the 1,6 million learners attending an educational institution in Western Cape, 70% resided in metro areas, followed by urban areas (25,7%) and 3,9% in rural areas. About 98% of learners attending educational institutions attended classes while only 2% were distance learners.

In terms of modes of transport used, slightly more than half (50,5%) of learners walked all the way to get to their educational institution, followed by 25,3% who were passengers in a car/truck and taxis (10,7%).

Learners' number of days and travel time

In the province, across all educational institutions and in all districts most learners travelled for five days a week to attend their educational institutions.

In Western Cape, 75% of learners left their place of residence between 07:00 and 07:59, followed by those who left between 06:30 and 06:59 (12,5%), and 7,6% left 08:00 or later. The majority of learners (96,3%) walked up to 15 minutes to their educational institution after getting off the transport in Western Cape, while 3,7 walked for more than 30 minutes.

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

Workers' geographic location

Nearly 2,3 million workers in the province were based in City of Cape Town, while in the urban areas there were 605 000 workers and rural areas 132 000. Slightly more than half of rural workers were found in Cape Winelands DM (50,7%).

Workers' mode of travel

Approximately 36% of the workers in the province used public transport to travel to work and 46,2% indicated that they used private transport when travelling to work. Nearly seventeen per cent (16,8%) of workers walked all the way to work. When it comes to geographic locations, most metro workers stated that they used car/truck company car as drivers to travel to work (39,8%). The second most frequently used mode were trains (18,7%) and taxis (16,4%). Similar percentages of workers in urban areas walked all the way or drive car/truck company car to work (29,2%), while in rural areas most workers walked all the way to their places of work (62,4%).

Over three quarters (76,8%) of workers using public transport specified that they did not make any transfers when travelling to work. One-fifth, on the other hand, only made one transfer of transport when going to work. Mainly, train users are the ones who were most likely to make transfers (36,9%).

The highest proportion of workers indicated that they travelled five days a week to their places of work (74,2%). In terms of geographic location, the same patterns were observed acorss all areas – rural areas 88,5%, urban areas 76,1% and metro areas 72,2%.

Time workers leave for work

More than one-third (33,6%) of workers in Western Cape left between 07:00 and 07:59 for work. Roughly twenty-one per cent (20,6%) of workers left their dwellings between 06:30 and 06:59 and those who left their residences before 06:00 or 08:00 or later had almost the same percentage, at 14%. The majority of workers in the metropolitan (31,2%) and urban (40,9%) areas left their area of residence between 07:00 and 07:59 in the mornings. In rural areas, many workers said that they left their residence between 06:30 and 06:59 in the morning.

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

About half of workers in Western Cape (48,8%) walked for five minutes to their first public transport, followed by those who walked 6–10 minutes (21,6%), and those who walked more than 15 minutes (15,6%). The highest percentage of workers who walked for up to five minutes to their first public transport were those living in Overberg DM (94,6%) and West Coast DM (76,1%).

More than six in ten (63,5%) workers indicated that they wait for up to five minutes for their first public transport, followed by those who wait for 6–10 minutes (23,3%). The highest percentage of workers who waited for up to five minutes for their first public transport were from Overberg DM (91,9%), followed by those who live in West Coast DM (84,6%), while workers who wait for more than 15 minutes were mostly found in City of Cape Town (9,3%).

Business trips

Business trips are trips taken by people aged 15 years and older as part of their duties. Business trips can be day or overnight trip(s), and were defined as trips 20 km or more from the usual place of work. In Western Cape, of the 2,3 million workers aged 15 years and older interviewed, 185 000 indicated that they undertook business trips. City of Cape Town (77,6%) had the highest proportion of workers who undertook business trips compared to other districts. The lowest proportion of business trip takers were from Central Karoo DM (1,2%).

More than half (55,2%) of workers who travelled for business used car/truck driver as their main mode of travel, followed by aircraft (27%), which was the second most frequently used main mode. For business trips undertaken in City of Cape Town, 55% used car/truck driver as their main mode of travel, while 32,7% used aircraft.

The majority of business trips taken was within the province of residence, with 52 000 travellers that do business in Western Cape. Thirty-eight thousand business travellers made trips to Gauteng, with most of these workers living in City of Cape Town (37 000).

Other travel patterns

Travel patterns refer to trips other than work, education and business-related trips. 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

About 1,9 million individuals indicated that they had undertaken day trips. City of Cape Town had the highest proportion of persons who had undertaken day trips, with 73,9%. Almost ten per cent (9,6%) of persons in Eden DM and 8,7% in Cape Winelands DM had undertaken day trips in the 12 months preceding the survey.

The most common reasons given by persons who undertook day trips in Western Cape were visiting home (30,5%), followed by visiting friends and/or family (28%) and 27,6% for shopping for personal or business purposes. Individuals who undertook day trips mostly used car/bakkie/truck as passenger (32,4%) as their mode of travel. The second mode of travel used was a car/bakkie/truck as driver (25,9%), and a third mode of travel used was taxis (20,5%). About 11% of day-trip travellers walked all the way.

Overnight trips

About 1,2 million persons aged 15 years and older indicated that they undertook overnight trips away from their usual residence. City of Cape Town (72,8%) had the highest proportion of persons travelling overnight, while Central Karoo DM (0,5%) had the least number of people who undertook overnight trips.

Visiting home (61,7%) was the main reason why people undertook overnight trips, 24,3% indicated visiting a friends and/or family, followed by funeral (4,3%). Persons who undertook overnight trips in Western Cape preferred car/bakkie/truck as a passenger (31,5%), followed by car/bakkie/truck as a driver (22,4%) and using taxis at 18,2%. Residents of West Coast DM, Overberg DM and Cape Winelands DM had higher proportions of persons using taxis for their overnight trips.

Household travel patterns, attitudes and perceptions

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

Most households who travelled to other shops (72,2%) travelled 15 minutes or less, followed by 22,7% who travelled between 16 and 30 minutes. More than six in ten households in the province who travelled to church travelled at most 15 minutes (69,1%) and 24,6% travelled between 16 and 30 minutes to get there. At least six in ten households who travelled to the post office (64,1%), police station (62,8%), food or grocery shops (62,5%), financial services/banks (60,9%), and medical services (60,6%), travelled 15 minutes or less.

More than four in ten (43,8%) households in the province owned a household car/bakkie, followed by those who had access to a company car/bakkie/station wagon/4x4 (4,6%) and relative's/friend's car/bakkie (4,4%). Households who had access to a motorcycle accounted for only 2,9%, while only 0,7% had access to a minibus/kombi.

Metro, urban and rural

More households in metro areas were likely to travel more than 60 minutes to food or grocery shops, followed by those who went to other shops and municipal offices. Households in urban areas were more likely to travel for more than an hour to tribal authority (28,5%), followed by traditional healers (27,5%), and the post office (21,2%).

Use of taxis, trains and buses

Taxis were the most prevalent mode of public transport used in the province (51,4%). District municipalities such as Eden DM (66,0%), City of Cape Town (54,1%) and Cape Winelands (44,3%) were more likely to use taxis than other modes of public transport. Trains were the second most used mode of public transport (21,9%), followed by buses (14,8%).

Attitudes and perceptions about transport

Close to nine per cent (8,9%) of households indicated that they had no transport-related problems. Twelve per cent of households said that the non-availability of buses in their district municipalities was their major problem, with Central Karoo DM recording the highest percentage (29,1%), followed by West Coast DM (29,0%). Reckless driving by taxi drivers (10,1%) was the main problem mentioned in the province. City of Cape Town (12,0%) and Cape Winelands DM (8,1%) complained about reckless driving by taxi drivers as their main problem, followed by Eden DM (5,8%). Crime was also mentioned as a problem in the provine (8,9%). Households in City of Cape Town (10,6%) and Cape Winelands DM (10,3%) were the most likely to identify this problem.

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

Less than six per cent (5,5%) of households in the province were concerned about taxis being too expensive. Slightly more than 10% of households were worried about reckless driving by taxi drivers (10,1%). About 12% of households in City of Cape Town and 5,8% in Eden DM identified reckless driving of taxi drivers as a problem. About 12% of households indicated that buses were not available in their area. District municipalities with the highest proportion of this problem were Central Karoo DM (29,1%), West Coast DM (29,0%) and Overberg DM (27,4%).

Dissatisfaction levels with taxi, train and bus services

Approximately 51% of households that made use of taxis complained about the behaviour of taxi drivers towards passengers, 48,8% about roadworthiness of taxis and 45,8% about taxi fares. On the other hand, households that made use of buses complained about security at the bus stops (46,7%) and facilities at bus stops (45,9%). Of those who used train services, 80,1% of households indicated that they were not satisfied with the level of crowding in the train; 43,3% complained about the distance between the train station and their home.

Factors influencing the household's choice

About 32,9% of households indicated that travel cost was the biggest determinant of transport mode choice, while travel time was important to 22,2% of households. Flexibility was mentioned by 12,5% of households and safety from accidents by 9,5%.

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

Driver's licences

The City of Cape Town had the highest number of licenced drivers (74,0%) and also the highest percentage of persons without licences (66,1%). Central Karoo DM had the lowest percentage in both categories (0,6% and 1,3% respectively). Individuals in the metro areas (39,1%) and urban areas (31,4%) were more likely to have driver's licences than those in the rural areas (25,7%).

Males from Central Karoo DM recorded the highest percentage of licenced drivers than other municipalities (72,0%). Amongst females, the highest percentage came from City of Cape Town (41,4%). In terms of population groups, whites (84,6%) were more likely to have driver's licences followed by Indians/Asians (41,1%) while coloured and black Africans had the least percentages (16,1% and 12,8% respectively).

Ownership of bicycles and/or access to cars

More than four in ten (43,8%) households in the province owned a household car/bakkie, followed by those who had access to a company car/bakkie/station wagon/4x4 (4,6%) and relative's/friend's car/bakkie (4,4%). Households who had access to a motorcycle accounted for only 2,9%, while only 0,7% had access to a minibus/kombi. Compared to other districts, households in City of Cape Town (47,1%), Cape Winelands DM (44,9%) and Overberg DM (36,4%) were most likely to own a household car/bakkie/station wagon/4x4.

Measuring usage of non-motorised transport

Use of non-motorised transport

In the province, about 16% of workers walked all the way to work (16,2%), while less than 2% cycled all the way to work (1,4%). More workers who were likely to have walked all the way were found in rural areas, while those who cycled all the way were found in urban areas.

2. Introduction

2.1 Background

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

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

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

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

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

2.2 Objectives of the National Household Travel Survey 2013

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

These objectives were:

a. To understand the transport needs and behaviour of households;
b. To ascertain the cost of transport for households (to assess levels 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

In this section, demographic characteristics of travellers are indicated. The information about which gender is most likely to travel and in which municipalities they are residing is stated. The days of the week on which travellers undertook trips, as well as the reasons for not travelling, are also listed in this section.

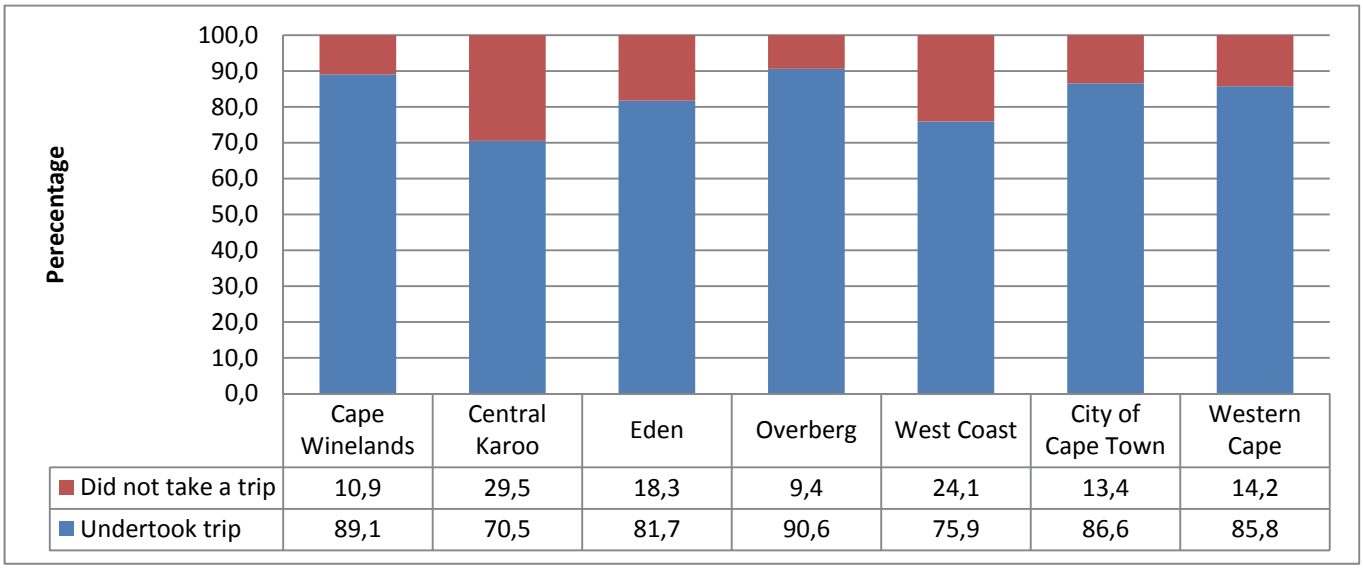
Table 3.1: Persons who undertook trips in the seven days prior to the interview by district municipality

District municipality	Undertook trip		Population	
	Number ('000)	Percentage of WC	Population ('000)	Percentage of WC
Cape Winelands	620	12,3	703	11,8
Central Karoo	49	1,0	71	1,2
Eden	468	9,3	584	9,8
Overberg	178	3,5	199	3,3
West Coast	236	4,7	313	5,2
City of Cape Town	3 493	69,3	4 103	68,7
Western Cape	**5 044**	**100,0**	**5 974**	**100,0**

Percentages calculated across district municipalities.

Table 3.1 shows the number of people who undertook trips seven days before the survey in Western Cape. Of the 6 million people who reside in Western Cape, 5 million people indicated that they undertook trips seven days prior to the interview. Most persons who undertook trips resided in City of Cape Town (69,3%), followed by Cape Winelands DM (12,3%) and Eden DM (9,3%). Residents of Central Karoo DM were the least likely to travel, with only 1,0%.

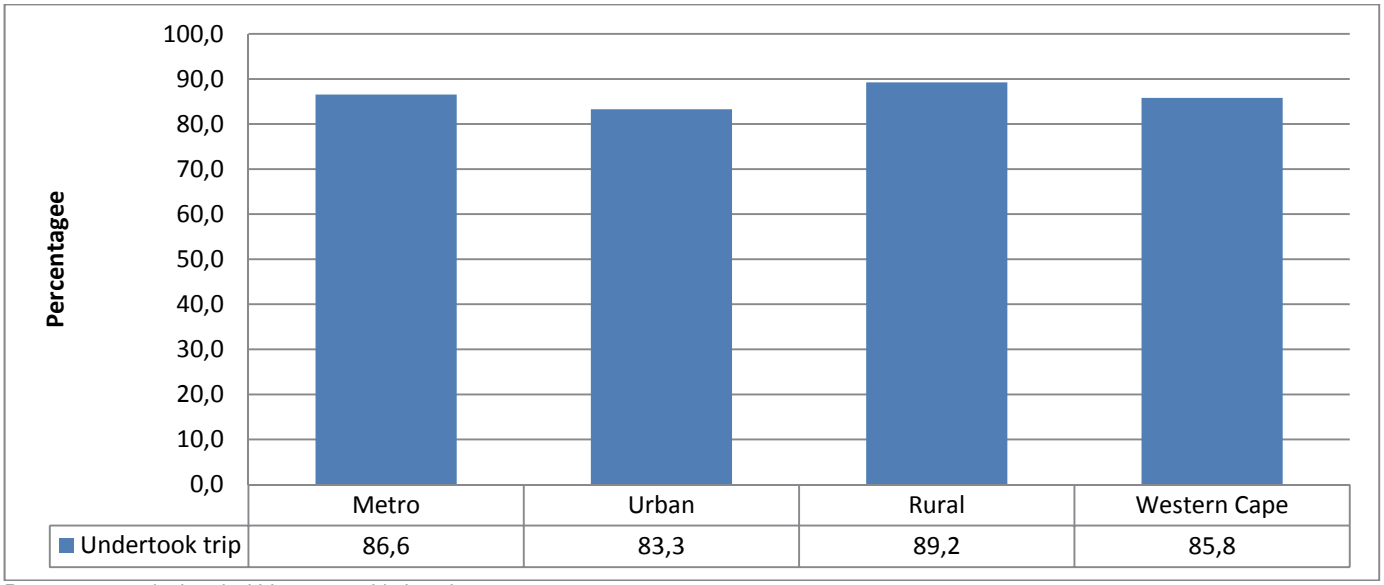
Figure 3.1: Percentage of persons who travelled during the seven days prior to the interview by district municipality



Percentages calculated within district municipalities.

Figure 3.1 indicates that more than eight in ten (85,8%) people in Western Cape undertook trips during the seven days prior to the interview. The highest proportions of persons who travelled in the week prior to the interview were found in Overberg DM (90,6%), followed by Cape Winelands DM (89,1%) and City of Cape Town (86,6%).

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



Percentages calculated within geographic location.

According to Figure 3.2, the largest percentage of people who undertook trips in the seven days prior to the interview resided in the rural areas (89,2%), followed by those residing in metro areas (86,6%) and in urban areas (83,3%).

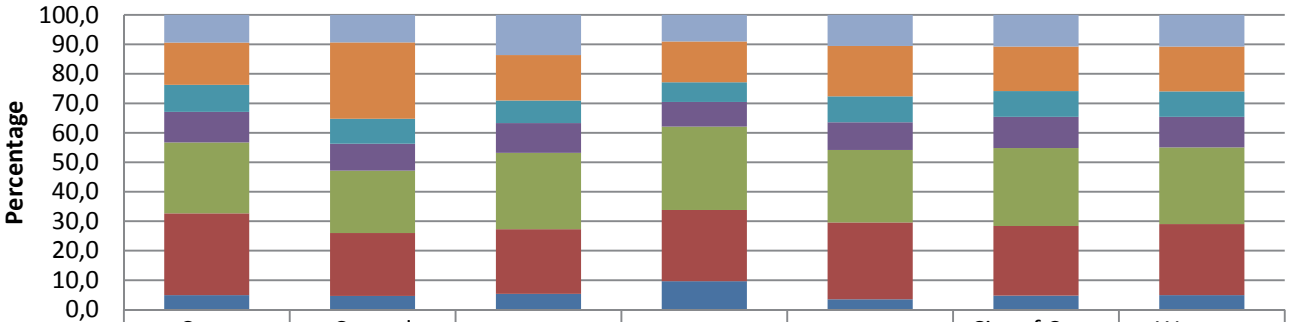
Table 3.2: Persons who undertook trips in the seven days prior to the interview by district municipality and sex

District municipality	Number of persons who undertook trips ('000)	Sex			
		Male		Female	
		Number ('000)	Percentage of municipality	Number ('000)	Percentage of municipality
Cape Winelands	620	307	49,6	313	50,4
Central Karoo	49	21	42,5	28	57,5
Eden	468	244	52,2	224	47,8
Overberg	178	87	49,0	91	51,0
West Coast	236	119	50,2	117	49,8
City of Cape Town	3 493	1 742	49,9	1 751	50,1
Western Cape	**5 044**	**2 521**	**50,0**	**2 523**	**50,0**

Percentages calculated within district municipalities and within Western Cape.

Table 3.2 shows individuals who undertook trips in the seven days prior to the survey, by sex. In Western Cape, the same percentage of males and females undertook trips (50,0% respectively). Notwithstanding, most males who undertook trips resided in Eden DM (52,2%) and West Coast DM (50,2%). Females who were more likely to travel lived in Central Karoo DM (57,5%) and Cape Winelands DM (50,4%).

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



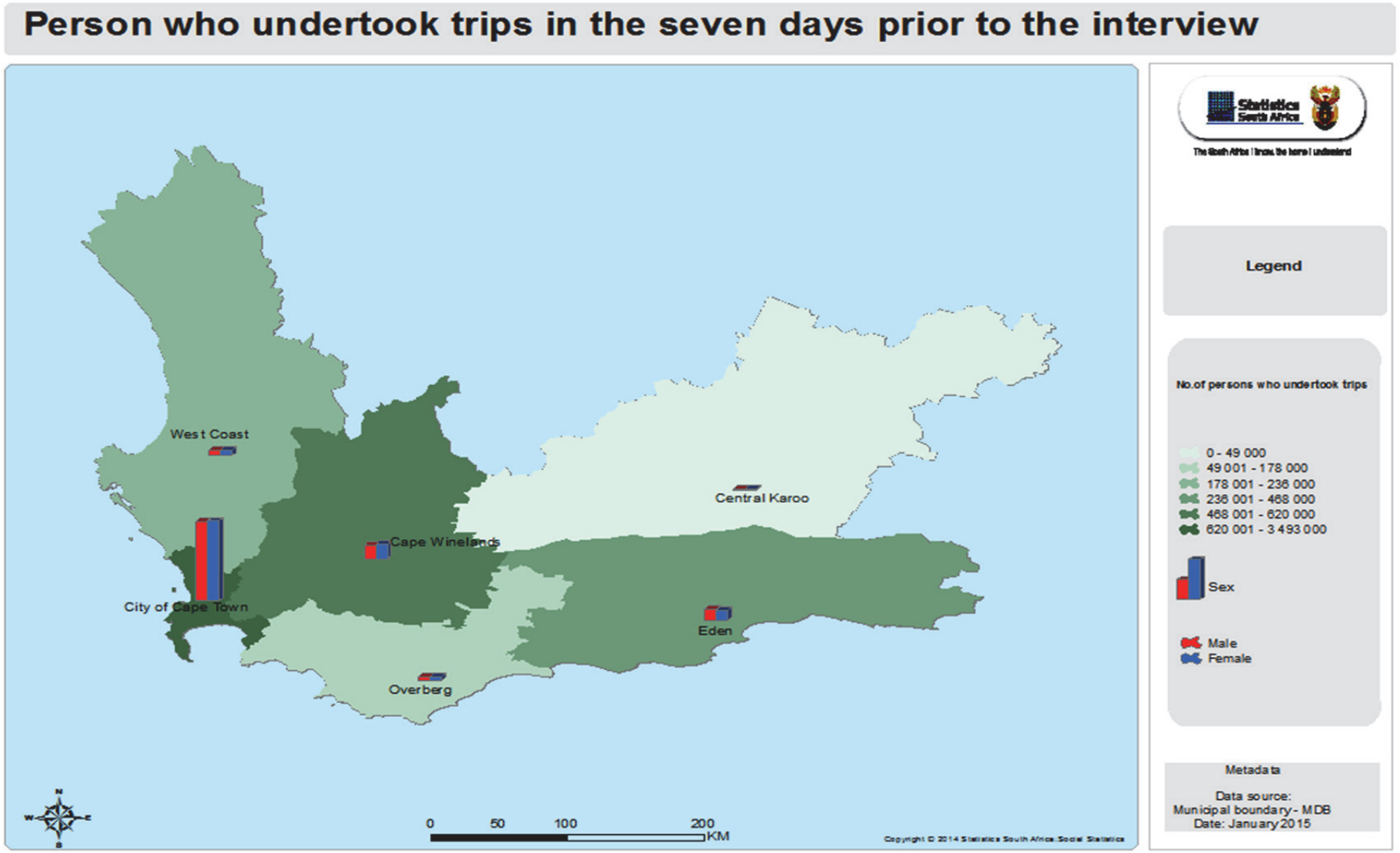
	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
0-6	9,4	9,4	13,6	9,0	10,5	10,7	10,8
7-14	14,4	25,9	15,4	13,9	17,1	15,1	15,2
15-19	9,2	8,5	7,7	6,7	8,8	8,7	8,6
20-25	10,4	9,1	10,1	8,4	9,4	10,6	10,4
26-40	24,1	21,2	25,9	28,3	24,6	26,4	26,0
41-64	27,7	21,3	21,9	24,1	26,1	23,6	24,1
65 plus	4,9	4,7	5,4	9,7	3,5	4,7	4,9

Percentages calculated within district municipalities.

Figure 3.3 shows that the highest percentage of persons who undertook trips in the seven days prior to the interview in Western Cape were in the age group 26–40 years (26,0%), followed by those aged those aged 41–64 years (24,1%) and those aged 7–14 years (15,2%). Persons who are 65 years and older (4,9%) were the least likely to undertake trips.

In City of Cape Town, persons aged 26–40 years (26,4%) were more likely to travel compared to other age groups, followed by persons aged 41–64 years (23,6%). Only 3,5 of persons aged 65 years and older in West Coast DM undertook trips.

Map 3.1: Number of persons who undertook trips in the seven days prior to the interview by district municipality and sex



Map 3.2: Number of persons who walked all the way to different destinations on the travel day by district municipality and reason for walking all the way

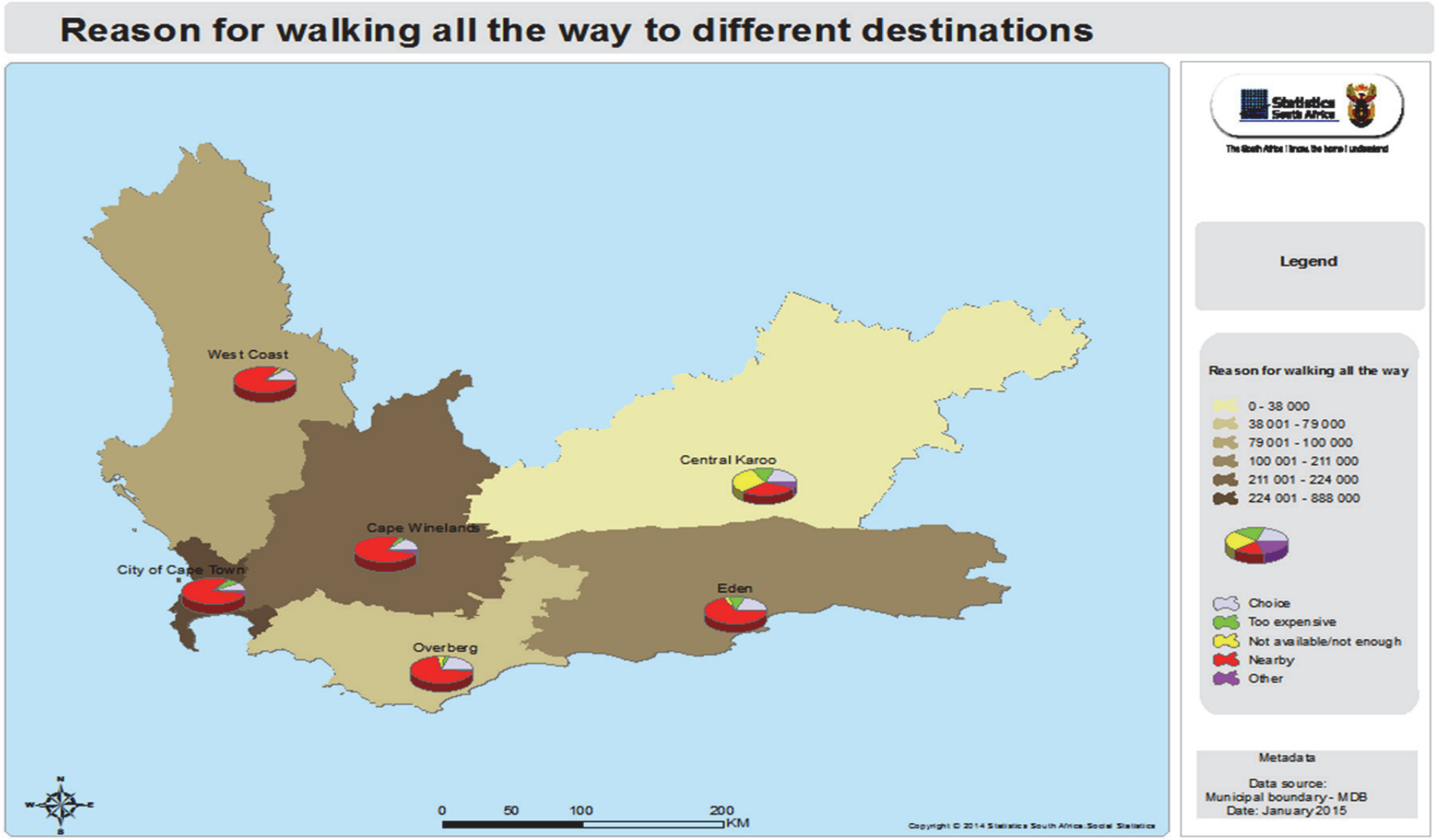


Table 3.3: Days of the week when persons usually travel by age group and sex

Age group	Statistics (numbers in thousands)	Days of the week						
		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Sex								
Male	Number	2 401	2 334	2 375	2 328	2 367	1 465	1 435
	Per cent	83,1	81,2	82,6	81,1	82,2	52,4	51,3
Female	Number	2 262	2 204	2 240	2 187	2 269	1 500	1 521
	Per cent	75,5	73,9	75,3	73,4	75,9	51,5	52,2
Total	**Number**	**4 663**	**4 538**	**4 616**	**4 514**	**4 636**	**2 965**	**2 956**
	Per cent	**79,2**	**77,5**	**78,9**	**77,2**	**79,0**	**51,9**	**51,8**
Age group								
0–2 yrs	Number	156	154	155	151	154	118	127
	Per cent	50,3	49,9	50,2	49,1	50,1	38,7	41,6
3–4 yrs	Number	164	161	165	163	163	83	97
	Per cent	75,1	73,3	75,0	75,0	74,3	39,0	45,2
5–6 yrs	Number	183	182	182	182	183	71	76
	Per cent	94,0	93,5	93,7	94,0	93,7	38,7	42,0
7–14 yrs	Number	791	786	785	789	789	310	343
	Per cent	97,3	96,8	97,0	97,0	97,3	40,0	44,3
15–19 yrs	Number	425	418	416	413	421	231	243
	Per cent	87,3	86,1	86,1	85,5	86,8	49,2	51,6
20–25 yrs	Number	474	453	458	455	473	346	320
	Per cent	75,8	73,2	74,3	73,6	76,0	56,8	52,6
26–40 yrs	Number	1 231	1 187	1 212	1 171	1 216	853	784
	Per cent	81,2	79,0	80,5	77,9	80,5	58,0	53,4
41–54 yrs	Number	816	788	803	787	811	573	549
	Per cent	80,7	78,5	80,1	78,5	80,6	58,4	55,8
55 yrs and older	Number	423	409	439	403	425	379	416
	Per cent	59,5	57,5	61,8	57,0	59,8	54,0	59,2

Percentages calculated by day of the week, sex and age group.

Table 3.3 summarises the days of the week when people usually travelled in Western Cape. More than 80% of males indicated that they travelled during weekdays. However, this figure decreases on Saturdays and Sundays. Slightly more than seven in ten women travelled on weekdays. However, on Sundays, females (52,2%) tended to travel more than males (51,3%).

Children of school-going age, 5–6 years and 7–14 years, were most likely to travel during the week, followed by the 15–19-year-old age group. The 41–54-year-old age group also shows strong travelling patterns during the week, at just about 80% and this pattern reduces during the weekend – Saturday (58,4%) and Sunday (55,8%).

Table 3.4: Main reasons for not travelling in the seven days prior to the interview by district municipality

Main reason for not travelling	Statistics (numbers in thousands)	District municipality (per cent within municipality)						
		Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Did not need to travel	Number	26	6	58	10	43	284	**426**
	Per cent	36,1	29,2	61,2	55,4	60,5	54,9	**53,8**
Financial reasons/too expensive	Number	6	5	16	2	3	71	**102**
	Per cent	7,8	23,3	17,2	8,3	4,2	13,8	**12,9**
Too old/young to travel	Number	17	5	6	2	14	73	**117**
	Per cent	24,3	25,7	6,5	10,6	19,2	14,1	**14,8**
No particular reason	Number	1	1	4	2	4	22	**35**
	Per cent	1,9	7,0	4,5	10,6	6,3	4,2	**4,4**
Not well enough to travel/sick	Number	4	1	3	*	2	18	**29**
	Per cent	6,0	5,0	3,6	*	3,2	3,4	**3,6**
Other reasons	Number	17	2	6	3	5	49	**82**
	Per cent	24,0	9,8	6,9	15,0	6,7	9,5	**10,4**
Total	**Number**	**71**	**20**	**94**	**18**	**71**	**517**	**791**
	Per cent	**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.
*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Only one response was possible per person.
Percentage calculated within district municipalities.

Table 3.4 shows the main reasons provided for not travelling in the seven days before the interview by district municipality. Out of 791 000 persons who did not travel, 53,8% said they did not need to travel while 14,8% said they were too old/young to travel and 12,9% cited financial factors.

The main reasons provided by persons in City of Cape Town for not travelling were they did not need to travel (54,9%), followed by too old/young to travel (14,1%) and financial factors (13,8%). Financial factors (17,2%) and other reasons (6,9%) were the second and third most commonly given reasons in Eden DM.

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

Main reasons for not travelling	Statistic (numbers in thousands)	Age group								
		0–4	5–6	7–14	15–19	20–25	26–40	41–54	55+ years	Total
Did not need to travel	Number	55	8	28	28	56	117	70	63	**426**
	Per cent	36,2	56,4	70,2	57,8	60,9	60,9	61,3	46,0	**53,8**
Financial reasons/too expensive	Number	4	2	3	8	17	34	19	15	**102**
	Per cent	2,9	14,0	6,5	15,3	18,6	17,9	16,4	11,1	**12,9**
Too old/young to travel	Number	82	3	3	1	*	*	1	27	**117**
	Per cent	53,9	22,1	8,5	2,5	*	0,0	0,6	19,5	**14,8**
No particular reason	Number	4	1	3	6	7	8	5	3	**35**
	Per cent	2,3	3,4	6,3	11,4	7,7	4,1	4,2	2,3	**4,4**
Not well enough to travel/sick	Number	*	*	1	1	1	9	4	14	**29**
	Per cent	*	*	1,5	1,4	0,7	4,6	3,5	9,9	**3,6**
Other reasons	Number	7	1	3	6	12	33	20	29	**111**
	Per cent	4,7	4,0	8,5	13,0	12,7	17,1	17,5	21,1	**14,0**
Total	**Number**	**151**	**15**	**40**	**49**	**92**	**192**	**114**	**138**	**791**
	Per cent	**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 age groups.
*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

Table 3.5 illustrates the reasons for not travelling by age group. It is evident that persons aged 0–6 years and 55 years and older gave 'too old/young to travel' or 'did not need to travel' as their main reason for not travelling. Financial reasons were most likely to be cited in the 20–25-year-old and 26–40-year old age group than in other age groups.

4. Education and education-related travel patterns

4.1 Introduction

As stipulated in the National Scholar Transport Policy, the Western Cape Department of Transport has a mandate to provide transport to scholars in the province. Transport makes it viable for all scholars to access their place of learning, especially those who have to travel a long time to reach them. This scholar transport looks to run on school calendar days and also to accommodate learners with special needs.

This section summarises the education and education-related travel patterns of those who attend all types of educational institutions, from pre-school to higher educational institutions. It covers the mode of travel used and the geographic area of learners, and also compares distance-learning and attending classes.

