# National Household Travel Survey
## Western Cape profile


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# NHTS Provincial Report
# Western Cape Profile
# 2022

**Statistics South Africa**

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## Abbreviations

| | |
|---|---|
| NHTS | National Household Travel Survey |
| ABET | Adult Basic Education and Training |
| CAPI | Computer Assisted Personal Interview |
| DM | District Municipality |
| DU | Dwelling unit |
| EA | Enumeration area |
| FET | Further Education and Training |
| FW | Fieldworker |
| FWC | Fieldwork Coordinator |
| FWS | Fieldwork Supervisor |
| GIF | Geographical Information Frame |
| GPS | Global Positioning System |
| 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 |
| TVET | Technical and Vocational Education and Training |

# Summary of key findings

## Gaining a better understanding of general travel patterns of South Africans

The majority of persons who undertook trips during the seven days prior to the interview lived in the City of Cape Town and the least number of persons who undertook trips were recorded in Central Karoo district municipality (DM). Approximately 72,9% of persons who undertook trips seven days prior to the interview were located in urban areas, while 72,7% were found in the rural areas.

Provincially, males (51,7%) were more likely to undertake trips than females (48,3%); however, the variation was not significant. The age group 26–40 years was more likely to travel, and Cape Winelands had the highest proportions than any other district municipality.

According to the results, males (51,7%) were more likely to travel than females (48,3%), West Coast (53,1%) saw the highest proportion of the male travellers as compared to female travellers, followed by City of Cape Town (52,3%) then Overberg (51,2%). Female travellers were less than 50% in most district municipalities, except in Central Karoo and Eden where more than 50% travellers were females as compared to males.

The most common reasons supplied by respondents was that they did not need to travel (57,5%) because they were too old/young to travel (11,5%), and financial reasons/too expensive (7,3%).

The major reasons cited by persons in Cape Winelands for not travelling were that they did not need to travel (37,6%), followed by too old/young to travel (23,2%) and taking care of children/sick/elderly relative (13,1%). 9,1% of the persons in City of Cape Town did not travel because of the financial reasons/too expensive.

### *Main purpose of travel by household members*

Provincially, travelling to usual work place was the primary purpose of undertaking a trip by household members (37,4%), followed by travelling to an educational institution (33,2%). Overberg (47,8%) and Cape Winelands (47,3%) had the highest proportions of persons who cited travelling to their n usual work place as their primary purpose for travel.

The results further show that trips to the shops were the third most common purpose for household members to travel. These trips were most predominated in Eden (26,1%), Cape Winelands (13,2%), and City of Cape Town (13,1%). The fourth most common purpose of the household members to travel is visiting friends/ relatives with the proportion of 4.2%.

### *Mode of travel used during the seven days prior to the interview*

In Western Cape, 'walking all the way' was the main mode of travel used by household members to reach their destination. From 4,7 million Western Cape residents who undertook the trip seven days prior to the survey, about 1,5 million walked all the way to their destination, followed by 1 million individuals who made use of a car/truck as the driver and almost 1 million who used a car/truck as the passenger.

## Education and education-related travel

### *Learners' travel patterns and modes of transport*

The results show that most learners in the province attended school (79,2%), followed by those who attended pre-school (9,6%). Higher educational institutions were attended by 5,4% of all learners.

The majority of learners attending an educational institution resided in urban areas (97,1%), and the remaining 2,9% resided in rural areas. The table further showed the same distribution of learners among income quintiles. In terms of district municipalities, Cape Winelands (12,3%) and City of Cape Town (6,0%) showed a higher proportion of learners attending higher educational institutions, compared to other DMs.

Majority of scholars in urban areas walked all the way (58,2%) to school as compared to 22,7% in rural areas, followed by 19,6% who used Car/truck as a passenger. However rural areas are predominated by scholars who use bus to commute from home to school.

In terms of the household income quintile categories, most households walked all the way to their educational institution, the highest income quintile and lowest income quintile also had the highest proportion of persons who selected being a passenger in a car/truck as their preferred mode of travel (35,0% and 31,8%, respectively).

In 2020, of the 1,7 million learners who completed the question, only 30 000 learned through distance learning. The highest proportion of learners attending classes was found in the City of Cape Town (65,0%), followed by Eden (13,0%) and Cape Winelands (10,0%). Most of the leaners doing distance learning in the province where again based in the City of Cape Town (70,6%), followed by Eden (16,6%). There is not much a bigger change in terms of numbers and proportions from what was observed in 2013 and in 2020.

Most learners in Western Cape province (76,4%) left for educational institutions between 07:00 and 07:59, followed by these who left between 06:30 and 06:59 (12,1%), then those who left before 06:30 (8,7%) and lastly those who left at 08:00 or later where 2.8%.

Nearly a quarter of learners in Central Karoo (24,2%) left for educational institutions between 6:30 and 06:59, followed by those in Eden (19,3%) and Cape Winelands (13,4%). Central Karoo (8,1%) and Cape Winelands (6,7%) had the highest percentage of learners who left their residences at 08:00 and later. One in ten learners (10,6%) in the City of Cape Town left their place of residence before 06:30.

***Travel cost***

City of Cape Town (96,0%), West Coast (80,4%) and Overberg (77,8%) had the highest proportion of scholars who used taxis and spent more than R200 per month. The majority of learners who used buses to travel to their educational institutions and spent less than R100 per month were located in Central Karoo (42,0%) and Overberg (41,2%). All learners (100,0%) who used car/bakkie/truck as a driver spent more than R200 in Overberg and West Coast.

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

The results show that almost two thirds (62,9%) of the 2,3 million Western Cape workers reside in City of Cape Town, 12,7% resided in Cape Winelands and 12,8% in Eden . About 157 000 workers who are disabled were identified in the survey. 57,5% were found in City of Cape Town, followed by Eden (28,6%) and West Coast (6,5%). Overberg recorded the smallest percentage of disabled workers at 0,4%.

About seven in 10 workers who were classified within the highest income quintile resided in City of Cape Town, 13,6% resided in Cape Winelands. The same pattern reflected throughout the income quintiles for all the district municipalities.

***Workers' geographic location***

Almost all workers in Western Cape where classified as urban dwellers, only 128 000 resided in rural areas compared to 2.2 million in urban areas. The highest percentage of workers classified as rural residents come from Cape Winelands (45,0%) and Overberg (22,5%).

***Workers' mode of travel***

Provincially, the main mode of transport that carries the largest share of workers is private cars, with the workers being the driver (46,2%), and taxis, which account for 20,3%. Slightly more than one in five workers walked all the way (14,0%), 9,8% travelled by private car as a passenger and another 6,5% travelled by bus.

This pattern holds in most district municipalities except in Central Karoo, where the dominant transport mode was walking all the way (53,0%). Other district municipalities where significant percentages of workers walked all the way were Overberg (38,4%) and Cape Winelands (27,1%). Bus use was most common amongst workers in the City of Cape Town (8,9%) and Eden (4,8%), while train travel was most common in City of Cape Town (3,2%) and Cape Winelands (1,4%).

In rural areas, the majority of workers walked all the way (57,1%) to their workplace, on the other hand, urban workers were more likely to drive a car/truck car to their workplace than workers in rural areas.

***Time workers leave for work***

Approximately one in five workers (19,2%) left for work between 06:00 and 06:29 in the morning. West Coast (21,6%) and City of Cape Town (20,8%) recorded the highest proportion of workers leaving for work between 06:00 and 06:29 in the morning. Overberg , recorded the lowest proportion of workers leaving before 06:00, with only 7,1%.

Almost four in ten workers who resides in rural areas leave home for work between 06:30 and 06:59 in the morning, contrary to that majority of workers in urban area leave home for work between 07:00 and 07:59 in the morning. About 10,7% of workers living in urban areas leave after 08:00, while rural areas only had 2,2% of workers who left after 08:00.

***Time spent walking to and waiting for the first public transport (train, bus and taxi)***

The majority of workers walked up to 5 minutes to reach their first transport in the morning (69,7%) and 18,9% walked between 6 –10 minutes. The distribution did apply to West coast where more workers walked between 6–10 minutes (44,0%) as compared to 42,4% of workers who walked up to five minutes.

Almost half a million workers waited for their first public transport. More than three quarters of the workers (78,2%) waited five minutes or less in the province, while all workers in Overberg (100,0%), were the most likely of all the districts to wait for 5 minutes or less.

About 3,4% of all Western Cape workers waited for more than 15 minutes for the first public transport. In Cape Winelands, 6,4% of the workers waited for more than 15 minutes or more, followed by 3,4% in City of Cape Town and 2,8% in Eden.

***Total time travelled to work***

Overall, between 2013 and 2020, the average travel time for work has increased across all modes of transport except for those who walked all the way to their place of work. The highest increase is observed among those who used a train, taxi, and bus to reach their destination.

In 2020, workers who used public transport experienced a long travel time in the morning to access their workplace; train users travelled for 106 minutes, bus travellers spent 87 minutes travelling, and taxi users travelled 66 minutes. Those who used a car/bakkie/truck as passengers needed 49 minutes to get to work, while those who drove took 43 minutes.

## Business trips

Of the 2,4 million workers aged 15 years and older who were interviewed, only 139 000 indicated that they undertook business trips during the reference period. Two out of five business travellers were from the City of Cape Town (45,4%), 25,7% where from Eden, and 17,2% from Cape Winelands . Central Karoo (1,7%) contributed the least to the provincial business travel count.

Most (54,8%) business trips were made using a private car or truck as the driver. The second most used mode of travel for business trips were aircraft at 15,3%. The majority of business trips undertaken by workers were within their district of residence; however, if business trips were to be taken outside the province of origin, City of Cape Town would be the most common business destination.

## Other travel patterns

City of Cape Town had the highest proportion of persons who had undertaken day trips at 57,5%, followed by Eden (16,2%) and Cape Winelands at 14,0%. While Central Karoo (2,3%) had the smallest proportion. Provincially, the most common reasons for taking a day trip were leisure/holiday (36,6%), followed by visiting friends/family/ancestral home at 34,1% and shopping at 8,8%.

Visiting friends/family/ancestral home (45,9%) was the most common main purpose for undertaking overnight trips, followed by 33,4% of those who said they were travelling for leisure/holiday. The majority of the overnight trips were undertaken using car/bakkie/truck as a passenger (28,9%), followed by those who used a car/bakkie/truck as a driver as their main mode of overnight travel.

### *Day trips*

Travelling by car/bakkie/truck as a driver (39,2%) was the main mode of travel used for day trips, followed by travelling by car/bakkie/truck as a passenger (35,2%) and travelling by taxi at approximately 16%.

### *Overnight trips*

About 708 000 respondents indicated that they undertook overnight trips away from their usual place of residence during the preceding 12 months. City of Cape Town (60,6%) had the highest proportion, followed by Eden followed (17,1%), while Central Karoo (1,3%) recorded the smallest percentage.

## Household travel patterns, attitudes and perceptions

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

Most of the workers who used a car/bakkie/truck as a driver took between one to 30 minutes to reach their place of work (47,2%). About 45% (45,1%) travelling by a car/bakkie/truck as a passenger needed 31 to 60 minutes to reach their destination and 37,6% of workers needed 30 minutes or less. Central Karoo (78,9%) and Eden (61,4%) had the highest proportion of workers who travelled 30 minutes or less when travelling by a car/bakkie/truck as a passenger.

The highest proportion of workers who walked all the way travelled for 30 minutes or less (83,6%). Workers who walked all the way to their place of work for more than an hour were mostly found in Eden (7,7%) and City of Cape Town (6,6%).

### *Use of taxis, buses and trains*

Provincially, almost five out of ten commuters walked five minutes or less to get to their final destination (49,6%), and a further 27,0% walked between six and ten minutes. About thirteen per cent of Western Cape workers walked between 11 and 15 minutes after alighting from their transport, while 10,4% walk more than 15 minutes.

Cape Winelands (13,1%), City of Cape Town (10,8%) and West Coast (7,0%) had the highest percentages of workers who walked for more than 15 minutes to their place of work. All workers in Overberg walked for less than 10 minutes.

Most of the workers who used a car/bakkie/truck as a driver took between 1 to 30 minutes to reach their place of work (47,2%). About 45% (45,1%) travelling by a car/bakkie/truck as a passenger needed 31 to 60 minutes to reach their destination and 37,6% of workers needed 30 minutes or less. Central Karoo (78,9%) and Eden (61,4%) had the highest proportion of workers who travelled 30 minutes or less when travelling by a car/bakkie/truck as a passenger.