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

Indicator	District municipality							
	Statistics (numbers in thousands)	**Cape Winelands**	**Central Karoo**	**Eden**	**Overberg**	**West Coast**	**City of Cape Town**	**Western Cape**
Type of institution								
Pre-school	Number	26	2	31	7	12	166	**243**
	Per cent	13,8	9,0	19,4	13,6	15,4	15,3	**15,4**
School	Number	147	21	122	36	61	774	**1 160**
	Per cent	78,0	82,6	76,8	75,8	78,8	71,5	**73,5**
Higher educational institution	Number	9	*	2	2	1	87	**100**
	Per cent	4,7	1,0	1,0	4,1	1,1	8,0	**6,4**
FET college	Number	4	1	3	2	3	31	**44**
	Per cent	2,3	5,9	1,6	4,4	3,8	2,8	**2,8**
Other	Number	2	*	2	1	1	23	**28**
	Per cent	1,2	1,5	1,1	2,2	0,9	2,3	**2,0**
Total	**Number**	**188**	**25**	**158**	**48**	**77**	**1 082**	**1 579**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Geographic location								
Metro	Number	*	*	*	*	*	1 248	**1 248**
	Per cent	*	*	*	*	*	99,9	**70,3**
Urban	Number	156	27	162	42	70	*	**457**
	Per cent	79,9	100,0	93,6	85,4	86,9	*	**25,7**
Rural	Number	39	*	11	7	11	2	**70**
	Per cent	20,1	*	6,4	14,6	13,1	0,1	**3,9**
Household income quintiles								
Quintile 1 (Lowest income quintile)	Number	7	3	15	4	7	109	**146**
	Per cent	3,8	10,5	8,6	9,0	8,7	8,7	**8,2**
Quintile 2	Number	14	10	44	5	13	190	**276**
	Per cent	7,1	35,8	25,2	10,8	16,7	15,2	**15,5**
Quintile 3	Number	73	8	67	20	23	263	**455**
	Per cent	37,5	31,5	38,8	41,3	28,4	21,1	**25,7**
Quintile 4	Number	67	3	35	13	20	306	**445**
	Per cent	34,1	12,7	20,3	26,1	25,2	24,5	**25,0**
Quintile 5 (Highest income quintile)	Number	34	3	12	6	17	382	**454**
	Per cent	17,4	9,5	7,2	12,8	21,0	30,5	**25,6**

*Other includes ABET and literacy classes.
*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentages calculated within district municipalities.
Unspecified type of institution and household income were excluded from totals for the calculation of percentages.

According to Table 4.1, it is evident that most learners in Western Cape were attending school (73,5%), followed by those who were attending pre-school (15,4%). The highest percentage of learners attending an educational institution were residing in the metro areas (70,3%), followed by urban (25,7%) and rural areas (3,9%). In terms of district municipalities, Cape Winelands (20,1%) and Overberg (14,6%) DMs showed a higher proportion of learners located in rural areas, compared to other DMs.

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

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	24	70	114	4	266	635	16	**1 129**
	Per cent	2,1	6,2	10,1	0,4	23,6	56,2	1,4	**100,0**
Disabled scholars	Number	*	3	2	*	4	14	1	**25**
	Per cent	1,4	11,1	9,3	*	14,9	58,6	4,7	**100,0**
Geographic location of scholars									
Metro	Number	23	28	83	2	208	399	10	**753**
	Per cent	3,0	3,7	11,0	0,2	27,6	53,0	1,4	**100,0**
Urban	Number	1	21	26	1	44	225	3	**321**
	Per cent	0,2	6,4	8,2	0,2	13,8	70,1	1,1	**100,0**
Rural	Number	1	22	5	2	14	10	2	**55**
	Per cent	1,3	39,2	9,1	2,9	25,7	18,3	3,5	**100,0**
Household income quintile of scholars									
Quintile 1 (Lowest income quintile)	Number	2	4	9	1	5	71	*	**91**
	Per cent	1,9	4,2	10,0	0,6	5,8	77,4	0,1	**100,0**
Quintile 2	Number	2	11	16	*	6	143	*	**178**
	Per cent	1,0	6,1	9,2	*	3,5	80,0	0,2	**100,0**
Quintile 3	Number	5	26	28	1	33	213	6	**311**
	Per cent	1,5	8,4	8,9	0,4	10,5	68,5	1,8	**100,0**
Quintile 4	Number	4	18	42	*	63	151	5	**283**
	Per cent	1,5	6,3	14,7	0,1	22,3	53,4	1,7	**100,0**
Quintile 5 (Highest income quintile)	Number	12	11	19	2	159	57	5	**265**
	Per cent	4,4	4,3	7,3	0,8	60,0	21,4	1,8	**100,0**

*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Other includes scooter, bicycle, animal-drawn transport, etc.
Total number of scholars includes disabled scholars.
The totals used to calculate percentages excluded unspecified cases for transport modes.

Table 4.2 illustrates the main mode of travel used by scholars to get to school. In Western Cape, 'walking all the way' was the primary method used by scholars to reach their school (56,2%). This is also true for disabled scholars (58,6%). Car/truck passenger (23,6%) was the second most used mode of travel by scholars, followed by taxis (10,1%).

Irrespective of their geographic locations, 'walking all the way' was the primary method used by scholars to reach their educational institutions – 70,1% in urban areas, followed by metro areas (53,0%) and 18,3% in rural areas. Car/truck passenger (13,8%) and taxis (8,2%) were the second and third most commonly used modes of travel by

scholars in urban areas. However, in rural areas buses were the second most commonly used mode of travel, followed by being a passenger in a car/truck.

In terms of the household income quintile categories, most households walked all the way to their educational institution, except for those households within the highest income quintile, who selected being a passenger in a car/truck as their preferred mode of travel.

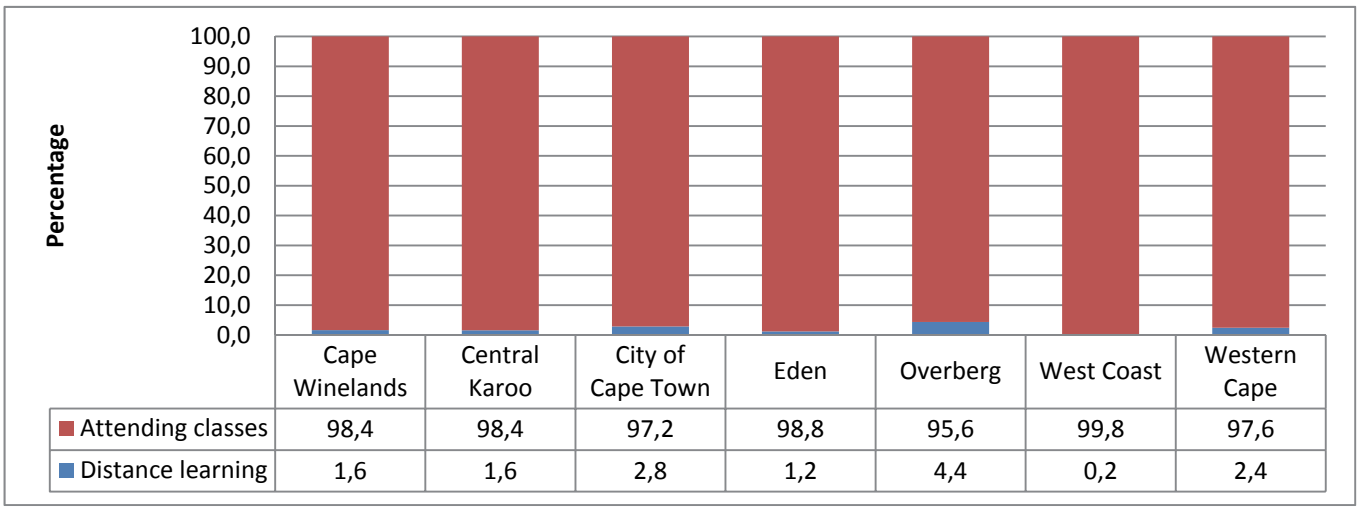
Table 4.3: Attendance of educational institution through attending classes or distance learning by district municipality

District municipality	Statistics (numbers in thousands)	Learners who completed question	Attending classes	Distance learning
Cape Winelands	Number	193	190	3
	Per cent	11,2	11,3	7,3
Central Karoo	Number	26	26	*
	Per cent	1,5	1,5	1,0
Eden	Number	166	164	2
	Per cent	9,7	9,8	4,7
Overberg	Number	44	42	2
	Per cent	2,6	2,5	4,6
West Coast	Number	80	79	*
	Per cent	4,6	4,7	0,4
City of Cape Town	Number	1 214	1 180	34
	Per cent	70,4	70,1	82,0
Western Cape	**Number**	**1 724**	**1 682**	**42**
	Per cent	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
The total excludes the unspecified case for method of study.

Table 4.3 shows the distribution of distance learning scholars versus class attending learners across the province. Out of 1,7 million learners who were interviewed, the majority (1,6 million) were attending classes and 42 000 studying through distance learning. The highest proportion of learners attending classes was found in City of Cape Town (70,1%), followed by Cape Winelands DM (14,3%) and Eden DM (9,8%). Most of the leaners doing distance learning in the province are based in City of Cape Town (82,0%), followed by Cape Winelands DM (7,3%).

Figure 4.1: Percentage of learners attending educational institutions by attending classes or through distance learning by district municipality



Percentages calculated within district municipalities.

Figure 4.1 summarises the method of study of learners. The majority of learners (97,6%) in the province were attending classes as compared to those attending through distance learning (2,4%). The same pattern can be observed across all district municipalities.

4.2 Education-related travel mode

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

Table 4.4: Number of days per week travelled to educational institution by district municipality

Educational institution and number of days		Statistics (numbers in thousands)	District municipality						
			Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Pre-school	5	Number	26	2	30	5	11	161	**236**
		Per cent	100,0	100,0	99,1	81,3	97,5	97,6	**97,6**
	1–4 or 6–7	Number	*	*	*	*	*	4	**6**
		Per cent	*	*	*	*	*	2,4	**2,4**
School	5	Number	143	20	120	35	59	761	**1 139**
		Per cent	97,8	98,1	99,4	99,5	100,0	98,9	**98,9**
	1–4 or 6–7	Number	3	*	*	*	*	9	**13**
		Per cent	2,2	*	*	*	*	1,1	**1,1**
Higher education institutions	5	Number	8	*	*	*	*	48	**57**
		Per cent	93,8	*	*	*	*	70,4	**72,6**
	1–4 or 6–7	Number	*	*	*	*	*	20	**22**
		Per cent	*	*	*	*	*	29,6	**27,4**
Other institutions	5	Number	5	1	3	2	3	35	**48**
		Per cent	71,1	73,1	76,2	75,9	80,7	68,9	**70,5**
	1–4 or 6–7	Number	2		1	*	*	16	**20**
		Per cent	28,9	26,9	23,8	*	*	31,1	**29,5**
Subtotal (all institutions)	5	Number	182	23	154	42	73	1 005	**1 480**
		Per cent	97,3	100,0	98,7	95,4	98,6	95,3	**96,2**
	1–4 or 6–7	Number	6	*	2	2	1	49	**8**
		Per cent	3,2	*	1,3	4,6	1,4	4,7	**0,5**
Unspecified		Number	7	2	14	1	3	162	**191**
Total		**Number**	**194**	**25**	**170**	**45**	**77**	**1216**	**1 727**

*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
*Other includes ABET and literacy classes.
Percentage calculated within district municipalities.

Table 4.4 shows the number of days per week that learners travelled to their educational institution by district municipality. Across all different educational institutions, most learners travelled for five days in a week. Of those who attended higher education institutions, 72,6% travel five days a week and 27,4% travel for less than five days or between six and seven days.

Table 4.5: Main mode of transport used to travel to educational institutions (all learners) by district municipality

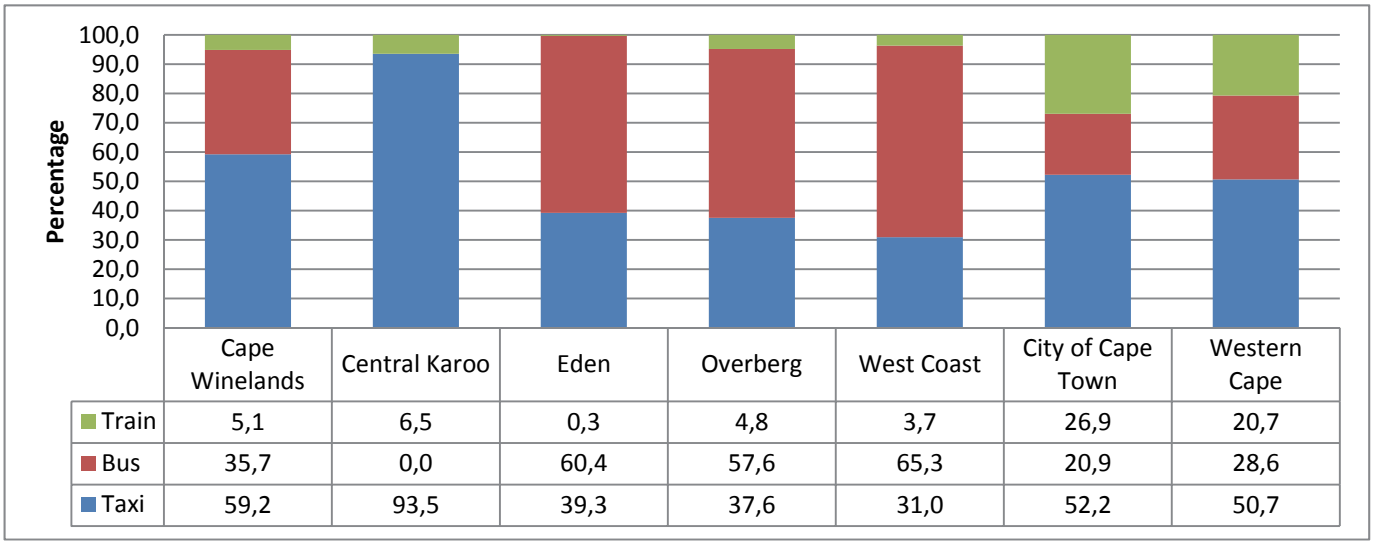
Mode of travel		Statistics (numbers in thousands)	District municipality (per cent calculated within municipality)						
			Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Public transport	Train	Number	2	*	*	*	1	72	**75**
		Per cent	1,0	0,4	0,1	0,9	0,9	6,1	**4,5**
	Bus	Number	13	*	18	5	12	56	**104**
		Per cent	7,0	*	11,0	10,6	15,6	4,7	**6,2**
	Taxi	Number	22	2	12	3	6	139	**183**
		Per cent	11,6	6,4	7,1	6,9	7,4	11,9	**10,9**
Private transport	Car/truck driver	Number	5	*	1	*	1	26	**32**
		Per cent	2,8	0,4	0,4	*	1,1	2,2	**1,9**
	Car/truck passenger	Number	47	3	20	7	10	318	**405**
		Per cent	24,7	10,5	12,1	15,3	13,8	27,1	**24,2**
Walking all the way		Number	93	21	112	30	46	544	**845**
		Per cent	48,7	81,3	67,6	65,1	60,9	46,3	**50,4**
Other		Number	8	*	3	1	*	20	**32**
		Per cent	4,3	0,9	1,7	1,3	0,3	1,7	**1,9**
Total		**Number**	**191**	**25**	**165**	**46**	**75**	**1 174**	**1 676**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Other includes scooter, bicycle, animal-drawn transport, etc.
*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Total excludes the unspecified mode of travel.

Table 4.5 indicates the main mode of travel used by learners to their educational institutions by district municipalities. In the province, more than fifty per cent (50,4%) of learners walked all the way to their educational institution, followed by those who are passengers in cars/trucks (24,2%) and those who used taxis (10,9%).

The same pattern was observed across all districts, except for Eden, West Coast and Overberg DMs. In Eden and Overberg DMs, car/truck passengers and buses were the second and third most commonly used modes of travel. In West Coast DM, travelling by buses (15,6%) were the second most commonly used mode of travel, followed by those who are passengers in cars/trucks (13,8%).

Figure 4.2: Percentage of persons who attended educational institutions who used public transport by district municipality



	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Train	5,1	6,5	0,3	4,8	3,7	26,9	20,7
Bus	35,7	0,0	60,4	57,6	65,3	20,9	28,6
Taxi	59,2	93,5	39,3	37,6	31,0	52,2	50,7

Percentages calculated within district municipalities.

The learners who attended an educational institution and used public transport were most likely to use taxis (50,7%), followed by those who used buses (28,6%) and 20,7% who used trains.

In City of Cape Town, the highest percentage of learners used taxis (52,2%), followed by trains (26,9%) and those who used buses (20,9%) as their mode of travel. In West Coast DM, most learners used buses (65,3%), followed by taxis (31,0%) and 3,7% used trains.

Table 4.6: School-going learners' main mode of travel to the educational institution by district municipality

Mode of travel		Statistics (numbers in thousands)	District municipality (per cent within municipality)						
			Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Public transport	Train	Number	1	*	*	*	*	23	**24**
		Per cent	4,9	0,5	0,4	*	*	94,2	**100,0**
	Bus	Number	11	*	17	4	11	28	**70**
		Per cent	16,1	*	23,9	5,2	15,0	39,8	**100,0**
	Taxi	Number	18	1	8	2	3	83	**114**
		Per cent	16,0	0,6	6,8	1,6	2,4	72,6	**100,0**
Private transport	Car/truck driver	Number	1	*	1	*	*	2	**4**
		Per cent	33,2	*	14,8	*	8,3	43,7	**100,0**
	Car/ truck passenger	Number	33	2	12	3	8	209	**266**
		Per cent	12,3	0,6	4,6	1,2	3,0	78,2	**100,0**
Walking all the way		Number	76	17	80	27	35	399	**635**
		Per cent	11,9	2,8	12,6	4,2	5,6	62,9	**100,0**
Other		Number	3	*	1	1	*	11	**16**
		Per cent	17,0	0,8	6,0	3,7	*	72,5	**100,0**
Total		**Number**	**143**	**20**	**118**	**36**	**57**	**754**	**1 129**
		Per cent	**12,7**	**1,8**	**10,5**	**3,2**	**5,1**	**66,8**	**100,0**

Other includes scooter, bicycle, animal-drawn transport, etc.
*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Total excludes the unspecified mode of travel.

According to Table 4.6, learners who were attending school used a lot of different modes of travel to reach their educational institutions. About 635 000 scholars in the province walked all the way to their educational institutions. This was followed by those who are passengers in a car/truck (266 000) and taxis (114 000).

Most scholars who were passengers in a car/truck came from City of Cape Town (43,7%) and Cape Winelands (33,2%). With regard to scholars using taxis, the same pattern emerged. Scholars using buses were more likely to live in City of Cape Town (39,86%) and Eden DM (23,9%).

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

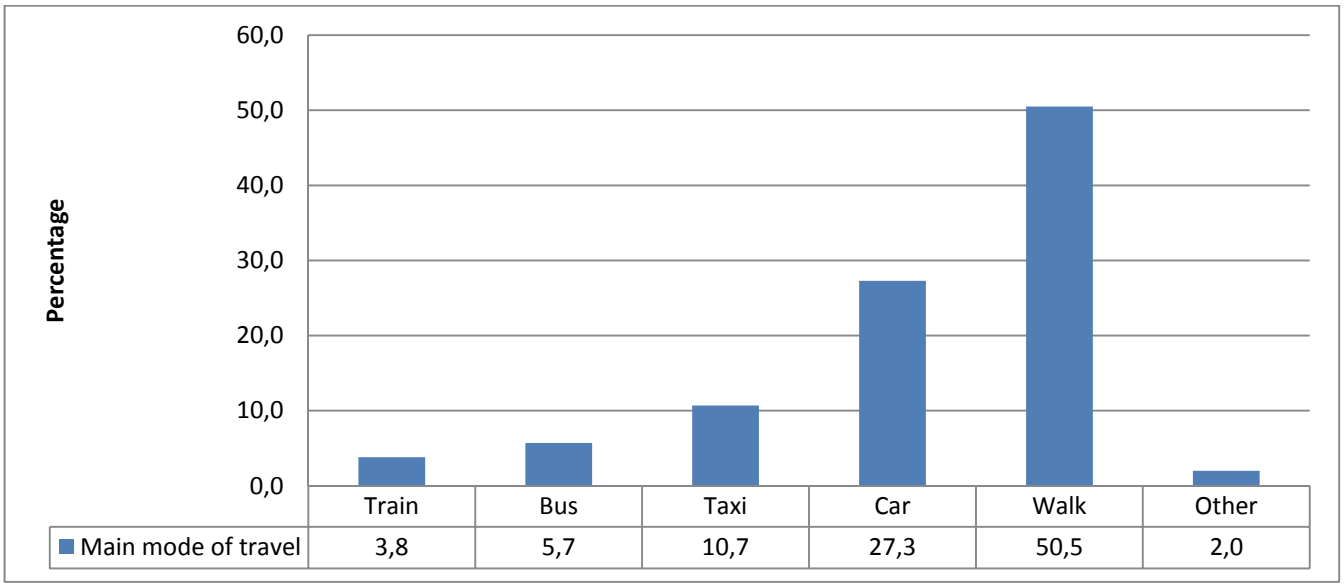
Modes of travel		Statistics (numbers in thousands)	Institution					
			Pre-school	School	Higher education institution	Further Education and Training College	Other institutions	Total
Public transport	Train	Number	*	24	21	9	2	**57**
		Per cent	*	2,1	29,4	23,2	9,9	**3,8**
	Bus	Number	2	70	4	6	2	**85**
		Per cent	0,9	6,2	6,0	15,4	8,5	**5,7**
	Taxi	Number	25	114	6	10	6	**161**
		Per cent	10,8	10,1	7,9	25,1	22,1	**10,7**
Private transport	Car/truck driver	Number	1	4	16	4	5	**30**
		Per cent	0,5	0,4	22,9	10,3	19,3	**2,0**
	Car/ truck passenger	Number	89	266	17	4	3	**379**
		Per cent	37,8	23,6	24,0	10,7	12,0	**25,3**
Walking all the way		Number	110	635	4	6	4	**758**
		Per cent	46,8	56,2	5,1	14,1	16,9	**50,5**
Other		Number	8	16	3	1	3	**30**
		Per cent	3,2	1,4	4,6	1,3	11,2	**2,0**
Total		**Number**	**235**	**1 129**	**70**	**40**	**25**	**1 500**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Other includes scooter, bicycle, animal-drawn transport, etc.
*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Total excludes the unspecified mode of travel and the unspecified type of educational institution.

Table 4.7 summarises the modes of travel used to reach different educational institutions in the province. Of 1,5 million learners, slightly more than half (50,5%) walked all the way to get to their educational institution, followed by 25,3% who were passengers in a car/truck and taxis (10,7%).

The same patterns were observed for scholars and pre-scholars. The second most commonly used mode of travel for those who attend higher education institutions were car/truck passenger (24,0%), followed by car/truck driver (22,9%) and trains (29,4%).

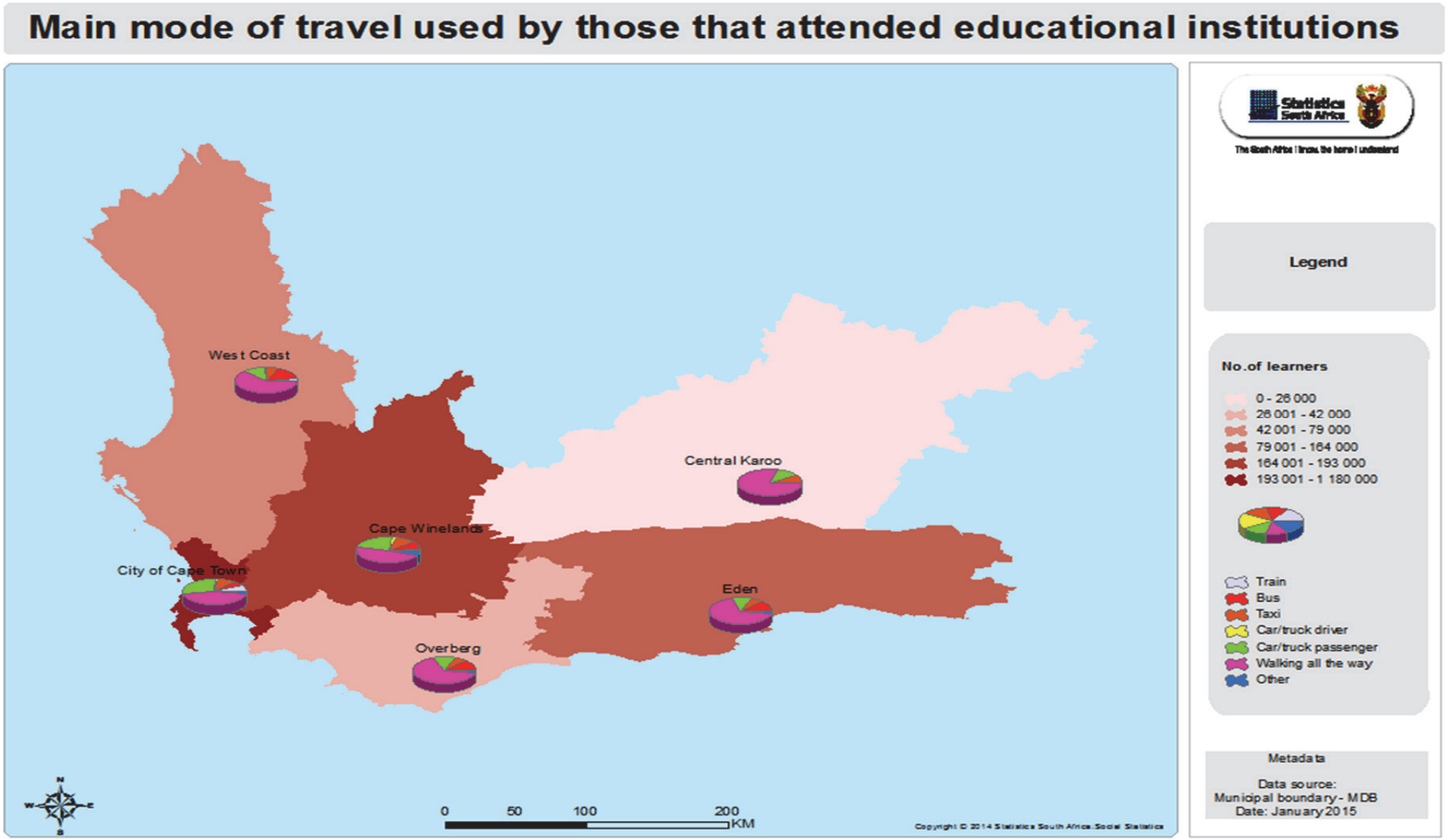
Figure 4.3: Main mode of travel to educational institution



Percentages calculated across mode of travel.
'Car' includes a car/truck driver and car/truck passenger.

Figure 4.3 shows that slightly more than half (50,5%) of learners walked all the way to their educational institution, followed by cars (27,3%) and those using taxis (10,7%).

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



4.3 Departure, waiting, arrival and total travel times

Table 4.8: Attendees' time of leaving their place of residence for attendance of an educational institution by district municipality

District municipality	Number of persons who completed the question ('000)	Attendees' time of leaving to educational Institution (per cent within municipality)				
		Before 06:30	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Cape Winelands	193	3,9	12,5	77,1	6,4	**100,0**
Central Karoo	26	4,2	11,3	78,4	6,1	**100,0**
Eden	165	2,9	23,6	70,3	3,2	**100,0**
Overberg	45	2,7	10,8	79,2	7,2	**100,0**
West Coast	77	7,1	13,9	74,6	4,4	**100,0**
City of Cape Town	1 178	5,3	11,0	75,1	8,7	**100,0**
Western Cape	**1 685**	**4,9**	**12,5**	**75,0**	**7,6**	**100,0**

Percentages calculated within district municipality.
The totals used to calculate percentages excluded unspecified cases of the time of leaving to educational institutions.

Table 4.8 shows the time learners leave their place of residence to attend their educational institutions. In Western Cape, 75% of learners left their place of residence between 07:00 and 07:59, followed by those who left between 06:30 and 06:59 (12,5%) and 7,6% left 08:00 or later.

Most learners in Overberg DM (79,2) left for educational institutions between 7:00 and 07:59, followed by those in Central Karoo DM (78,4%) and Cape Winelands DM (77,1%). City of Cape Town (8,7%) and Overberg DM (7,2%) had the highest percentage of learners who left their residences at 08:00 and later.

Table 4.9: Time taken to walk to get to the first transport by district municipality

District municipality	Number of learners who walk to their first transport ('000)	Travel time (per cent within municipality)		
		Up to 15 min	>15 min	Total
Cape Winelands	81	98,8	1,2	**100,0**
Central Karoo	5	89,7	10,3	**100,0**
Eden	43	90,9	9,1	**100,0**
Overberg	11	96,7	3,3	**100,0**
West Coast	25	98,3	1,7	**100,0**
City of Cape Town	553	95,5	4,5	**100,0**
Western Cape	**717**	**95,7**	**4,3**	**100,0**

Percentages calculated within district municipalities.
*Unweighted number of 3 and below is too small to provide reliable estimates.
The totals used to calculate percentages excluded unspecified cases of travel time.

Table 4.9 illustrates that about 717 000 learners indicated that they walked to catch their first transport across the province. The majority of learners (95,7%) walked for up to 15 minutes to get to their first transport and 4,3% walked more than 15 minutes.

The majority of DMs followed the same pattern: in Cape Winelands DM and West Coast DM, most learners were likely to walk up to 15 minutes. Learners in Central Karoo DM were more likely to walk for more than 15 minutes when compared to other DMs.

Table 4.10: Time spent waiting for the first transport to arrive on weekdays by district municipality

District municipality	Number of learners who wait for the first transport ('000)	Waiting time			
		Up to 15 minutes		>15 minutes	
		Number ('000)	Per cent	Number ('000)	Per cent
Cape Winelands	81	79	97,2	2	2,8
Central Karoo	4	4	93,2	*	*
Eden	40	38	94,6	2	5,4
Overberg	10	10	97,4	*	*
West Coast	21	21	96,1	1	3,9
City of Cape Town	522	502	96,0	21	4,0
Western Cape	**679**	**652**	**96,1**	**26**	**3,9**

Percentages calculated within district municipality.
*Unweighted numbers of 3 and below are too small to provide reliable estimates.
The totals used to calculate percentages excluded unspecified cases for waiting time.

Table 4.10 summarises the time taken by learners to wait for their first transport. About 679 000 learners in Western Cape waited for their first transport to arrive. Provincially, most learners (96,1%) waited for up to 15 minutes and 3,9% waited for more than 15 minutes. The same pattern can be observed across all DMs.

Table 4.11: Time it takes to walk to the educational institution after getting off the transport used on weekdays, by district municipality

District municipality	Number of persons that walk at the end of the trip ('000)	Walking time (per cent within district municipality)		
		Up to 15 minutes	>15 minutes	Total
Cape Winelands	76	97,7	2,3	**100,0**
Central Karoo	4	89,5	10,5	**100,0**
Eden	36	97,6	2,4	**100,0**
Overberg	9	100,0	*	**100,0**
West Coast	19	98,1	1,9	**100,0**
City of Cape Town	534	96,0	4,0	**100,0**
Western Cape	**677**	**96,3**	**3,7**	**100,0**

*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Total excludes unspecified walking time.

Table 4.11 illustrates that 677 000 learners still had to walk a distance after being dropped by their transport to reach their educational institution. Slightly more than ninety-six per cent (96,3%) of learners indicated that they walked for up to 15 minutes, while 3,7% walked more than 15 minutes. The same pattern can be observed across all DMs.

Central Karoo DM (10,5%) had the highest proportion of learners who indicated that they still walked for more than 15 minutes to reach their educational institution.

Table 4.12: Total time travelled to the educational institution by main mode of transport and district municipality

Mode and time travelled in minutes	District municipality (per cent within municipality)						
	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Train							
Mean (minutes)	65	50	15	35	178	66	**67**
1–30	31,9	*	100,0	*	*	21,5	**21,5**
31–60	23,4	100,0	*	100,0	*	33,1	**33,0**
61 plus	44,7	*	*	*	100,0	45,4	**45,5**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Bus							
Mean (minutes)	42,5	*	48	38	51	74	**61**
1–30	46,5	*	35,8	43,8	34,7	11,9	**24,6**
31–60	39,3	*	41,7	44,3	45,0	26,4	**33,7**
61 plus	14,2	*	22,5	11,9	20,3	61,6	**41,7**
Total	**100,0**	*	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi							
Mean (minutes)	30	27	42	34	25	42	**40**
1–30	67,0	82,2	45,7	70,1	85,7	53,9	**56,5**
31–60	31,3	17,8	39,2	21,4	7,8	30,8	**30,4**
61 plus	1,7	*	15,1	8,5	6,6	15,3	**13,0**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/bakkietruck driver							
Mean	37	5	43	*	75	39,5	**40**
1–30	74,9	100,0	35,9	*	*	55,9	**57,4**
31–60	11,5	*	64,1	*	43,2	32,3	**29,6**
61 plus	13,6	*	*	*	56,8	11,8	**13,0**
Total	**100,0**	**100,0**	**100,0**	*	**100,0**	**100,0**	**100,0**
Car/bakkietruck passenger							
Mean (minutes)	23	16	24	19	17	29	**27**
1–30	84,1	94,1	88,2	85,4	88,0	70,8	**74,1**
31–60	11,1	2,3	5,7	14,6	10,1	19,7	**17,6**
61 plus	4,8	3,6	6,1	*	2,0	9,4	**8,3**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Walking all the way							
Mean (minutes)	17	21	25	19	15	19	**19**
1–30	94,6	93,0	82,8	93,6	96,9	91,9	**91,3**
31–60	4,7	4,9	15,6	6,4	1,5	6,2	**7,0**
61 plus	0,7	2,1	1,7	*	1,6	1,9	**1,7**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

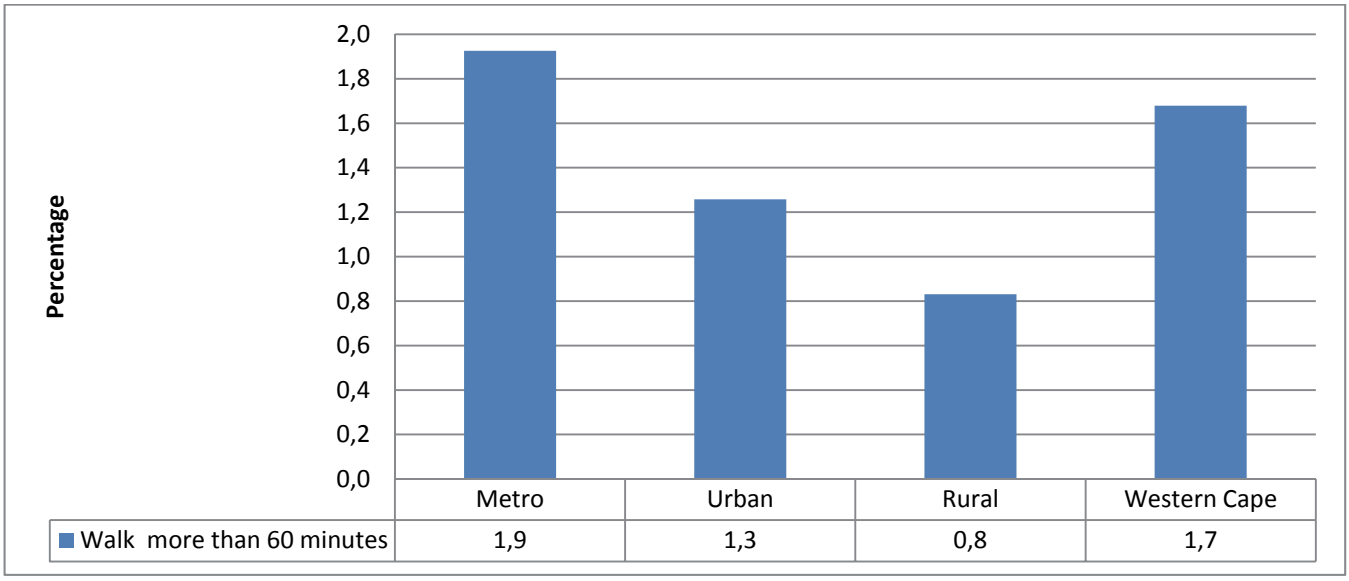
*Unweighted numbers of 3 and below are too small to provide reliable estimates.
The totals used to calculate percentages excluded unspecified cases for travel time and mode of travel.

Table 4.12 illustrates the time it took learners to travel to their educational institutions by mode of transport. Provincially, learners using trains needed on average 67 minutes to get to their educational institutions, while those using buses needed on average 61 minutes.
In Western Cape, learners who used taxis needed on average 40 minutes to get to their educational institutions. About 56,5% needed 1–30 minutes, followed by those who needed 31–60 minutes (30,4%), while 13,0% needed more than 60 minutes.

Learners who were drivers in a car/truck needed more than 40 minutes to get to their educational institution. Those who were passengers in a car/truck needed more than 27 minutes to get to their educational institution.

Those who walked all the way to their educational institutions needed on average 19 minutes to reach their destination. Notwithstanding, the majority (91,3%) needed 1–30 minutes, followed by those who needed 31–60 minutes (7,0%), while 1,7% needed more than 60 minutes.

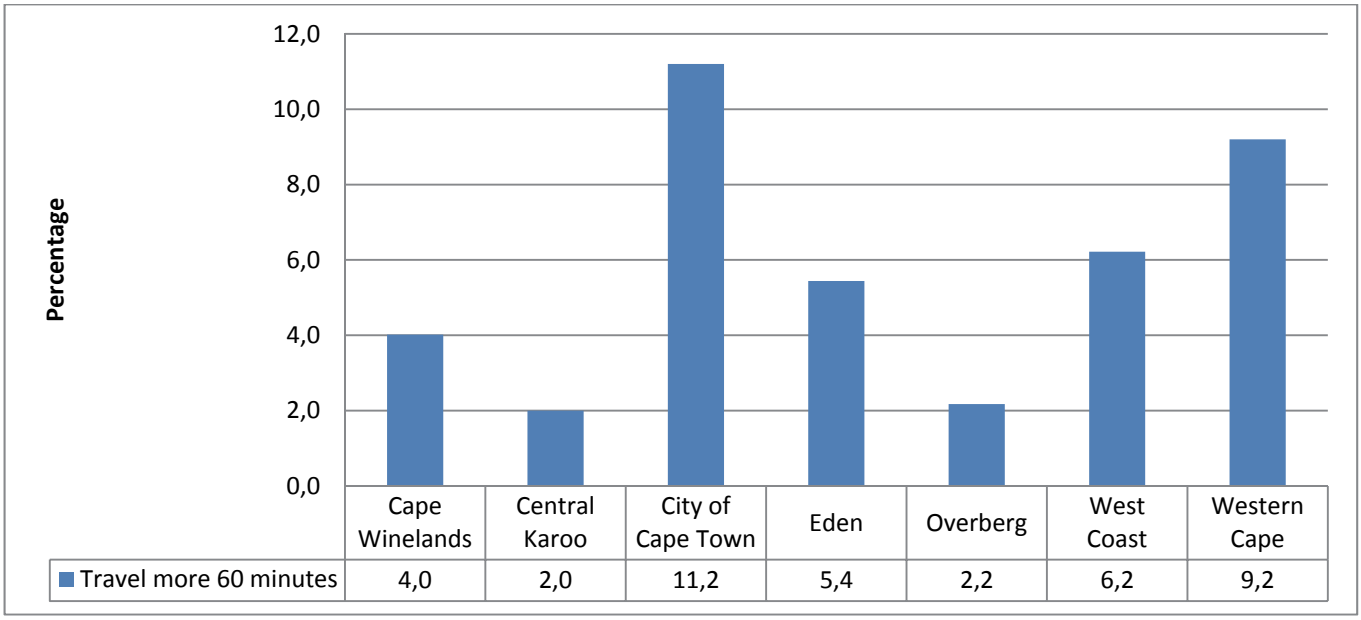
Figure 4.4: Percentage of learners walking all the way, for more than 60 minutes, to their educational institution by geographic location



Percentages calculated within geographical location.

Figure 4.3 shows that most learners who walk all the way for more than 60 minutes to their educational institutions reside in metropolitan areas (1,9%), followed by urban (1,3%) and rural areas (0,8%).

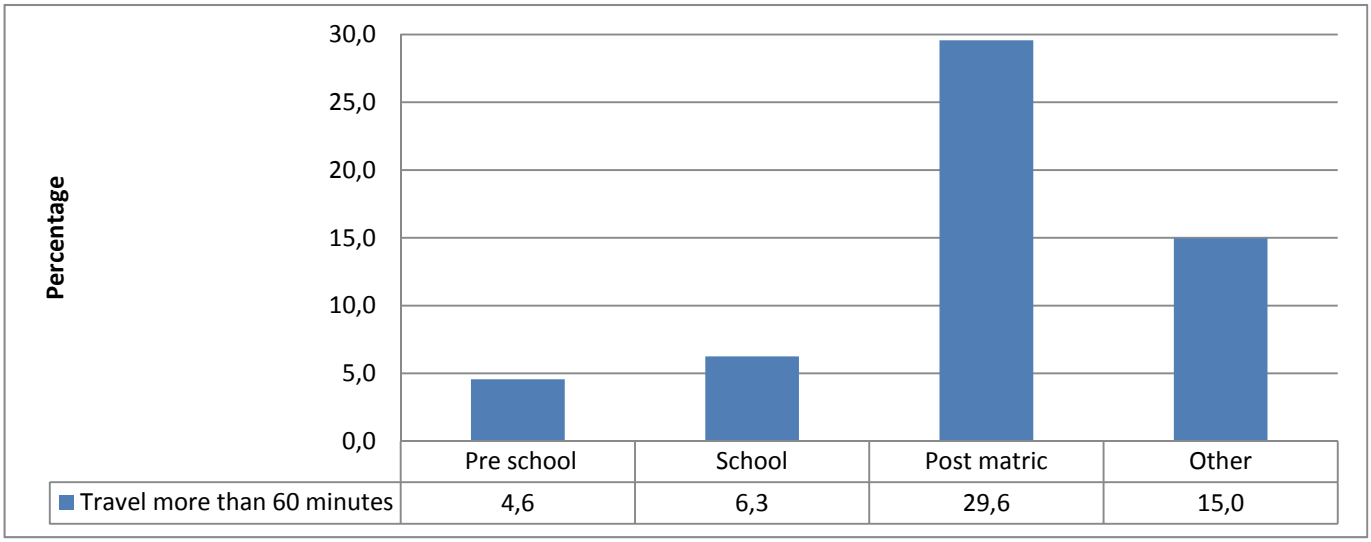
Figure 4.5: Percentage of learners travelling more than 60 minutes to educational institution by district municipality



Percentages calculated within district municipality.

Figure 4.5 indicates the percentage of learners who travelled more than 60 minutes to their educational institutions. In City of Cape Town, slightly more than eleven per cent (11,2%) of learners travelled for more than 60 minutes to their educational institutions, followed by West Coast DM (6,2%). Only 2,0% of Central Karoo DM learners travelled for more than 60 minutes.

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



Percentages calculated within the educational institution.
'Other' includes ABET centres, Literacy classes, FET, etc.

Figure 4.6 shows the percentage of learners travelling for more than 60 minutes to their various educational institutions. The highest percentage of learners (29,6%) were post-matric, followed by learners attending school (6,3%) and those who attended other educational institutions (15,0%). About five per cent of learners who attended pre-school travelled for more than 60 minutes to their educational institution.

4.4 Monthly cost of transport

Table 4.13: Monthly cost of transport by main mode and district municipality

Mode and monthly payment in rand	District municipality (per cent within municipality)						
	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Train							
Mean (Rand)	334	*	*	*	383	336	**336**
1-100	*	*	*	*	*	7,3	**7,1**
101-200	*	*	*	*	*	51,7	**50,2**
200+	100,0	*	*	*	100,0	40,9	**42,7**
Total	**100,0**	*	*	*	**100,0**	**100,0**	**100,0**
Bus							
Mean (Rand)	132	*	122	623	431	629	**541**
1-100	69,7	*	18,9	*	7,1	0,7	**6,3**
101-200	18,5	*	73,2	*	23,4	7,2	**15,5**
200+	11,9	*	7,9	100,0	69,5	92,1	**78,2**
Total	**100,0**	*	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi							
Mean (Rand)	241	136	219	279	236	450	**392**
1-100	1,7	70,8	12,6	*	5,1	1,3	**2,4**
101-200	25,5	*	32,0	*	27,2	10,7	**13,8**
200+	72,9	29,2	55,4	100,0	67,6	87,9	**83,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/bakkie/truck/company car driver							
Mean	1 238	*	*	*	*	967	**1 022**
1-100	*	*	*	*	*	*	**0,0**
101-200	*	*	*	*	*	12,9	**11,5**
200+	100,0	*	*	*	*	87,1	**88,5**
Total	**100,0**	*	*	*	*	**100,0**	**100,0**
Car/bakkie/truck passenger							
Mean (Rand)	213	177	304	210	197	392	**363**
1-100	26,0	40,0	38,2	*	*	7,4	**11,0**
101-200	27,3	*	24,2	39,1	70,7	11,5	**14,7**
200+	46,7	60,0	37,6	60,9	29,3	81,1	**74,3**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
The totals used to calculate percentages excluded unspecified cases transport and cost.

Of all the modes of travel, trains were the least expensive for learners to use with a mean of R336 a month. Travel costs were the highest for those who drove cars/bakkies/trucks (R1 022) as their mode of travel, and for bus users (R541).

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

5.1 Introduction

Workers across Western Cape 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 summarises work-related travel patterns of people aged 15 years and older. It will cover the modes of travel used, departure time, arrival time, travel time and monthly cost of travel.

Table 5.1: Workers' disability status, geographic location and household income quintiles by district municipality

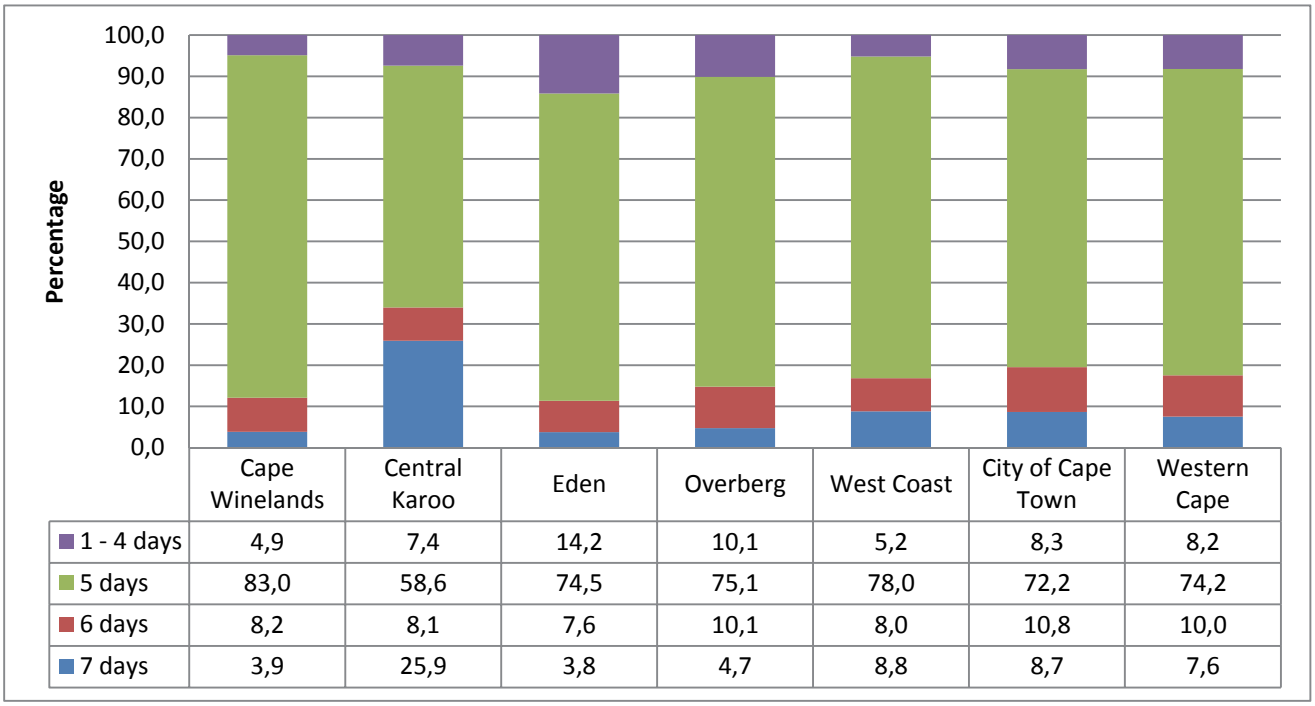
Indicator	District municipality							
	Statistics (numbers in thousands)	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Worker status								
Workers	Number	319	17	196	83	118	1 569	**2 301**
	Per cent	13,9	0,7	8,5	3,6	5,1	68,2	**100,0**
Disabled	Number	7	1	5	2	3	21	**38**
	Per cent	17,6	2,5	11,9	5,3	8,0	54,7	**100,0**
Geographic location								
Metro	Number	*	*	*	*	*	1 564	**1 564**
	Per cent	*	*	*	*	*	100,0	**100,0**
Urban	Number	252	15	180	64	94	*	**605**
	Per cent	41,6	2,5	29,7	10,6	15,6	*	**100,0**
Rural	Number	67	2	16	18	24	5	**132**
	Per cent	50,7	1,5	12,2	13,9	17,9	3,8	**100,0**
Household income quintiles								
Quintile 1 (Lowest income quintile)	Number	*	*	2	*	*	6	**9**
	Per cent	*	*	21,5	*	*	64,6	**100,0**
Quintile 2	Number	8	3	23	4	7	91	**136**
	Per cent	5,7	2,1	16,9	3,1	5,4	66,8	**100,0**
Quintile 3	Number	75	7	74	21	30	233	**440**
	Per cent	17,1	1,6	16,7	4,8	6,8	53,1	**100,0**
Quintile 4	Number	128	3	64	33	47	454	**729**
	Per cent	17,6	0,4	8,8	4,5	6,4	62,3	**100,0**
Quintile 5 (Highest income quintile)	Number	107	4	33	25	33	785	**988**
	Per cent	10,9	0,4	3,4	2,5	3,4	79,5	**100,0**

* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
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 5.1 illustrates that, out of 2,3 million workers in Western Cape, 68,2% were found in City of Cape Town and 13,9% were located in Cape Winelands DM, while the smallest percentage of workers (0,7%) resided in Central Karoo DM. Of the 38 000 disabled workers, 54,7% were found in City of Cape Town, followed by Cape Winelands DM (17,6%) and 11,9% in Eden DM. Central Karoo DM recorded the smallest percentage of disabled workers at 2,5%.

Approximately 1,6 million workers resided in City of Cape Town metropolitan municipality. About 0,6 million workers were found in urban areas, with the highest percentage of workers living in Cape Winelands DM (41,6%) and Eden DM (29,7%).
Across all districts, the smallest percentage of workers were in the lowest income quintile category.

Figure 5.1: Percentage of workers by number of days travelled per week to place of work by district municipality



	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
1 - 4 days	4,9	7,4	14,2	10,1	5,2	8,3	8,2
5 days	83,0	58,6	74,5	75,1	78,0	72,2	74,2
6 days	8,2	8,1	7,6	10,1	8,0	10,8	10,0
7 days	3,9	25,9	3,8	4,7	8,8	8,7	7,6

Percentages calculated within district municipalities.

According to Figure 5.1, most workers in Western Cape travelled to work for five days a week (74,2%), followed by those who travelled for six days a week (10,0%). Only 8,2% worked for less than five days a week. In all district municipalities, most workers reported that they travelled to work for five days a week.

Table 5.2: Number of days travelled to place of work per week by district municipality

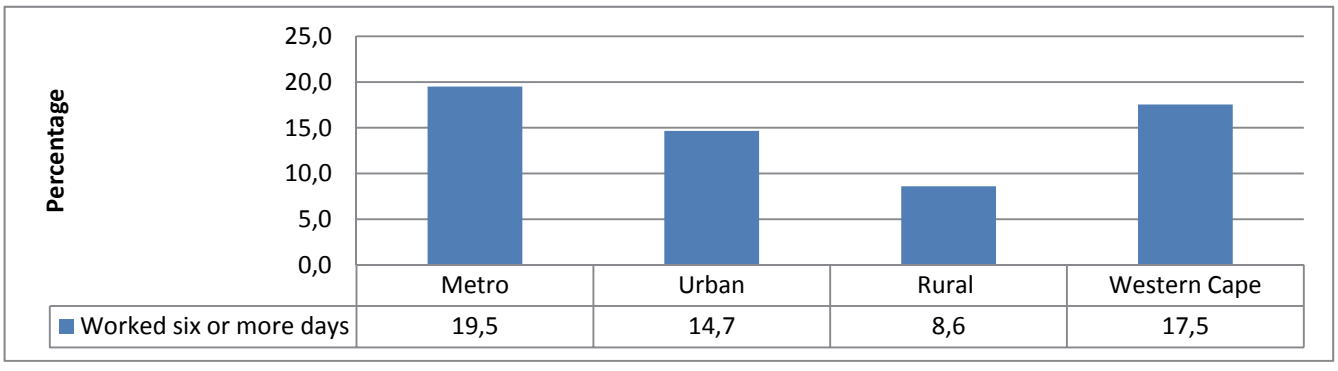
District municipality	Statistics (numbers in thousands)	Days worked			
		1–4 days	5 days	6 plus days	Total
Cape Winelands	Number	15	247	36	298
	Per cent	4,9	83,0	12,1	100,0
Central Karoo	Number	1	10	6	17
	Per cent	7,4	58,6	34,0	100,0
Eden	Number	27	141	21	189
	Per cent	14,2	74,5	11,4	100,0
Overberg	Number	8	57	11	76
	Per cent	10,1	75,1	14,8	100,0
West Coast	Number	6	84	18	107
	Per cent	5,2	78,0	16,8	100,0
City of Cape Town	Number	117	1 023	276	1 417
	Per cent	8,3	72,2	19,5	100,0
Western Cape	**Number**	**173**	**1 562**	**369**	**2 104**
	Per cent	**8,2**	**74,2**	**17,5**	**100,0**
Geographic location					
Metro	Number	117	1 020	275	1 412
	Per cent	8,3	72,2	19,5	100,0
Urban	Number	52	430	83	565
	Per cent	9,3	76,1	14,7	100,0
Rural	Number	4	112	11	127
	Per cent	2,9	88,5	8,6	100,0

Percentages calculated within district municipalities.
Total excludes an unspecified number of days worked.

Table 5.2 illustrates the number of days travelled per week to place of work. Approximately 74% of people in Western Cape travelled five days per week to their place of work. This was followed by those who travelled for six days and more (17,5%). Only a small percentage of persons travelled 1–4 days per week to their place of work (8,2%). The majority of workers in Cape Winelands DM travelled five days per week (83,0%), while 34,0% in Central Karoo DM travelled six days per week to a place of work.

In terms of geographical location, more workers were likely to work for five days per week than one to four days or six days or more per week. Urban areas had the highest percentage (9,3%) of workers who worked one to four days per week compared to other geographic locations.

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



Percentages calculated within geographic location.

Workers in metro areas (19,5%) were more likely to work six or more days per week compared to workers in urban areas (14,7%) and rural areas (8,6%).

5.2 Modes of travel

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

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

Indicator	Statistics (numbers in thousands)	Main mode						
		Public transport			Private transport		Walk all the way	Other
		Train	Bus	Taxi	Car/truck/ company car driver	Car/truck passenger		
District municipality								
Cape Winelands	Number	15	11	29	95	49	92	6
	Per cent	5,0	3,7	9,8	31,9	16,7	31,1	1,9
Central Karoo	Number	*	*	*	3	*	12	*
	Per cent	*	*	*	18,7	*	75,3	*
Eden	Number	*	3	42	40	34	58	7
	Per cent	*	1,5	23,0	21,8	18,5	31,6	3,6
Overberg	Number	*	6	4	16	14	37	1
	Per cent	*	8,0	4,9	20,7	17,6	47,2	1,7
West Coast	Number	*	7	10	28	22	41	1
	Per cent	*	6,4	9,1	25,5	19,8	37,3	1,3
City of Cape Town	Number	262	124	230	560	106	112	13
	Per cent	18,6	8,8	16,3	39,8	7,5	8,0	1,0
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**
Workers and disability status								
Total number of workers	Number	277	151	316	741	225	352	29
	Per cent	13,3	7,2	15,1	35,4	10,8	16,8	1,4
Disabled workers	Number	3	3	4	10	4	7	1
	Per cent	10,8	9,0	11,3	32,0	13,2	21,1	2,6
Geographic location of workers								
Metro	Number	262	124	230	558	106	109	13
	Per cent	18,7	8,9	16,4	39,8	7,5	7,8	1,0
Urban	Number	15	26	84	164	96	164	14
	Per cent	2,6	4,6	14,9	29,2	17,1	29,2	2,5
Rural	Number	1	1	2	19	23	79	1
	Per cent	0,4	0,8	1,7	15,3	18,4	62,4	1,1
Household income quintiles								
Quintile 1 (Lowest income quintile)	Number	*	*	2	*	*	1	*
	Per cent	*	*	25,9	*	*	18,6	*
Quintile 2	Number	21	10	26	14	12	32	5
	Per cent	17,0	8,0	21,9	11,9	10,2	26,9	4,0
Quintile 3	Number	65	31	82	52	46	128	7
	Per cent	15,8	7,6	19,9	12,6	11,2	31,3	1,7
Quintile 4	Number	113	65	139	140	88	128	10
	Per cent	16,5	9,5	20,4	20,5	12,9	18,8	1,4
Quintile 5 (Highest income quintile)	Number	78	44	67	534	79	62	7
	Per cent	9,0	5,1	7,6	61,3	9,0	7,1	0,8

* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
The totals used to calculate percentages excluded unspecified mode of travel.
The numbers differ from the official employment statistics as a less sophisticated series of questions were used to establish work status.
Other includes scooter, bicycle, animal-drawn transport, etc.

Table 5.3 shows the modes of transport used by workers when travelling to their workplace. In Western Cape, more than one-third (35,4%) of workers drove a car/truck/company car to their workplace, followed by those who walked all the way (16,8%) and 15,1% who travelled by taxis.

In all the districts, walking all the way was mentioned as the main mode of travel, except in Cape Winelands DM and City of Cape Town where most workers drove a car/truck/company car (31,9% and 39,8% respectively). In rural areas, the majority of workers walked all the way (62,4%) to their workplace, followed by car/truck passenger (18,4%). Metro and urban workers, on the other hand, were more likely to drive a car/truck/company car to their workplace than workers in rural areas

A significant percentage of workers from households in the higher income quintiles drove a car/truck/company car to their places of work (61,3%), while workers from households with lower income quintiles were more likely to use taxis to their place of work (25,9%).

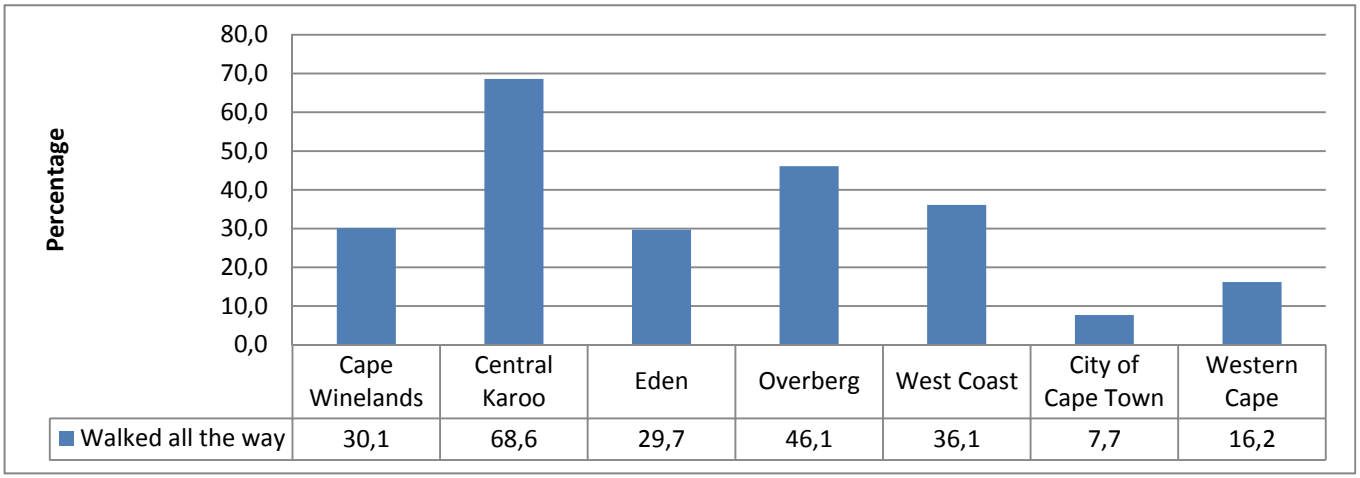
Table 5.4: Total number of trips to work using public transport by district municipality

	Total number of trips ('000)			
District municipality	**Train**	**Bus**	**Taxi**	**Total**
Cape Winelands	14	10	29	54
Eden	*	*	42	44
Overberg	*	6	3	10
West Coast	*	7	10	17
City of Cape Town	262	124	229	616
Western Cape	**277**	**151**	**315**	**744**
% of all public transport trips	**37,3**	**20,3**	**42,4**	**100,0**

* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Numbers for workers using public transport in Central Karoo were very small and insignificant to be of any use.

Table 5.4 describes the total number of trips workers undertook to work using public transport. A total of 744 000 trips were made by workers in Western Cape using public transport to travel to work. About four in ten workers in the province used taxis (42,4%), followed by those who used trains (37,3%) and those who used buses (20,3%).

Figure 5.3: Percentage of workers who walked all the way to work by district municipality



Percentages calculated within district municipalities.

A large percentage of workers who walked all the way to their workplace resided in Central Karoo DM (68,6%), followed by Overberg DM (46,1%), and West Coast DM (36,1%). City of Cape Town (7,7%) registered the lowest proportion of workers who walked all the way to their workplace.

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

District municipality	Walked to work			Cycled to work			Drove to work		
	Number ('000)	% within WC	% within district municipality	Number ('000)	% within WC	% within district municipality	Number ('000)	% within WC	% within district municipality
Cape Winelands	92	26,2	30,1	6	22,0	2,6	79	11,9	37,9
Central Karoo	12	3,4	68,6	*	1,2	5,6	3	0,4	49,1
Eden	58	16,4	29,7	7	25,5	4,8	26	4,0	20,2
Overberg	37	10,4	46,1	1	5,1	3,1	14	2,1	33,4
West Coast	41	11,7	36,1	1	3,3	1,2	23	3,4	31,5
City of Cape Town	112	31,9	7,7	11	42,8	0,8	517	78,2	38,5
Western Cape	**352**	**100,0**	**16,2**	**26**	**100,0**	**1,4**	**662**	**100,0**	**36,8**
Geographic location									
Metro	109	31,0	7,5	11	42,8	0,8	516	77,9	38,5
Urban	164	46,5	27,9	13	51,9	3,1	133	20,1	32,5
Rural	79	22,5	61,1	1	5,3	2,7	13	1,9	26,2

The totals used to calculate percentages excluded unspecified cases.
*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

According to Table 5.5, of the 352 000 workers who walked to work, City of Cape Town had the highest percentage (31,9%), followed by those in Cape Winelands DM (26,2%) and Eden DM (16,4%). Of the 26 000 workers who cycled to work, the majority were based in City of Cape Town (11 000).

With regard to those who drove all the way to work, about 37% of the workers in Western Cape (36,8%) drove to work. Workers in City of Cape Town (78,2%) were more likely to drive to work than any other municipality in the province, followed by those in Cape Winelands DM (11,9%).

Workers in the urban areas were more likely to walk all the way to work (46,5%), as opposed to those in the metro areas (31,0%) and those in rural areas (22,5%). Contrary to this, workers in the metro areas were more likely to drive to work (77,9%), compared to those in the urban areas (20,1%) and rural areas (1,9%).

Map 5.1: Number of workers by district municipality and main mode of travel used

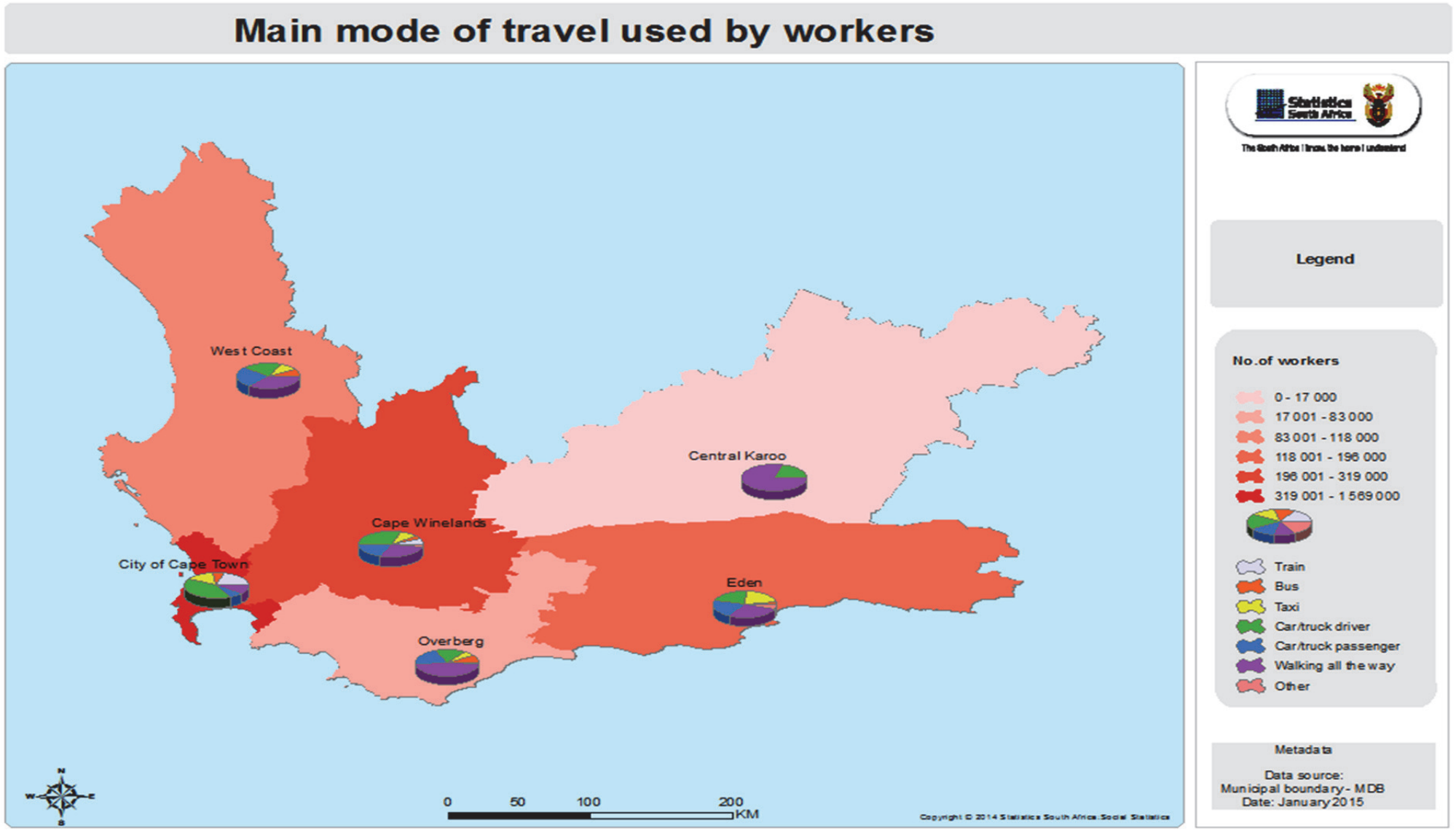
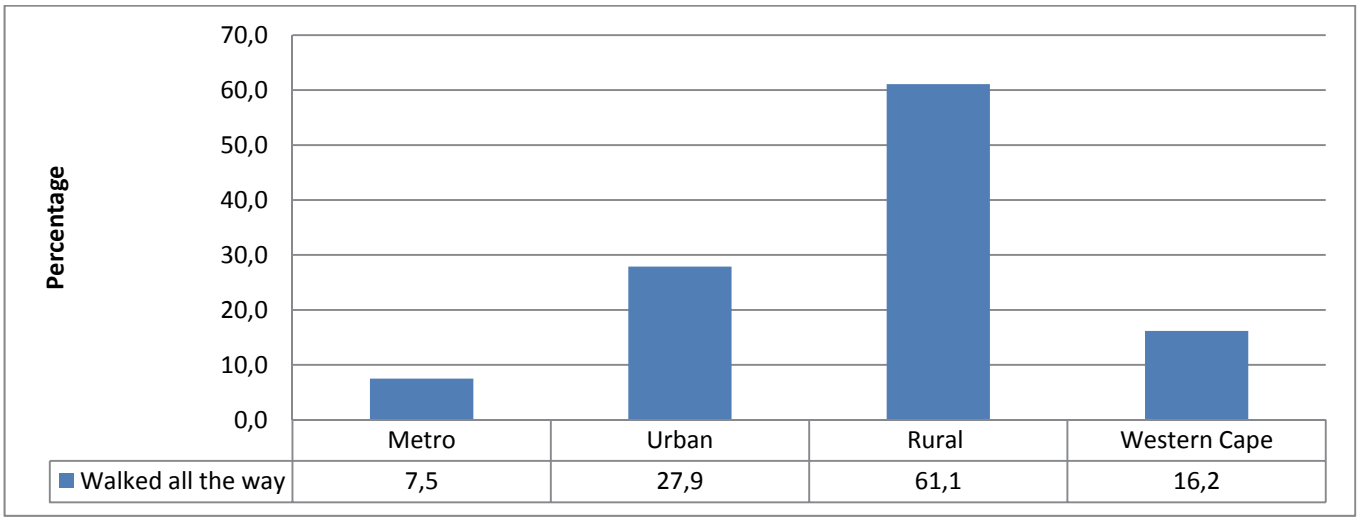


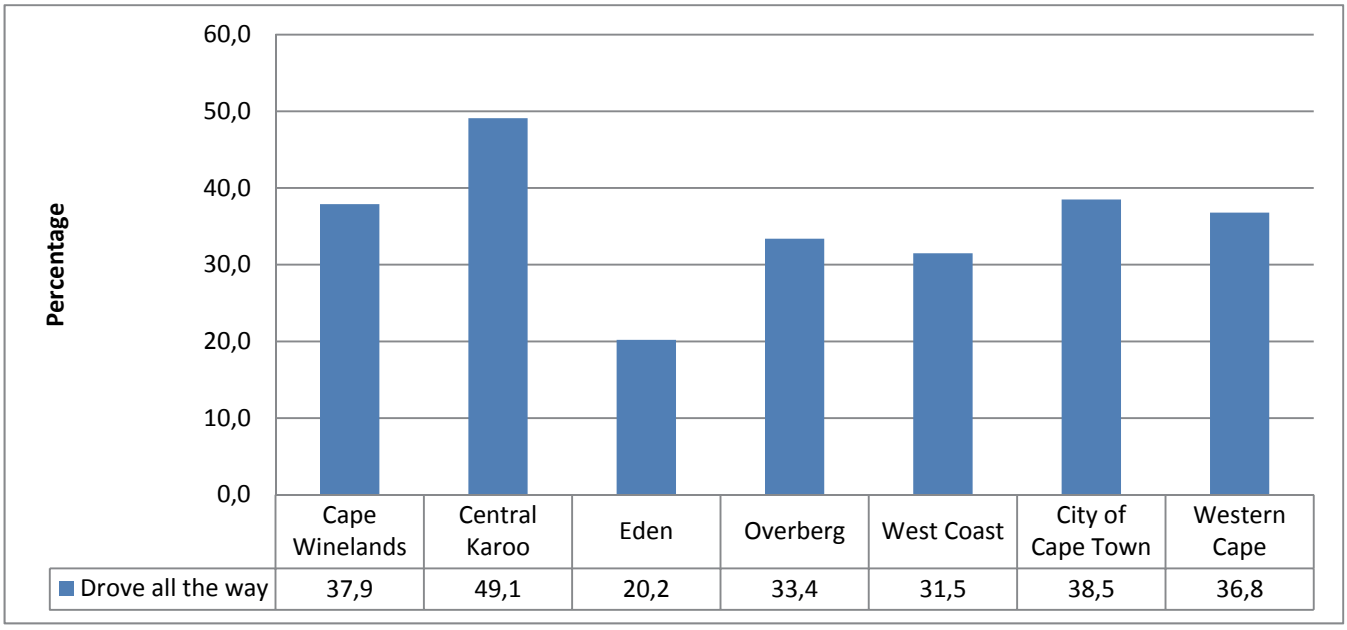
Figure 5.4: Percentage of workers who walked all the way to place of work by geographic location



Percentages calculated within geographic location.

Figure 5.4 illustrates the percentage of workers who walked all the way to work by geographical location. About 16% of the workers in Western Cape walked all the way to work (16,2%). A large percentage of workers who indicated that they walked all the way to work were found in rural areas (61,1%), followed by urban areas (27,9%) and 7,5% came from metro areas.