The highest proportion of workers who walked all the way travelled for 30 minutes or less (83,6%). Workers who walked all the way to their place of work for more than an hour were mostly found in Eden (7,7%) and City of Cape Town (6,6%).

### *Attitudes and perceptions about transport*

The most prevalent problem mentioned provincially was the congestion (10,9%). Districts with the most complaints about the congestion were City of Cape Town (14,5%) and Cape Winelands (6,2%).

12 per cent of households said that the non-availability of buses in their district municipalities was their major problem, with Central Karoo having the highest percentage (35,9%), followed by Cape Winelands (26,0%). Reckless driving by taxi drivers (10,0%) was the main problem mentioned in the province. City of Cape Town (11,2%) and Cape Winelands (9,9%) complained about reckless driving by taxi drivers as their main problem, followed by Eden (7,9%).

Crime was also mentioned as a problem by 10,1% of households in the province. The highest concerns about crimes were recorded in City of Cape Town (11,9%), followed by Cape Winelands (11,3%). Other problems that were mentioned included:

- No trains available (9,8%)
- Rude drivers (4,4%)
- Buses too far (4,2%)
- Overload (2,7%)

### *Household use of public transport*

Taxis were the most common mode of transport used in all geographic locations. In 2020, more than three quarters of households in Western Cape used taxis (77,1%), followed by 16,3% of households who used buses and 6,5% who used trains. Households in West Coast (97,3%), Cape Winelands (89,9%), Overberg (86,8%) and Eden (86,2%) had the highest percentage of taxi usage as their mode of travel. More than half of households in Central Karoo (57,4%) indicated that they used buses as their mode of travel. Cape Winelands (8,4%) recorded the highest percentage of train usage as their mode of travel.

Almost every household in rural areas used taxi (99,7%), with insignificant proportion using buses. In urban areas just above three quarters of households used taxis (16,5%) while only 6,6% used train.

### *Dissatisfaction with taxi, bus, and train services*

The highest proportions of households were dissatisfied with facilities at the taxi rank, e.g. shelters (12,6%), security on the walk to/from the taxi rank (10,3%) and the level of crowding in the taxis (9,6%). Other services such as behaviour of the taxi drivers towards passengers (9,3%) and safety from accident (8,6%) also contributed significantly to the dissatisfaction levels of households.

About 20,81% of households in West Coast were dissatisfied with the facilities at the taxi rank, followed by those who were dissatisfied with the taxi fare (13,3%) and the security at the taxi rank (8,4%).

In 2020, households were mostly dissatisfied with the facilities at the bus stop (46,9%), the security at the bus stop (34,9%) and security on the walk to/from the bus stop (32,2%). The majority of households indicate dissatisfaction on the level of crowding in the bus (26,9%), followed by waiting time for the bus (34,7%). Above 30 percent (8,7%) of households were dissatisfied with the overall bus service.

In 2020, the frequency of train during off-peak period (90,7%) followed by waiting time for trains and the frequency of train during peak period (both at 87,4%) were the biggest problems mentioned by households. The level of crowding in the trains (86,2%) was also one of the most significant problems cited by households. The train service overall as a reason for dissatisfaction was cited by 79,3%.

### *Factors influencing the household's choice of transport*

According to the results, travel costs (29,7%) and comfort (16,6%) were the biggest determinants of modal choice. Travel time was mentioned by 13,7%, while reliability and flexibility was mentioned by 13,4% and 12,0% of households respectively. Households in West Coast (52,4%) and Central Karoo (33,1%) cited that travel cost influenced their mode of transport, while 34,8% of households in Central Karoo Eden and 22,8% in Eden were most concerned about comfort.

Flexibility as a factor influencing the household's mode of transport was more popular in Overberg (27,9%) and West Coast (18,2%). Other factors that influenced households' mode of transport were safety from crime (5,6%), accessibility (4,2%), safety from accidents (3,0%).

## Availability, ownership and use of motor cars

### *Ownership of bicycles and/or access to cars*

Generally, City of Cape Town had the highest level of ownership or access to all types of vehicle categories except truck, while Central Karoo, Overberg and West Coast reported the least. Most households that owned a car/bakkie/station wagon/4x4 were from West Coast (89,2%) and Eden (81,2%).

About 190 000 households in the province reported owning at least one bicycle in working order and used this for transport purposes. About 183 000 households owned between one and three bicycles. Six thousand households owned more than three bicycles. Of the 6 000 households that owned more than three bicycles, most were in City of Cape Town (60,5%), followed by Eden (23,2%).

## To measure the usage of non-motorised transport

### *Usage of non-motorised transport*

The results indicate that of the 281 000 workers who walked to work, City of Cape Town had the highest percentage (29,7%), followed by those in Cape Winelands (25,7%) and Eden (16,4%). Of the 10 000 workers who cycled to work, the majority were based in City of Cape Town (5 000). With regard to those who drove all the way to work, about 37% of the workers in Western Cape (37,4%) drove to work. Workers in City of Cape Town (66,7%) were more likely to drive to work than any other municipality in the province, followed by those in Cape Winelands (11,0%) and Overberg (10,8%).

**Risenga Maluleke**
**Statistician-General**

# 2. General travel patterns

## 2.1 Trips undertaken during the seven days preceding the survey

This section indicates the demographic characteristics of travellers. The information provided in this section relates to the days of the week on which people usually travel; the frequency of visits to different activities, places or facilities by household members; and the reasons why some individuals did not travel.

**Table 2.1: Persons who undertook trips in the seven days prior to the interview by district municipality, 2013 and 2020**

| | Undertook trip | | | | | |
|---|---|---|---|---|---|---|
| | Number ('000) | | Percentage of Western Cape | | Population ('000) | |
| **District Municipality** | **2013** | **2020** | **2013** | **2020** | **2013** | **2020** |
| Cape Winelands | 620 | 549 | 12,3 | 10,9 | 703 | 709 |
| Central Karoo | 49 | 75 | 1,0 | 1,5 | 71 | 96 |
| City of Cape Town | 3 493 | 3 285 | 69,3 | 65,1 | 4 103 | 4 544 |
| Eden | 468 | 697 | 9,3 | 13,8 | 584 | 873 |
| Overberg | 178 | 221 | 3,5 | 4,4 | 199 | 365 |
| West Coast | 236 | 219 | 4,7 | 4,3 | 313 | 335 |
| **Western Cape** | **5 044** | **5 046** | **100,0** | **100,0** | **5 974** | **6 921** |

Percentage calculated within the district municipality.
Totals exclude unspecified cases of trips.

Table 2.1 shows that the number of Western Cape residents who undertook trips seven days prior to the interview slightly increased by two thousand persons from 2013 to 2020. Of the 6,9 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 (65,1%), followed by Eden (13,8%) and Cape Winelands (10,9%). Residents of Central Karoo were the least likely to travel, with only 1,5%.

**Figure 2.1: Percentage of persons who travelled during the seven days prior to the interview by district municipality, 2020**

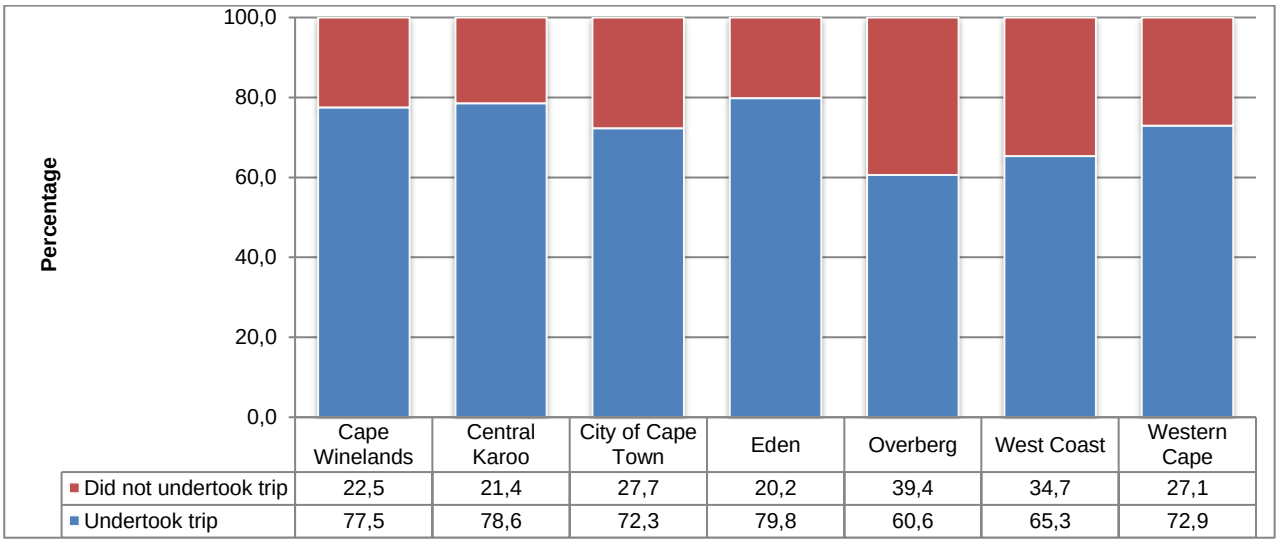
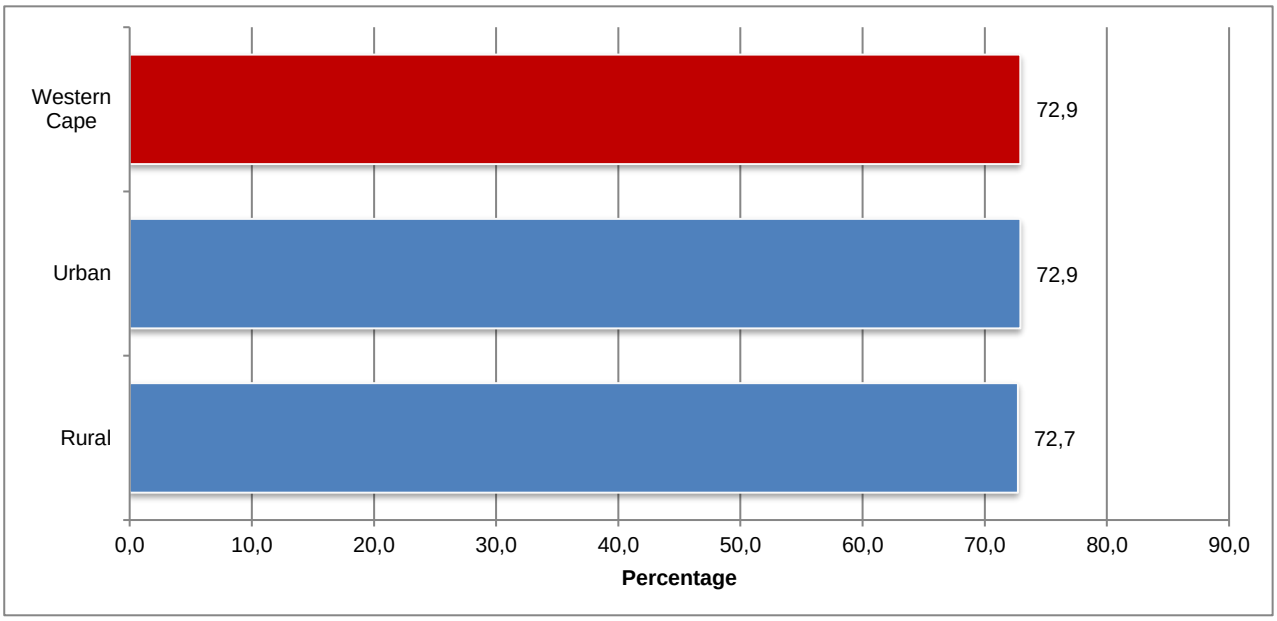



Figure 2.1 shows the percentage of people who undertook trips seven days before the interview. A total of 72,9% of persons residing in Western Cape undertook trips seven days prior to the interview. When the proportion of travellers within the districts is considered, people from Eden were the most likely to travel in the week before their interviews (79,8%). This district municipality is followed by Central Karoo (78,6%) and Cape Winelands (77,5%).

**Figure 2.2: Percentage of persons who undertook trips in the seven days prior to the interview by geographic location, 2020**




Percentage calculated within the district municipality.