Figure 5.5: Percentage of workers who drove all the way to their place of work by district municipality



Percentages calculated within district municipalities.

Figure 5.5 shows the percentage of workers who drove all the way to their workplace in Western Cape. More than three in ten workers (36,8%) in the province drove all the way to their place of work. The districts where workers were most likely to drive all the way to work were found in Central Karoo DM (49,1%), followed by City of Cape Town (38,5%), and Cape Winelands DM (37,9%).

Table 5.6: Number of persons who drove all the way to place of work by district municipality and mode of travel

District municipality	Statistics (numbers in thousands)	Mode of travel				
		Car/ bakkie	Motor cycle/ scooter	Minibus (private)	Other	Total
Cape Winelands	Number	73	1	2	*	**77**
	Per cent	95,2	1,9	2,0	*	**100,0**
Central Karoo	Number	2	*	*	*	**2**
	Per cent	91,3	*	*	*	**100,0**
Eden	Number	22	*	2	1	**25**
	Per cent	86,4	*	6,3	4,2	**100,0**
Overberg	Number	12	*	*	1	**13**
	Per cent	87,6	*	*	7,7	**100,0**
West Coast	Number	19	*	1	1	**22**
	Per cent	87,5	*	6,5	4,2	**100,0**
City of Cape Town	Number	482	10	8	7	**506**
	Per cent	95,2	1,9	1,5	1,4	**100,0**
Western Cape	**Number**	**610**	**13**	**12**	**11**	**646**
	Per cent	**94,4**	**2,0**	**1,9**	**1,7**	**100,0**

*Unweighted 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.
Others include: Truck/lorry.

Table 5.6 summarises the number of workers who drove all the way to work by mode of transport in the province. Of the 646 000 workers who drove all the way to work, 610 000 used cars/bakkies, while 13 000 travelled by motorcycles and 12 000 travelled by minibus.

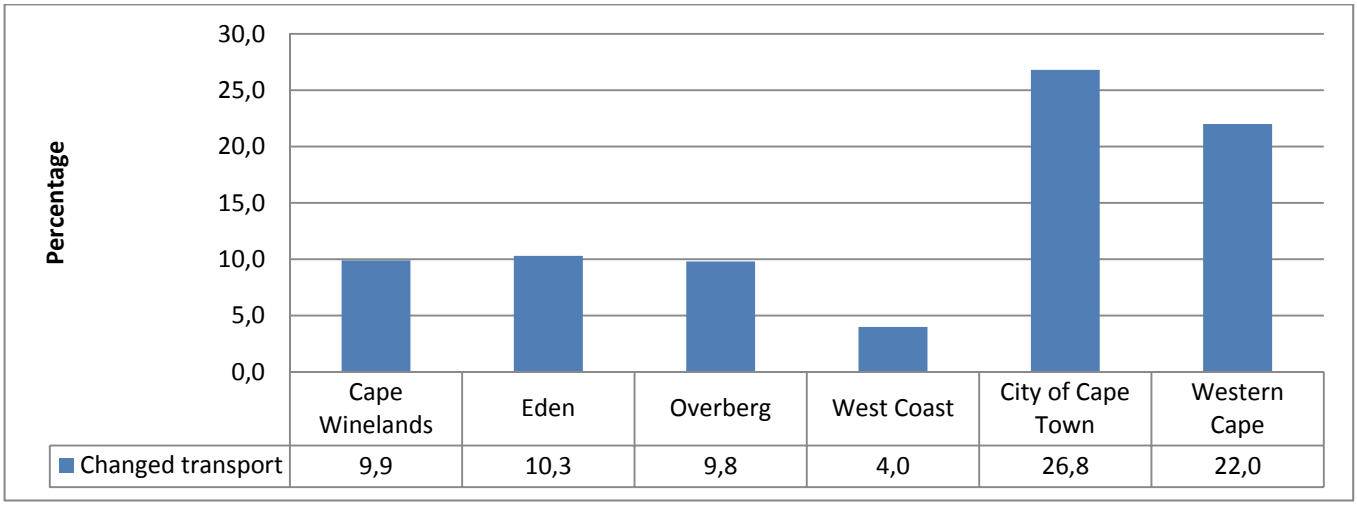
Table 5.7: Workers who changed transport on the way to work by district municipality

District municipality	Number who did not drive all the way to work ('000)	Changed transport		
		Number ('000)	Per cent within district municipality	Per cent within Western Cape
Cape Winelands	119	12	9,9	5,1
Eden	93	10	10,3	4,2
Overberg	25	2	9,8	1,1
West Coast	44	2	4,0	0,8
City of Cape Town	763	205	26,8	88,9
Western Cape	**1 047**	**230**	**22,0**	**100,0**

Numbers for workers using public transport in Central Karoo were very small and insignificant to be of any use.
*Unweighted 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.

Table 5.7 depicts the number of workers who had to connect once or more when travelling to work. About 230 000 indicated that they had to connect at least once when going to work. City of Cape Town recorded the highest percentage of workers who changed transport (88,9%), followed by Cape Winelands DM (5,1%) and Eden DM (4,2%).

Figure 5.6: Percentage of workers who changed transport on the way to their place of work by district municipality



Percentages calculated within district municipalities.

Twenty-two per cent of workers who did not drive all the way to work said that they changed transport during the course of their journey. More than a quarter of those who changed mode of travel were from City of Cape Town (26,8%), followed by Eden DM (10,3%) and Cape Winelands DM (9,9%).

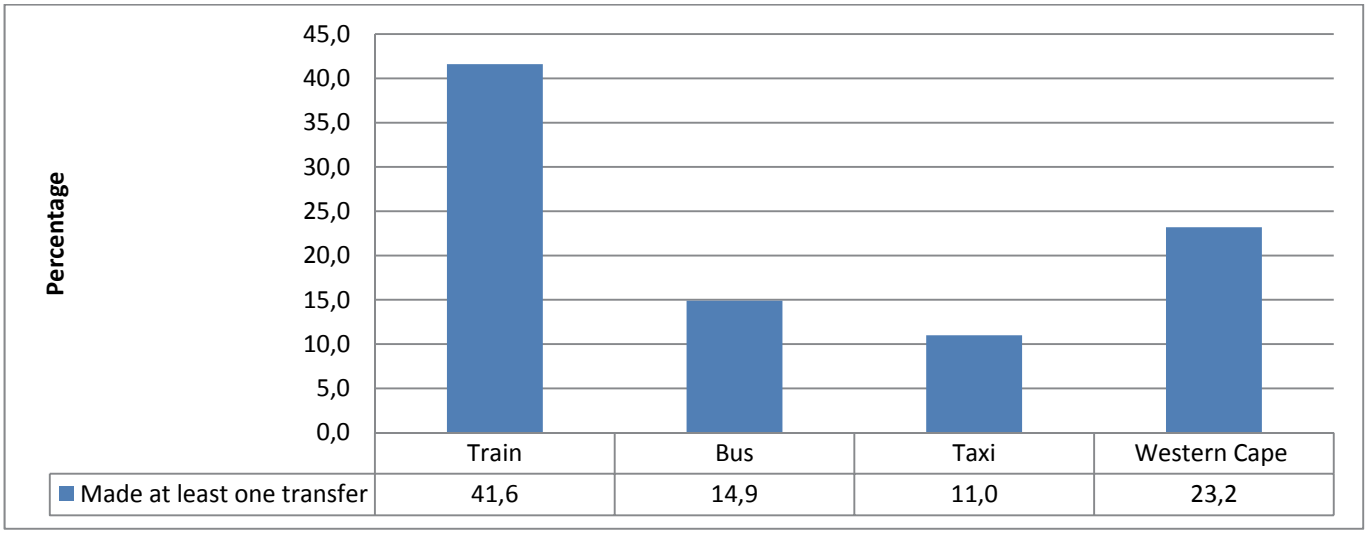
Table 5.8: Number of transfers made by public transport users

Main mode of travel	No of transfers (percentage of trips)			
	0	1	2	3
Train	58,4	36,9	2,7	2,0
Bus	85,1	13,8	0,6	0,5
Taxi	89,0	8,3	1,4	1,3
Total	**76,8**	**20,1**	**1,7**	**1,4**

Percentages calculated within main mode of travel.

Table 5.8 demonstrates transfers made by public transport users. The majority of taxi (89,0%), bus (85,1%) and train (58,4%) users did not need to make any transfers while travelling. More than one-third (36,9%) of train users had to transfer at least once during their trips to work.

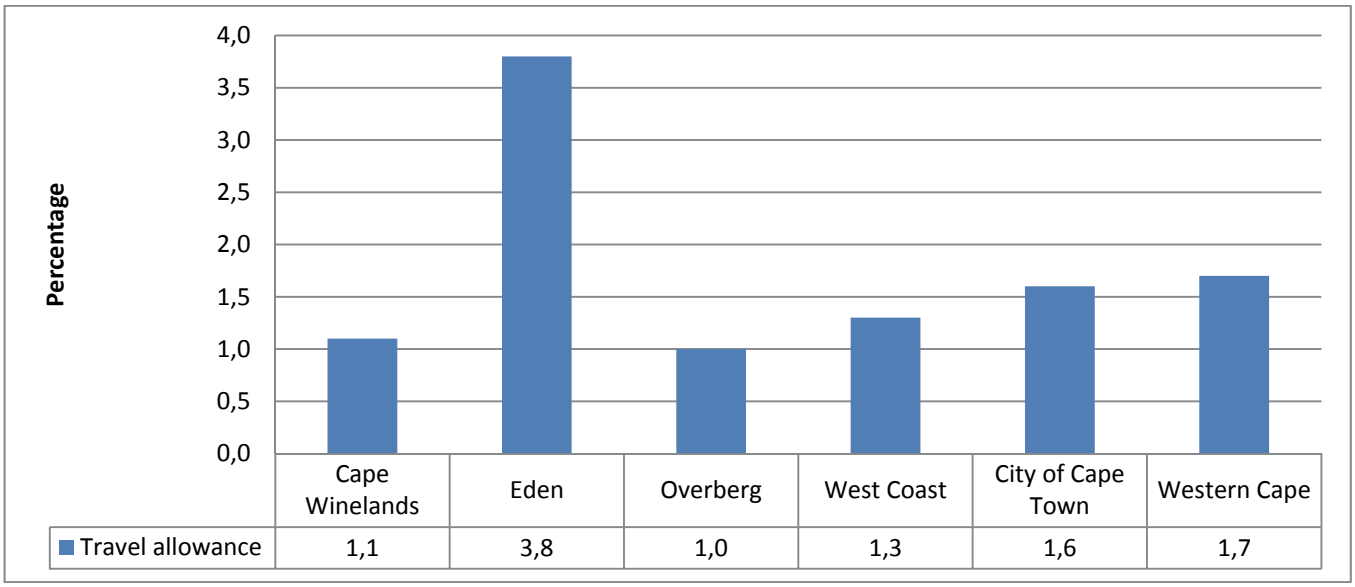
Figure 5.7: Percentage of public transport users who made at least one transfer



Percentages calculated within main mode of travel.

Only 23% of workers who used public transport made at least one transfer. Workers travelling by train (41,6%) were more likely to make transfers than workers travelling by bus (14,9%) and taxi (11,0%).

Figure 5.8: Percentage of workers who received travel allowances from their employers for public transport by district municipality



Numbers for workers using public transport in Central Karoo were very small and insignificant to be of any use.
Percentages calculated within municipalities.

Workers in the province rarely receive a travel allowance from their employers for public transport. This is illustrated by the 1,7% of such workers in Figure 5.8. In Eden DM, workers were most likely to receive travel allowances (3,8%), compared to other district municipalities.

5.3 Departure, waiting, arrival and total travel times

Table 5.9: Time workers leave for work by district municipality

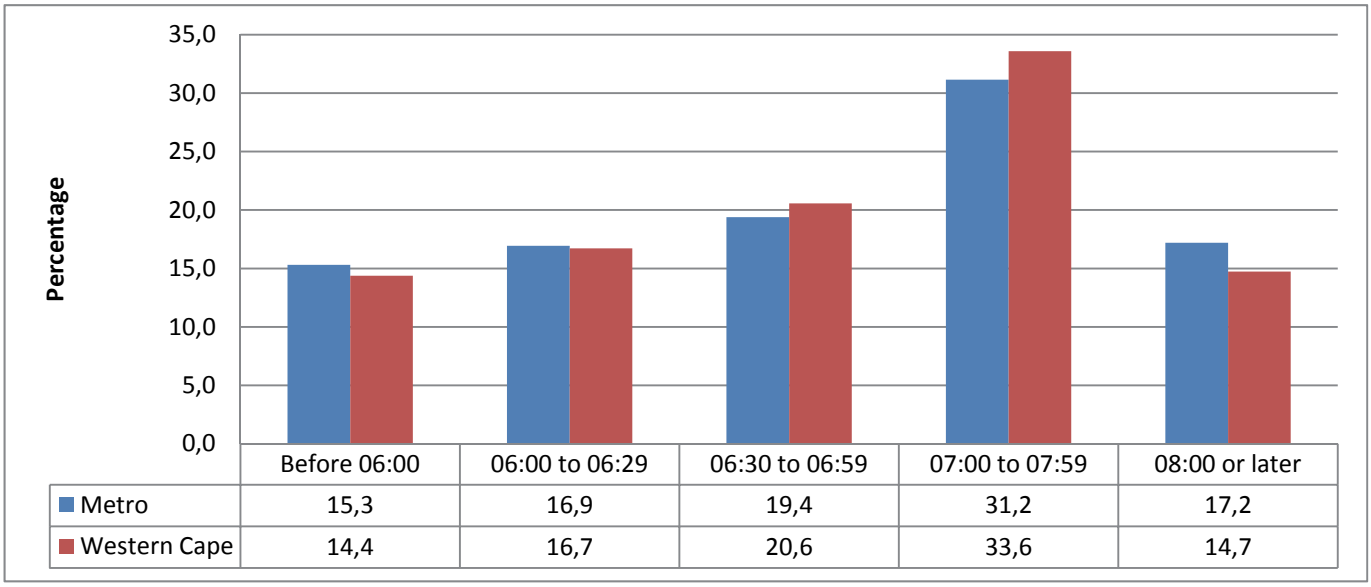
District municipality	Number of workers who completed the question ('000)	Time workers leave (Percentage of workers within municipality)					
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Cape Winelands	296	15,8	18,7	23,2	32,7	9,6	**100,0**
Central Karoo	16	9,5	8,5	18,5	44,5	19,1	**100,0**
Eden	180	9,2	15,4	27,2	39,0	9,3	**100,0**
Overberg	77	6,6	9,0	18,1	58,1	8,1	**100,0**
West Coast	108	14,0	17,0	19,6	39,0	10,4	**100,0**
City of Cape Town	1 373	15,3	17,0	19,4	31,1	17,2	**100,0**
Western Cape	**2 051**	**14,4**	**16,7**	**20,6**	**33,6**	**14,7**	**100,0**
Geographic location							
Metro	1 368	15,3	16,9	19,4	31,2	17,2	**100,0**
Urban	557	12,2	15,6	20,6	40,9	10,8	**100,0**
Rural	126	14,1	19,3	33,3	28,0	5,4	**100,0**

The totals used to calculate percentages excluded unspecified cases for the time the working population leaves for work.
Percentages calculated within district municipalities.

Table 5.9 describes the time workers leave their place of residence to work. Slightly more than one-third of workers in Western Cape left home from 07:00 to 07:59 (33,6%) in the morning to work, followed by (20,6%) who left from 06:30 to 06:59 and 16,7% between 06:00 and 06:29. Almost similar percentages of workers left at 08:00 or later (14,7%) or before 06:00 (14,4%) to work.

Almost 60% of workers (58,1%) from Overberg DM left between 07:00 and 07:59 for work, followed by 18,1% who left between 06:30 and 06:59 and 9,0% who left between 06:00 and 06:29. In City of Cape Town, 31,1% of workers left between 07:00 and 07:59 for work, followed by 17,2% who left between 06:30 and 06:59 and 17,2% who left at 08:00 or later for work.

Figure 5.9: Percentage of workers in metropolitan areas by leaving time to place of work



	Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later
Metro	15,3	16,9	19,4	31,2	17,2
Western Cape	14,4	16,7	20,6	33,6	14,7

Percentages calculated within the metro and the province.

According to Figure 5.9, approximately more than half of the workers in the province and metro areas were likely to leave before 07:00 (51,7 and 51,6% respectively). Approximately 15% of the workers in Western Cape left their home at 08:00 or later, while the percentage for the metro areas is 17%.

Table 5.10: Number of workers by arrival time at place of work and district municipality

District municipality	Number of workers who completed the question ('000)	Time workers arrive (Percentage of workers within municipality)					
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Cape Winelands	296	6,2	7,9	22,0	44,5	19,4	**100,0**
Central Karoo	16	7,3	6,1	8,6	38,5	39,5	**100,0**
Eden	180	4,7	4,9	10,8	55,5	24,1	**100,0**
Overberg	77	3,5	2,1	13,4	65,0	15,9	**100,0**
West Coast	108	5,2	5,8	21,1	49,9	17,9	**100,0**
City of Cape Town	1 373	3,9	3,7	8,9	44,1	39,4	**100,0**
Western Cape	**2 051**	**4,4**	**4,4**	**11,8**	**46,2**	**33,2**	**100,0**
Geographic location							
Metro	1 368	3,9	3,6	8,8	44,2	39,4	**100,0**
Urban	557	5,1	4,4	16,0	51,5	23,0	**100,0**
Rural	126	6,2	13,8	25,2	44,3	10,5	**100,0**

Percentages calculated within municipalities.
Total excludes unspecified arrival time.

Table 5.10 indicates the arrival time of workers at their place of work. In Western Cape, more than 45% of the workers' arrival time was from 07:00 to 07:59 (46,2%) in the morning. Almost one-third of workers arrived at 08:00 (33,2%) or later. More than eight in ten workers in Overberg DM (80,9%) arrived at 07:00 or later.

Irrespective of geographic locations, most workers reached their workplace between 07:00 and 07:59 in the mornings. Notwithstanding, significantly more than a quarter of workers in rural areas reached their places of work between 06:30 and 06:59 in the morning.

Table 5.11: Workers by district municipality and walking time to the first public transport

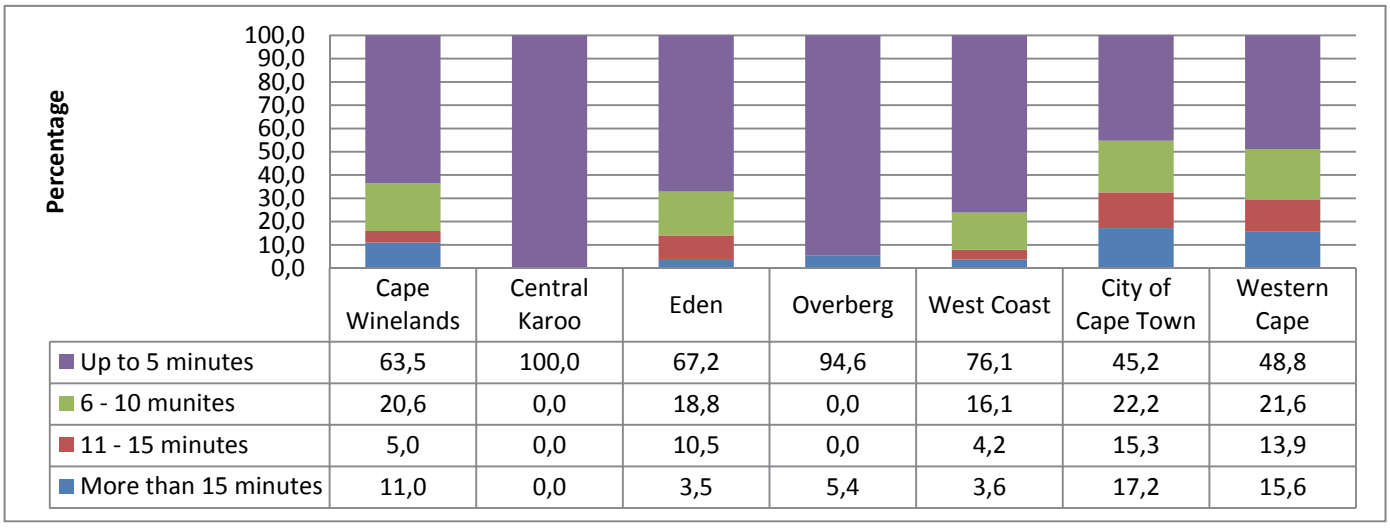
District municipality	Number of workers who walked to first public transport ('000)	(per cent within municipality)				
		Up to 5 min	6–10 min	11–15 min	>15 min	Total
Cape Winelands	47	63,5	20,6	5,0	11,0	**100,0**
Eden	36	67,2	18,8	10,5	3,5	**100,0**
Overberg	4	94,6	*	*	5,4	**100,0**
West Coast	15	76,1	16,1	4,2	3,6	**100,0**
City of Cape Town	545	45,2	22,2	15,3	17,2	**100,0**
Western Cape	**647**	**48,8**	**21,6**	**13,9**	**15,6**	**100,0**

* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Totals used to calculate percentages excluded unspecified cases for walking time (in minutes).
Numbers for workers using public transport in Central Karoo were very small and insignificant to be of any use.
Percentages calculated within district municipalities.

Roughly 49% of workers in Western Cape walked up to five minutes to their first public transport, followed by 21,6% of those who walked between six minutes and ten minutes. Approximately fifteen per cent of workers (15,6%) walked for more than 15 minutes to get to their first public transport.

In Overberg DM, almost all workers walked up to five minutes to the first public transport. About 92,2% of workers in West Coast DM walked up to 10 minutes, while just 3,6% walked more than 15 minutes. Table 5.11 further depicts that more than fifteen per cent of the workers in City of Cape Town walked more than 15 minutes to their first public transport.

Figure 5.10: Percentage of workers by district municipality and walking time to the first public transport (train, bus and taxi)



	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Up to 5 minutes	63,5	100,0	67,2	94,6	76,1	45,2	48,8
6 - 10 munites	20,6	0,0	18,8	0,0	16,1	22,2	21,6
11 - 15 minutes	5,0	0,0	10,5	0,0	4,2	15,3	13,9
More than 15 minutes	11,0	0,0	3,5	5,4	3,6	17,2	15,6

Percentages calculated within district municipalities.

Figure 5.10 illustrates that 48,8% of workers walked up to five minutes to their first public transport, 21,6% walked 6–10 minutes, 13,9% walked between 11 and 15 minutes and 15,6% walked more than 15 minutes.

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

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	235	26,7	20,9	23,4	29,0	**100,0**
Bus	123	61,5	20,7	10,0	7,7	**100,0**
Taxi	289	61,4	22,6	7,9	8,0	**100,0**
Total	**647**	**48,8**	**21,6**	**13,9**	**15,6**	**100,0**

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

Table 5.12 presents workers' walking time to the first public transport by mode of transport. Significantly more of the taxi and bus users (61,5% and 61,4% respectively) as opposed to train users (26,7%) said that they walked up to five minutes to get to their first transport. A significant percentage of train users (29,0%) indicated that they walked more than 15 minutes to their first public transport.

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

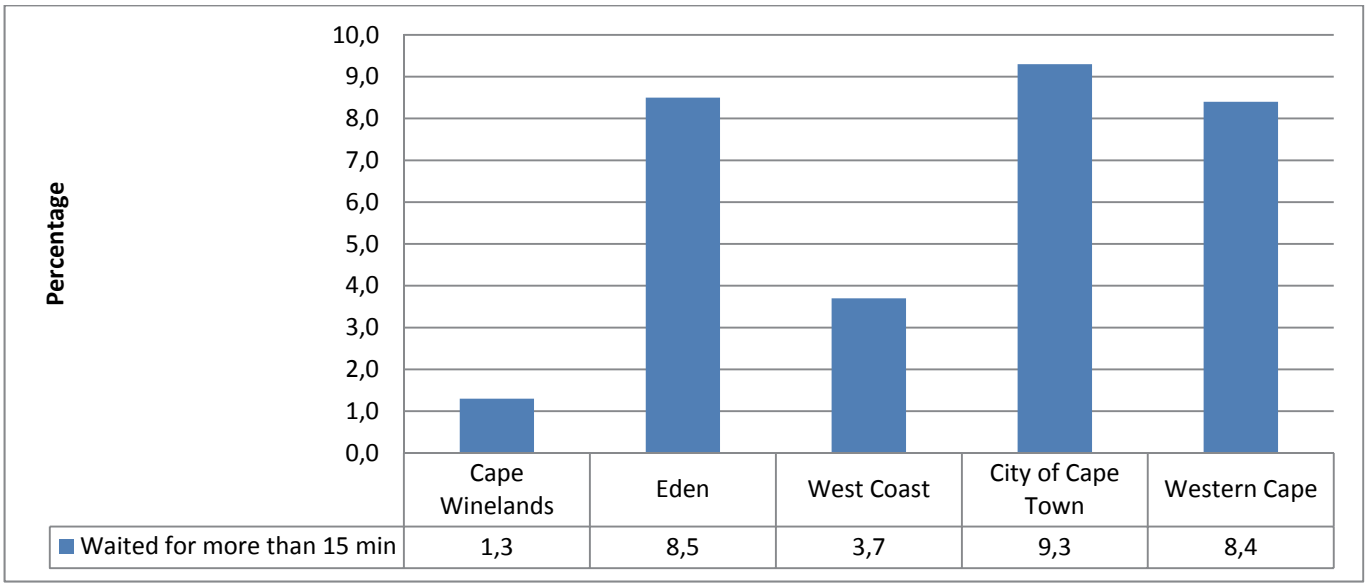
District municipality	Number of workers who waited for public transport ('000)	Waiting time (per cent within municipality)				
		Up to 5 min	6–10 min	11–15 min	>15 min	Total
Cape Winelands	45	82,0	16,7	*	1,3	**100,0**
Eden	35	71,8	18,7	1,1	8,5	**100,0**
Overberg	5	91,9	8,1	*	*	**100,0**
West Coast	14	84,6	11,7	*	3,7	**100,0**
City of Cape Town	492	60,3	24,7	5,7	9,3	**100,0**
Western Cape	**590**	**63,5**	**23,3**	**4,8**	**8,4**	**100,0**

Percentages calculated within municipalities.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Numbers for workers using public transport in Central Karoo were very small and insignificant to be of any use.

Table 5.13 indicates that more than six in ten workers in Western Cape (63,5%) who used public transport waited for up to five minutes for their first public transport, less than a quarter (23,3%) waited 6–10 minutes and 4,8% waited for 11–15 minutes. About eight per cent waited for more than 15 minutes for their first public transport (8,4%).

In Overberg DM, 91,9% of workers waited for up to five minutes and 8,1% waited 6–10 minutes. Slightly more than six in ten workers in City of Cape Town (63,5%) waited up to five minutes, 23,3% waited between six and ten minutes and 9,3% waited for more than 15 minutes.

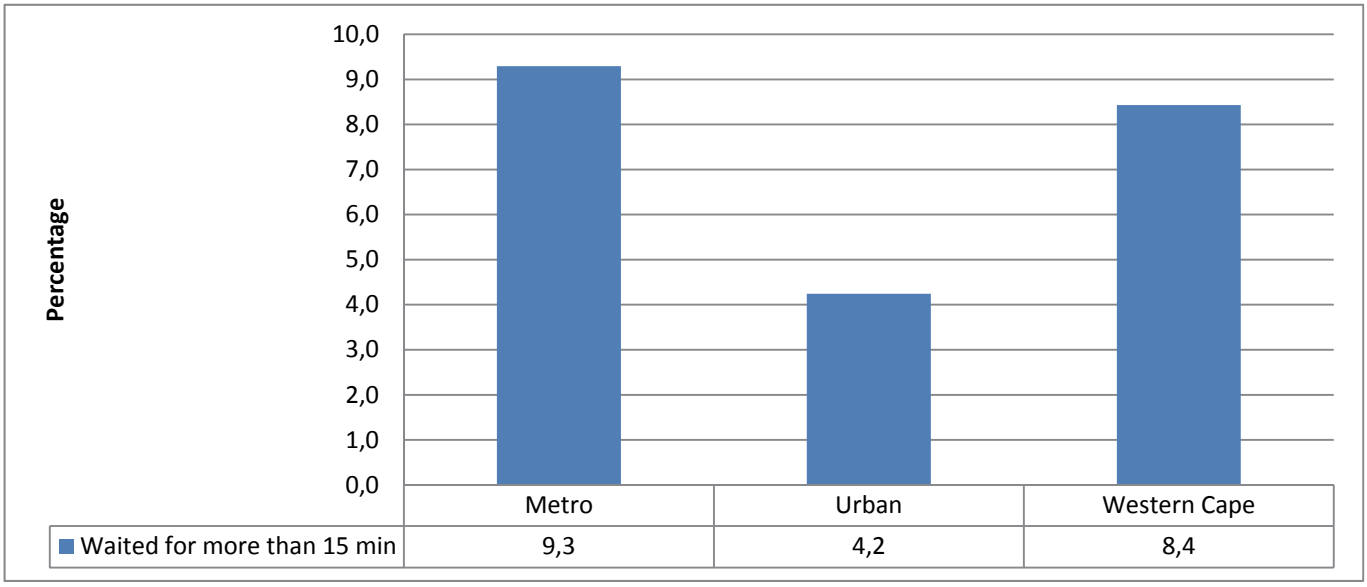
Figure 5.11: Percentage of workers who waited for more than 15 minutes for the first public transport by district municipality



Percentages calculated within district municipalities.
Numbers for workers using public transport in Central Karoo were very small and insignificant to be of any use.

Approximately 8% of workers who used public transport waited for more than 15 minutes for their first public transport (8,4%). City of Cape Town (9,3%) had the highest proportion of workers who waited for more than 15 minutes, followed by Eden DM (8,5%) and West Coast DM (3,7%).

Figure 5.12: Percentage of workers who waited for more than 15 minutes for public transport by geographic location



Percentages calculated within the province.
Numbers for workers using public transport in rural areas were very small and insignificant to be of any use.

Figure 5.12 shows that 9,3% of workers in metro areas and 4,2% in urban areas waited for more than 15 minutes for the first public transport in Western Cape.

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

District municipality	Mode of travel														
	Train					Bus					Taxi				
		Per cent in WC					Per cent in WC					Per cent in WC			
	Total ('000)	Up to 5 min	6-10 min	11-15 min	>15 min	Total ('000)	Up to 5 min	6-10 min	11-15 min	>15 min	Total ('000)	Up to 5 min	6-10 min	11-15 min	>15 min
Cape Winelands	**9**	4,6	5,2	*	3,3	**7**	8,0	7,8	*	*	**28**	13,6	3,2	*	*
Eden	*	*	*	*	*	**2**	2,5	0,7	*	*	**33**	12,1	15,5	3,5	10,6
Overberg	*	*	*	*	*	**1**	2,2	*	*	*	**4**	1,6	0,9	*	*
West Coast	*	*	*	*	*	**4**	5,0	2,5	*	*	**10**	4,5	1,5	*	1,9
City of Cape Town	**203**	95,0	94,8	100,0	96,7	**90**	82,4	88,9	100,0	100,0	**199**	68,0	78,9	96,5	87,5
Western Cape	**212**	**100,0**	**100,0**	**100,0**	**100,0**	**104**	**100,0**	**100,0**	**100,0**	**100,0**	**274**	**100,0**	**100,0**	**100,0**	**100,0**

Numbers for workers using public transport in Central Karoo were very small and insignificant to be of any use.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Total excludes unspecified waiting time.

Table 5.14 presents the findings for workers who used public transport and the times they waited for their taxis, buses and trains. There were more train commuters (212 000), followed by taxi commuters (199 000) and bus commuters (90 000) in the province.

Most of the workers who waited up to five minutes for their first taxis, buses and trains were from City of Cape Town. Workers who used taxis as their public transport and waited for more than 15 minutes were more likely to come from City of Cape Town (87,5%) and Eden DM (10,6%).

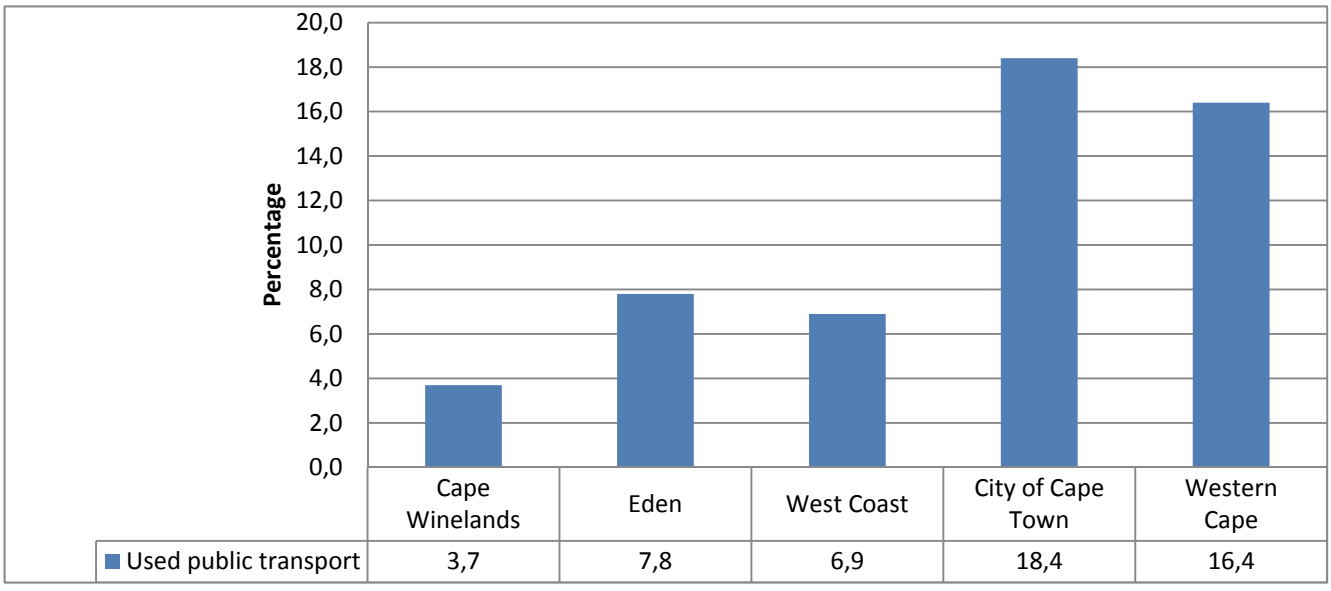
Table 5.15: Walking time at the end of the work trip using public transport (train, bus and taxi) by district municipality

District municipality	Number of workers who walked at the end of the work trip ('000)	Walking time (per cent within municipality)				
		Up to 5 min	6–10 min	11–15 min	>15 min	Total
Cape Winelands	38	74,1	13,3	8,8	3,7	**100,0**
Eden	36	72,9	7,6	11,7	7,8	**100,0**
Overberg	4	100,0	*	*	*	**100,0**
West Coast	12	77,7	11,2	4,2	6,9	**100,0**
City of Cape Town	486	40,3	28,4	12,8	18,4	**100,0**
Western Cape	**576**	**45,8**	**25,5**	**12,2**	**16,4**	**100,0**

Numbers for workers using public transport in Central Karoo were very small and insignificant to be of any use.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

The table shows the walking time of workers who used public transport and walked after being dropped off by their public transport in order to reach their place of work. Approximately forty-six per cent of workers using public transport (45,8%) walked five minutes or less to reach their workplace, followed by 25,5% who walked between six and ten minutes and a further 16,4% who walked more than 15 minutes. Approximately 12% of workers walked between 11 and 15 minutes (12,4%). City of Cape Town (18,4%) had the highest percentage of commuters who walked for 15 minutes and more, followed by Eden DM (7,8%).

Figure 5.13: 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 district municipality



Percentages calculated within municipalities.
Numbers for workers using public transport in Central Karoo were very small and insignificant to be of any use.

Figure 5.13 shows that 16,4% of workers in Western Cape used public transport and walked for more than 15 minutes at the end of the trip to reach their place of work; 18,4% in City of Cape Town and 7,8% in Eden DM.

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

District municipality	Transport mode														
	Train					Bus					Taxi				
	Number of workers who walked at the end of the work trip ('000)	Percentage				Numbe 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
Cape Winelands	**10**	5,5	3,6	7,2	2,6	**1**	3,5	*	*	*	**27**	13,6	5,5	2,7	*
Eden	*	*	*	*	*	**1**	3,0	*	*	1,9	**34**	14,2	6,0	19,0	9,8
Overberg	*	*	*	*	*	*	0,7	*	*	*	**4**	2,2	*	*	*
West Coast	*	0,4	*	*	*	**3**	2,2	3,4	*	5,6	**10**	4,9	0,9	2,4	*
City of Cape Town	**209**	94,1	96,4	92,8	97,4	**82**	90,6	96,6	100,0	92,5	**193**	65,0	87,6	76,0	90,2
Western Cape	**219**	**100,0**	**100,0**	**100,0**	**100,0**	**88**	**100,0**	**100,0**	**100,0**	**100,0**	**268**	**100,0**	**100,0**	**100,0**	**100,0**

* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Numbers for workers using public transport in Central Karoo were very small and insignificant to be of any use.
Total excludes unspecified walking time.

Of the 219 000 workers who walked at the end of the train trip to work in the province, the majority were from City of Cape Town (209 000), followed by Cape Winelands (10 000). The majority of workers who used public transport and walked up to five minutes to reach their place of work were from City of Cape Town. Of those who used buses and trains, the same trend was observed; the majority of commuters were from the City of Cape Town.

Table 5.17: Total time travelled to place of work by main mode and district municipality

Main mode of travel and total time in minutes	District municipality (per cent within municipality)						
	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Train							
Mean (minutes)	88	*	*	*	113	76	**79**
1–30	10,7	*	*	*	*	9,4	**9,5**
31–60	13,3	*	*	*	*	32,3	**31,2**
61+	76,1	*	*	*	100,0	58,3	**59,4**
Total	**100,0**	*	*	*	**100,0**	**100,0**	**100,0**
Bus							
Mean (minutes)	31	*	47	36	59	75	**69**
1–30	86,0	*	43,6	62,1	49,5	11,4	**21,6**
31–60	5,9	*	43,5	34,2	13,4	32,6	**30,0**
61+	8,1	*	13,0	3,7	37,1	55,9	**48,5**
Total	**100,0**	*	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi							
Mean (minutes)	35	*	37	28	30	53	**49**
1–30	54,0	*	60,5	93,0	80,2	29,6	**38,6**
31–60	43,2	*	35,9	7,0	17,4	43,9	**41,3**
61+	2,8	*	3,6	*	2,4	26,6	**20,0**
Total	**100,0**	*	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car driver							
Mean (minutes)	31	26	30	25	31	43	**40**
1–30	72,7	89,7	77,3	88,5	74,2	46,7	**53,8**
31–60	17,2	3,1	16,8	10,5	18,9	38,8	**33,4**
61+	10,1	7,1	6,0	1,0	6,9	14,4	**12,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car Passenger							
Mean (minutes)	30	143	37	24	33	46	**39**
1–30	73,7	*	59,0	84,9	71,9	44,2	**58,1**
31–60	18,2	39,6	33,9	13,2	21,5	37,7	**29,7**
61+	8,2	60,4	7,1	1,9	6,6	18,2	**12,2**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Walk all the way							
Mean (minutes)	23	32	35	24	20	38	**29**
1–30	84,4	74,0	64,5	88,8	88,6	61,6	**74,6**
31–60	13,1	19,8	25,4	9,4	9,2	27,2	**18,9**
61+	2,5	6,2	10,2	1,8	2,2	11,2	**6,5**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Total excludes the unspecified time travelled.

Table 5.17 illustrates that train users needed more time than users of any other mode to reach their work places. They needed on average 79 minutes to travel to work and about 58,6% took more than an hour to reach their work places. For those who used buses, it took them 69 minutes on average to reach the workplace and 48,5% spent more than an hour to reach their workplace in the province.

Those who travelled by taxi took 49 minutes on average to reach their workplace and 41,3% spent between 31 and 60 minutes travelling to reach their workplace in the province. Car/truck drivers and car/truck passengers needed an average time of 40 minutes and 39 minutes respectively to travel to their workplace. Workers who walked all the way to work needed on average 29 minutes to travel to their workplace.

Table 5.18: Average monthly cost of transport by main mode and district municipality

Main mode and monthly payment in rands	District municipality (per cent within municipality)						
	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Train							
Mean (rands)	400	*	*	*	537	344	**348**
1–100	*.	*	*	*	*	2,7	**2,6**
101–20	30,4	*	*	*	*	43,7	**42,9**
200+	69,6	*	*	*	100,0	53,6	**54,5**
Total	**100,0**	*	*	*	**100,0**	**100,0**	**100,0**
Bus							
Mean (rands)	1 021	*	235	152	651	471	**474**
1–100	*	*	30,6	*	*	2,4	**2,9**
101–20	*	*	5,2	60,1	*	2,3	**2,6**
200+	100,0	*	64,2	39,9	100,0	95,3	**94,5**
Total	**100,0**	*	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi							
Mean (rands)	395	*	336	424	384	505	**468**
1–100	*	*	4,3	*	*	1,6	**1,8**
101–20	4,2	*	10,3	38,1	7,8	3,0	**4,4**
200+	95,8	*	85,4	61,9	92,2	95,4	**93,8**
Total	**100,0**	*	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car driver							
Mean (rands)	200	57	229	*	2 187	1 531	**1 405**
1–100	*	100,0	13,2	*	*	*	**1,9**
101–20	*	*	36,5	*	*	2,8	**6,4**
200+	100,0	*	50,2	*	100,0	97,2	**91,7**
Total	**100,0**	**100,0**	**100,0**	*	**100,0**	**100,0**	**100,0**
Car passenger							
Mean (rands)	359	*	450	690	446	630	**557**
1–100	3,6	*	11,4	*	*	2,8	**3,8**
101–20	6,0	*	22,0	25,6	*	6,2	**8,6**
200+	90,4	*	66,6	74,4	100,0	91,1	**87,6**
Total	**100,0**	*	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Total excludes unspecified monthly costs.
Percentages calculated within district municipalities.

According to Table 5.18, car as driver appeared to be the most expensive mode of travel in Western Cape with an average monthly cost of R1 405, followed by car passenger (R557) and bus (R474). Trains were the cheapest with an average monthly cost of R348.

6. Business trips

Business trips are trips taken by people aged 15 years and older, as part of the execution of their duties as workers. Business trips can be taken for numerous reasons, for example attending meetings at other companies, conferences and visiting suppliers etc. These trips must be 20 km radius away from the usual place of work; furthermore, this dismisses trips made by one to their usual place of work. Business trips can be day or overnight trip(s).

This section explores the business-related behaviour of individuals in Western Cape. Prominence is given to the following aspects: geographic location of business travellers, frequency of trips, main mode of travel used, and district municipality of origin to district municipality/province of destination.

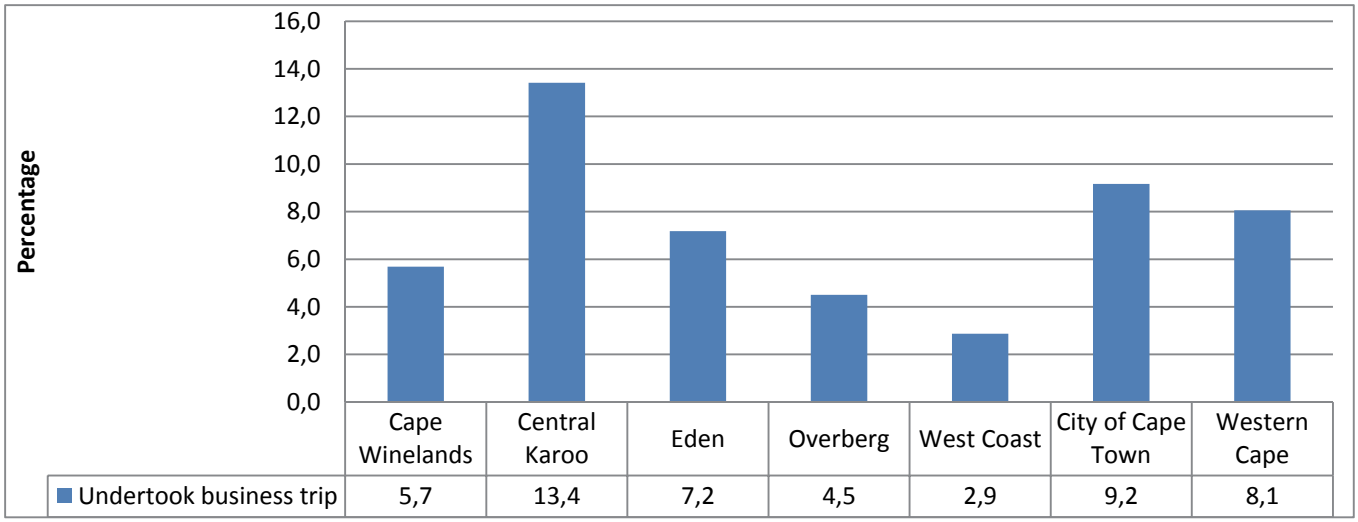
Table 6.1: Incidence of business trips during the past calendar month by district municipality and geographic location

District municipality	Workers aged 15 years and older ('000)	Business trips amongst workers 15 years and older		
		Number ('000)	Per cent within municipality	Per cent within Western Cape
Cape Winelands	319	18	5,7	9,8
Central Karoo	17	2	13,4	1,2
Eden	196	14	7,2	7,6
Overberg	83	4	4,5	2,0
West Cost	118	3	2,9	1,8
City of Cape Town	1 569	144	9,2	77,6
Western Cape	**2 301**	**185**	**8,1**	**100,0**
Geographic location				
Metro	1 564	143	9,2	77,3
Urban	605	38	6,3	20,5
Rural	132	4	3,0	2,1

Percentages calculated within district municipality and within Western Cape.

The information presented in Table 6.1 shows the distribution of people who took business trips during the calendar month preceding the survey, by district municipality. Of the 2,3 million workers aged 15 years and older, only 185 000 indicated that they undertook business trips during the reference period. More than seven out of ten business travellers within the province were from City of Cape Town, with a further 9,8% from Cape Winelands DM and Eden DM (7,6%). Most of the workers (77,3%) who took business trips were from metro areas, followed by urban areas (20,5%) and about 2,1% were from rural areas.

Figure 6.1: Percentage of workers 15 years and older who took business trips by district municipality



Percentages calculated within district municipalities.

Figure 6.1 indicates the percentage of workers 15 years and older who took business trips by municipality. In the province, 8,1% of workers who were interviewed indicated that they undertook business trips. Workers in Central Karoo DM (13,4%), City of Cape Town (9,2%) and Eden DM (7,2%) were the most likely to travel for business purposes, whilst workers in West Coast DM (2,9%) were least.

Table 6.2: Workers who undertook business trips during the calendar month prior to the interview by district municipality

District municipality	Number of workers who undertook business trips ('000)	Number of business trips (per cent within municipality)					
		1–5 trips	6–10 trips	11–15 trips	16–20 trips	>20 trips	Total
Cape Winelands	18	59,7	20,9	5,3	14,0	*	**100,0**
Central Karoo	2	82,0	12,8	5,2	*	*	**100,0**
Eden	13	71,6	27,5	0,9	*	*	**100,0**
Overberg	3	90,3	3,1	*	3,4	3,2	**100,0**
West Coast	3	50,7	17,7	15,3	16,3	*	**100,0**
City of Cape Town	141	74,5	12,1	5,3	5,3	2,9	**100,0**
Western Cape	**181**	**72,8**	**14,0**	**5,1**	**5,8**	**2,3**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Totals exclude unspecified cases.
Percentages calculated within district municipalities.

Table 6.2 demonstrates the number of business trips undertaken by workers in Western Cape. More than seventy per cent (72,8%) of workers indicated that they have undertaken one to five trips during the reference period, followed by 14% who undertook six to ten trips and only 2,3% undertook more than 20 trips. Slightly more than 90% of workers undertook one to five business trips in Overberg DM (90,3%) during the reference period, while 27,5% undertook six to ten trips.

In City of Cape Town (74,5%), 1–5 business trips were undertaken by workers, followed by those who undertook 6–10 trips (12,1%). Slightly more than 50% of the workers who undertook business trips in West Coast DM (50,7%) took 1–5 business trips, followed by 17,7% who undertook 6–10 trips, those who undertook 11–15 trips at 15,3% and 16,3% for more than 20 trips.

Table 6.3: Main mode of travel used for business trip, by district municipality

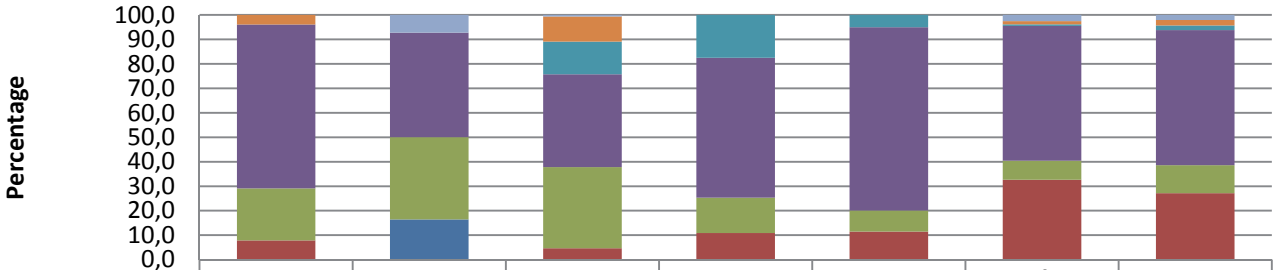
Mode of travel		Statistics (numbers in thousands)	District municipality (per cent within municipality)						
			Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Public transport	Train	Number	*	*	*	*	*	4	**4**
		Per cent	*	7,3	0,7	*	*	2,5	**2,1**
	Bus	Number	1	*	1	*	*	2	**4**
		Per cent	3,9	*	10,2	*	*	1,3	**2,2**
	Taxi	Number	*	*	2	1	*	1	**4**
		Per cent	*	*	13,3	17,5	5,0	0,6	**1,9**
Private transport	Car/bakkie/truck driver	Number	12	1	5	2	3	79	**102**
		Per cent	67,0	42,7	37,9	57,1	74,9	55,0	**55,2**
	Car/bakkie/truck passenger	Number	4	1	4	1	*	11	**21**
		Per cent	21,3	33,7	33,2	14,5	8,6	7,8	**11,4**
Aircraft		Number	1	*	1	*	*	47	**50**
		Per cent	7,9	*	4,7	10,9	11,5	32,7	**27,0**
Other modes		Number	*	*	*	*	*	*	
		Per cent	*	16,4	*	*	*	*	**0,2**
Total		**Number**	**18**	**2**	**13**	**4**	**3**	**143**	**184**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Totals exclude unspecified cases.
Percentages calculated within district municipalities.
Other modes include bicycles, animal transport, motorcycles/scooters etc.

About 55,2% of the workers who travelled for business purposes used car/truck driver as their main mode of travel, followed by aircraft (27%), which was the second most frequently used main mode. For business trips undertaken in City of Cape Town, 55% used car/truck driver as their main mode of travel, while 32,7% used aircraft. In Overberg DM, 57% of the workers used a car/bakkie as drivers as their main mode of travel for business trips, followed by 17,5% who used taxis.

In Cape Winelands DM, for 67% of the business trips that were undertaken, car/truck driver was the main mode of travel followed by car/truck passenger (21,3%).

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

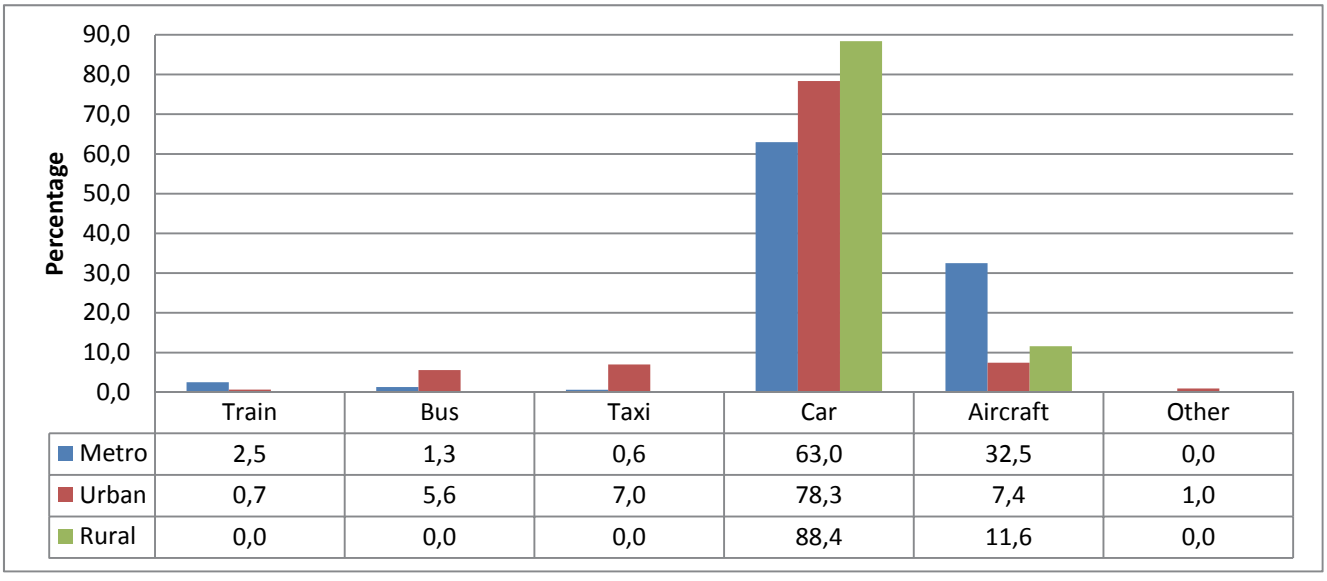


	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Train	0,0	7,3	0,7	0,0	0,0	2,5	2,1
Bus	3,9	0,0	10,2	0,0	0,0	1,3	2,2
Taxi	0,0	0,0	13,3	17,5	5,0	0,6	1,9
Car driver	67,0	42,7	37,9	57,1	74,9	55,0	55,2
Car passenger	21,3	33,7	33,2	14,5	8,6	7,8	11,4
Aircraft	7,9	0,0	4,7	10,9	11,5	32,7	27,0
Other	0,0	16,4	0,0	0,0	0,0	0,0	0,2

Percentages calculated within district municipalities and within Western Cape.
Other includes scooter, bicycle, etc.

Car as a driver was commonly used as a mode of travel for business trips in Western Cape (55,2%). About 27% of business travellers used aircraft as their mode to travel. Car as a driver was mostly used in West Coast DM (74,9%).

Figure 6.3: Percentage of business trips by main mode of travel



	Train	Bus	Taxi	Car	Aircraft	Other
Metro	2,5	1,3	0,6	63,0	32,5	0,0
Urban	0,7	5,6	7,0	78,3	7,4	1,0
Rural	0,0	0,0	0,0	88,4	11,6	0,0

Percentage calculated within main mode of travel.

According to Figure 6.3, most business trips were taken using a car across all geographic locations. The second commonly used mode was aircraft, with 32,5% used in metros, 7,4% in urban areas and 11,6% in rural areas.

Table 6.4: Number of business trips by district municipality of origin and destination

District municipality of origin	Province of destination ('000)				
	Western Cape	Eastern Cape	Northern Cape	Gauteng	Total
Cape Winelands	8	*	*	1	**10**
Central Karoo	1	*	*	*	**1**
Eden	1	1	*	*	**2**
Overberg	1	*	*	*	**1**
West Coast	1	*	*	*	**2**
City of Cape Town	40	1	*	37	**78**
Western Cape	**52**	**3**	*	**38**	**93**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Numbers for Northern Cape were too insignificant to be of any use.

The majority of business trips taken was within the province of residence, with 52 000 travellers that do business in Western Cape. Thirty-eight thousand business travellers made trips to Gauteng, with most of these workers living in City of Cape Town (37 000).

Table 6.5: Number of business trips by district municipality of origin and district municipality of destination

District municipality of origin	District municipality of destination ('000)						
	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Cape Winelands	2	1	5	*	*	*	**8**
Central Karoo	*	*	*	*	*	*	**1**
Eden	*	*	*	*	1	*	**1**
Overberg	*	*	*	1	*	*	**1**
West Coast	*	1	*	*	*	*	**1**
City of Cape Town	33	2	4	1	1	*	**41**
Western Cape	**36**	**4**	**9**	**2**	**2**	**1**	**53**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.

Table 6.5 gives a presentation of the travel patterns of workers from their municipalities to the district municipality within Western Cape. About 53 000 business trips were undertaken within the district municipalities during the reference period. Cape Winelands DM (36 000) had the highest number of business trips as a district of destination, followed by Eden DM with about 9 000 business trips.

Of the 36 000 business travellers received by Cape Winelands DM, 33 000 were from City of Cape Town and the remaining 3 000 were from other districts. Business travel by residents of Overberg DM was limited to Overberg DM, with 1 000 workers taking business trips within the district.

7. Other travel patterns

Table 7.1: Day trip/s taken away from usual home/place of residence in the 12 months prior to the interview

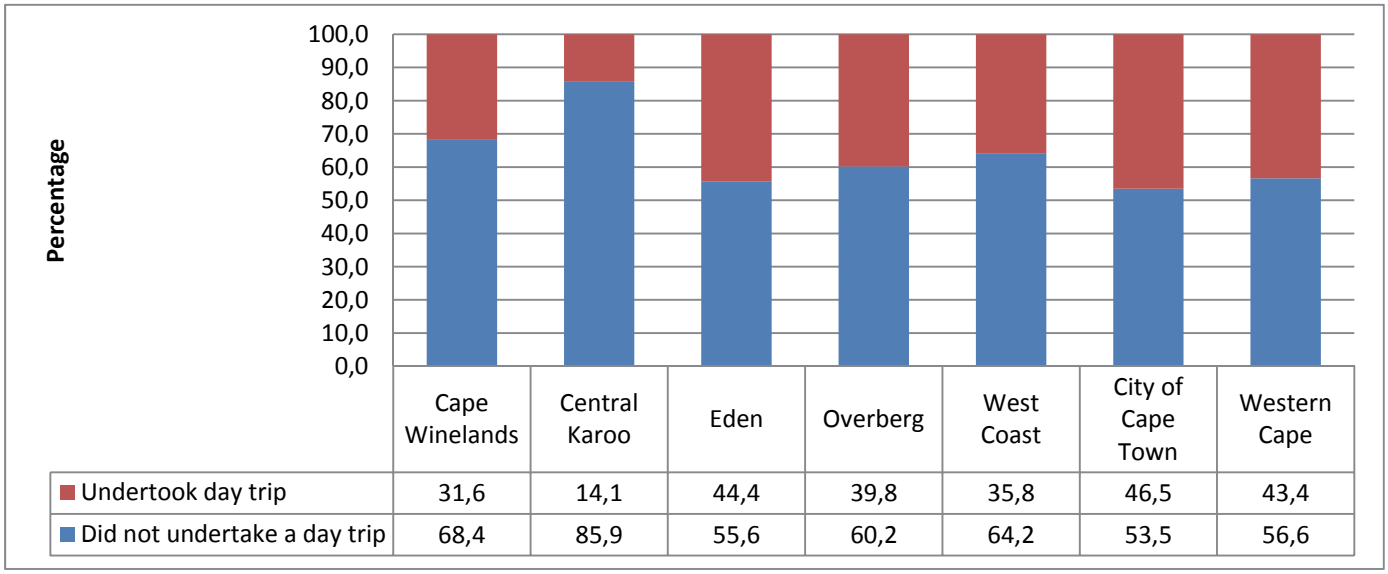
District municipality	Number of persons aged 15 years and older ('000)	Trips taken away from usual home/place of residence	
		Number ('000)	Per cent in WC
Cape Winelands	525	166	8,7
Central Karoo	48	7	0,4
Eden	414	184	9,6
Overberg	153	61	3,2
West Coast	227	81	4,3
City of Cape Town	3 028	1 408	73,9
Western Cape	**4 395**	**1 907**	**100**

Percentages calculated across local municipalities, within Western Cape.
Total excludes unspecified day trips.

Table 7.1 summarises the incidence of day trips during the 12 months preceding the survey. A total of 4,3 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 12 months, and returning on the same day. About 1,9 million individuals indicated that they had undertaken day trips.

City of Cape Town had the highest proportion of persons who had undertaken day trips with 73,9%. Almost ten per cent (9,6%) of persons in Eden DM and 8,7% in Cape Winelands DM had undertaken day trips in the 12 months preceding the survey.

Figure 7.1: Percentage of persons aged 15 years and older by whether they undertook day trips and by district municipality



Percentages calculated within district municipalities and within Western Cape.

Figure 7.1 indicates that a high proportion of persons residing in Central Karoo DM (85,9%), followed by those residing in Cape Winelands DM (68,4%) and Overberg DM (60,2%) did not undertake a day trip. More than four in ten persons residing in City of Cape Town (46,5%) and Eden DM (44,4%) undertook day trips.

Table 7.2: Percentage of persons who undertook day trips by main purpose of the trip and district municipality

Main purpose of trip	District municipality (per cent within municipality)						
	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Visited home	22,4	8,7	16,7	25,7	24,5	34,0	**30,5**
Shopping – for business or personal	36,3	72,0	35,8	39,7	32,7	24,4	**27,6**
Sporting – as a spectator or participant	2,0	*	2,7	0,2	1,7	1,9	**1,9**
Visit friends and/or family	24,5	6,1	22,6	20,8	32,9	29,3	**28,0**
Funeral	5,1	*	8,4	8,8	1,2	1,8	**2,9**
Medical	1,8	5,2	5,3	1,9	4,1	1,2	**1,8**
Religious	3,6	3,9	4,9	0,5	1,3	4,8	**4,4**
Other purposes	4,3	4,0	3,5	2,4	1,6	2,7	**2,9**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated within district municipalities.
*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Other includes wellness, wedding, home to visit friends and/or family,leisure/holiday.

According to Table 7.2, the most common reasons given by persons who undertook day trips in Western Cape were visiting home (30,5%), followed by visiting friends and/or family (28%) and 27,6% for shopping for personal or business purposes.

In most municipalities, shopping for personal or business purposes was the most common reason given by persons who undertook day trips. The only exceptions were in West Coast DM and City of Cape Town where visiting friends and/or family and visiting home are the most common, respectively.

Table 7.3: Persons who undertook day trips by main mode of travel and district municipality

Mode		Statistics (number in thousands)	District municipality						
			Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Public transport	Train	Number	7	*	*	1	3	52	**64**
		Per cent	4,2	*	*	2,1	3,9	3,8	**3,4**
	Bus	Number	5	*	5	1	4	74	**90**
		Per cent	2,8	*	2,5	2,2	5,5	5,5	**4,8**
	Taxi	Number	34	1	53	8	11	274	**381**
		Per cent	20,9	8,4	29,1	12,9	14,1	20,1	**20,5**
Private transport	Car/ bakkie/truck driver	Number	44	2	32	16	18	368	**480**
		Per cent	27,2	33,7	17,2	27,6	22,1	27,0	**25,9**
	Car/ bakkie/truck passenger	Number	66	3	48	30	39	414	**601**
		Per cent	40,4	47,1	26,3	51,0	49,4	30,4	**32,4**
Aircraft		Number	*	*	1	2	1	16	**20**
		Per cent	*	*	0,4	3,2	0,7	1,2	**1,1**
Walking all the way		Number	6	*	43		2	156	**208**
		Per cent	3,9	*	23,2	0,7	2,9	11,5	**11,2**
Other		Number	1	*	2	*	1	8	**12**
		Per cent	0,4	*	1,3	*	1,5	0,6	**0,6**
Total		**Number**	**164**	**6**	**183**	**59**	**80**	**1 363**	**1 855**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated within district municipalities.
Other includes scooter, bicycle, animal drawn transport, etc.
*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Total excludes unspecified main mode of travel.

Table 7.3 summarises the main mode of travel used on day trips. Individuals who undertook day trips mostly used car/bakkie/truck as passenger (32,4%) as their mode of travel. The second most commonly used mode of travel used was a car/bakkie/truck as driver (25,9%), and a third mode of travel used was taxis (20,5%). About 11% of day-trip travellers walked all the way. Eden DM (23,2%) and City of Cape Town (11,5%) had the highest percentage of travellers that walked all the way.

7.1 Overnight trips

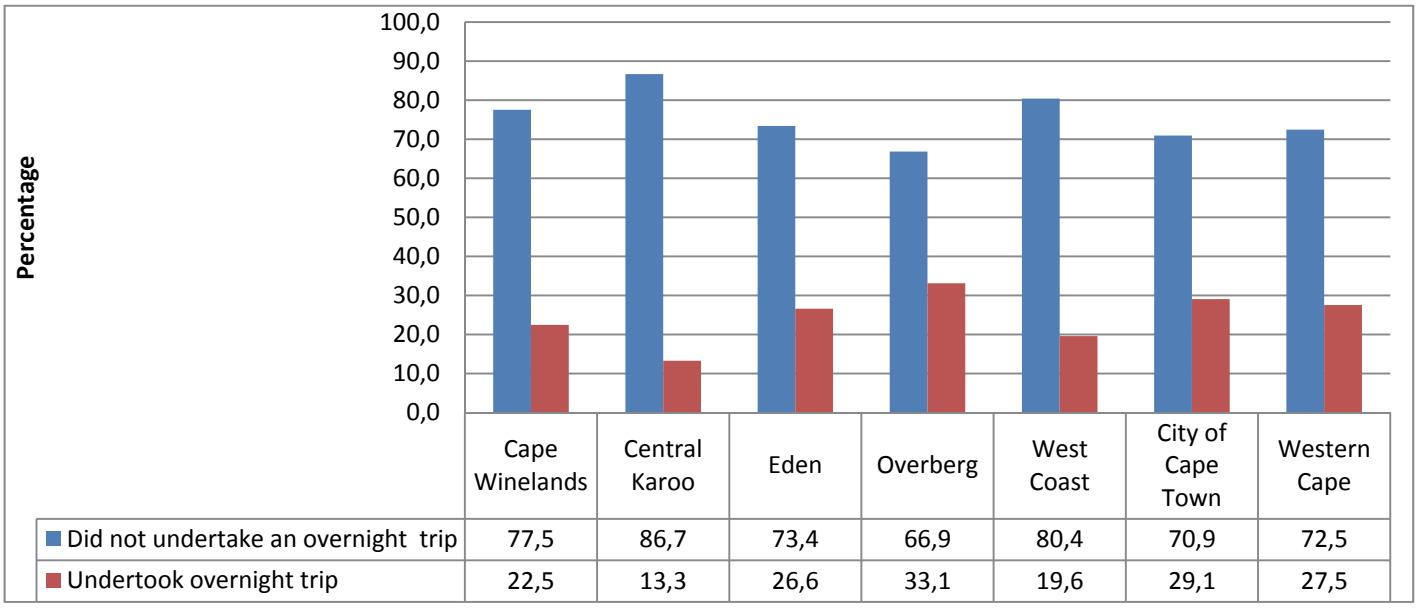
Table 7.4: Overnight trips taken away from usual home/residence in the 12 months prior to the interview by district municipality

District municipality	Number of persons aged 15 years and older	Undertook overnight trips	
		Number ('000)	Per cent
Cape Winelands	525	118	9,7
Central Karoo	48	6	0,5
Eden	414	110	9,1
Overberg	153	51	4,2
West Coast	227	45	3,7
City of Cape Town	3 028	881	72,8
Western Cape	**4 395**	**1 210**	**100,0**

Percentages calculated across municipalities, within Western Cape.
Total excludes unspecified overnight trips.

According to Table 7.4, about 1,2 million persons aged 15 years and older indicated that they undertook overnight trips away from their usual residence. City of Cape Town (72,8%) had the highest proportion of persons travelling overnight, while Central Karoo DM (0,5%) had the least number of people who undertook overnight trips.

Figure 7.2: Percentage of persons 15 years and older by whether they undertook overnight trips and district municipality



Percentage calculated within district municipalities.

Figure 7.2 shows that the highest proportion of persons 15 years and older who undertake an overnight trip lived in Central Karoo DM (86,7%), followed by West Coast DM (80,4%) and Cape Winelands DM (77,5%). Residents of Overberg DM and City of Cape Town were the least likely to travel, with 33,1% and 29,1% respectively.

Table 7.5: Percentage of persons who undertook overnight trips by main purpose of the trip and district municipality

Main purpose of trip	District municipality (per cent within municipality)						
	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Visited home	48,7	54,6	56,9	41,4	27,2	67,0	**61,7**
Shopping – personal or business	0,9	22,7	1,2	4,5	2,9	3,4	**3,1**
Visit friends and/or family	44,1	12,2	20,0	52,2	55,5	19,1	**24,3**
Funeral	1,7	2,7	10,0	*	3,8	4,2	**4,3**
Religious	3,0	1,2	2,7	1,6	*	1,9	**2,0**
Other purposes	1,6	6,5	9,3	0,4	10,6	4,5	**4,7**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Other purpose includes: sporting purposes (both as a spectator or participant) and medical purposes, home to visit friends and/or family.
Percentages calculated within district municipalities.

Visiting home (61,7%) was the main reason why people undertook overnight trips, 24,3% indicated visiting a friend and/or family, followed by funerals (4,3%).

People in City of Cape Town and Eden DM were more likely to undertake overnight trips to visit their homes (67% and 56,9% respectively). Visiting friends and/or family was the most common purpose in West Coast DM (55,5%) and Overberg DM (52,2%). Funerals (10%) were the third most common reason for taking overnight trips in Eden DM.

Table 7.6: Persons who undertook overnight trips by main mode of travel and district municipality

Main mode		Statistics (number in thousands)	District municipality						
			Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Public transport	Train	Number	3	1	*	2	*	33	40
		Per cent	2,9	12,8	*	3,4	*	3,8	3,3
	Bus	Number	6	2	11	4	1	139	163
		Per cent	4,7	27,7	10,3	7,5	2,2	16,0	13,6
	Taxi	Number	19		33	7	6	152	218
		Per cent	16,0	6,3	30,6	13,7	14,3	17,5	18,2
Private transport	Car/ bakkie/ truck driver	Number	35	1	23	12	10	187	268
		Per cent	29,5	15,8	20,7	24,6	21,8	21,6	22,4
	Car/ bakkie/ truck passenger	Number	47	2	33	21	24	250	377
		Per cent	39,6	33,4	30,2	41,9	54,0	28,8	31,5
Aircraft		Number	7	*	4	3	1	88	103
		Per cent	5,9	*	3,5	6,6	2,2	10,1	8,6
Walking all the way		Number	1	*	3		1	10	16
		Per cent	1,2	*	2,6	0,6	2,7	1,2	1,3
Other modes		Number	*	*	2	1	1	8	13
		Per cent	*	*	1,7	1,6	2,8	0,9	1,1
Total		**Number**	**118**	**6**	**109**	**51**	**44**	**869**	**1 196**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Other includes bicycle, animal-drawn transport, etc.
Total excludes unspecified mode of travel.

Table 7.6 shows that persons who undertook overnight trips in Western Cape preferred car/bakkie/truck passenger (31,5%), followed by car/bakkie/truck driver (22,4%) and those using taxis (18,2%). The district municipality analysis had a similar pattern except for Central Karoo and Eden DMs. The top three main modes of travel for Central Karoo DM were cars/bakkies/trucks as passenger, buses and car/bakkie/truck as driver, while for Eden DM the top three modes were cars/bakkies/trucks as passenger, taxis and car/bakkie/truck as driver.

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, Code A1 or A is for motorcycles, Codes B or EB are for cars, and Codes C, C1, EC, or EC1 are for heavy vehicles.