According to Figure 2.2, both geographic locations had almost similar proportion of people who undertook trip seven days prior to the interview. With just a margin difference of 0,2% urban area had the leading percentage of people who undertook trips in the seven days prior to the interview (72,9%), when compared to rural areas (72,7%).

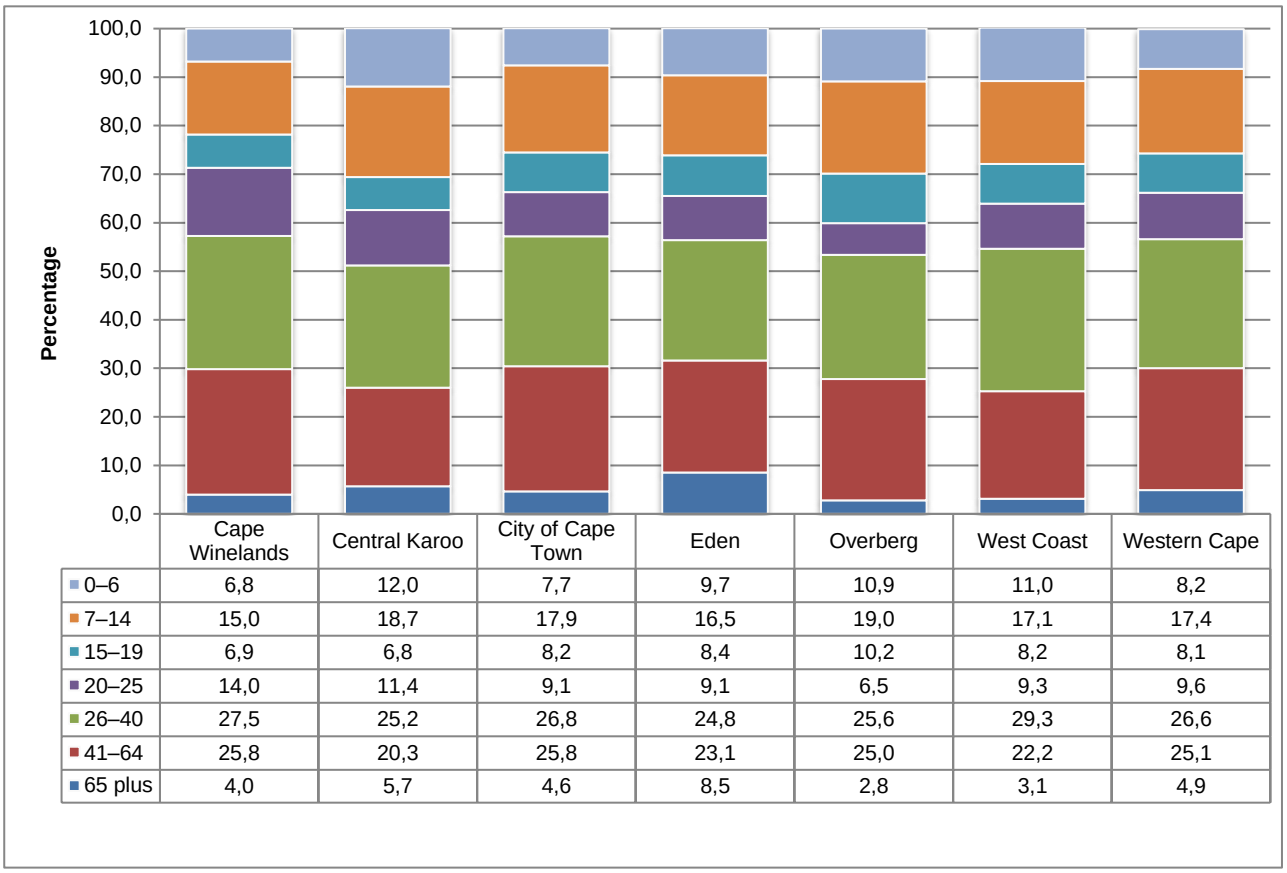
**Table 2.2: Persons who undertook trips in the seven days prior to the interview by district municipality and sex, 2020**

| District Municipality | Number of persons who undertook trips ('000) | Sex | | | |
|---|---|---|---|---|---|
| | | Male | | Female | |
| | | Number ('000) | Percentage of district municipality | Number ('000) | Percentage of district municipality |
| Cape Winelands | 549 | 280 | 51,1 | 269 | 48,9 |
| Central Karoo | 75 | 37 | 49,8 | 38 | 50,2 |
| City of Cape Town | 3 285 | 1 718 | 52,3 | 1 568 | 47,7 |
| Eden | 697 | 344 | 49,4 | 353 | 50,6 |
| Overberg | 221 | 113 | 51,2 | 108 | 48,8 |
| West Coast | 219 | 116 | 53,1 | 103 | 46,9 |
| **Western Cape** | **5 046** | **2 609** | **51,7** | **2 438** | **48,3** |

Percentage calculated within the district municipality, within Western Cape.

According to table 2.2 males (51,7%) were more likely to travel than females (48,3%), West Coast (53,1%) saw the highest proportion of the male travellers as compared to female travellers, followed by City of Cape Town (52,3%) then Overberg (51,2%). Female travellers were less than 50% in most district municipalities, except in Central Karoo and Eden were more than 50% travellers were females as compared to males.

**Figure 2.3: Percentage of persons who undertook trips in the seven days prior to the interview by district municipality and age group, 2020**




| | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | Western Cape |
|---|---|---|---|---|---|---|---|
| 0–6 | 6,8 | 12,0 | 7,7 | 9,7 | 10,9 | 11,0 | 8,2 |
| 7–14 | 15,0 | 18,7 | 17,9 | 16,5 | 19,0 | 17,1 | 17,4 |
| 15–19 | 6,9 | 6,8 | 8,2 | 8,4 | 10,2 | 8,2 | 8,1 |
| 20–25 | 14,0 | 11,4 | 9,1 | 9,1 | 6,5 | 9,3 | 9,6 |
| 26–40 | 27,5 | 25,2 | 26,8 | 24,8 | 25,6 | 29,3 | 26,6 |
| 41–64 | 25,8 | 20,3 | 25,8 | 23,1 | 25,0 | 22,2 | 25,1 |
| 65 plus | 4,0 | 5,7 | 4,6 | 8,5 | 2,8 | 3,1 | 4,9 |

Percentages calculated within district municipalities

Figure 2.3 represents the percentage of persons who undertook trips in the seven days preceding the survey period by district municipalities and age group. In Western Cape, persons aged 0–6 years (8,2%) were less likely to travel than those aged 7–14 years (17,4%). Individuals aged 65 years and older were the least likely to travel (4,9%). The age group 26–40 years living in West Coast were more likely to travel than those living in other district municipalities.

**Table 2.3: Days of the week when persons usually travel by age group and sex, 2020[1]**

| Indicator | | Days of the week | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| Sex | Male ('000) | 2 485 | 2 467 | 2 487 | 2 460 | 2 466 | 958 | 849 |
| | Per cent of males | 72,7 | 72,2 | 72,8 | 72,0 | 72,2 | 28,1 | 24,9 |
| | Female ('000) | 2 180 | 2 141 | 2 179 | 2 106 | 2 182 | 892 | 853 |
| | Per cent of females | 62,2 | 61,1 | 62,2 | 60,1 | 62,3 | 25,4 | 24,3 |
| **Age group** | | | | | | | | |
| 0–2 yrs | Number | 77 | 87 | 75 | 80 | 71 | 25 | 29 |
| | Per cent in age group | 24,8 | 27,9 | 24,1 | 25,7 | 22,8 | 8,0 | 9,3 |
| 3–4 yrs | Number | 111 | 118 | 116 | 114 | 119 | 19 | 22 |
| | Per cent in age group | 53,9 | 57,3 | 56,3 | 55,3 | 57,8 | 9,2 | 10,7 |
| 5–6 yrs | Number | 222 | 219 | 222 | 220 | 219 | 25 | 30 |
| | Per cent in age group | 89,9 | 89,0 | 89,9 | 89,4 | 88,7 | 10,2 | 12,1 |
| 7–14 yrs | Number | 893 | 892 | 893 | 890 | 891 | 100 | 125 |
| | Per cent in age group | 94,7 | 94,5 | 94,7 | 94,3 | 94,4 | 10,6 | 13,3 |
| 15–19 yrs | Number | 403 | 398 | 410 | 399 | 401 | 89 | 87 |
| | Per cent in age group | 77,1 | 76,1 | 78,4 | 76,3 | 76,5 | 17,0 | 16,6 |
| 20–25 yrs | Number | 440 | 428 | 441 | 430 | 444 | 210 | 181 |
| | Per cent in age group | 65,2 | 63,4 | 65,3 | 63,7 | 65,8 | 31,1 | 26,8 |
| 26–40 yrs | Number | 1 256 | 1 256 | 1 273 | 1 242 | 1 238 | 657 | 538 |
| | Per cent in age group | 69,7 | 69,7 | 70,6 | 68,9 | 68,6 | 36,4 | 29,8 |
| 41–54 yrs | Number | 800 | 790 | 776 | 778 | 798 | 364 | 330 |
| | Per cent in age group | 68,3 | 67,5 | 66,3 | 66,4 | 68,1 | 31,1 | 28,2 |
| 55 yrs and older | Number | 462 | 418 | 460 | 412 | 469 | 361 | 359 |
| | Per cent in age group | 44,4 | 40,2 | 44,2 | 39,6 | 45,1 | 34,7 | 34,5 |
| **Total** | **Total** | **4 665** | **4 607** | **4 667** | **4 566** | **4 649** | **1 851** | **1 702** |
| | **Per cent of all travellers** | **67,4** | **66,6** | **67,4** | **66,0** | **67,2** | **26,7** | **24,6** |

Percentage calculated within days of the week, sex and age group.
Totals exclude unspecified cases of days of the week.

Table 2.3 summarises the days of the week when people usually travelled in Western Cape. More than 70% of males indicated that they travelled during weekdays. However, this figure decreases on Saturdays and Sundays. Slightly more than six in ten women travelled on weekdays.

Children of school-going age, 5–6 and 7–14 years, were most likely to travel during the week, followed by the 15–19-year-old age group. Children of age group 0–2 years were the least likely to travel on any given day, followed by the 55 years and older age group.

Monday and Wednesday (Both at 67,4%) has the highest number of travellers in a week followed by Friday (67,2%) and Tuesday (66, 6%).Sunday (24,6%) had the least number of travellers followed by Saturday with 26,7%.

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

**Table 2.4: Main reasons for not travelling in the seven days prior to the interview by district municipality, 2020**

| Main reason for not travelling | Statistics (numbers in thousands) | District municipality | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | Western Cape |
| Did not need to travel | Number | 60 | 10 | 688 | 102 | 98 | 98 | **1 055** |
| | Percent | 37,6 | 49,5 | 56,4 | 57,8 | 68,0 | 84,2 | **57,5** |
| Too old/young to travel | Number | 37 | 4 | 117 | 31 | 18 | 4 | **210** |
| | Percent | 23,2 | 17,8 | 9,5 | 17,5 | 12,5 | 3,7 | **11,5** |
| Financial reasons/too expensive | Number | 7 | 4 | 114 | * | 4 | * | **135** |
| | Percent | 4,5 | 17,6 | 9,3 | 1,8 | 3,0 | 2,5 | **7,3** |
| No particular reason | Number | 7 | * | 46 | 15 | 8 | 4 | **82** |
| | Percent | 4,5 | 6,6 | 3,7 | 8,8 | 5,5 | 3,8 | **4,5** |
| Not well enough to travel/sick | Number | 15 | * | 59 | 8 | * | 4 | **89** |
| | Percent | 9,3 | 1,3 | 4,9 | 4,4 | 1,8 | 3,5 | **4,8** |
| Taking care of children/sick/ elderly relative | Number | 21 | * | 99 | 6 | * | * | **131** |
| | Percent | 13,1 | 3,1 | 8,1 | 3,4 | 2,2 | 1,1 | **7,1** |
| Disabled: unable to leave the house/transport inaccessible | Number | 4 | * | 31 | 6 | * | * | **45** |
| | Percent | 2,7 | 1,0 | 2,6 | 3,3 | 1,7 | 0,3 | **2,4** |
| Other | Number | 8 | * | 67 | 5 | 7 | * | **90** |
| | Percent | 5,2 | 3,1 | 5,5 | 3,0 | 5,2 | 0,8 | **4,9** |
| **Total** | **Number** | **160** | **20** | **1 220** | **176** | **143** | **116** | **1 836** |
| | **Percent** | **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 district municipalities.
*Unweighted numbers of 3 and below per cent are too small to provide reliable estimates.
Only one response was possible per person.