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

Table 8.1: Persons aged 18 years and older by whether they have a driver's licence by district municipality

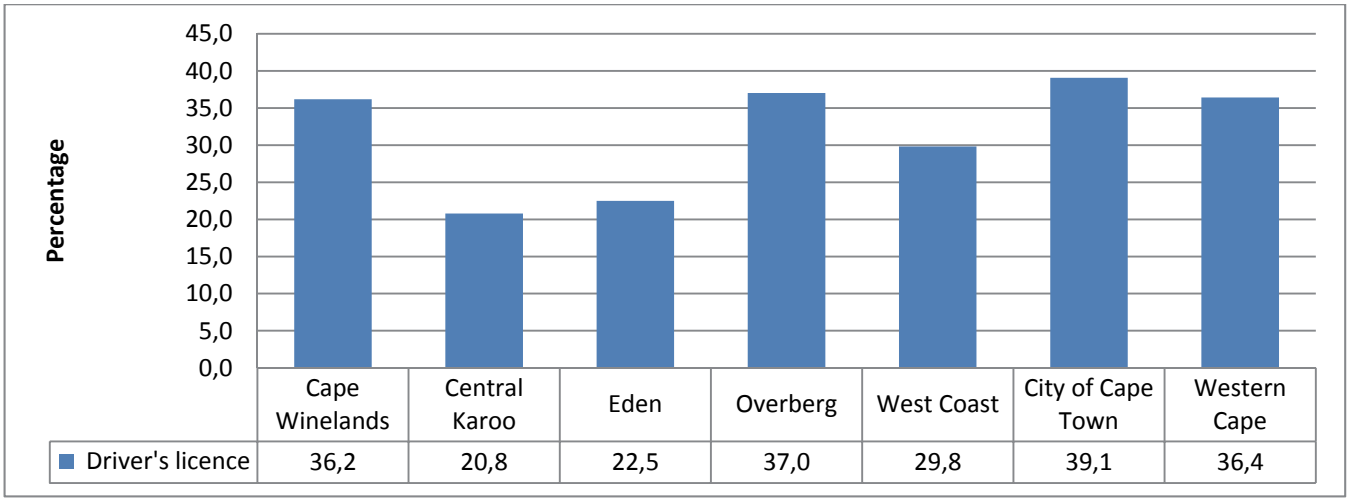
District municipality	Possession of driver's licence			
	Number 18 years and older with licence ('000)	Per cent with licence across district municipality	Number 18 years and older without licence ('000)	Per cent without licence across district municipality
Cape Winelands	176	11,8	310	12,0
Central Karoo	9	0,6	35	1,3
Eden	86	5,8	297	11,5
Overberg	53	3,6	90	3,5
West Coast	63	4,2	147	5,7
City of Cape Town	1099	74,0	1713	66,1
Western Cape	**1486**	**100,0**	**2593**	**100,0**

Total excludes unspecified cases.

Table 8.1 shows persons aged 18 years and older who have driver's licences in Western Cape. Most people with licences lived in City of Cape Town (74,0%), followed by Cape Winelands DM (11,8%) and Eden DM (5,8%). Central Karoo DM (0,6%) had the lowest percentage of people with driver's licences.

The table further indicates most of the people in Western Cape without licences were found in City of Cape Town (66,1%), followed by Cape Winelands DM (12,0%) and Eden DM (11,5%).

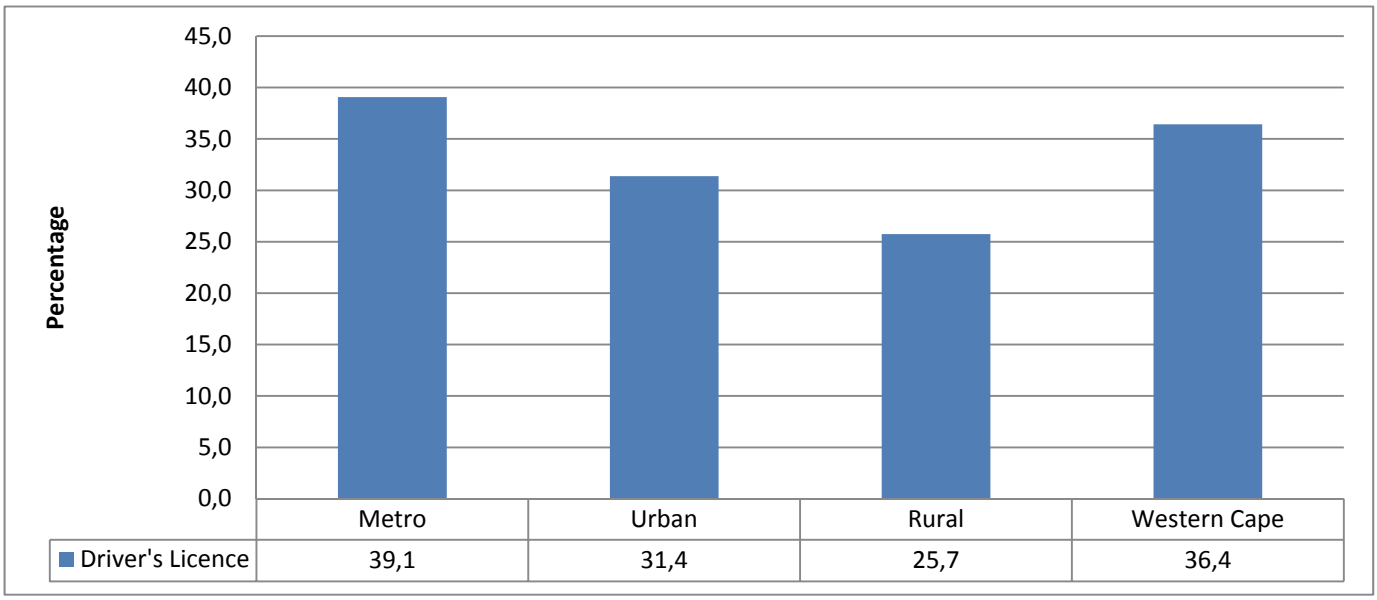
Figure 8.1: Percentage of persons aged 18 years and older with a driver's licence by district municipality



Percentages calculated within district municipalities.

According to Figure 8.1, about 36,4% of the people aged 18 years and older were in possession of driver's licences in the province. Approximately forty per cent of people aged 18 years and older who were in possession of driver's licences were found in City of Cape Town (39,1%), while just 20,8% came from Central Karoo DM.

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

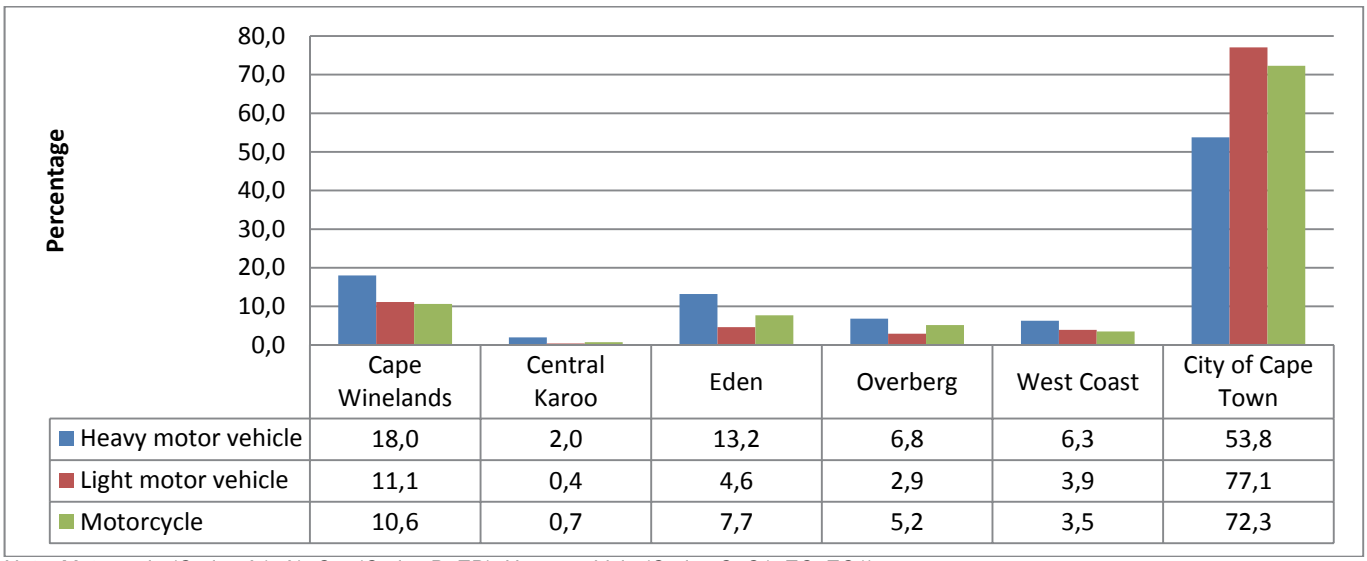


	Metro	Urban	Rural	Western Cape
Driver's Licence	39,1	31,4	25,7	36,4

Percentages calculated within geographic location.

In terms of geographic location, the highest proportions of persons aged 18 years and older with driver's licences were located in metro areas (39,1%), followed by urban areas (31,4%). Slightly more than a quarter (25,7%) of persons in the rural areas were in possession of a driver's licence.

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 district municipality

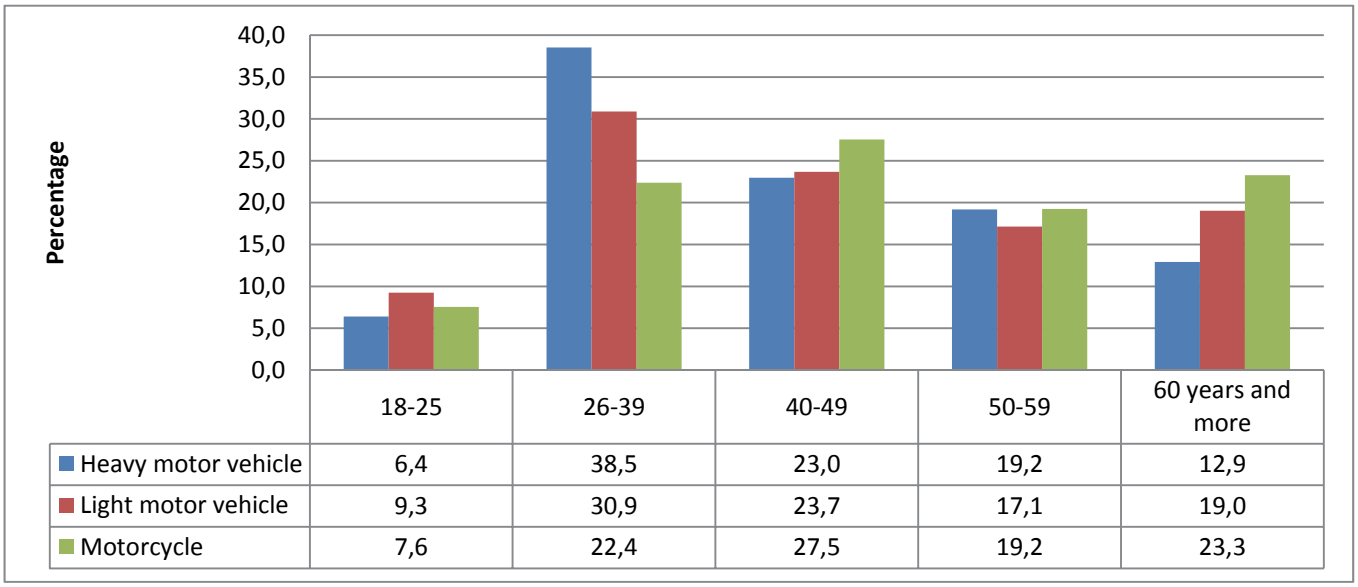


	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town
Heavy motor vehicle	18,0	2,0	13,2	6,8	6,3	53,8
Light motor vehicle	11,1	0,4	4,6	2,9	3,9	77,1
Motorcycle	10,6	0,7	7,7	5,2	3,5	72,3

Note: Motorcycle (Codes A1, A), Car (Codes B, EB), Heavy vehicle (Codes C, C1, EC, EC1).
Percentages calculated within type of driver's licence across municipalities.

Figure 8.3 indicates the percentage of individuals in possession of a driver's licence by type of driver's licences and district municipality. City of Cape Town had the highest percentage of persons with light motor vehicle (77,1%), motorcycle (72,3%) and heavy motor vehicle (53,8%) licences. Heavy motor vehicle licences were also popular in Cape Winelands DM (18,0%) and Eden DM (13,2%).

Figure 8.4: Percentage of persons aged 18 years and older by type of driver's licence and age group



	18-25	26-39	40-49	50-59	60 years and more
Heavy motor vehicle	6,4	38,5	23,0	19,2	12,9
Light motor vehicle	9,3	30,9	23,7	17,1	19,0
Motorcycle	7,6	22,4	27,5	19,2	23,3

Percentage calculated within type of driver's licence.

According to Figure 8.4, persons of age groups 40–49 and 50–59 years were more likely to possess motorcycle licences than other age groups. Most holders of light and heavy motor vehicle licences were from the age group 26–39 years. The age group 18–25 years had the lowest percentage of any type of driver's licences.

Table 8.2: Number of persons aged 16 years and older with motorcycle vehicle driver's licence by age group and district municipality

Age group	Statistics (numbers in thousands)	District municipality						
		Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
16–25	Number	3	*	*	*	*	4	**7**
26–39	Number	3	*	1	*	1	13	**17**
40–49	Number	3	*	1	*	1	16	**20**
50–59	Number	1	*	1	1	1	12	**14**
60 years and more	Number	*	*	3	3	*	10	**17**
Total	**Number**	**9**	**1**	**6**	**4**	**3**	**55**	**76**

*Unweighted numbers of 3 and below are too small to provide reliable estimates

Table 8.2 shows the number of persons 16 years and older with a motorcycle vehicle driver's licence by age group and municipality. The City of Cape Town had the highest number, with the 40–49 age group leading, followed by the 26–39 age group. Central Karoo DM had the least number of licenced drivers across all age groups.

Table 8.3: Number of persons aged 18 years and older with light motor vehicle driver's licence by age group and district municipality

Age group	Statistics (numbers in thousands)	District municipality						
		Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
18–25	Number	19	*	3	2	5	90	**119**
26–39	Number	35	2	13	8	13	327	**399**
40–49	Number	37	1	11	6	13	238	**305**
50–59	Number	29	1	11	7	11	163	**221**
60 years and more	Number	24	1	21	15	8	176	**246**
Total	**Number**	**143**	**5**	**60**	**38**	**51**	**994**	**1 290**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Total excludes unspecified age group.

Provincially, 1,3 million individuals aged 18 years and older indicated that they had a light motor vehicle licence. The largest number of people with a light motor vehicle driver's licence were aged 26–39 (327 000). City of Cape Town had the largest number of persons aged 26–39 years who had a light motor vehicle driver's licence (327 000), while Central Karoo DM recorded the smallest number (2 000). The age group of 18–25 comprised the smallest number of persons in possession of a light motor vehicle licence (119 000).

Table 8.4: Number of persons aged 18 years and older with heavy motor vehicle driver's licences by age group and district municipality

Age group	Statistics (numbers in thousands)	District municipality						
		Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
18–25	Number	5	*	1	1	1	4	**13**
26–39	Number	12	1	14	4	4	44	**79**
40–49	Number	6	2	5	5	2	27	**47**
50–59	Number	7	1	5	1	4	22	**39**
60 years and more	Number	5	*	3	3	2	13	**26**
Total	**Number**	**37**	**4**	**27**	**14**	**13**	**110**	**205**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.

Table 8.4 shows the number of persons ages 18 years and older who are in possession of heavy motor vehicle driver's licences. The number of persons aged 18 years and older with heavy motor vehicle driver's licences were significantly higher in the age group 26–39 in all DMs, followed by the age group 40–49. The age group 18–25 years recorded the least number of persons with heavy motor vehicle driver's licences.

City of Cape Town (110 000) had more persons aged 18 years and older with heavy motor vehicle driver's licences, followed by Eden DM (27 000). Central Karoo DM (4 000) had the least number of persons with heavy motor vehicle driver's licences.

Table 8.5: Number of persons aged 18 years and older with driver's licencs by sex and district municipality

Sex	Statistics (numbers in thousands)	District municipality (per cent within municipality)						
		Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Male	Number	111	7	60	32	42	645	**897**
	Per cent	62,9	72,0	69,3	60,3	67,4	58,6	**60,3**
Female	Number	66	3	27	21	20	455	**592**
	Per cent	37,1	28,0	30,7	39,7	32,6	41,4	**39,7**
	Number	**177**	**9**	**87**	**53**	**63**	**1 100**	**1 489**
Total	**Per cent**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentage calculated within district municipalities.

Table 8.5 shows the number of persons who have driver's licences by sex and municipality. Males have the highest number of licenced drivers with the most coming from City of Cape Town (645 000), followed by Central Karoo DM (111 000) and Eden DM (60 000).

Among females, City of Cape Town had the highest number of persons with a driver's licence (455 000) followed by Cape Winelands DM (66 000). Central Karoo DM had the least number of females with driver's licences (3 000).

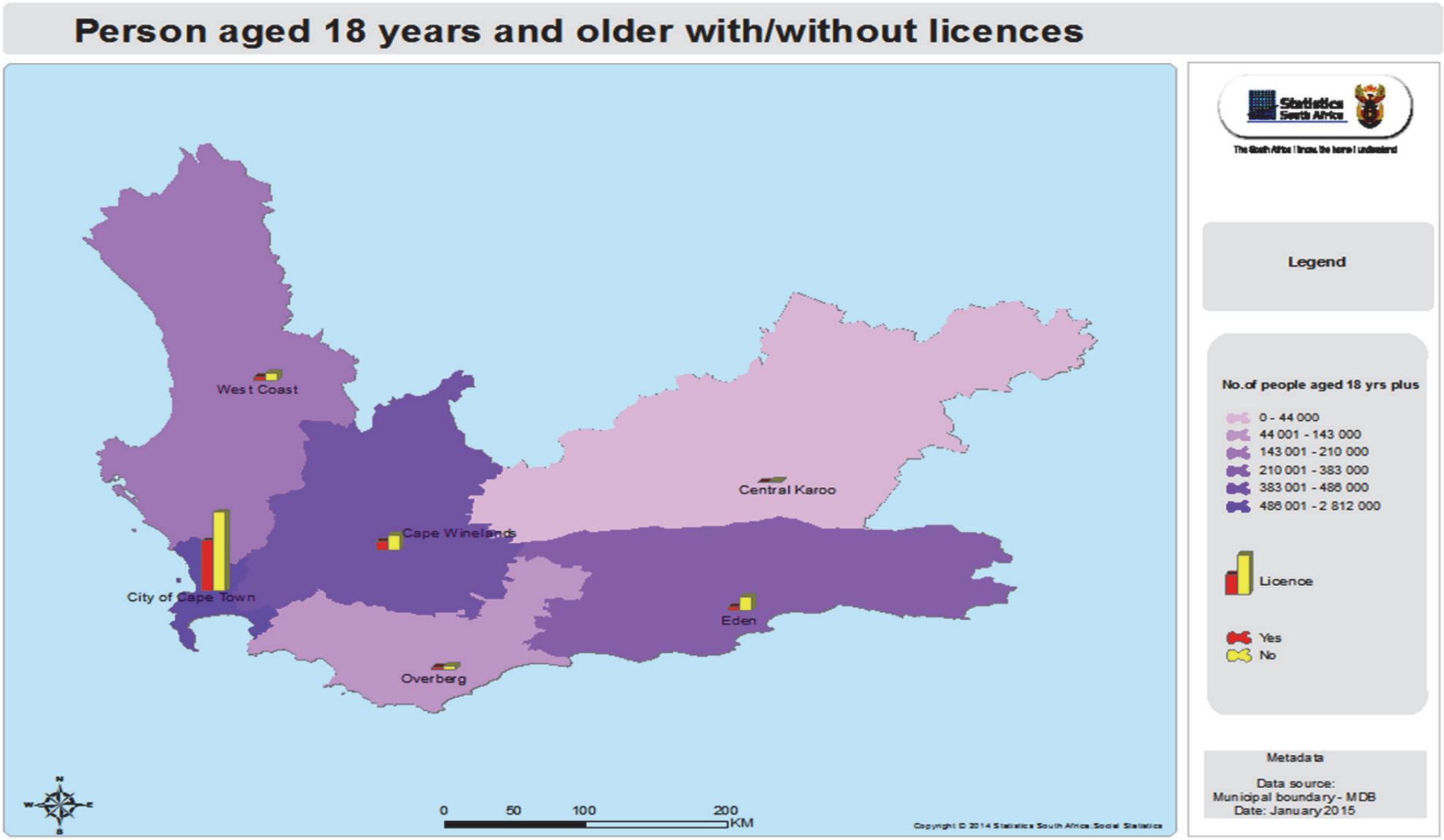
Table 8.6 Number of persons with a driver's licence by population group and district municipality

Population group	Statistics (numbers in thousands)	District municipality (per cent within municipality)						
		Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Black African	Number	8	1	19	9	4	145	**186**
	Per cent	4,7	6,7	22,3	16,4	6,8	13,2	**12,5**
Coloured	Number	68	8	37	20	33	402	**567**
	Per cent	38,3	84,0	42,7	36,9	52,1	36,6	**38,1**
Indian/Asian	Number	*	*	*	*	*	37	**38**
	Per cent	0,1	*	*	0,4	0,7	3,4	**2,5**
White	Number	100	1	31	25	25	516	**697**
	Per cent	56,9	9,3	35,0	46,3	40,5	46,9	**46,8**
	Number	**177**	**9**	**87**	**53**	**63**	**1 100**	**1 489**
Total	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.

Table 8.5 shows that the white population in the Western Cape was more likely to be in possession of driver's licences than other races. Cape Winelands DM (56,9%) and City of Cape Town (46,9%) had the highest percentage of whites with driver's licences.

Map 8.1: Number of individuals 18 years and older by district municipality in driver's licence possession



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 and levels of satisfaction with public transport (taxis, buses and trains).

9.2 Socio-economic circumstances of households

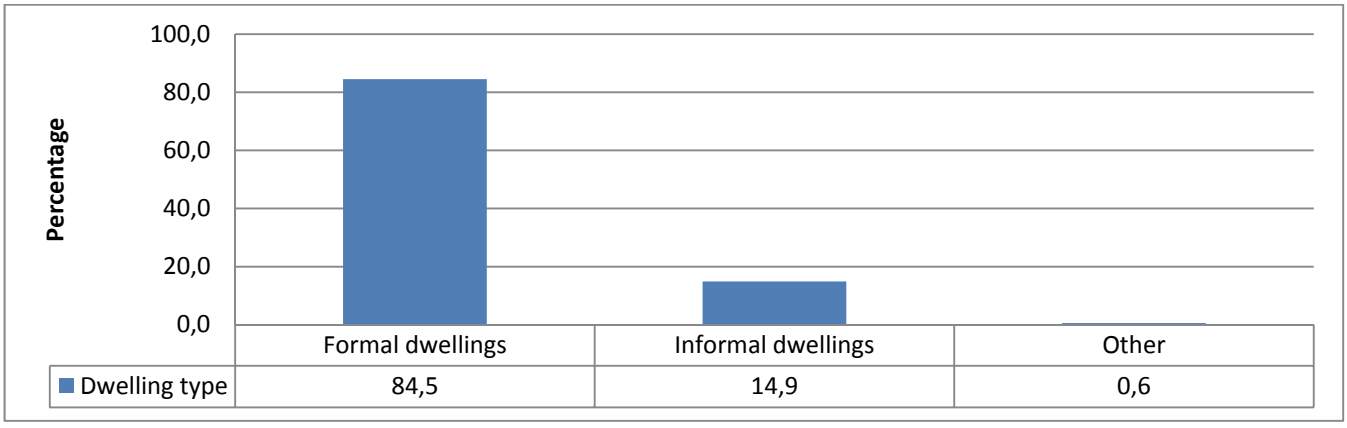
Table 9.1: Dwelling type of household, by district municipality

Dwelling type	District municipality (per cent within municipality)						
	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Formal dwellings	89,6	98,3	77,4	76,5	92,2	84,3	84,5
Informal dwellings	9,6	1,0	22,4	22,7	6,4	15,1	14,9
Other	0,7	0,6	0,1	0,8	1,4	0,6	0,6
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Other dwellings include: traditional dwelling, flat, cluster house in complex, town house, semi-detached house, caravan/tent, shack.
Total excludes unspecified type of dwelling.

Table 9.1 summarises information about the type of household dwellings in Western Cape. The majority of households in the province lived in formal dwellings (84,5%), which is followed by informal dwellings (14,9%). Only a few percentages of households were found to be in other dwellings (0,6%). The same pattern is observed across all DMs.

Figure 9.1: Dwelling type of household



Other includes traditional dwelling, flat, cluster house in complex, town house, semi-detached house, caravan/tent, shack.
Percentage calculated across dwelling type.

Figure 9.1 shows that the majority (84,5%) of households lived in formal dwellings. This is followed by informal dwellings (14,9%) and other dwellings (0,6%).

Table 9.2: Source of household income, by district municipality

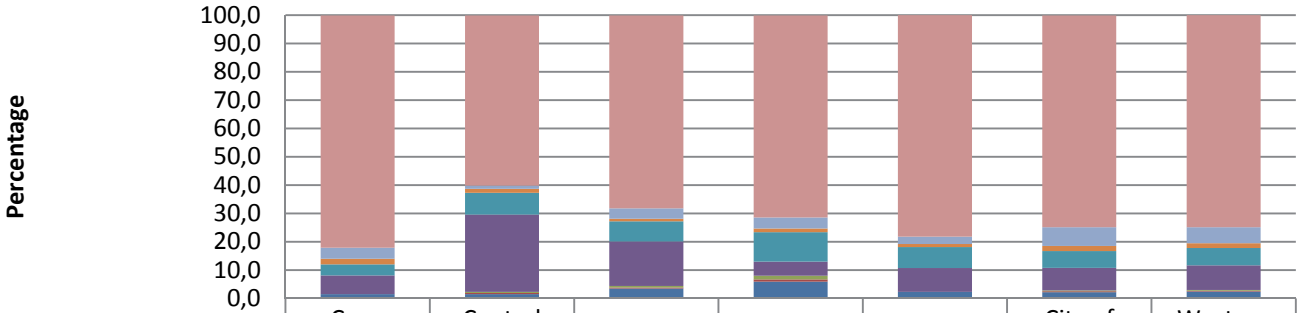
Source of household income	District municipality (per cent within income source category)						
	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Salaries/wages/commission	12,7	0,9	9,3	3,8	5,3	68,0	**100,0**
Income from a business	8,2	0,3	5,9	2,1	2,4	81,1	**100,0**
Remittances/including child maintenance	9,8	1,7	11,4	3,7	6,3	67,2	**100,0**
Pensions	8,7	1,4	9,7	5,7	5,2	69,4	**100,0**
Grants	14,7	2,1	16,4	3,8	5,1	57,8	**100,0**
Sales of farming products and services	*	0,8	31,8	11,0	2,7	53,7	**100,0**
Income from UIF	5,5	1,5	10,0	10,5	4,5	67,9	**100,0**
Other income sources	10,9	0,6	11,2	7,0	3,7	66,6	**100,0**
Source of household income	**District municipality (per cent within municipality)**						
	Cape Winelands	**Central Karoo**	**Eden**	**Overberg**	**West Coast**	**City of Cape Town**	**Western Cape**
Salaries/wages/commission	86,2	67,9	75,9	70,8	80,7	80,2	**80,0**
Income from a business	5,9	2,1	5,0	4,3	3,8	10,4	**8,6**
Remittances/including child maintenance	5,0	9,5	7,0	5,4	7,2	6,2	**6,2**
Pensions	9,6	17,1	13,0	17,8	12,8	13,7	**13,3**
Grants	37,3	59,5	50,3	27,3	28,9	26,0	**30,3**
Sales of farming products and services	*	0,4	1,7	1,4	0,3	0,4	**0,5**
Income from UIF	0,1	0,4	0,3	0,8	0,3	0,3	**0,3**
Other income sources	4,0	2,6	5,0	7,3	3,0	4,4	**4,5**

*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Respondents could select more than one source of income.
Other income sources include: Rental income, interest.

Table 9.2 illustrates the main source of household income by district municipality. Most households received salaries/wages/commission as their main source of income (80,0%), followed by grants (30,3%) and pensions (13,3%). Less than one per cent of households received income from sales of farming products and services (0,5%). A large dependence on salaries/wages/commission was found in Cape Winelands DM (86,2%), West Coast DM (80,7%) and City of Cape Town (80,2%). Remittances including child maintenance appeared to be an important source of income in Central Karoo DM (9,5%).

Although grants seemed to be an important source of income in all district municipalities, Central Karoo DM (59,5%) and Eden DM (50,3%) largely depended on grants compared to other district municipalities.

Figure 9.2: Main source of household income by district municipality



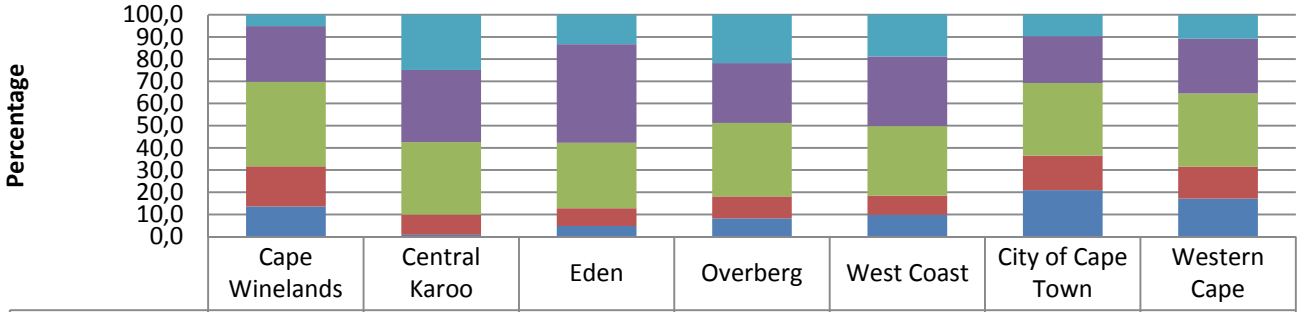
	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Salaries	82,0	60,1	68,1	71,3	78,2	74,8	74,9
Income from business	3,9	1,1	3,7	3,9	2,6	6,6	5,6
Remittances	2,0	1,4	0,9	1,3	1,1	1,8	1,7
Pensions	3,9	7,7	7,1	10,4	7,4	5,9	6,1
Grants	6,6	27,3	15,7	5,0	8,4	8,0	8,7
Sales from farming	0,0	0,4	0,6	1,3	0,0	0,3	0,3
UIF	0,0	0,4	0,3	0,8	0,0	0,3	0,3
Other sources	1,5	1,5	3,5	5,9	2,3	2,2	2,4

Percentages calculated within municipalities.
Other income sources include: Rental income, interest.

Figure 9.2 shows households' main source of income by district municipality. A large percentage of households received their main source of income from salaries (74,9%), followed by grants (8,7%) and pensions (6,1%).

About eighty per cent of households in Cape Winelands DM (82,0%), followed by West Coast DM (78,2%) and City of Cape Town (74,8%), were dependent on salaries as their main source of income. Central Karoo DM (27,3%) had a significant percentage of households who indicated that their main source of income was grants, followed by Eden DM (15,7%), and West Coast DM (8,4%). Only 0,3% of the households in the province received their main income from sales from farming.

Figure 9.3: Monthly household expenditure, by district municipality



	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
0 - 799	5,1	24,9	13,3	21,8	18,9	9,8	10,7
800 - 1799	25,1	32,5	44,4	27,0	31,4	21,1	24,7
1800 - 4999	38,1	32,7	29,5	33,1	31,3	32,7	33,0
5000 - 9999	18,1	9,1	8,0	9,9	8,7	15,6	14,4
10000 or more	13,6	0,8	4,8	8,2	9,8	20,9	17,1

Percentages calculated within municipalities.

Figure 9.3 shows the monthly household expenditure patterns. In the province, a large proportion of households (33,0%) had a monthly expenditure of between R1 800 and R4 999, followed by less than a quarter of households (24,7%) who spent between R800 and R1 799 on a monthly basis. Slightly more than seventeen per cent of the households in Western Cape spent R10 000 or more (17,1%).

More than thirty per cent of the households in Cape Winelands DM (38,1%) and Overberg DM (33,1%) had monthly expenditures between R1 800 and R4 999. Four in ten households in Eden DM (44,4%) and 32,5% of the households in Central Karoo DM spent between R800 and R1 799 a month. Households spending R10 000 or more per month were found in City of Cape Town (20,9%) and Cape Winelands DM (13,6%).

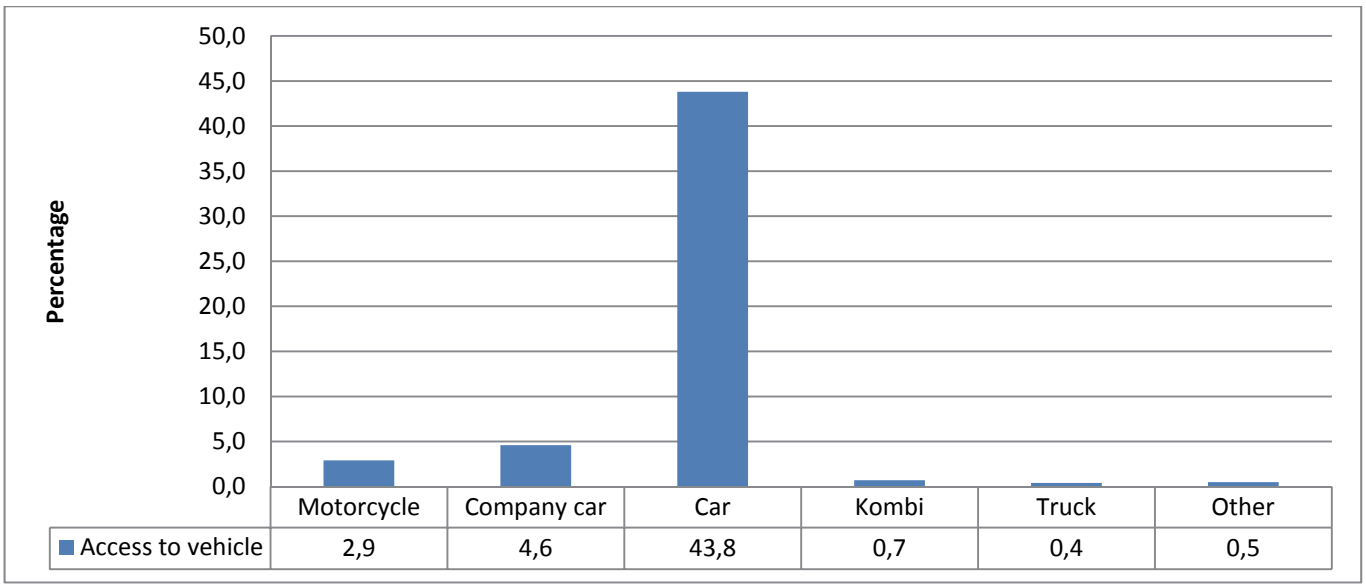
Table 9.3: Bicycles in working order owned by households, by district municipality

District municipality	Number of bicycles (per cent across municipality, within Western Cape)						
	0		1–3		3 plus		
	Number ('000)	Per cent	Number ('000)	Per cent	Number ('000)	Per cent	Number ('000)
Cape Winelands	168	11,2	22	16,8	3	33,3	193
Central Karoo	15	1,0	2	1,7	*	*	17
Eden	141	9,4	19	14,7	*	4,4	161
Overberg	64	4,2	6	4,7	1	6,8	70
West Coast	82	5,4	5	4,1	*	*	87
City of Cape Town	1 037	68,8	75	58,0	5	55,5	1 117
Western Cape	**1 506**	**100,0**	**130**	**100,0**	**9**	**100,0**	**1 645**

Percentages calculated within municipalities.
*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

According to Table 9.3, approximately 130 000 households owned between one and three bicycles in the province and 9 000 households owned more than three bicycles. Out of the 130 000 households that owned between one and three bicycles, the majority were in City of Cape Town (58,0%), followed by Cape Winelands DM (16,8%).

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



Percentages calculated within mode of travel.
Other includes: Bicycles, station wagon, 4x4s owned by household/relatives/friends.

Figure 9.4 shows household ownership or access to vehicles in the province. More than four out of ten households reported to own or have access to a car (43,8%), followed by those who had access to a company car (4,6%) and motorcycle (2,9%).

Table 9.4: Households who own and use at least one type of vehicle by type and district municipality

District municipality	Type of vehicles (per cent across municipality, within WC)						
	Motor-cycle	Company car/bakkie/station wagon/4x4	Household car/bakkie/station wagon/4x4	Relative's/friend's car/bakkie/station wagon/4x4	Minibus/ kombi	Truck	Other
Cape Winelands	12,2	11,5	12,0	5,8	18,1	24,9	13,9
Central Karoo	1,2	1,5	0,7	1,6	*	*	2,3
Eden	7,3	8,0	6,7	4,9	18,0	9,9	23,6
Overberg	3,6	7,6	3,6	7,7	2,3	6,4	11,2
West Coast	5,9	11,1	4,1	4,2	4,7	9,7	5,1
City of Cape Town	69,8	60,3	73,0	75,9	56,7	49,0	44,0
Western Cape	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
	Type of vehicles owned (per cent within WC)						
District municipality	**Motor-cycle**	**Company car/bakkie/station wagon/4x4**	**Household car/bakkie/station wagon/4x4**	**Relative's/friend's car/bakkie/station wagon/4x4**	**Minibus/ kombi**	**Truck**	**Other**
Cape Winelands	3,0	4,6	44,9	2,1	1,1	0,7	2,6
Central Karoo	3,2	6,4	30,9	6,6	*	*	100,0
Eden	2,2	3,8	29,7	2,2	1,3	0,4	2,3
Overberg	2,4	8,2	36,4	7,8	0,4	0,5	1,3
West Coast	3,3	9,7	33,9	3,4	0,6	0,7	0,4
City of Cape Town	3,0	4,1	47,1	4,9	0,6	0,3	0,3
Western Cape	**2,9**	**4,6**	**43,8**	**4,4**	**0,7**	**0,4**	**0,5**

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

Table 9.4 shows households who own and use at least one type of vehicle. More than four in ten (43,8%) households in the province owned a household car/bakkie, followed by those who had access to a company car/bakkie/station wagon/4x4 (4,6%) and a relative's/friend's car/bakkie (4,4%). Households who had access to a motorcycle accounted for only 2,9%, while only 0,7% had access to a minibus/kombi.

Compared to other districts, households in City of Cape Town (47,1%), Cape Winelands DM (44,9%) and Overberg DM (36,4%) were most likely to own a household car/bakkie/station wagon/4x4.

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

Table 9.5: Household travel time to services and facilities

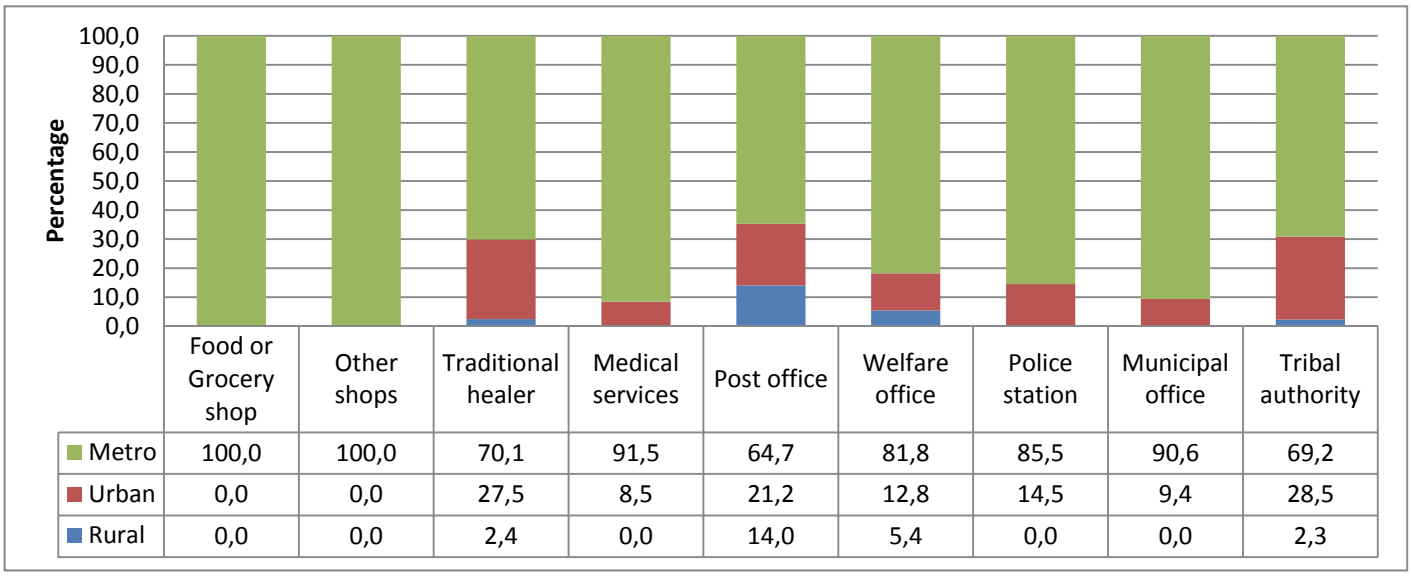
Facility	Travel time (per cent of households within facility category)				
	1–15 mins	16–30 mins	31–60 mins	>60 mins	Total
Food or grocery shops	62,5	30,7	4,9	1,9	**100,0**
Other shops	72,2	22,7	4,0	1,0	**100,0**
Traditional healer	58,9	28,8	8,1	4,2	**100,0**
Church	69,1	24,6	4,7	1,7	**100,0**
Medical services	60,6	32,6	5,6	1,2	**100,0**
Post office	64,1	30,4	4,5	1,0	**100,0**
Welfare office	26,5	19,8	3,3	50,4	**100,0**
Police station	62,8	31,3	4,8	1,1	**100,0**
Municipal office	58,5	35,2	5,4	1,0	**100,0**
Tribal authority	63,2	21,8	1,4	13,6	**100,0**
Financial services/banks	60,9	32,4	5,7	1,1	**100,0**

Total excludes unspecified travel time.

Table 9.5 shows the travel time by households to services and facilities. Most households who travelled to other shops (72,2%) travelled 15 minutes or less, followed by 22,7% who travelled between 16 and 30 minutes. More than six in ten households in the province who travelled to church travelled at most 15 minutes (69,1%) and 24,6% travelled between 16 and 30 minutes to get there. At least six in ten households who travelled to a post office (64,1%), police station (62,8%), food or grocery shops (62,5%), financial services/banks (60,9%), and medical services (60,6%), travelled 15 minutes or less.

More than half (50,4%) of the households who travelled to a welfare office travelled more than an hour, followed by 26,5% who travelled 15 minutes or less and 19,8% between 16 and 30 minutes.

Figure 9.5: Percentage of households who travel more than 60 minutes to selected services by geographic location



	Food or Grocery shop	Other shops	Traditional healer	Medical services	Post office	Welfare office	Police station	Municipal office	Tribal authority
Metro	100,0	100,0	70,1	91,5	64,7	81,8	85,5	90,6	69,2
Urban	0,0	0,0	27,5	8,5	21,2	12,8	14,5	9,4	28,5
Rural	0,0	0,0	2,4	0,0	14,0	5,4	0,0	0,0	2,3

Percentages calculated across geographic location.

Figure 9.5 shows households who travelled more than 60 minutes to their selected services. More of households in metro areas were likely to travel more than 60 minutes to food or grocery shops, followed by those who went to other shops and municipal offices. Households in urban areas were more likely to travel for more than an hour to a tribal authority (28,5%), followed by traditional healers (27,5%), and the post office (21,2%).

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

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	29,8	46,1	5,1	40,7	31,4	25,1	18,4	29,4	24,5	1,8	21,1
Minibus taxi	23,8	13,3	1,9	8,5	17,8	16,5	15,3	14,6	16,1	0,1	25,5
Car/bakkie/ minibus (private)	42,9	33,8	0,8	33,9	41,2	32,1	17,2	32	31,2	*	42,4
Do not need to get there	0,4	4,3	91,2	15,2	7,7	24,9	47,2	22,7	26,6	95,9	7,6
Other	3,0	2,5	0,9	1,8	1,8	1,5	2,0	1,4	1,5	4,6	3,2
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Other modes of transport include: Train, bus, metered taxi, truck/lorry, tractor/trailer, motorcycle/scooter, bicycle, animal transport.
*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

Table 9.6 summarises the mode of travel used to access services and public facilities in the province. Generally, households in the province walked all the way to access services and facilities. More than four in ten households who went to other shops (46,1%) walked all the way to reach the place, followed by those who went to church (40,7%).

Minibus taxis were prevalent among households who went to food or grocery shops (23,8%) and financial services (25,5%). More than four in ten (42,9%) households used cars/bakkies/minibuses (private) to access food or grocery shops and financial services/banks (42,4%).

9.4 Attitudes and perceptions about transport

Table 9.7: Most important transport-related problems experienced by households by district municipality

Transport-related problems	District municipality (per cent of problems within municipality)						
	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
General problems							
No transport problems	12,1	3,6	16,9	8,6	16,4	7,0	8,9
Poor condition of roads	7,2	3,1	5,2	4,5	1,3	1,7	2,8
Rude drivers	7,5	0,2	9,1	6,4	4,5	6,9	7,0
Overload	2,3	0,2	3,6	5,5	3,9	7,2	6,0
Congestion	3,6	0,3	0,5	2,3	0,2	8,1	6,2
Crime	10,3	4,6	1,6	1,6	0,6	10,6	8,9
Toll fees	0,2	*	*	0,2	*	0,2	0,1
Parking	3,7	1,2	0,6	0,3	0,4	0,7	1,0
Other	1,0	0,4	3,5	2,3	0,3	1,4	1,5
Taxi							
Taxis too expensive	8,6	25,5	12,8	10,6	4,4	3,5	5,5
Reckless driving by taxi drivers	8,1	*	5,8	2,2	4,0	12,0	10,1
No taxis at specific times, e.g. late at night	5,3	2,7	4,7	6,0	5,6	1,4	2,6
Taxis too far	1,7	1,3	2,7	1,8	1,6	1,2	1,4
No taxis available	2,6	8,1	4,1	10,6	8,3	1,4	2,5
Bus							
No buses available	17,9	29,1	18,1	27,4	29,0	7,8	12,0
No buses at specific times, e.g. late at night	0,5	4,7	1,0	1,7	3,8	4,2	3,3
Buses too far	0,5	1,6	0,8	1,1	0,9	2,8	2,2
Buses too expensive	0,1	9,3	0,9	1,8	2,2	6,3	4,8
Reckless driving by bus drivers	0,9	0,7	0,7	1,4	1,1	2,2	1,8
Train							
No trains available	2,7	1,7	6,4	2,9	9,6	3,2	3,7
Trains are not reliable	1,0	*	0,2	0,6	0,5	4,0	3,0
Trains too far	1,0	0,5	0,3	0,1	0,9	4,7	3,5
No trains at specific times, e.g. late at night	0,9	0,9	0,4	0,1	0,8	1,1	1,0
Trains too expensive	0,4	0,3	*	*	*	0,5	0,4
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Total calculated within district municipalities.

Table 9.7 shows the most important transport-related problems experienced by households. It should be noted that the question format enabled households to list two problems in their responses. During analysis, all problems mentioned were combined into one dataset, and the percentages in the above were calculated using the total number of problems mentioned as the divisor. According to the table, slightly less than ten per cent (8,9%) of households did not have transport-related problems.

Twelve per cent of households said that the non-availability of buses in their district municipalities was their major problem, with Central Karoo DM having the highest percentage (29,1%), followed by West Coast DM (29,0%). Reckless driving by taxi drivers (10,1%) was the main important problem mentioned in the province. City of Cape Town (12,0%) and Cape Winelands DM (8,1%) complained about reckless driving by taxi drivers as their main problem, followed by Eden DM (5,8%).

Crime was also mentioned as a problem by 8,9% of households in the province. The highest concerns about crime were recorded in City of Cape Town (10,6%), followed by Cape Winelands DM (10,3%). Other problems that were mentioned included:

- Rude drivers (7,0%)
- Congestion (6,2%)
- Overload (6,0%)
- Taxis too expensive (5,5%)

Table 9.8: Factors influencing household's choice of mode of travel, by district municipality

Factors influencing household's choice of mode of travel	District municipality (per cent within municipality)						
	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Travel time	22,6	13,3	30,4	9,3	11,2	22,7	**22,2**
Travel cost	35,0	57,1	43,1	48,1	29,4	30,0	**32,9**
Flexibility	19,0	13,2	4,4	14,2	10,0	12,6	**12,5**
Safety from accidents	4,7	2,6	5,7	4,4	27,2	10,0	**9,5**
Comfort	5,2	3,1	7,1	10,2	7,2	8,8	**8,1**
Reliability	2,7	3,0	0,4	3,0	2,0	4,4	**3,6**
Distance from home to transport	1,9	5,0	3,0	2,0	1,7	3,3	**3,0**
Security from crime	5,2	1,1	1,9	0,8	1,3	4,1	**3,7**
Drivers' attitude	1,2	0,8	3,3	4,1	7,2	2,9	**3,0**
Other	2,5	0,8	0,7	4,0	2,9	1,2	**1,5**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Other includes: Timetable not available/information not accurate.

According to Table 9.8, travel costs (32,9%) and travel time (22,2%) were the biggest determinants of modal choice. Households in Central Karoo DM (57,2%) and Overberg DM (48,1%) cited that travel cost influenced their mode of transport, while 30,4% of households in Eden DM and 22,7% in City of Cape Town were most concerned about travel time.

Flexibility as a factor influencing the household's mode of transport was more popular in Cape Winelands DM (19,0%) and Overberg DM (14,2%). Other factors that influenced households' mode of transport were safety from accidents (9,5%), comfort (8,1%) and reliability (3,6%).

Table 9.9: Most important factors influencing household's choice of mode of travel as selected by the household by district municipality and geographic location

District municipality	Factors prioritised	% of households within province
Cape Winelands	Travel cost	35,0
	Travel time	22,6
	Flexibility	19,0
Central Karoo	Travel cost	57,1
	Travel time	13,3
	Flexibility	13,2
Eden	Travel time	43,1
	Travel cost	30,4
	Comfort	7,1
Overberg	Travel cost	48,1
	Flexibility	14,2
	Travel time	9,3
West Coast	Travel cost	29,4
	Safety from accidents	27,2
	Travel time	11,2
City of Cape Town	Travel time	22,7
	Flexibility	12,6
	Safety from accidents	10,0
Western Cape	**Travel cost**	**32,9**
	Travel time	**22,2**
	Flexibility	**12,5**
Geographic location		
Metro	Travel cost	30,0
	Travel time	22,6
	Flexibility	12,6
Urban	Travel cost	38,3
	Travel time	21,3
	Flexibility	12,6
Rural	Travel cost	42,9
	Travel time	20,3
	Flexibility	9,9

Table 9.9 compares the factors influencing households' choices of mode of travel. Travel costs came out on top in all districts, except for Eden DM and City of Cape Town. Travel time was another factor mentioned by households, with large percentages to be found in Eden DM (43,1%) and City of Cape Town (22,7%). Irrespective of the geographic location, travel cost came out on top in all areas.

Table 9.10: Main modes of travel usually used by households, by district municipality

Mode of travel	District municipality (per cent within municipality)						
	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Train	4,7	2,6	1,1	1,1	2,3	14,3	**10,5**
Bus	1,9	12,1	4,6	4,0	3,9	9,0	**7,3**
Taxi	20,8	16,9	35,1	14,0	23,8	25,9	**25,5**
Car/bakkie/truck driver	24,3	9,9	13,1	22,2	20,1	23,2	**22,0**
Car/bakkie/truck passenger	21,0	19,6	13,2	25,2	22,6	13,5	**15,4**
Walk all the way	23,6	35,9	28,6	29,5	25,5	12,5	**17,1**
Other	3,1	3,1	4,3	3,8	1,0	1,4	**2,0**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Other includes: scooter, bicycle, aircraft, animal transport, boat, company vehicle.
*Unweighted numbers of 3 and below are too small to provide reliable estimates.

Taxis were the main mode with 25,5%, followed by car/bakkie/truck driver (22,0%), and then walked all the way at 17,1%. Car/bakkie/truck passengers were more common in Overberg DM (25,2%) and West Coast DM (22,6%). Taxis were mainly used in all districts – Eden DM at 35,1%, City of Cape Town at 25,9%, and West Coast DM at 23,8%.

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 district municipality

Location	Mode of travel (per cent within municipality)		
	Taxis	Buses	Trains
District municipality			
Cape Winelands	44,3	5,1	11,9
Central Karoo	10,1	5,5	5,5
Eden	66,0	7,3	1,1
Overberg	27,0	7,0	*
West Coast	32,5	9,7	3,3
City of Cape Town	54,1	18,6	29,4
Western Cape	**51,4**	**14,8**	**21,9**
Geographic region			
Metropolitan	54,2	18,6	29,5
Urban	48,1	6,4	5,7
Rural	29,5	9,7	4,3
Reasons for non-use of service by non-users			
Not available	7,7	21,3	24,2
Service-related reasons	36,3	31,2	32,1
Prefer private transport	34,8	20,5	20,8
Can walk	10,1	8,0	7,2
Don't travel much	6,0	6,1	6,8
Other reasons	5,0	12,9	8,9

*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Other reasons include prefer bus, prefer taxi.

Table 9.11 presents use of public transport by households during the month preceding the survey. Taxis were the most common mode of transport used in all geographic locations. Approximately 51% of households used taxis to travel and almost twenty-two per cent (21,9%) of households used trains as their mode of travel. Households in Eden DM (66,0%), City of Cape Town (54,1%) and Cape Winelands DM (44,3%) had the highest percentage of taxi usage as their mode of travel.

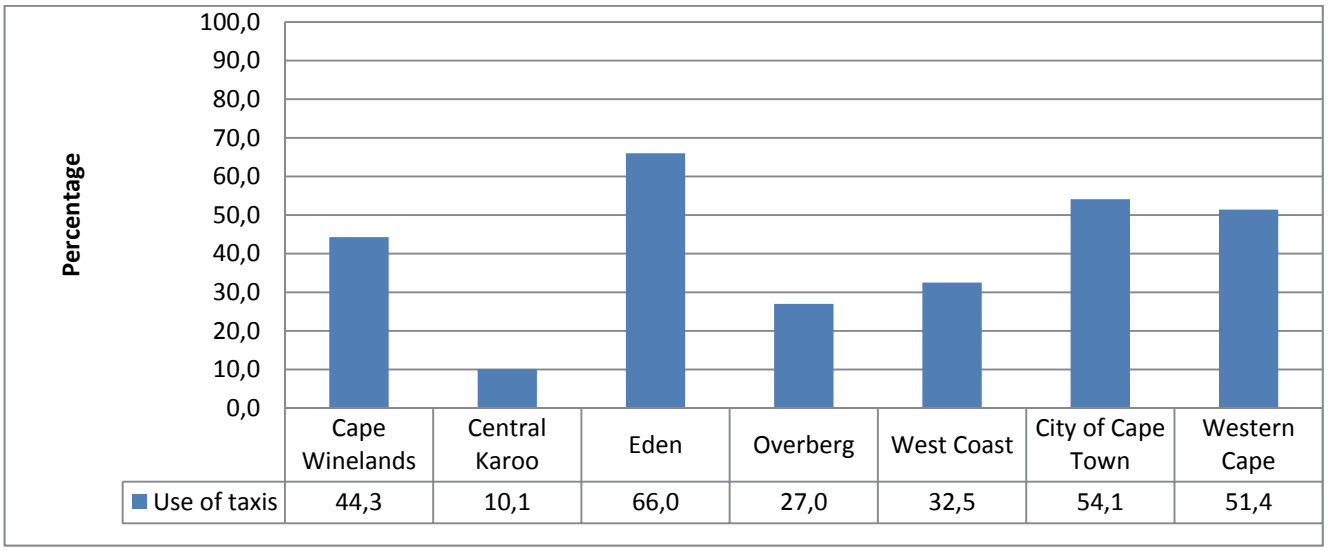
Almost fifteen per cent of households used buses as their main mode of transport (14,8%). Almost nineteen per cent (18,6%) of households in City of Cape Town and 9,7% of households in West Coast DM indicated that they used buses as their mode of travel.

There were fewer variations in reasons supplied by non-users for not having used public transport. Service-related reasons was the major and most common reason pertaining to modes of transport for households who did not use public transport (taxis at 36,3%, buses [31,2%] and trains [32,1%]). The second most common reason for not using a taxi was that travellers preferred private transport to taxis (34,8%), while the second most common reason for not travelling by trains (24,2%) and buses (21,1%) were 'not available'.

9.6 Use of minibus taxis

Section 7 in the questionnaire explores the usage of minibus taxis. Table 9.12 covers the time taken (in minutes) to reach the key service facility/taxi rank. The reasons for not using taxis are illustrated in Table 9.13, while dissatisfaction with minibus taxis is depicted in Table 9.14.

Figure 9.6: Use of minibus taxis during the calendar month preceding the survey by district municipality



	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Use of taxis	44,3	10,1	66,0	27,0	32,5	54,1	51,4

Percentages calculated within municipalities.

Figure 9.6 shows the use of minibus taxis by district municipality. More than half (51,4%) of households in Western Cape indicated that they used taxis as their mode of travel. Eden DM had the highest proportion of households who used minibus taxis (66,0%), followed by City of Cape Town (51,4%) and Cape Winelands DM (44,3%). On the other hand, households in Central Karoo DM were less likely to use minibus taxis to travel (10,1%).

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

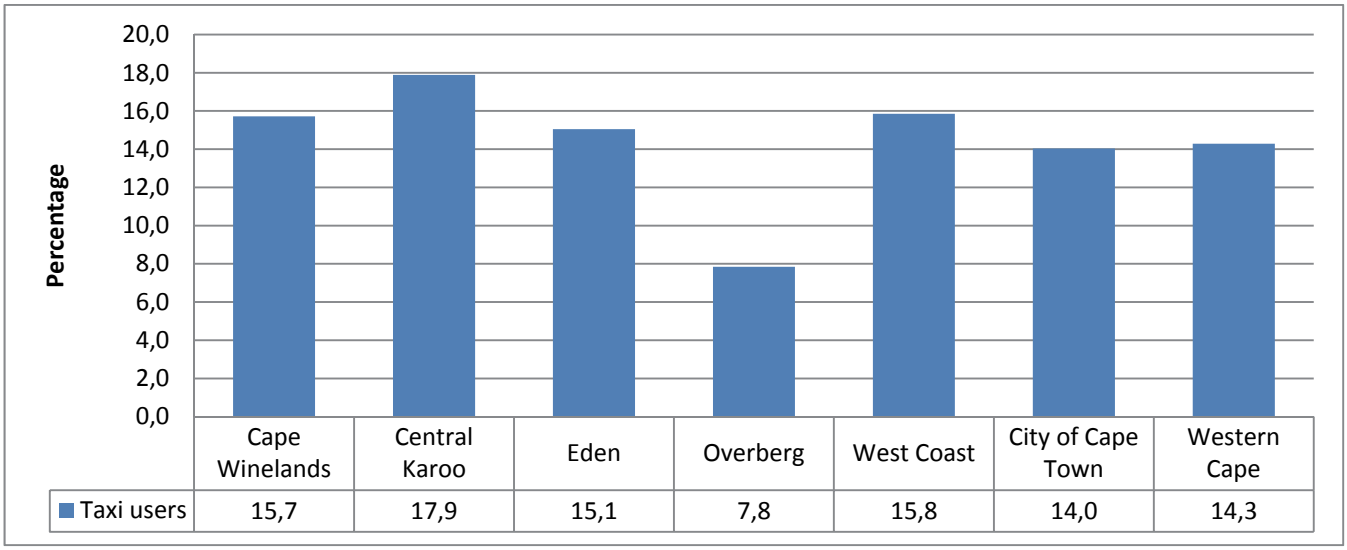
District municipality	Time category (per cent within municipality)			
	1–15 minutes	16–30 minutes	> 30 minutes	Total
Cape Winelands	84,3	13,9	1,8	**100,0**
Central Karoo	82,1	*	17,9	**100,0**
Eden	84,9	12,9	2,1	**100,0**
Overberg	92,2	1,0	6,9	**100,0**
West Coast	84,2	15,8	*	**100,0**
City of Cape Town	86,0	11,6	2,5	**100,0**
Western Cape	**85,7**	**11,9**	**2,4**	**100,0**
Geographic location				
Metropolitan	86,0	11,6	2,5	**100,0**
Urban	86,1	12,1	1,8	**100,0**
Rural	72,9	20,9	6,2	**100,0**

*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Total excludes unspecified time category.

Table 9.12 presents time taken to walk to the nearest taxi rank/route stations by taxi users. Approximately 85,7% of households who used taxis to travel walked up to 15 minutes to the nearest taxi rank. More than one in ten households stated that they walked between 16 and 30 minutes to the nearest taxi rank (11,9%) and 2,4% walked for more than 30 minutes.

In all districts, most households indicated that they walked up to 15 minutes to get to the nearest taxi rank/route. Notwithstanding, more than fifteen per cent (17,9%) of households in Central Karoo DM walked between 16 and 30 minutes to the nearest taxi rank.

Figure 9.7: 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 district municipality



Percentages calculated within municipalities.

Figure 9.7 shows that 14,3% of households in Western Cape walked for more than 15 minutes to reach the nearest taxi rank. Of those who walked for more than 15 minutes, 17,9% were found in Central Karoo DM, Cape Winelands DM (15,7%), and (15,8%) in West Coast DM.

Table 9.13: Reasons for not having used minibus taxis in the calendar month preceding the survey by district municipality

Percentage of non-users	District municipality (per cent within municipality, all reasons combined)						
	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Not available	8,8	15,3	16,6	20,2	16,5	4,1	**7,7**
Prefer train	0,3	1,0	*	*	0,4	2,4	**1,7**
Prefer bus	0,1	1,3	0,4	0,8	0,7	2,2	**1,6**
Prefer private transport	31,4	15,7	39,3	27,9	31,5	37,1	**34,8**
Can walk	14,8	23,2	11,4	12,9	20,9	7,0	**10,1**
Don't travel much	5,8	12,9	7,3	6,0	8,5	5,5	**6,0**
Reasons relating to service attributes	36,0	30,6	22,4	31,6	20,3	40,0	**36,3**
Other reasons	2,9	.	2,5	0,7	1,1	1,7	**1,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Other reasons include drivers drive recklessly.
*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

The main reason that was given by households in the province for not using minibus taxis was their availability, as shown in Table 9.13. Reasons relating to service attributes (36,3%) and preferred private transport (34,8%) were also cited as reasons for not having used minibus taxis in the calendar month preceding the survey.

Approximately 37% of households in City of Cape Town, 31,5% in West Coast DM and 39,3% in Eden DM indicated that they preferred using their private transport instead of minibus taxis. The DMs with significant percentage of households who said that the non-availability of taxis was the main reason for not using them were: Overberg DM (20,2%), Eden DM (16,6%), West Coast DM (16,5%) and Central Karoo DM (15,3%).

Table 9.14: Dissatisfaction levels with minibus taxi services by district municipality

Attributes of the minibus taxi services	District municipality (per cent of minibus taxi users who are dissatisfied across district municipality)						
	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Total
The distance between the taxi rank/route and your home	11,7	0,4	17,7	2,4	1,5	66,3	**100,0**
The travel time by taxi	18,3	0,3	17,6	1,7	2,5	59,6	**100,0**
Security on the walk to/from the taxi rank	6,9	0,2	8,2	0,6	0,9	83,3	**100,0**
Security at the taxi ranks	8,3	0,2	9,7	0,7	1,8	79,4	**100,0**
Security on the taxis	7,7	0,2	9,4	0,8	1,6	80,3	**100,0**
The level of crowding in the taxis	7,3	0,1	8,0	1,3	1,7	81,6	**100,0**
Safety from accidents	6,3	0,2	7,1	0,6	1,6	84,1	**100,0**
The frequency of taxis during peak period	14,1	0,4	13,7	1,3	3,2	67,1	**100,0**
The frequency of taxis during off-peak period	16,1	0,3	13,6	1,6	2,0	66,4	**100,0**
The waiting time for taxis	13,9	0,3	16,0	1,7	2,9	65,3	**100,0**
The taxi fares	8,9	0,1	10,0	1,3	1,4	78,2	**100,0**
The facilities at the taxi ranks, e.g. toilets, offices	9,8	0,1	8,1	1,0	1,8	79,1	**100,0**
Roadworthiness of taxis	7,6	0,2	7,6	0,8	1,7	82,1	**100,0**
Behaviour of the taxi drivers towards passengers	8,1	0,1	8,0	0,3	1,1	82,4	**100,0**
The taxi service overall	8,0	0,2	7,2	1,0	1,9	81,9	**100,0**
Attributes of the minibus taxi services	**District municipality (per cent of minibus taxi users who are dissatisfied within district municipality)**						
	Cape Winelands	**Central Karoo**	**Eden**	**Overberg**	**West Coast**	**City of Cape Town**	**Western Cape**
The distance between the taxi rank/route and your home	18,2	34,8	25,5	18,3	7,5	14,8	**16,2**
The travel time by taxi	27,9	22,7	24,5	12,5	12,1	12,9	**15,7**
Security on the walk to/from the taxi rank	29,6	33,4	31,3	10,7	13,0	50,9	**44,2**
Security at the taxi ranks	29,8	33,4	31,2	11,1	22,0	40,4	**37,0**
Security on the taxis	29,1	33,4	31,7	14,1	19,3	43,7	**39,3**
The level of crowding in the taxis	36,0	31,8	35,6	29,0	25,2	56,4	**50,3**
Safety from accidents	31,8	48,5	33,2	15,0	23,8	60,1	**51,9**
The frequency of taxis during peak period	31,0	48,5	28,0	13,9	23,2	21,0	**22,8**
The frequency of taxis during off-peak period	39,1	36,6	30,4	17,8	15,7	22,9	**25,1**
The waiting time for taxis	33,4	33,4	35,7	19,7	21,2	22,3	**24,9**
The taxi fares	39,8	31,8	41,2	26,9	19,0	49,2	**45,8**
The facilities at the taxi ranks, e.g. toilets, offices	43,5	31,8	33,2	20,4	25,2	49,7	**45,7**
Roadworthiness of taxis	35,9	43,6	33,5	18,3	23,4	55,1	**48,8**
Behaviour of the taxi drivers towards passengers	33,0	29,8	32,7	15,3	14,6	59,1	**50,6**
The taxi service overall	31,9	31,8	26,5	18,4	21,9	46,5	**41,3**

Respondents could select more than one attribute.

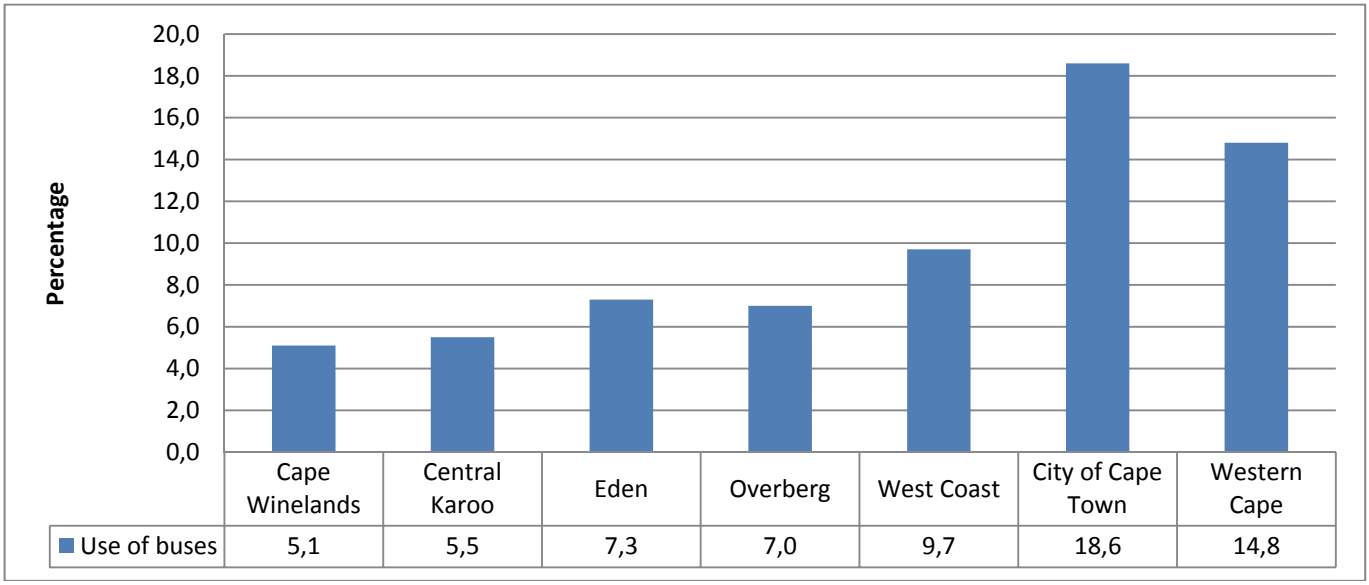
Table 9.14 presents the level of dissatisfaction with minibus taxi services in the province. The highest proportions of households were dissatisfied with safety from accidents (51,9%), behaviour of the taxi drivers (50,6%) and the level of crowding in the taxis (50,3%). Other services such as roadworthiness of taxis (48,8%) and the taxi fares (45,8%) also contributed significantly to the dissatisfaction levels of households.

About 60,1% of households in City of Cape Town were dissatisfied with safety from accidents, followed by those who were dissatisfied with the behaviour of the taxi drivers (59,1%) and the level of crowding in the taxis (56,4%).

9.7 Use of buses

The household section in the questionnaire covered the usage of buses. Table 9.15 shows the time (in minutes) taken to reach the key service facility/bus station. The reasons for not using buses are shown in Table 9.16, while dissatisfaction with the bus service is summarised in Table 9.17.

Figure 9.8 Percentage of households who used buses during the calendar month preceding the survey by district municipality



Percentages calculated within municipalities.

Approximately 14,8% of households in Western Cape used buses during the calendar month preceding the survey. City of Cape Town had the highest percentage of households who used buses as their mode of travel to go to different facilities (18,6%), followed by West Coast DM (9,7%) and Eden DM (7,3%).

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

District municipality	Time category (per cent within municipality)			
	1–15 minutes	16–30 minutes	> 30 minutes	Total
Cape Winelands	78,4	21,6	*	**100,0**
Central Karoo	100,0	*	*	**100,0**
Eden	79,0	8,4	12,6	**100,0**
Overberg	100,0	*	*	**100,0**
West Coast	82,2	12,9	4,9	**100,0**
City of Cape Town	88,1	10,6	1,4	**100,0**
Western Cape	**87,7**	**10,7**	**1,6**	**100,0**
Geographic location				
Metropolitan	88,1	10,6	1,4	**100,0**
Urban	86,8	11,0	2,2	**100,0**
Rural	67,7	15,4	17,0	**100,0**

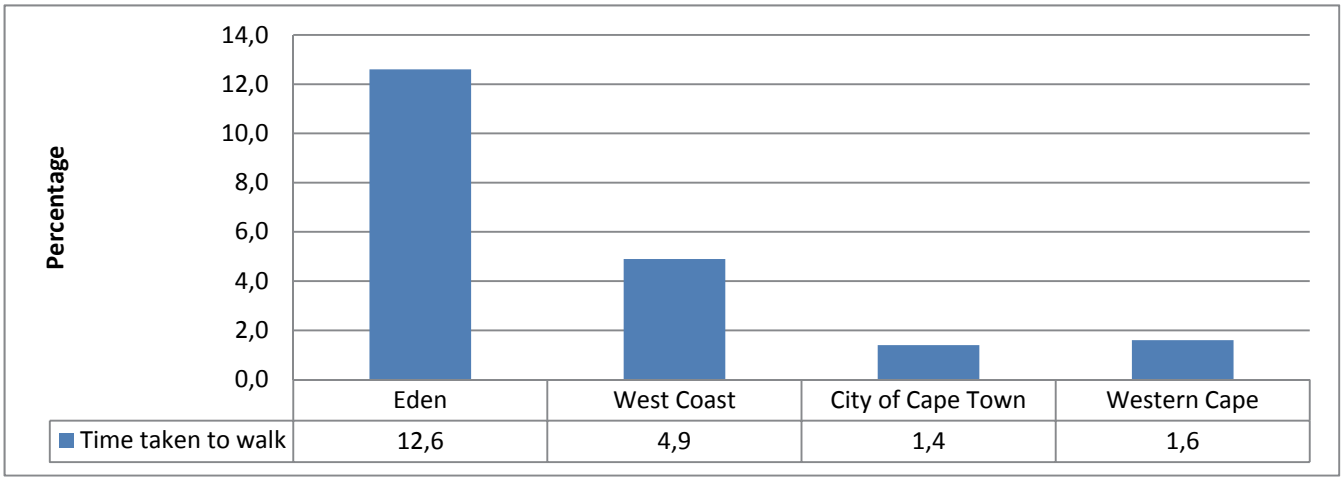
*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Total excludes unspecified time category.