Table 2.4 highlights the main reasons for not travelling in the seven days prior to the interviews. The most common reasons supplied by respondents was that they did not need to travel (57,5%) because they were too old/young to travel (11,5%), and financial reasons/too expensive (7,3%).

The major reasons cited by persons in Cape Winelands for not travelling were that they did not need to travel (37,6%), followed by too old/young to travel (23,2%) and taking care of children/sick/elderly relative (13,1%). About 9,3% of the persons in the City of Cape Town did not travel because of financial reasons/too expensive.

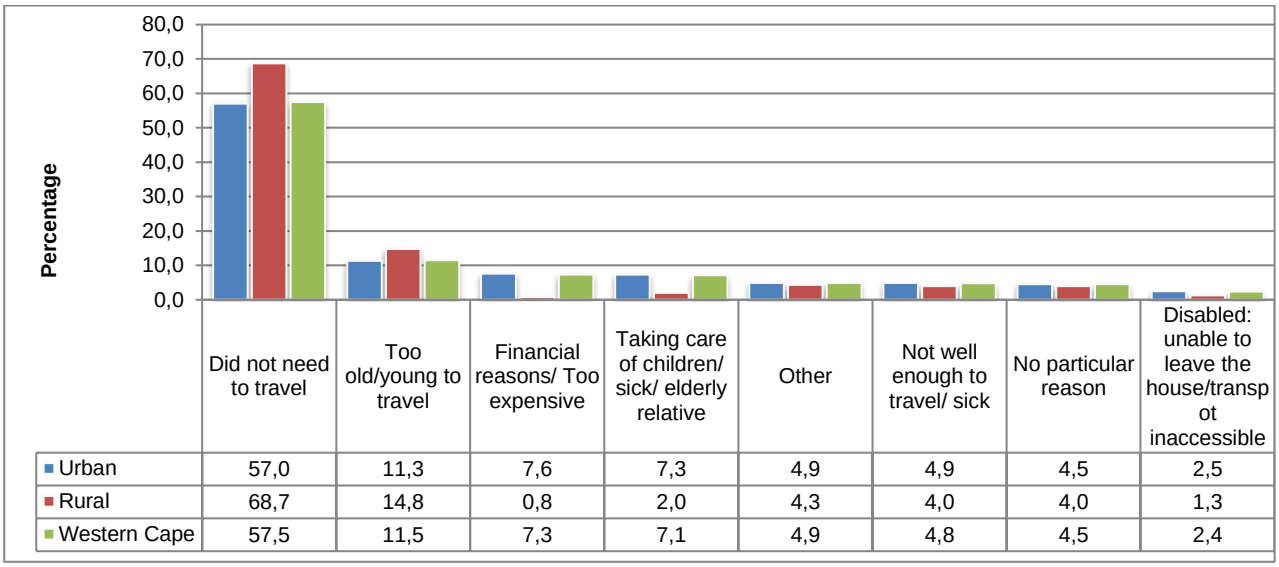
**Table 2.5: Main reasons for not travelling in the seven days prior to the interview by age group, 2020**

| Main reason for not travelling | Statistics (numbers in thousands) | Age group | | | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|---|---|---|
| | | 0–4 | 5–6 | 7–14 | 15–19 | 20–25 | 26–40 | 41–54 | 55+ | |
| Did not need to travel | Number | 123 | 29 | 49 | 68 | 104 | 270 | 156 | 257 | **1 055** |
| | Per cent | 39,9 | 84,0 | 85,8 | 62,8 | 55,6 | 60,0 | 54,7 | 63,2 | **57,5** |
| Too old/young to travel | Number | 175 | * | * | * | * | * | * | 30 | **210** |
| | Per cent | 56,7 | 8,5 | 1,3 | 0,0 | * | * | 0,5 | 7,5 | **11,5** |
| Financial reasons/Too expensive | Number | * | * | * | 14 | 22 | 58 | 21 | 18 | **135** |
| | Per cent | 0,2 | * | 4,8 | 12,5 | 11,8 | 12,9 | 7,2 | 4,3 | **7,3** |
| No particular reason | Number | 7 | * | * | 10 | 18 | 24 | 11 | 10 | **82** |
| | Per cent | 2,2 | 1,4 | 2,7 | 9,1 | 9,8 | 5,3 | 3,9 | 2,4 | **4,5** |
| Not well enough to travel/sick | Number | * | * | * | * | 6 | 12 | 28 | 37 | **89** |
| | Per cent | 0,7 | 0,8 | 0,6 | 2,8 | 3,1 | 2,6 | 9,8 | 9,2 | **4,8** |
| Taking care of children/ sick/elderly relative | Number | * | * | * | 7 | 12 | 57 | 37 | 17 | **131** |
| | Per cent | * | * | * | 6,0 | 6,7 | 12,8 | 12,9 | 4,3 | **7,1** |
| Disabled: unable to leave the house/ transport inaccessible | Number | * | * | * | * | * | 9 | 13 | 17 | **45** |
| | Per cent | * | 5,2 | 1,9 | 2,8 | 0,6 | 1,9 | 4,4 | 4,1 | **2,4** |
| Other | Number | * | * | * | 4 | 23 | 20 | 19 | 21 | **90** |
| | Per cent | 0,3 | * | 2,9 | 4,0 | 12,3 | 4,5 | 6,6 | 5,1 | **4,9** |
| **Total** | **Number** | **308** | **35** | **57** | **109** | **186** | **450** | **285** | **407** | **1 836** |
| | **Per cent** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |

Percentages calculated within age groups.
*Unweighted numbers of 3 and below per cent are too small to provide reliable estimates.
Only one response was possible per person.
Other reasons include: Not enough time to travel, worried about safety, transport strike, no interest, etc.

Table 2.5 summarises the main reasons for not travelling by age group, and it confirms the trends reported in the district municipality. The 0-6-year age group and 55 years and older group were most likely to indicate that they did not travel because they were too young/old to travel. Financial reasons were more commonly cited in the 15–19, 20–25 and 26-40-year-old age groups than in other groups. Furthermore, persons aged 41 years and older tended to indicate they did not travel because they were not well enough to travel.

**Figure 2.4: Percentage distribution of main reasons for not travelling in the seven days prior to the interview by urban and rural status, 2020**




| | Did not need to travel | Too old/young to travel | Financial reasons/ Too expensive | Taking care of children/ sick/ elderly relative | Other | Not well enough to travel/ sick | No particular reason | Disabled: unable to leave the house/transpot inaccessible |
|---|---|---|---|---|---|---|---|---|
| Urban | 57,0 | 11,3 | 7,6 | 7,3 | 4,9 | 4,9 | 4,5 | 2,5 |
| Rural | 68,7 | 14,8 | 0,8 | 2,0 | 4,3 | 4,0 | 4,0 | 1,3 |
| Western Cape | 57,5 | 11,5 | 7,3 | 7,1 | 4,9 | 4,8 | 4,5 | 2,4 |

More than half (68,7%) of persons residing in the rural areas cited that they did not need to travel as being the main reason for not travelling in the seven days prior to the interview, which is higher than the provincial percentage at 57,5%, as shown in Figure 2.4. Too young/old to travel and financial reasons were more commonly cited as reasons in rural areas than in urban areas, while financial reasons where mostly cited in urban areas than in rural area.

**Table 2.6: Main purposes for travelling in the seven days prior to the interview by district municipality, 2020**

| Main purpose of trip | Statistics (numbers in thousands) | District municipality | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | Western Cape |
| Educational institution | Number | 167 | 25 | 1 040 | 167 | 80 | 77 | **1 556** |
| | Per cent | 31,6 | 35,5 | 34,1 | 26,3 | 38,8 | 39,6 | **33,2** |
| Usual work place | Number | 251 | 17 | 1 102 | 197 | 99 | 86 | **1 752** |
| | Per cent | 47,3 | 23,8 | 36,2 | 31,1 | 47,8 | 44,5 | **37,4** |
| Shops | Number | 70 | 9 | 399 | 166 | 5 | 10 | **659** |
| | Per cent | 13,2 | 12,3 | 13,1 | 26,1 | 2,4 | 5,2 | **14,1** |
| Religious institutions | Number | 10 | 6 | 89 | 20 | * | * | **128** |
| | Per cent | 1,9 | 9,1 | 2,9 | 3,2 | 0,3 | 0,9 | **2,7** |
| Visiting friends/ relatives | Number | 9 | 6 | 133 | 36 | 5 | 7 | **197** |
| | Per cent | 1,7 | 8,7 | 4,4 | 5,7 | 2,5 | 3,7 | **4,2** |
| Looking for work | Number | 10 | * | 50 | 11 | * | * | **77** |
| | Per cent | 1,8 | 2,6 | 1,6 | 1,8 | 0,6 | 1,7 | **1,7** |
| Medical services | Number | * | * | 55 | 14 | 4 | * | **79** |
| | Per cent | 0,6 | 2,2 | 1,8 | 2,1 | 1,8 | 0,8 | **1,7** |
| Taking children to school | Number | 4 | * | 105 | 12 | 5 | 5 | **132** |
| | Per cent | 0,7 | 2,7 | 3,5 | 1,8 | 2,3 | 2,4 | **2,8** |
| Holiday/leisure | Number | * | * | 29 | 6 | * | * | **40** |
| | Per cent | 0,3 | 0,0 | 0,9 | 0,9 | 1,1 | 0,7 | **0,9** |
| Welfare offices | Number | * | * | 6 | * | * | * | **8** |
| | Per cent | 0,0 | 0,3 | 0,2 | 0,2 | 0,1 | * | **0,2** |
| Other (specify) | Number | 4 | * | 36 | 4 | 4 | * | **52** |
| | Per cent | 0,8 | 2,6 | 1,2 | 0,7 | 2,1 | 0,4 | **1,1** |
| **Total** | **Number** | **530** | **71** | **3 045** | **634** | **206** | **194** | **4 680** |
| | **Per cent** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |

Percentages calculated within district municipalities.
Totals excludes unspecified cases.

Table 2.6 shows the main purpose of travelling by household members in the seven days preceding the survey period, by province. Provincially, travelling to usual work place was the primary purpose of undertaking a trip by household members (37,4%), followed by travelling to an educational institution (33,2%). Overberg (47,8%) and Cape Winelands (47,3%) had the highest proportions of persons who cited travelling to their usual work place as their primary purpose for travel.

The results further show that trips to the shops were the third most common purpose for household members to travel. These trips were most predominated in Eden (26,1%), Cape Winelands (13,2%), and City of Cape Town (13,1%). The fourth most common purpose of the household members to travel is visiting friends/ relatives with the proportion of 4,2%.

**Figure 2.5: Main purpose for travelling in the seven days prior to the interview by household members, 2020**

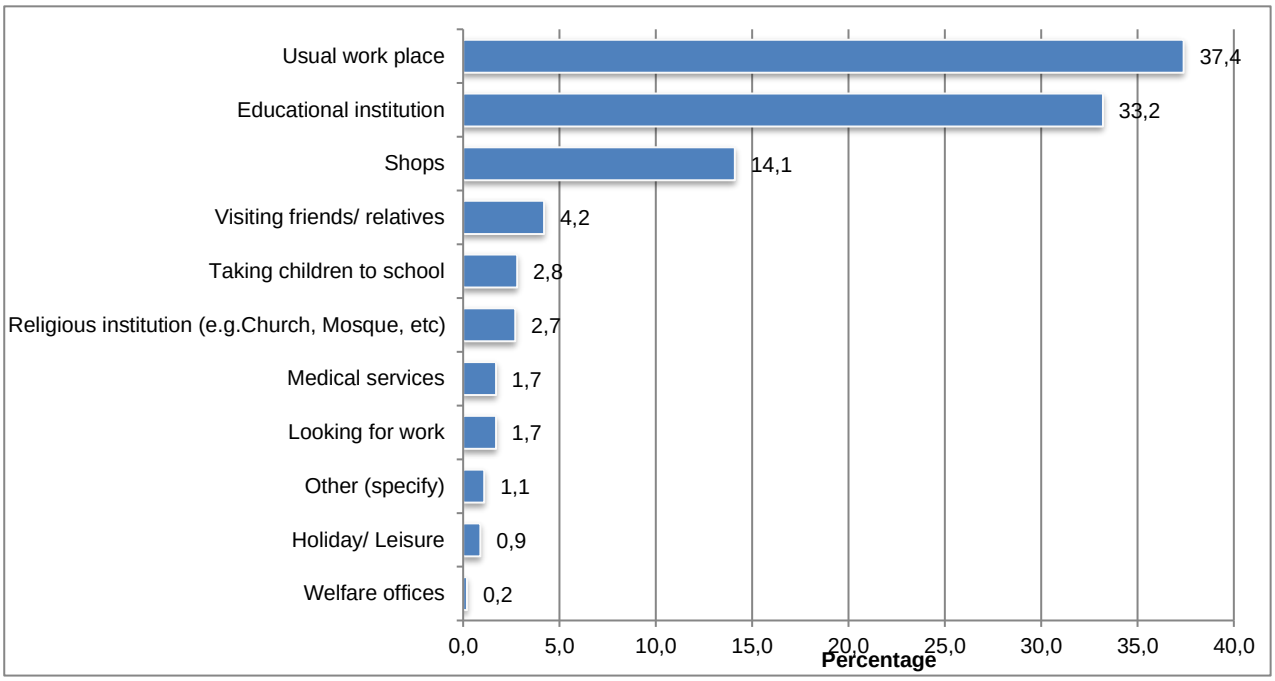



Figure 2.5 shows that, provincially, the main purposes of travelling were going to work, travelling to an educational institution, visiting the shops and attending a religious institution. Travelling to a welfare office and going on a trip for holiday/leisure purposes were the least common reasons for undertaking a trip in the week prior to the survey interview.

**Table 2.7: Percentage of trips undertaken by household members on a specific chosen travel day by geographic location, 2020**

| Geographic location | Number of persons who completed the question ('000) | Number of trips undertook (percentage of household members within geographic location) | | | Total |
|---|---|---|---|---|---|
| | | 1 trip | 2 trips | 3 trips and more | |
| Metro | 3 045 | 78,4 | 14,3 | 7,3 | **100,0** |
| Non-metro | 1 634 | 82,4 | 9,0 | 8,5 | **100,0** |
| | | | | | |
| Urban | 4 503 | 79,7 | 12,6 | 7,7 | **100,0** |
| Rural | 176 | 82,9 | 9,1 | 8,0 | **100,0** |
| **Western Cape** | **4 679** | **79,8** | **12,5** | **7,7** | **100,0** |

Percentages calculated within geographical location.
Totals excludes unspecified cases.

The NHTS 2020 aimed not to collect information related to modelling of household or person travel demand. Notwithstanding, a question was asked to respondents on the number of trips undertaken by household members on a specific travel day. This question provides an estimate of the number of trips undertaken by household members during a typical day in a week. The trip is defined as a one-way movement from an origin to a destination, to fulfil a specific purpose or undertake an activity.

Table 2.7 shows that the majority (79,8%) of Western Cape persons undertook one trip on a travel day, followed by those who undertook two trips (12,5%) and those who undertook three trips (7,7%). The highest proportion of individuals who undertook one trip were located in rural areas (82,9%). Persons in metro areas were most likely to undertake over two trips (14,3%) in a week. This percentage is higher than the provincial of 12,5%.

**Table 2.8: Main mode of transport used by household members by district municipality, 2020**

| Mode of travel | | Statistics (numbers in thousands) | District municipality | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|---|---|
| | | | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | |
| Public transport | Train | Number | 7 | * | 66 | | * | * | **74** |
| | | Per cent | 1,4 | * | 2,2 | 0,0 | * | * | **1,6** |
| | Bus | Number | 13 | * | 178 | 30 | 9 | 11 | **242** |
| | | Per cent | 2,5 | 1,7 | 5,8 | 4,8 | 4,3 | 5,5 | **5,2** |
| | Taxi | Number | 82 | 6 | 708 | 127 | 23 | 23 | **968** |
| | | Per cent | 15,5 | 8,8 | 23,2 | 19,9 | 11,2 | 11,6 | **20,7** |
| Private transport | Car/truck driver | Number | 145 | 11 | 684 | 131 | 54 | 56 | **1 080** |
| | | Per cent | 27,3 | 15,7 | 22,5 | 20,7 | 26,3 | 28,6 | **23,1** |
| | Car/truck passenger | Number | 94 | 8 | 497 | 112 | 41 | 30 | **783** |
| | | Per cent | 17,8 | 11,7 | 16,3 | 17,6 | 20,0 | 15,6 | **16,7** |
| Walking all the way | | Number | 183 | 42 | 871 | 226 | 75 | 74 | **1 473** |
| | | Per cent | 34,7 | 59,8 | 28,6 | 35,7 | 36,6 | 38,3 | **31,5** |
| Other | | Number | 4 | * | 41 | 8 | 4 | * | **59** |
| | | Per cent | 0,8 | 2,2 | 1,3 | 1,2 | 1,7 | 0,4 | **1,3** |
| **Total** | | **Number** | **529** | **71** | **3 045** | **634** | **206** | **194** | **4 679** |
| | | **Per cent** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |

Percentages calculated within district municipalities.
Totals excludes unspecified cases

Table 2.8 indicates that in Western Cape, 'walking all the way' was the main mode of travel used by household members to reach their destination. From 4,7 million Western Cape residence who undertook trip seven days prior to the survey about 1,5 million walked all the way to their destination, followed by one million individuals who made use of a car/truck as the driver and almost one million who used a car/truck as the passenger.

## 2.2 Summary

The majority of persons who undertook trips during the seven days prior to the interview lived in the City of Cape Town and the least number of persons who undertook trips were recorded in Central Karoo . Approximately 72,9% of persons who undertook trips seven days prior to the interview were located in urban areas, while 72,7% were found in the rural areas.

Provincially, males (51,7%) were more likely to undertake trips than females (48,3%); however, the variation was not significant. The age group 26–40 years was more likely to travel, and Cape Winelands had the highest proportions than any other district municipality.

Generally, males were more likely to travel during weekdays than females. On Sundays, however, the proportions where almost similar for both males and females who undertook a trip. Children of school-going age, and the 26–40- and 41–54- year age groups were the most likely to find themselves on the road (about 60,0% and above) on weekends.

Not needing to travel and too old/young to travel were the reasons most commonly indicated for not travelling. Financial reasons were also likely to be cited. Travelling to the usual workplace was the main purpose of undertaking a trip by household members in Western Cape, while trips to an educational institution were cited as the second most common purpose for household members to travel.

# 3. Education and education-related travel patterns

## 3.1 Introduction

People travel from their usual place of residence to attend an educational institution. Some educational institutions are situated in provinces other than the province of residence. Transport makes it possible for educational institutions to be accessible to attendees; therefore, it is important that it is affordable, easily accessible and safe for everyone.

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

**Table 3.1: Type of educational institution attended, geographic location and household income quintiles by district municipality, 2020**

| Indicator | Statistics (numbers in thousands) | District municipality | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|---|
| | | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | |
| **Type of institution** | | | | | | | | |
| Pre-school | Number | 13 | 4 | 72 | 38 | 25 | 12 | **165** |
| | Per cent | 7,7 | 15,5 | 6,5 | 16,7 | 25,9 | 15,3 | **9,6** |
| School | Number | 130 | 22 | 909 | 167 | 71 | 63 | **1 362** |
| | Per cent | 75,9 | 77,4 | 81,2 | 74,3 | 72,1 | 80,3 | **79,2** |
| ABET and literacy classes | Number | * | * | 5 | * | * | * | **7** |
| | Per cent | 0,1 | 0,5 | 0,4 | 0,8 | * | 0,2 | **0,4** |
| Higher educational institution | Number | 21 | * | 67 | 4 | * | * | **93** |
| | Per cent | 12,3 | 0,8 | 6,0 | 1,8 | 0,6 | 0,9 | **5,4** |
| FET & other colleges | Number | 6 | * | 65 | 13 | * | * | **89** |
| | Per cent | 3,7 | 5,6 | 5,8 | 5,8 | 1,1 | 2,6 | **5,2** |
| Other | Number | * | * | * | * | * | * | **4** |
| | Per cent | 0,3 | 0,1 | 0,2 | 0,5 | 0,4 | 0,7 | **0,3** |
| **Total** | **Number** | **171** | **29** | **1 120** | **224** | **98** | **79** | **1 720** |
| | **Per cent** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |
| **Geographic location** | | | | | | | | |
| Urban | Number | 151 | 27 | 1 120 | 216 | 83 | 74 | **1 671** |
| | Per cent | 88,3 | 94,6 | 100,0 | 96,4 | 85,1 | 93,8 | **97,1** |
| Rural | Number | 20 | * | * | 8 | 15 | 5 | **49** |
| | Per cent | 11,7 | 5,4 | * | 3,6 | 14,9 | 6,2 | **2,9** |
| **Household income quintiles** | | | | | | | | |
| Quintile 1 (lowest income quintile) | Number | 37 | * | 233 | 47 | 27 | 12 | **358** |
| | Per cent | 21,7 | 8,2 | 20,8 | 20,9 | 27,4 | 15,3 | **20,8** |
| Quintile 2 | Number | 24 | 7 | 229 | 61 | 34 | 16 | **371** |
| | Per cent | 14,1 | 25,0 | 20,4 | 27,0 | 35,0 | 20,5 | **21,6** |
| Quintile 3 | Number | 21 | 6 | 184 | 44 | 9 | 10 | **276** |
| | Per cent | 12,3 | 21,9 | 16,5 | 19,8 | 9,5 | 12,8 | **16,0** |
| Quintile 4 | Number | 31 | 7 | 230 | 41 | 17 | 21 | **346** |
| | Per cent | 17,9 | 24,8 | 20,5 | 18,2 | 17,3 | 26,3 | **20,1** |
| Quintile 5 (highest income quintile) | Number | 58 | 6 | 244 | 31 | 11 | 20 | **370** |
| | Per cent | 34,1 | 20,2 | 21,8 | 14,0 | 10,9 | 25,1 | **21,5** |

Unspecified type of institution and household income were excluded from totals for calculation of percentages.
*Unweighted numbers of 3 and below per cent are too small to provide reliable estimates.

Table 3.1 indicates the number and percentages of people attending an educational institution, type of educational institution attended, geographic location, and household income quintiles by district municipality. The results show that most learners in the province attended school (79,2%), followed by those who attended pre-school (9,6%). Higher educational institutions were attended by 5,4% of all learners.

The majority of learners attending an educational institution resided in urban areas (97,1%), and the remaining 2,9% resided in rural areas. The table further showed the same distribution of learners among income quintiles. In terms of district municipalities, Cape Winelands (12,3%) and City of Cape Town (6,0%) showed a higher proportion of learners attending higher educational institutions, compared to others.

**Table 3.2: Disability status, geographic location and household income quintiles for those attending school by main mode of travel, 2020**

| Indicator | Statistics (numbers in thousands) | Mode of travel | | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|---|---|
| | | Public transport | | | Private transport | | Walking all the way | Other | |
| | | Train | Bus | Taxi | Car/truck driver | Car/truck passenger | | | |
| **Scholars and disability status** | | | | | | | | | |
| Scholars | Number | 10 | 65 | 148 | 66 | 257 | 743 | 10 | **1 300** |
| | Per cent | 0,7 | 5 | 11,4 | 5,1 | 19,8 | 57,1 | 0,8 | **100,0** |
| Disabled scholars | Number | * | 5 | 10 | * | 15 | 19 | * | **55** |
| | Per cent | 0,7 | 9,0 | 18,8 | 6,2 | 27,4 | 34,6 | 3,2 | **100,0** |
| **Geographic location** | | | | | | | | | |
| Urban | Number | 10 | 52 | 146 | 63 | 248 | 735 | 10 | **1 263** |
| | Per cent | 0,8 | 4,1 | 11,6 | 5,0 | 19,6 | 58,2 | 0,8 | **100,0** |
| Rural | Number | * | 14 | * | * | 9 | 8 | * | **37** |
| | Per cent | * | 37,5 | 5,4 | 8,3 | 25,1 | 22,7 | 0,9 | **100,0** |
| **Household income quintiles** | | | | | | | | | |
| Quintile 1 (lowest income quintile) | Number | * | 18 | 40 | 43 | 97 | 103 | 4 | **304** |
| | Per cent | * | 5,8 | 13,0 | 14,1 | 31,8 | 34,0 | 1,3 | **100,0** |
| Quintile 2 | Number | * | 14 | 41 | * | 16 | 165 | * | **240** |
| | Per cent | * | 5,7 | 17,3 | 1,4 | 6,6 | 68,8 | 0,2 | **100,0** |
| Quintile 3 | Number | * | 11 | 17 | 7 | 24 | 166 | * | **228** |
| | Per cent | 1,4 | 4,7 | 7,4 | 3,2 | 10,4 | 72,7 | 0,1 | **100,0** |
| Quintile 4 | Number | 6 | 13 | 29 | 5 | 30 | 185 | * | **268** |
| | Per cent | 2,3 | 4,7 | 10,8 | 1,7 | 11,2 | 69,1 | 0,2 | **100,0** |
| Quintile 5 (highest income quintile) | Number | * | 11 | 21 | 8 | 91 | 123 | 5 | **259** |
| | Per cent | 0,1 | 4,2 | 8,2 | 3,2 | 35,0 | 47,4 | 1,9 | **100,0** |

The totals used to calculate percentages excluded unspecified cases for transport mode.
*Unweighted numbers of 3 and below per cent are too small to provide reliable estimates.
Other includes: Bicycle, scooter/motorcycle, animal drawn transport etc.