Table 9.15 illustrates the time taken to walk to the nearest bus stop/station by those who used buses. More than eight in ten (87,7%) households in the province walked less than 15 minutes to the nearest bus stop/station. Slightly above ten per cent (10,7%) of households mentioned that they walked between 16 and 30 minutes to the nearest bus stop/station, and only a small percentage of households (1,6%) walked more than 30 minutes.

A significant percentage of households in Central Karoo, Overberg and West Coast DMs indicated that they walked less than 15 minutes to the nearest bus stop/station. Eden DM had the highest proportion of households who walked for more than half an hour to the nearest bus stop/station (12,6%).

As far as geographical location was concerned, most households (metro, urban and rural) indicated that they walked 1–15 minutes to the nearest bus stop.

Figure 9.9: 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 district municipality



Percentages are too small to provide reliable estimates for Cape Winelands, Central Karoo and Overberg DMs.

Figure 9.9 shows that 1,6% of households who used buses walked more than 30 minutes to the nearest bus station. Households from Eden DM (12,6%) were more likely to walk more than 30 minutes than other DMs.

Table 9.16: Reasons for not having used buses in the calendar month preceding the survey by district municipality

Reasons	District municipality (per cent within municipality, all reasons combined)						
	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Not available	34,1	24,7	53,8	41,9	38,8	11,2	21,3
Prefer train	10,1	2,6	10,5	2,3	8,1	10,3	9,7
Prefer taxi	0,9	0,4	0,2	*	0,2	3,5	2,4
Prefer private transport	18,6	18,1	9,7	20,5	20,7	22,3	20,5
Can walk	13,4	20,8	3,7	15,5	13,6	6,1	8,0
Don't travel much	4,4	16,2	12,2	4,4	4,2	5,8	6,1
Reasons relating to service attributes	18,0	17,3	9,0	14,9	14,0	39,9	31,2
Other	0,6	*	0,8	0,5	0,5	0,9	0,8
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Other reasons include: Prefer train, prefer taxi.

Table 9.16 summarises the reasons for households not having used a bus in Western Cape. The most commonly given reason for not using a bus during the calendar month preceding the survey was reasons related to service attributes (31,2%). Other households indicated that non-availability of buses (21,3%) or prefer private transport (20,5%) were their main reasons for not using bus services.

In City of Cape Town, reasons related to service attributes were the main concern compared to other municipalities (39,9%). More than half (53,8%) of the households in Overberg DM mentioned non-availability of buses as the reason for not using buses. Households in City of Cape Town (22,3%) and West Coast DM (20,7%) preferred using private transport.

Table 9.17: Dissatisfaction with bus services by district municipality

Attributes of the bus service	District municipality (per cent of bus service users across municipality)						
	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
The distance between the bus stop and your home	1,3	1,0	8,2	0,5	1,7	87,4	**100,0**
The travel time by bus	0,5	0,4	4,6	0,4	4,1	90,0	**100,0**
Security on the walk to/from the bus stop	0,9	0,5	2,7	0,2	1,4	94,3	**100,0**
Security at the bus stops	0,3	0,3	2,6	0,2	1,7	94,9	**100,0**
Security on the buses	0,7	0,4	2,6	0,3	2,1	94,0	**100,0**
The level of crowding in the bus	0,5	0,5	1,9	0,2	2,2	94,6	**100,0**
Safety from accidents	1,5	0,3	2,7	0,8	1,9	92,7	**100,0**
The frequency of buses during peak period	1,5	0,8	2,1	0,7	2,2	92,7	**100,0**
The frequency of buses during off-peak period	1,2	0,4	1,9	*	2,4	94,0	**100,0**
The punctuality of buses	1,0	0,4	2,2	0,3	2,5	93,7	**100,0**
The bus fares	1,1	0,4	1,8	0,6	2,1	94,0	**100,0**
The facilities at the bus stop, e.g. toilets, offices	0,5	0,3	2,1	0,4	2,2	94,6	**100,0**
Behaviour of the bus drivers towards passengers	0,5	0,5	4,8	1,2	3,4	89,6	**100,0**
The bus service overall	0,6	0,5	4,2	0,4	1,7	92,5	**100,0**
Availability of information	0,8	0,4	3,1	0,8	1,9	93,0	**100,0**

Attributes of the bus service	District municipality (per cent of bus service users within municipality)						
	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
The distance between the bus stop and your home	6,3	*	29,4	4,3	8,5	18,3	**17,7**
The travel time by bus	3,0	*	18,3	4,3	28,2	23,6	**22,3**
Security on the walk to/from the bus stop	17,7	12,0	22,1	4,6	19,2	47,7	**43,7**
Security at the bus stops	6,6	12,0	22,4	4,3	24,7	51,3	**46,7**
Security on the buses	9,7	12,0	16,1	4,3	20,3	35,6	**32,6**
The level of crowding in the bus	5,3	12,0	14,7	4,5	22,9	41,8	**37,6**
Safety from accidents	12,3	*	16,7	12,4	16,6	32,8	**30,2**
The frequency of buses during peak period	10,3	12,0	9,9	8,4	14,6	25,5	**23,4**
The frequency of buses during off-peak period	10,7	12,0	9,9	*	20,5	33,9	**30,6**
The punctuality of buses	7,1	*	12,0	4,3	19,3	29,8	**27,0**
The bus fares	12,8	12,0	15,0	12,4	25,2	46,4	**42,1**
The facilities at the bus stop, e.g. toilets, offices	6,6	12,0	18,9	8,1	27,8	50,9	**45,9**
Behaviour of the bus drivers towards passengers	3,0	*	20,1	13,1	19,9	21,1	**20,1**
The bus service overall	3,3	*	21,1	11,0	10,5	28,6	**26,0**
Availability of information	6,3	*	18,4	13,5	15,9	33,3	**30,4**

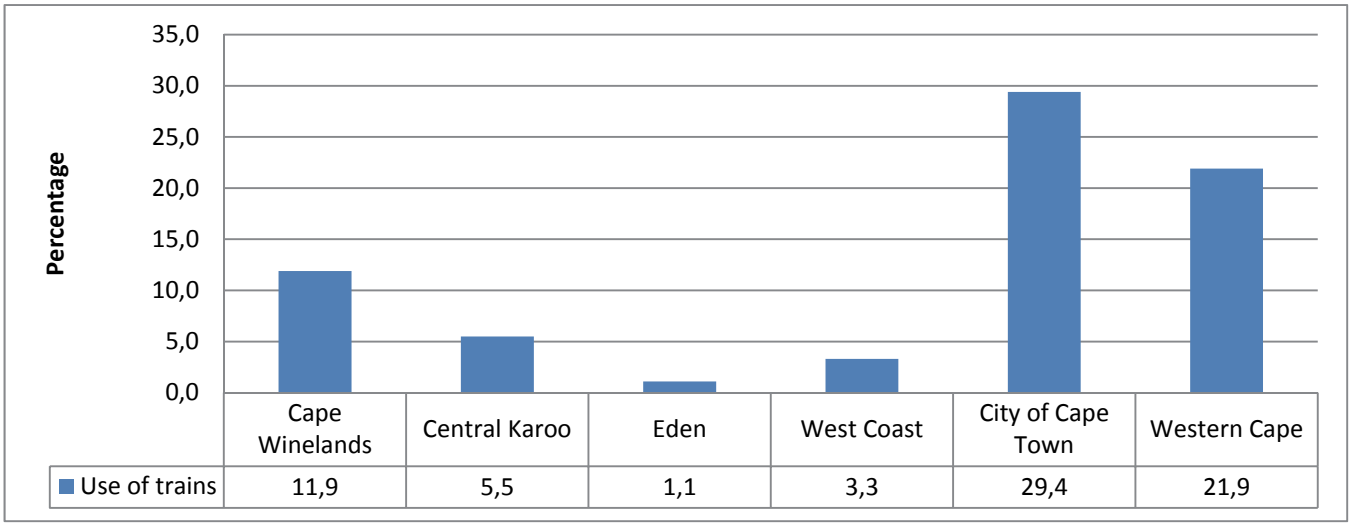
*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Respondents could select more than one attribute.

Table 9.17 shows that 46,7% of households in the province were dissatisfied with security at the bus stop, followed by the facilities at the bus stop (45,9%) and security on the walk to/from the bus stop (43,7%). The bus fares also appeared to be one of the concerns with 42,1% of households.

City of Cape Town had the highest percentage of households who said that security at the bus stop was their biggest concern (51,3%), followed by residents in West Coast DM with 24,7%. The facilities at the bus stop was a major stumbling block in City of Cape Town (50,9%) and West Coast DM (27,8%).

9.8 Use of trains

Figure 9.10: Percentage of households who used trains during the calendar month preceding the survey by district municipality



Percentages calculated within municipalities.

More than twenty per cent (21,9%) of households in the province made use of trains during the month preceding the survey. Slightly less 30% of households in City of Cape Town stated that they used trains as their mode of transport. Only a small percentage of households in Eden DM (1,1%) used trains as their mode of travel.

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 district municipality

District municipality	Time category (per cent within municipality)			
	1–15 min	16–30 min	> 30 min	Total
Cape Winelands	38,2	39,6	22,2	**100,0**
Central Karoo	*	*	50,0	**100,0**
City of Cape Town	44,2	39,9	15,9	**100,0**
Western Cape	**43,8**	**39,9**	**16,3**	**100,0**

*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
District municipalities not presented in the table did not have significant numbers.
Total excludes unspecified time category.

Approximately 43,8% of households walked less than 15 minutes to the nearest train station, 39,9% between 16 and 30 minutes and only 16,3% walked more than 30 minutes. City of Cape Town recorded the highest percentage of households who walked less than 15 minutes (44,2%) compared to Cape Winelands DM (38,2%). Central Karoo DM had the highest percentage of households who walked more than 30 minutes compared to other DMs.

Table 9.19: Reasons for not having used trains during the past month by district municipality

Reason	District municipality (per cent within municipality, all reasons combined)						
	Cape Winelands	Central Karoo	Eden	Overberg	West Coast	City of Cape Town	Western Cape
Not available	16,0	20,2	71,6	52,0	47,2	14,1	**24,2**
Prefer bus	0,3	1,9	1,0	0,1	0,7	1,9	**1,4**
Prefer taxi	9,6	1,2	5,9	3,4	9,5	7,7	**7,6**
Prefer private transport	20,3	16,6	5,6	19,5	19,7	23,6	**20,8**
Can walk	14,0	5,5	4,3	13,8	10,1	5,1	**7,2**
Don't travel much	6,0	26,7	8,2	4,2	4,0	6,8	**6,8**
Reasons relating to service attributes	32,8	27,6	3,3	6,8	8,3	39,4	**31,0**
Other	1,1	0,3	0,2	0,1	0,4	1,4	**1,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentage calculated within municipalities.

Reason related to service attributes (31,0%) was cited as the most common reason for not using trains, while non-availability (24,2%) was the second main reason that hindered the use of trains in the province. About forty per cent (39,4%) of households in City of Cape Town did not use trains because of service attributes. Households in Eden DM (71,6%) and Overberg DM (52,0%) indicated that trains not being available was the reason for not using trains.

Table 9.20: Dissatisfaction with train services of train users by district municipality

Attributes of the train service	District municipality (per cent within municipality)			
	Cape Winelands	West Coast	City of Cape Town	Western Cape
The distance between the train station and your home	21,6	87,0	44,4	**43,3**
The travel time by train	34,3	73,5	35,1	**35,4**
Security on the walk to/from the station	38,2	64,9	67,2	**65,2**
Security at stations	33,8	20,3	33,6	**33,6**
Security on the train	39,8	28,9	54,1	**52,9**
The level of crowding in the train	51,7	47,8	82,5	**80,1**
Safety from accidents	23,1	47,8	26,7	**26,7**
The frequency of trains during peak period	32,0	57,0	40,0	**39,6**
The frequency of trains during off-peak period	34,3	47,8	49,1	**48,0**
The punctuality of trains	42,9	48,4	62,0	**60,6**
The train fares	30,2	43,0	26,3	**26,8**
The facilities at the stations e.g. toilets, offices	48,2	43,7	54,7	**54,2**
The train service overall	37,2	39,1	49,5	**48,7**

Respondents could select more than one attribute.
*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

Almost seventy per cent (69,2%) of households indicated that the level of crowding in trains was their main concern, while six in ten (65,6%) households were dissatisfied with the distance they had to walk to reach the train station. Slightly over half of households were dissatisfied with the travel time by train (52,8%) and security on the walk to/from the station (55,0%).

Other attributes that recorded significant percentages of dissatisfaction with the train service in the province were the punctuality of trains (44,1%), the frequency of trains during peak (41,9%) and off-peak periods (41,4%), and the facilities at the stations (38,8%).

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 TRC Africa 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 the ArcGIS 9.3 software. The following datasets were used for this process:

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

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

10.3 Sampling and weighting

The sample design for the National Household Travel Survey (NHTS) 2013 was based on the Census 2011 enumeration areas (EAs) frame and was based on two-staged random stratified sampling. Firstly, a sample of 5 034 primary sampling units (PSUs) was selected from the Census dwelling frame, with stratification at TAZ and provincial levels. Twenty-two of these PSUs were vacant and 51 341 dwelling units (DUs) were sampled from the remaining 5 012 PSUs. Of the sampled DUs, there were 849 DUs for which no questionnaires were received or completed. Amongst the 5 012 PSUs, there were 4 957 PSUs that had at least one responding household. Furthermore, 5 PSUs had all sampled DUs with 'out-of-scope' households, while the remaining 50 PSUs had sampled DUs without responding households. More details about this can be found in the technical report.

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

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

Table 10.2 Sample distribution across province

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	4 107
South Africa	**5 012**	**10**	**51 341**

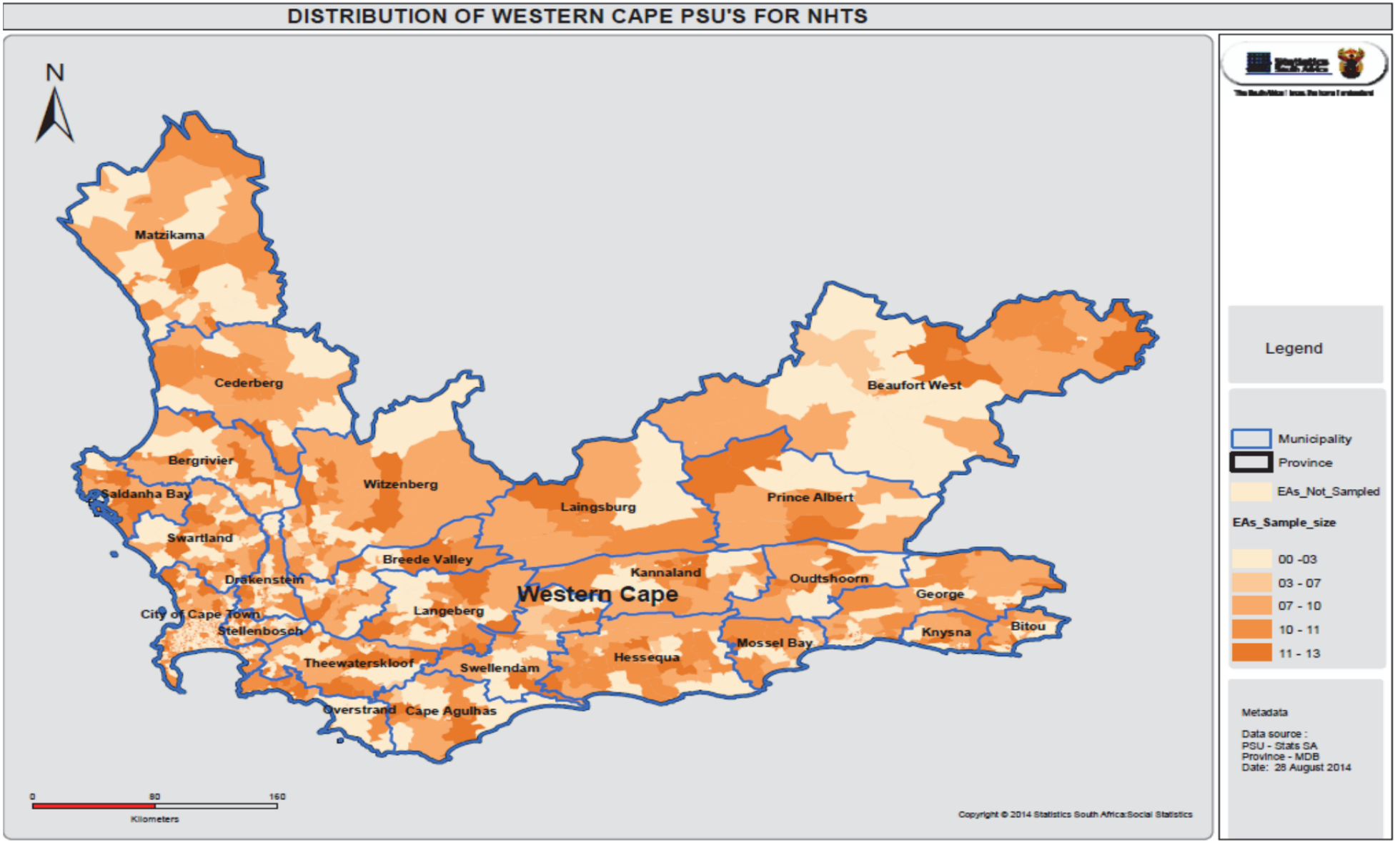
Table 10.3: Sample distribution across district municipalities

District municipality	Number of PSUs	Average number of dwelling units per PSU	Total number of dwelling units
Cape Winelands	73	9	693
Central Karoo	16	10	158
Eden	79	10	763
Overberg	40	10	394
West Coast	51	9	472
City of Cape Town	300	10	3 048
Western Cape	559	10	5 528

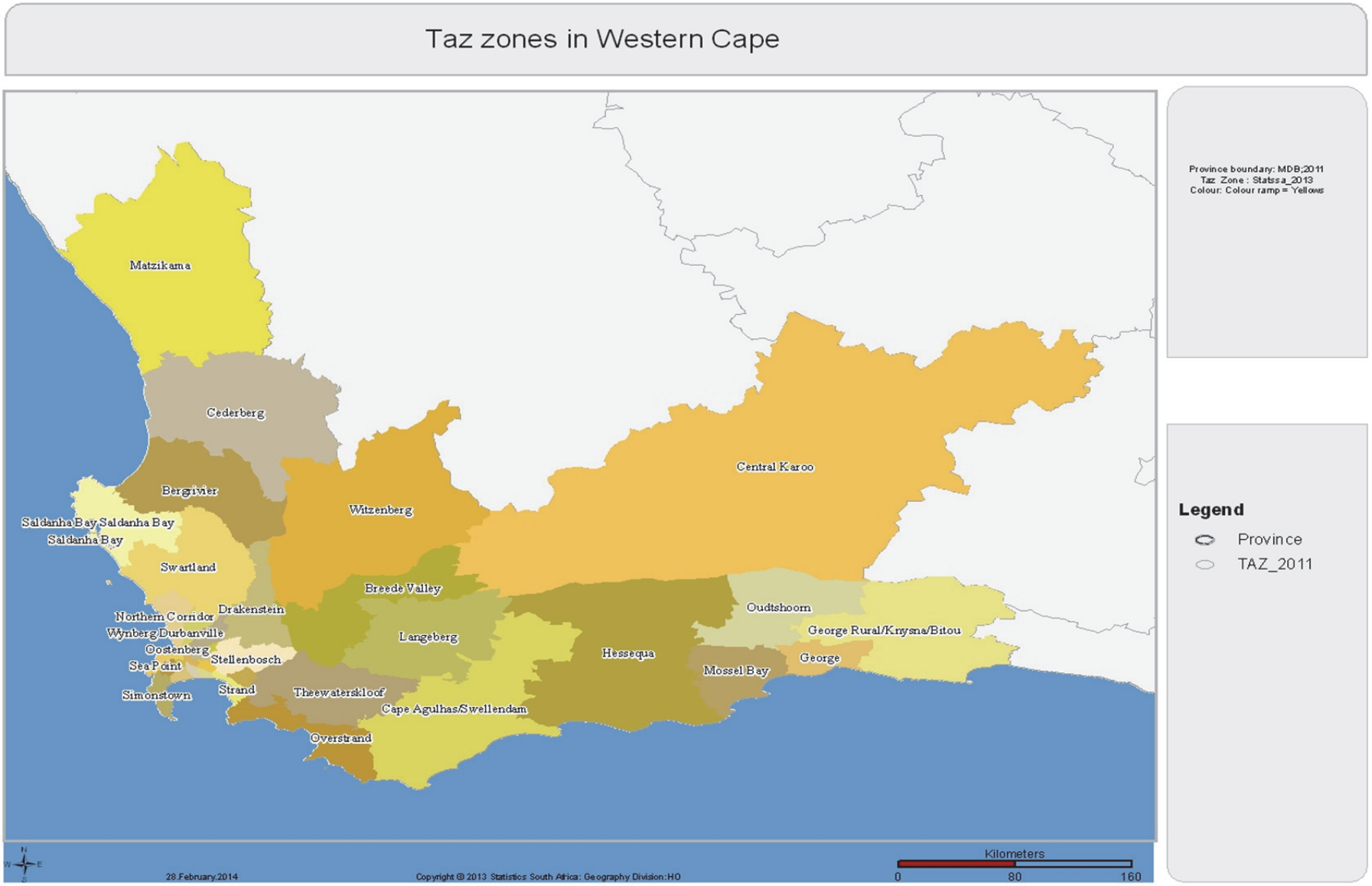
10.4 Data collection

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



Map 10.2: Taz zones in Western Cape



Map 10.3: Taz zones in City of Cape Town Metro

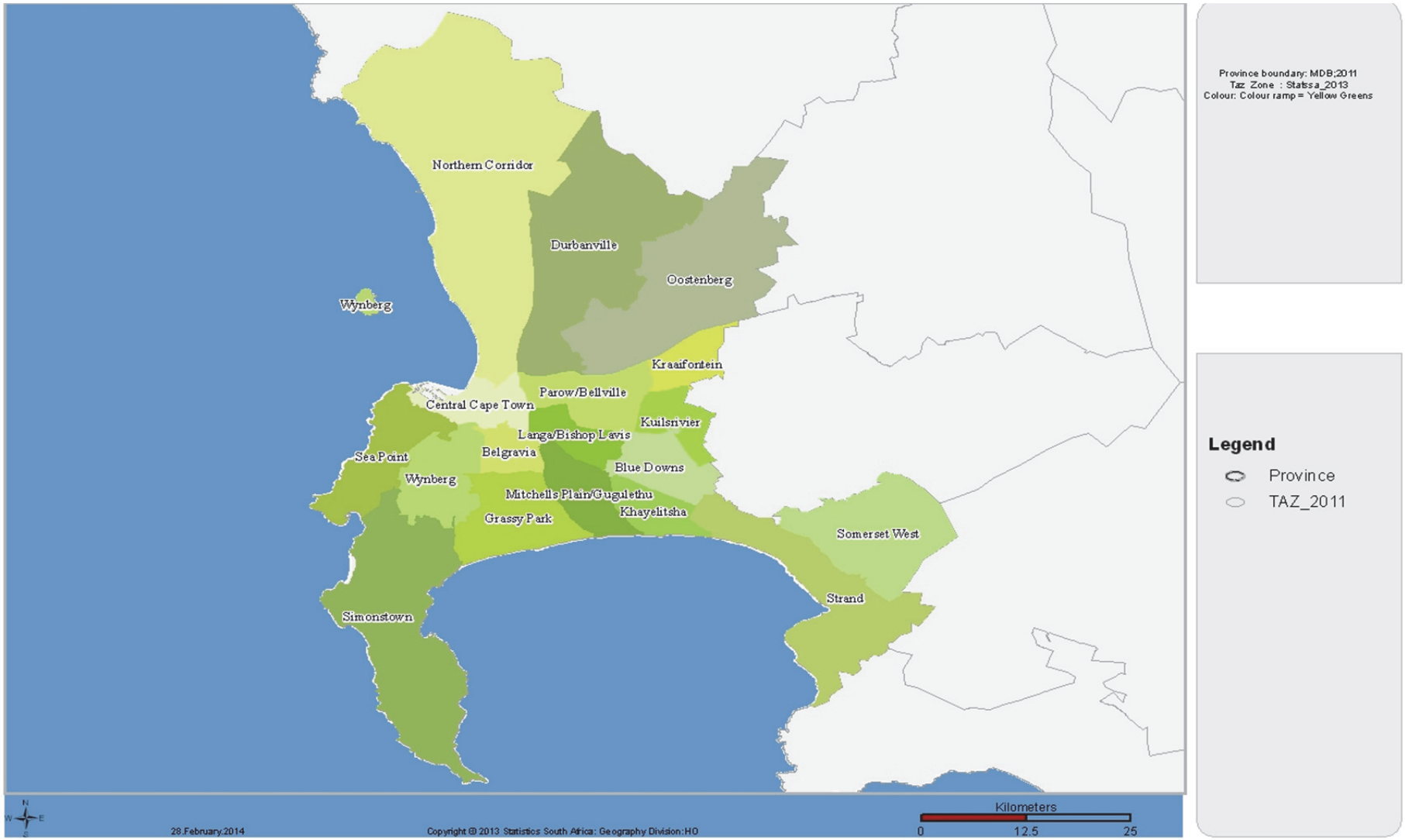
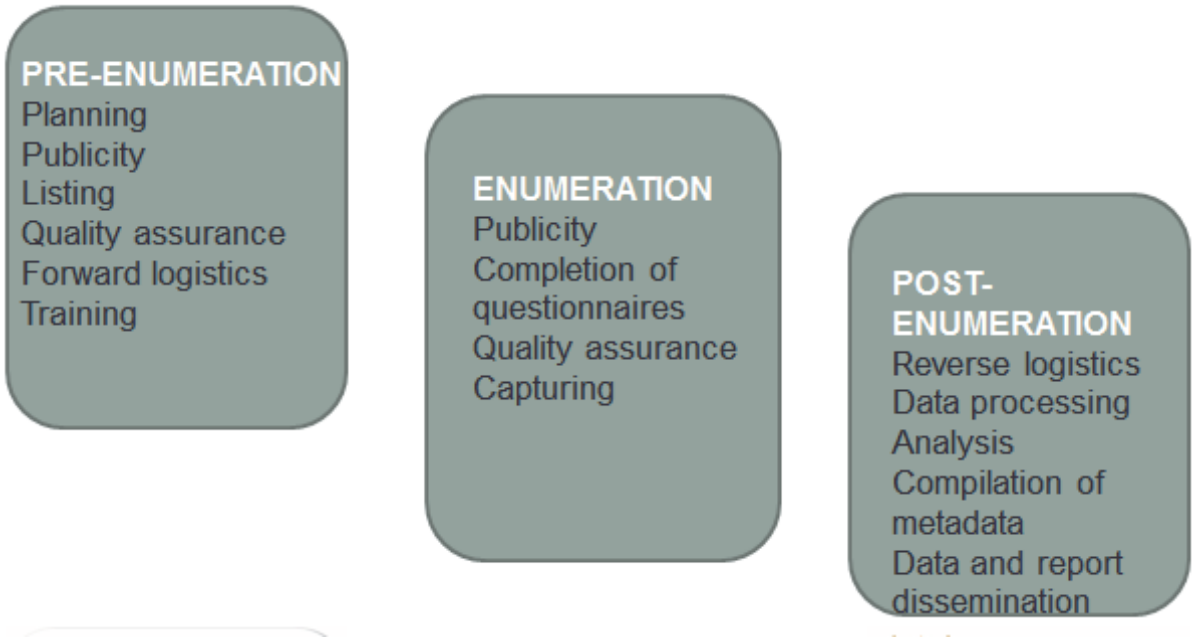


Figure 10.1: Phases of data collection



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

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

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

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

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

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

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 the 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 10.4: 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 NHTS-related 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.

Table 10.5: 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
South Africa	**800**	**267**	**52**

10.5 Response rates

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

Table 10.6: Mapping of result codes to the response status categories and percentage of households in each category

Response code	Label	Frequency	Per cent	Cumulative frequency	Cumulative per cent
1	Response	43 462	82,3	43 462	82,3
2	Non-response	5 314	10,1	48 776	92,5
3	Out-of-scope	3 986	7,6	52 762	100,0

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

Table 10.7: 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
South Africa	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 in 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 as 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 they currently are.

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 which can carry more than about 18 passengers.
Business trip	A trip taken during the course of one's work for business purposes. Does not include trips to one's usual place of work and focuses on trips 20 km or more away from the usual place of work. Business trip can be a day or overnight trip or both.
Car	A passenger motor vehicle owned 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.
Day trip	A trip taken in the past 12 months, other than for educational, work and business purposes. Also considered 2 km or more away from usual home.
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, as domestic-type work (e.g. cleaning, gardening etc.) that is undertaken by persons for a **private business** or government, is NOT domestic work.
Dwelling under construction	A dwelling that has not been built completely as yet.
Dwelling unit	A dwelling unit is a structure, part of a structure or group of structures that can be occupied by a household(s).

Concept	Definition
Enumeration area	An EA is the smallest geographical unit into which the country has been divided for census and survey purposes.
Enumeration area type	The EA type is classified according to set criteria profiling land use and human settlement within the area. For NHTS 2013, the following ten EA types were used: Urban settlements (formal), informal settlements (usually urban), tribal settlements, farms, recreational land, institution, hostels, industrial, small holdings, and vacant land.
Facility	For the purpose of the NHTS, a facility is associated with a function, activity or service to which passengers are attracted. Facilities included food and other shops, traditional healers and tribal authorities, municipal, welfare and post offices, police stations and medical services.
Farms	Farms cover an extensive area. The land is cultivated and the field size is usually quite large. Farm boundaries can be easily distinguished on aerial photos, and are normally fence lines, edges of the fields, roads or rivers. The fields tend to be cultivated with a variety of crops and the crops may differ from season to season and from area to area. The field size will vary and may be affected by the size of the farm, local climate (rainy or not) and the amount of mechanisation on the farm. Most fields on farms are large. Cattle, sheep and other livestock (horses, ostrich and game on a smaller scale) are also reared on farms. These farms have large fenced grazing areas (paddocks) with grass cover grazing.
Gautrain	An 80-kilometre (50 mi) mass rapid transit railway system in Gauteng, South Africa, which links Johannesburg, Pretoria, Ekhuruleni and OR Tambo International Airport.
Home	The residential base of a household. In some circumstances, individuals may have a second home (migrant labour).
Hostels	Hostels are characterised as single persons' accommodation or converted family unit accommodation, consisting of a cluster of buildings. They could be either a 'men's or women's single quarters'. The buildings as well as other facilities such as parking lots are usually situated on a common site (see Special dwelling for further clarification).
Household	A household is defined as a person, or group of persons, who has occupied a common dwelling unit (or part of it) for **at least four nights in a week** on average during the past four weeks prior to the survey interview. **This is described as the '4x4' (four-by-four) rule.** Basically, **they live together and share resources as a unit.** Other explanatory phrases can be 'eating from the same pot' and 'cook and eat together'. Persons who occupy the same dwelling unit but **do not share** food or other essentials, are regarded as **separate households.** For example, people who share a dwelling unit, but buy food separately, and generally provide for themselves separately, are regarded as separate households within the same dwelling unit. Conversely, a household may occupy more than one structure. If persons on a plot, stand or yard eat together but sleep in separate structures (e.g. a room at the back of the house for single young male members of a family), all these persons should be regarded as one household.
Household head/Acting household head	The head of 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 you find only children in a household (child-headed household), interview the eldest or the one taking responsibility.

Concept	Definition
Household members	Household members include all those that reside at the property for at least four nights a week. Do not include domestic workers as part of the household unless they are paid in kind.
Informal dwelling	A makeshift structure not erected according to approved architectural plans, for example shacks.
Informal settlements	Informal settlements or 'squatter camps' usually occur on land that has not been proclaimed as residential. One or more structures are usually constructed on land, with or without the consent of the owner or person in charge of the land. These settlements are usually found on the outskirts of towns or in pockets inside towns, along railway lines and roads. They are also found in townships and in tribal areas, but in the latter case such settlements may have been classified as tribal.
Institutions	Institutions are communal places of residence for people with a common characteristic, such as a hospital, school hostel, prison, defense force barracks or convent. Such sets of living quarters usually have certain common facilities shared by the occupants, i.e. baths, lounges, dormitories, etc.
IRT bus	Integrated Rapid Transit system bus.
Learner	A person who regularly attends a pre-school institution, a school, a college, a technikon or any other tertiary education or training institution.
Licence codes	A1 = Small motor bike A = Big motor bike B = Light motor vehicle (LMV) C = Heavy motor vehicle (HMV) Rigid 16 000 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 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 usual home. The trip has to be 2 km or further from usual home.
Private transport	All forms of motorised transports which were made by individuals in travel modes other than public transport. Thus private transport includes car drivers, car passengers and company vehicle.
Public transport	All transport services for which passengers made payment and includes trains, buses and taxis.
Recreational land	This is land that is usually used for entertainment purposes; it includes state parks, golf courses, caravan parks, nature reserves, forest areas, state land, public entertainment areas, parks and botanical gardens.
Respondents	This is a person (or persons) responding to questions in the selected dwelling unit. The person should be a member (members) of the household and be in a position to answer the questions. This will preferably be any responsible adult. If you find only children in a household (child-headed household), interview the eldest or the one taking responsibility.
Responsible adult	If the household head is not available for interview, it is possible to speak to another responsible adult in the household.
Rural	A geographic classification applied by Stats SA for the population census, to differentiate the settlement type applicable to households. In this case the settlement type is associated with farming areas, traditional land and other non-urban dwelling places.
Sedan taxi	An unmetered two- or four-door sedan car, which offers a public transport service to paying customers, often as a feeder or distributor service to trains, buses and minibus-taxis.
Sketch map	A sketch map is a hand-drawn map of an area. It is usually constructed in a relatively short time and with the aid of simple tools. Sketch maps do not possess the high order of accuracy contained in topographic maps.
Special dwellings	Special dwellings (SDs) are dwellings or structures not privately occupied by a household but rather meant for individuals with one or more common characteristics. Occupants are usually provided with communal meals served from a common kitchen. Other facilities such as bathrooms and laundries are also shared. These dwellings include institutions such as hospitals, prisons, homes for special care citizens (e.g. aged, disabled, juvenile offenders, etc.), boarding schools and some workers' hostels. They are sometimes called *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 frailcare Boarding schools — applies only to the students
Traditional dwelling	A dwelling made of clay, mud, reeds or other locally available materials. This is a general term, which includes huts, rondavels, etc. Such dwellings can be found as single units or in clusters.

Concept	Definition
Transfer	A movement from one mode to another or from one vehicle to another, if the transfer is between one train and another or any similar movement.
Transport Analysis Zone	Transport analysis zones are small area subdivisions that serve as the smallest geographic basis for travel demand model forecasting systems.
Travel day	One randomly selected day of the week for which the detailed travel patterns of household members will be recorded.
Travel time	Time between departure from home and arrival at the destination, in other words the door-to-door travel time.
Tribal settlements	This is communally owned land under the jurisdiction of 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, excluding areas classified as metropolitan by the Municipal Demarcation Board.
Urban settlements	Urban settlements (formal) occur on land that has been proclaimed as residential. A formal urban settlement is usually structured and organised. Plots or erven make up a formal and permanent arrangement. A local council or district council control development in these areas. Services such as water, sewage, electricity and refuse removal are provided; roads are formally planned and maintained by the council. This includes suburbs and townships.
Vacant dwelling	A dwelling that is uninhabited, i.e. no sign that anyone lives there.
Vacant stand	A stand, fenced or unfenced, which has no observable structure erected on it.
Vacation trip	Day/overnight trips taken for the purpose of holiday or leisure. Also consider 20 km or more away from household.
Walking all the way	Walking all the way from the dwelling unit to a destination. It could be a place of work or educational institutions, etc.
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 part 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.

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