Table 3.2 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 (57,1%). This is also true for disabled scholars (34,6%). Car/truck passenger (19,8%) was the second most used mode of travel by scholars, followed by taxis (11,4%).

Majority of scholars in urban areas walked all the way (58,2%) to school as compared to 22,7% in rural areas.However rural areas are predominated by schoolers who use bus to commute from home to school.

In terms of the household income quintile categories, most households walked all the way to their educational institution, the highest income quintile and lowest income quintile also had the highest proportion of persons who selected being a passenger in a car/truck as their preferred mode of travel (35,0% and 31,8%, respectively).

**Table 3.3: Attendance of an educational institution through attending classes or distance learning by district municipality, 2013 and 2020**

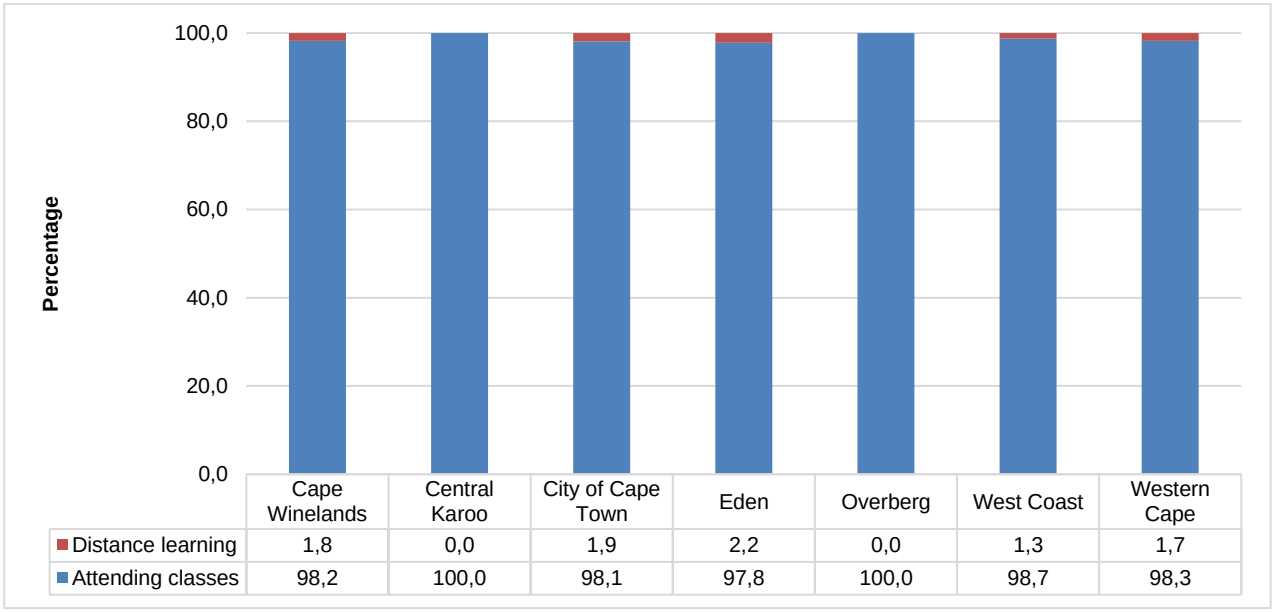
| District municipality | Statistic (numbers in thousands) | 2013 | | | 2020 | | |
|---|---|---|---|---|---|---|---|
| | | Learners who completed the question | Attending classes | Distance learning | Learners who completed the question | Attending classes | Distance learning |
| Cape Winelands | Number | 193 | 190 | * | 171 | 168 | * |
| | Per cent | 11,2 | 11,3 | 7,3 | 9,9 | 10,0 | 8,7 |
| Central Karoo | Number | 26 | 26 | * | 29 | 29 | * |
| | Per cent | 1,5 | 1,5 | 1,0 | 1,7 | 1,7 | 0,7 |
| City of Cape Town | Number | 1 214 | 1 180 | 34 | 1 120 | 1 099 | 21 |
| | Per cent | 70,4 | 70,1 | 82 0 | 65,1 | 65,0 | 70,6 |
| Eden | Number | 166 | 164 | * | 224 | 220 | 5 |
| | Per cent | 9,7 | 9,8 | 4,7 | 13,0 | 13,0 | 16,6 |
| Overberg | Number | 44 | 42 | * | 98 | 98 | * |
| | Per cent | 2,6 | 2,5 | 4,6 | 5,7 | 5,8 | * |
| West Coast | Number | 80 | 79 | * | 79 | 78 | * |
| | Per cent | 4,6 | 4,7 | 0,4 | 4,6 | 4,6 | 3,5 |
| **Western Cape** | **Number** | **1 724** | **1 682** | **42** | **1 720** | **1 691** | **30** |
| | **Per cent** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |

The totals used to calculate percentages excluded unspecified cases for transport mode.
*Unweighted numbers of 3 and below per cent are too small to provide reliable estimates.
Please note that other sources such as Census 2001 and Census 2011 indicate relative stable absolute numbers of attendees

Table 3.3 above shows the attendance of an educational institution through attending classes or distance learning by district municipality.Scholar distribution patterns of distance learning versus attending classes remained virtually unchanged across all district municipality between 2013 and 2020.

In 2020, of the 1,7 million learners who completed the question, only 30 000 learned through distance learning. The highest proportion of learners attending classes was found in the City of Cape Town (65,0%), followed by Eden (13,0%) and Cape Winelands (10,0%). Most of the leaners doing distance learning in the province where again based in the City of Cape Town (70,6%), followed by Eden (16,6%). There is not much bigger change in terms of numbers and proportions from what was observed in 2013 and in 2020.

**Figure 3.1: Percentage of learners attending an educational institution by attending classes or through distance learning by district municipality, 2020**




Percentages calculated within district municipalities

Figure 3.1 indicates that provincially, the vast majority of learners studied on-site (98,3%) rather than through distance learning (1,7%). This is also the case across the district municipalities, as most learners prefer attending classes instead of distance learning. Eden (2,2%) had the highest percentage of learners engaged in distance learning compared to other districts.

## 3.2 Education-related travel mode

**Table 3.4: Number of days per week travelled to educational institution by district municipality, 2020**

| Educational institution and number of days | | Statistics (numbers in thousands) | District municipality | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|---|---|
| | | | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | |
| Pre-school | 1–4 | Number | * | * | * | * | * | * | ***** |
| | | Per cent | * | 2,5 | * | 3,2 | * | 2,5 | **1,0** |
| | 5 | Number | 13 | 4 | 72 | 36 | 25 | 12 | **163** |
| | | Per cent | 100,0 | 97,5 | 100,0 | 96,8 | 100,0 | 97,5 | **99,0** |
| | 6–7 | Number | * | * | * | * | * | * | ***** |
| | | Per cent | * | * | * | * | * | * | ***** |
| School | 1–4 | Number | * | * | 9 | * | * | * | **11** |
| | | Per cent | 0,1 | 0,6 | 1,0 | 0,4 | 0,3 | 1,6 | **0,8** |
| | 5 | Number | 129 | 22 | 867 | 164 | 70 | 62 | **1 315** |
| | | Per cent | 99,6 | 99,4 | 99,0 | 99,6 | 99,7 | 98,4 | **99,2** |
| | 6–7 | Number | * | * | * | * | * | * | ***** |
| | | Per cent | 0,3 | * | * | * | * | * | **0,0** |
| Higher education institutions | 1–4 | Number | * | * | 13 | * | * | * | **15** |
| | | Per cent | 7,2 | 60,9 | 20,9 | * | * | * | **16,8** |
| | 5 | Number | 19 | * | 34 | * | * | * | **56** |
| | | Per cent | 91,9 | 39,1 | 54,3 | 79,8 | 100,0 | 100,0 | **64,3** |
| | 6–7 | Number | * | * | 16 | * | * | * | **16** |
| | | Per cent | 0,9 | * | 24,8 | 20,2 | * | * | **18,9** |
| Other institutions | 1–4 | Number | * | * | 14 | * | * | * | **17** |
| | | Per cent | 11,1 | 16,2 | 21,3 | 10,8 | * | 17,9 | **18,4** |
| | 5 | Number | 6 | * | 49 | 12 | * | * | **72** |
| | | Per cent | 86,9 | 81,6 | 76,6 | 86,6 | 100,0 | 82,1 | **79,5** |
| | 6–7 | Number | * | * | * | * | * | * | **2** |
| | | Per cent | 2,0 | 2,2 | 2,1 | 2,7 | * | * | **2,1** |
| All institutions | 1–4 | Number | * | * | 35 | * | * | * | **44** |
| | | Per cent | 1,4 | 2,2 | 3,3 | 1,5 | 0,2 | 2,1 | **2,6** |
| | 5 | Number | 166 | 28 | 1 023 | 215 | 98 | 76 | **1 606** |
| | | Per cent | 98,2 | 97,7 | 95,1 | 98,1 | 99,8 | 97,9 | **96,3** |
| | 6–7 | Number | * | * | 17 | * | * | * | **19** |
| | | Per cent | 0,4 | 0,1 | 1,6 | 0,5 | * | * | **1,1** |
| Unspecified | | Number | 1,9 | 0,5 | 44,3 | 4,8 | 0,0 | 1,0 | **52,6** |
| **Total** | | **Number** | **170,9** | **28,5** | **1 119** | **224,8** | **98** | **79** | **1 721** |

Percentage calculated across municipalities, within Western Cape.
*Unweighted numbers of 3 and below per cent are too small to provide reliable estimates.
'Other' category includes FET college, ABET and literacy classes, home based educational/home schooling

Table 3.4 illustrates the number of days that learners travelled to an educational institution. Across all educational institutions, most learners travelled for 5 days in a week. Only a small proportion of students travelled for 6–7 days a week. This pattern of attendance is shown across all educational institutions. However, of all the students, pre-school scholars were the least likely to travel to their respective educational institutions for 6–7 days per week.

Of those who attended higher education institutions, 64,3% travel five days a week, 18,9% travel between 6-7 days a week and only 16,8% travel for less than five days. However, different patterns were observed in other District municipalities, like Central Karoo with 60,9% of these attending higher education traveling 1-4 days a week. About 96,3% of all learners travel to their educational institution for 5 days per week, with only 2,6% traveling 1-4 days a week and 1,1% traveling 6-7 days a week.

**Table 3.5: Main mode of transport used to travel to educational institution (all learners) by district municipality, 2020**

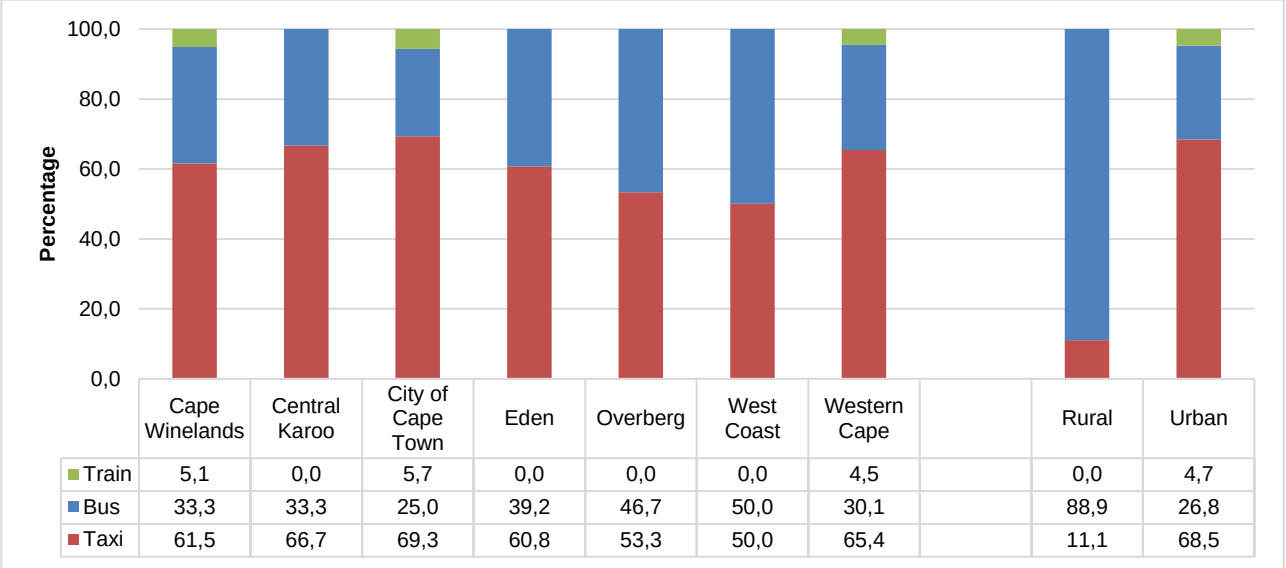
| Mode of travel | | Statistics ('000) | District municipality (per cent within District municipality) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | Western Cape |
| Public transport | Train | Number | * | * | 12 | * | * | * | **15** |
| | | Per cent | 1,4 | * | 1,2 | * | * | * | **0,9** |
| | Bus | Number | 13 | * | 53 | 20 | 7 | 6 | **101** |
| | | Per cent | 7,6 | 5,7 | 5,1 | 9,8 | 7,9 | 8,3 | **6,3** |
| | Taxi | Number | 24 | 4 | 147 | 31 | 8 | 6 | **219** |
| | | Per cent | 14,8 | 13,0 | 14,2 | 15,0 | 8,6 | 7,5 | **13,7** |
| Private transport | Car/truck driver | Number | 7 | * | 77 | 11 | * | 9 | **108** |
| | | Per cent | 4,2 | 6,8 | 7,4 | 5,3 | 2,9 | 12,0 | **6,8** |
| | Car/truck passenger | Number | 30 | * | 200 | 30 | 25 | 5 | **291** |
| | | Per cent | 18,3 | 6,9 | 19,4 | 14,4 | 26,1 | 7,3 | **18,2** |
| Walking all the way | | Number | 87 | 19 | 535 | 112 | 50 | 48 | **851** |
| | | Per cent | 53,0 | 66,8 | 51,9 | 54,5 | 53,0 | 64,6 | **53,3** |
| Other | | Number | * | * | 7 | * | * | * | **13** |
| | | Per cent | 0,7 | 0,8 | 0,7 | 1,2 | 1,6 | 0,4 | **0,8** |
| **Total** | | **Number** | **164** | **28** | **1 031** | **206** | **95** | **75** | **1 598** |
| | | **Per cent** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |

Percentage calculated within municipalities, within Western Cape.
*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Other includes: Bicycle, scooter/motorcycle, animal drawn transport etc.
Total excludes unspecified type of mode of travel

It is evident from Table 3.5 that 'walking all the way' was the primary method used by learners to reach their educational institution in all six district municipalities. Of the 1,5 million learners who attended an educational institution, more than half (about 851 000) walked all the way. About 291 000 made use of a car/truck as a passenger and 0,2 million learners made use of a taxi to travel to their educational institution.

Travelling by car/truck as a passenger was mainly used by learners in Overberg (26,1%), City of Cape Town (19,4%) and Cape Winelands (18,3%). Of those who used private transport, most learners were passengers (18,2%) in a car/truck rather than drivers (6,8%). Taxis (13,7%) were the third most used mode of travel.Provincially, train were the least used mode of transport (0,9%).

**Figure 3.2: Percentage of persons who attended an educational institution and who used public transport by district municipality and geographic location, 2020**




Percentages calculated within municipalities and geographical location

Individuals who attended an educational institution and who used public transport were most likely to use a taxi (65,4%) as their mode of transport. Approximately one third (30,1%) of the respondents travelled by bus, while 4,5% used train. Within districts, the public transport modes that dominated remained taxis than buses, except in West coast where half of leaners used bus and other half used taxi. The bus also played a more prominent role in Overberg where 46,7% used bus. About fifty-three per cent (53,3%) of learners who used public transport in this district travelled by taxi.

Figure 3.2 further shows that learners who attended an educational institution and travelled by bus were most likely to live in rural areas (88,9%). About 68,5% of persons who live in urban areas used taxis as compared to 11,1% in rural areas.

**Table 3.6: School-going learners' main mode of travel to the educational institution by district municipality, 2020**

| Mode of travel | | Statistics (numbers in thousands) | District municipality (per cent within District municipality) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | Western Cape |
| Public transport | Train | Number | * | * | 8 | * | * | * | **10** |
| | | Per cent | 11,7 | * | 88,3 | * | * | * | **100,0** |
| | Bus | Number | 12 | * | 24 | 19 | 4 | 5 | **65** |
| | | Per cent | 18,3 | 2,0 | 36,9 | 29,0 | 6,7 | 7,1 | **100,0** |
| | Taxi | Number | 19 | * | 94 | 24 | 6 | 5 | **148** |
| | | Per cent | 12,6 | 1,1 | 63,4 | 16,0 | 3,9 | 3,0 | **100,0** |
| Private transport | Car/truck driver | Number | * | * | 45 | 7 | * | 8 | **66** |
| | | Per cent | 3,2 | 2,4 | 68,0 | 11,2 | 2,4 | 12,7 | **100,0** |
| | Car/truck passenger | Number | 25 | * | 184 | 24 | 17 | 5 | **257** |
| | | Per cent | 9,6 | 0,7 | 71,6 | 9,4 | 6,7 | 1,9 | **100,0** |
| Walking all the way | | Number | 68 | 15 | 498 | 84 | 39 | 39 | **743** |
| | | Per cent | 9,1 | 2,0 | 67,0 | 11,3 | 5,3 | 5,3 | **100,0** |
| Other | | Number | * | * | 6 | * | * | * | **10** |
| | | Per cent | 9,5 | 2,1 | 62,4 | 20,4 | 3,0 | 2,7 | **100,0** |
| **Total** | | **Number** | **128** | **22** | **860** | **160** | **68** | **62** | **1 300** |
| | | **Per cent** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |

Unspecified types of institutions were excluded from the total for the calculation of percentages.
*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Other includes: Bicycle, scooter/motorcycle, animal drawn transport etc.

Table 3.6 shows the different modes of transport used by school-going learners to travel to their educational institution by district municipalities. Scholars travelling by bus were more likely to be located in the City of Cape Town (36,9%) and Eden (29,0%). Scholars using train were only found in the City of Cape Town (88,3%) and Cape Winelands (11,7%) within the whole province.

Of all the scholars walking all the way to school in the province, the City of Cape Town (67,0%), Eden (11,3%), and Cape Winelands (9,1%) recorded the largest contribution. With regard to scholars using taxis and car/truck as a passenger, the same pattern emerged. Scholars driving themselves to school primarily lived in the City of Cape Town (68,0%) and West Coast (12,7%).

**Table 3.7: Main mode of travel used to educational institution by type of educational institution, 2020**

| Mode of travel | | Statistics (numbers in thousands) | Educational institution | | | | | Western Cape |
|---|---|---|---|---|---|---|---|---|
| | | | Pre-school | School | Higher education institution | TVET college | Other institution | |
| Public transport | Train | Number | * | 10 | * | 4 | * | **15** |
| | | Per cent | * | 0,7 | 1,3 | 8,6 | * | **0,9** |
| | Bus | Number | 5 | 65 | 15 | 14 | * | **101** |
| | | Per cent | 3,4 | 5,0 | 23,9 | 26,2 | 4,3 | **6,3** |
| | Taxi | Number | 30 | 148 | 9 | 18 | 14 | **219** |
| | | Per cent | 19,7 | 11,4 | 13,4 | 34,5 | 49,6 | **13,7** |
| Private transport | Car/truck driver | Number | 8 | 66 | 25 | 4 | 5 | **108** |
| | | Per cent | 5,1 | 5,1 | 38,5 | 7,4 | 18,6 | **6,8** |
| | Car/truck passenger | Number | 25 | 257 | * | 4 | * | **291** |
| | | Per cent | 16,4 | 19,8 | 4,0 | 8,1 | 8,5 | **18,2** |
| Walking all the way | | Number | 84 | 743 | 12 | 8 | 4 | **851** |
| | | Per cent | 54,7 | 57,1 | 18,8 | 15,2 | 14,1 | **53,3** |
| Other | | Number | * | 10 | * | * | * | **13** |
| | | Per cent | 0,7 | 0,8 | 0,2 | * | 4,8 | **0,8** |
| **Total** | | **Number** | **154** | **1 300** | **64** | **52** | **28** | **1 598** |
| | | **Per cent** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |

Other includes bicycle, scooter/motorcycle, animal drawn transport etc.
*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Unspecified types of institutions were excluded from the total for the calculation of percentages.

Of the 851 000 learners who walked all the way to their educational institution, most attended school (743 000), followed by those attending pre-school (84 000). Table 3.7 further shows that at least five out of ten (54,7%) of pre-school learners walked all the way to their educational institution, and 19,7% were travelling by taxi.

Learners who attended a higher educational institution were most likely to travel by car/truck as a driver (38,5%), or travelled by bus (23,9%). Most of these attending TVET College where either using Taxi (34,5%), bus (26,2%) or walk all the way (15,2%) to reach their educational institution.

**Table 3.8: Leaners who walked, cycled, drove or hitchhiked all the way to educational institution, by district municipality, 2020**

| District municipality | Walked all the way | | | Cycled all the way | | | Drove all the way | | |
|---|---|---|---|---|---|---|---|---|---|
| | Number(`000) | % within Western Cape | % within district municipality | Number(`000) | % within Western Cape | % within district municipality | Number(`000) | % within Western Cape | % within district municipality |
| Cape Winelands | 87 | 10,2 | 53 | * | 22,6 | 1,4 | 7 | 6,5 | 14,8 |
| Central Karoo | 19 | 2,2 | 66,8 | * | * | * | * | 1,6 | 82,6 |
| City of Cape Town | 535 | 62,8 | 51,9 | * | 37,7 | 0,4 | 77 | 73,2 | 25,6 |
| Eden | 112 | 13,2 | 54,5 | * | 39,7 | 2 | 9 | 8,7 | 24,4 |
| Overberg | 50 | 5,9 | 53 | * | * | * | * | 1,5 | 9,1 |
| West Coast | 48 | 5,7 | 64,6 | * | * | * | 9 | 8,6 | 64,1 |
| **Western Cape** | **851** | **100** | 53,3 | **5** | **100** | 0,6 | **105** | **100** | 25,1 |
| **Geographic location** | | | | | | | | | |
| Urban | 840 | 98,7 | 54,1 | 5 | 100 | 0,7 | 101 | 96,4 | 25 |
| Rural | 11 | 1,3 | 24 | * | * | * | 4 | 3,6 | 29,7 |

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

Table 3.8 indicates learners who walked, cycled, drove or hitchhiked all the way to their educational institution by district municipality. In absolute numbers, 851 000 learners walked all the way to their educational institution. Across districts, the highest percentage of learners who walked all the way to their educational institution was recorded in City of Cape Town (62,8%), followed by Eden (13,2%) and Cape Winelands (10,2%). In contrast, exclusive cyclists were most likely to come from Eden (39,7%), followed by City of Cape Town (37,7%) and Cape Winelands (22,6%). About 96,4% of learners who drove all the way resided in urban areas with only 3,6% residing in rural areas.

**Table 3.9: Main reason for walking all the way to the educational institution by geographic location, 2020**

| Main reasons for walking all the way | Statistics (numbers in thousands) | Geographic location | | Western Cape |
|---|---|---|---|---|
| | | Urban | Rural | |
| Nearby/close enough to walk | Number | 742 | 11 | **753** |
| | Per cent | 88,3 | 96,2 | **88,4** |
| Public transport too expensive | Number | 21 | * | **21** |
| | Per cent | 2,5 | * | **2,5** |
| It was by choice | Number | 57 | * | **57** |
| | Per cent | 6,8 | 1,5 | **6,7** |
| No transport | Number | 4 | * | **4** |
| | Per cent | 0,5 | * | **0,5** |
| Public transport not available | Number | 6 | * | **7** |
| | Per cent | 0,8 | 2,3 | **0,8** |
| Health reasons/exercising | Number | 9 | * | **9** |
| | Per cent | 1,0 | * | **1,0** |
| No public transport available at specific times | Number | * | * | ***** |
| | Per cent | 0,0 | * | **0,0** |
| Public transport is not enough | Number | * | * | ***** |
| | Per cent | 0,0 | * | **0,0** |
| Other | Number | * | * | ***** |
| | Per cent | 0,1 | * | **0,1** |
| **Total** | **Number** | **840** | **11** | **851** |
| | **Per cent** | **100,0** | **100,0** | **100,0** |

Percentages calculated within a geographic location.
Only one response was possible per person.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Other reasons include avoiding traffic congestion, no parking at the destination, fuel costs, etc.

Table 3.9 displays the main reasons for walking all the way to an educational institution by geographic location. The results show that most learners in the province walked all the way to their educational institution because it is nearby/close enough to walk (88,4%). Approximately seven per cent (6,7%) of learners indicated that it was their choice to walk all the way to their educational destination. This reason was most likely to be given in urban areas (6,8%) than in rural areas (1,5%). The third most common reason provided was that public transport was too expensive (2,5%).

Although an insignificant proportion (0,8%) of learners cited ‘public transport not available’ as the main reason for walking all the way to their educational institution, it is noticeable that rural learners were much more likely to indicate this as a reason than urban learners (2,3% compared to 0,8%).

**Table 3.10: Scholars who used public and private scholar transport to their educational institution by district municipality, 2020**

| District municipality | Statistics (numbers in thousands) | Type of scholar transport | | Western Cape |
|---|---|---|---|---|
| | | Government scholar transport | Private scholar transport | |
| Cape Winelands | Number | 12 | 14 | **25** |
| | Per cent | 45,9 | 54,1 | **100,0** |
| Central Karoo | Number | * | 4 | **5** |
| | Per cent | 26,8 | 73,2 | **100,0** |
| City of Cape Town | Number | 16 | 145 | **161** |
| | Per cent | 10,0 | 90,0 | **100,0** |
| Eden | Number | 13 | 35 | **47** |
| | Per cent | 27,1 | 72,9 | **100,0** |
| Overberg | Number | * | 12 | **14** |
| | Per cent | 18,4 | 81,6 | **100,0** |
| West Coast | Number | 5 | 5 | **10** |
| | Per cent | 51,3 | 48,7 | **100,0** |
| **Western Cape** | **Number** | **50** | **213** | **263** |
| | **Per cent** | **18,9** | **81,1** | **100,0** |

The total used to calculate percentages excluded unspecified cases.
Percentage calculated within districts municipalities.

About 81,1% scholars used private scholar transport to reach their educational destination, while the remaining 18,9% learners used government scholar transport. Scholars who live in West Coast (51,3%) were likely to depend on government scholar transport followed by these who live in Cape Winelands (45,9%). City of Cape Town had the highest proportion of scholars who used private scholar transport to reach their educational destination (90,0%).

**Table 3.11: Percentage of educational trips by district municipality of origin and destination, 2020**

| District municipality of origin | District municipality of destination | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|
| | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | |
| Cape Winelands | 97,1 | * | 2,4 | * | 0,1 | 0,4 | **100,0** |
| Central Karoo | * | 97,9 | 0,3 | 1,8 | * | * | **100,0** |
| City of Cape Town | 0,9 | * | 99,1 | * | * | * | **100,0** |
| Eden | * | * | 0,7 | 99,3 | * | * | **100,0** |
| Overberg | 0,4 | * | * | * | 99,6 | * | **100,0** |
| West Coast | * | * | * | * | * | 100,0 | **100,0** |
| **Western Cape** | **10,8** | **1,6** | **64,3** | **12,5** | **5,9** | **4,9** | **100,0** |

The total used to calculate percentages excluded unspecified cases.
Percentage calculated within districts municipalities.

Table 3.11 shows the percentages of educational trips by the district municipality of origin and the district municipality of destination. It shows that almost all the educational trips undertaken were within the same district municipality. The results also show that City of Cape Town was the most common destination if a trip was to be undertaken beyond one's own district municipality.

**Table 3.12: Main mode of travel to educational institution, 2013 and 2020**

| 2013 | Number of persons attending educational institution ('000) | Main mode of travel (per cent across institution) | | | | | |
|---|---|---|---|---|---|---|---|
| | | Train | Bus | Taxi | Car | Walk | Other |
| Pre-school | 235 | * | 0,9 | 10,8 | 38,3 | 46,8 | 3,2 |
| School | 1 129 | 2,1 | 6,2 | 10,1 | 24,0 | 56,2 | 1,4 |
| Post-matric | 110 | 27,0 | 9,0 | 14,4 | 36,9 | 9,0 | 3,6 |
| Other | 25 | 9,9 | 8,5 | 22,1 | 31,3 | 16,9 | 11,2 |
| **Total** | **1 500** | **3,8** | **5,7** | **10,7** | **27,3** | **50,5** | **2,0** |
| **2020** | | | | | | | |
| Pre-school | 154 | * | 3,4 | 19,7 | 21,5 | 54,7 | 0,7 |
| School | 1 300 | 0,7 | 5,0 | 11,4 | 24,9 | 57,1 | 0,8 |
| Post-matric | 116 | 4,5 | 24,9 | 22,8 | 30,4 | 17,2 | 0,1 |
| Other | 28 | * | 4,3 | 49,6 | 27,2 | 14,1 | 4,8 |
| **Total** | **1 598** | **0,9** | **6,3** | **13,7** | **25,0** | **53,3** | **0,8** |

The total used to calculate percentages excluded unspecified cases.
Car include: car/truck driver and car/truck passenger.

Table 3.12 shows that the proportion of pre-school students who travelled by train significantly decreased from 3,8% in 2013 to 0,9% in 2020. Although walking all the way remained the most used mode of travel for most learners, those who attended post-matric were most likely to use car as their mode of travel, followed by bus. In 2020, the highest proportion of scholars walked all the way to school (53,3%), followed by those who travelled by car and by taxi (25,0% and 13,7%, respectively).

**Figure 3.3: Main mode of travel to educational institution, 2013 and 2020**

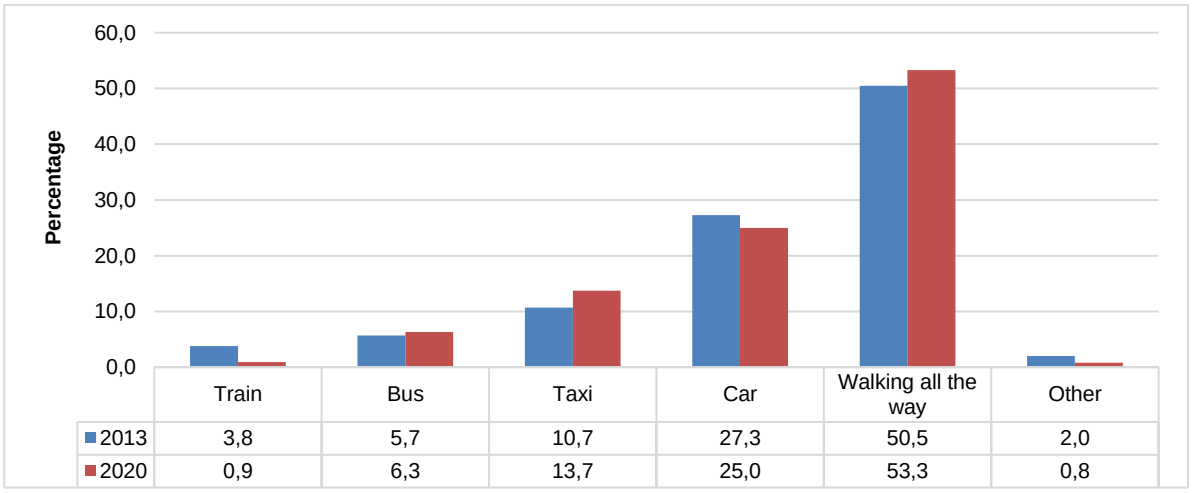



Figure 3.3 compares 2013 and 2020 for learners and the modes of travel to their educational institution. The proportion of learners who walked all the way to their educational institution increased from 50,5% in 2013 to 53,3% in 2020. Those who travelled by bus, by train and by car showed a decrease between 2013 and 2020.

In both years, however, most learners still walked all the way to their educational institution. In 2020, the other preferred modes of transport were cars (25,0%), taxis (13,7%) and buses (6,3%).

## 3.3 Departure, waiting, arrival and total travel times

**Table 3.13: Attendees' time of leaving their place of residence to attend an educational institution by district municipality, 2020**

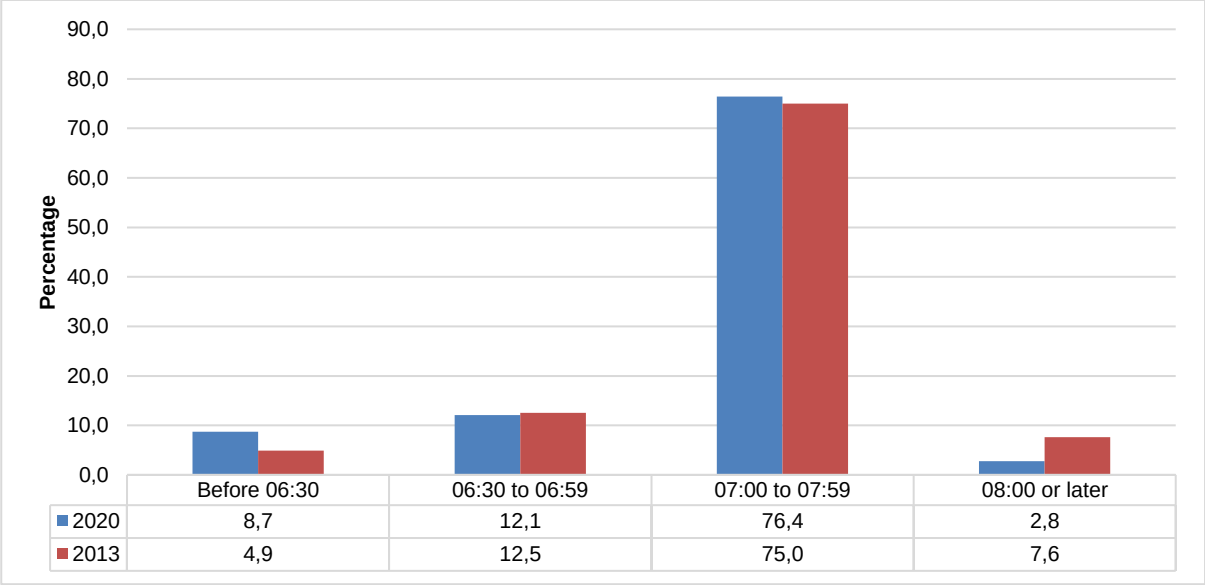
| District municipality | Number of persons who completed the question ('000) | Attendees' time of leaving for educational institution (per cent within district municipality) | | | | |
|---|---|---|---|---|---|---|
| | | Before 06:30 | 06:30 to 06:59 | 07:00 to 07:59 | 08:00 or later | Total |
| Cape Winelands | 164 | 7,4 | 13,4 | 72,5 | 6,7 | **100,0** |
| Central Karoo | 28 | 2,9 | 24,2 | 64,9 | 8,1 | **100,0** |
| City of Cape Town | 1 031 | 10,6 | 10,7 | 76,4 | 2,4 | **100,0** |
| Eden | 206 | 5,0 | 19,3 | 74,5 | 1,2 | **100,0** |
| Overberg | 95 | 3,6 | 8,5 | 86,4 | 1,5 | **100,0** |
| West Coast | 75 | 4,0 | 9,1 | 82,6 | 4,4 | **100,0** |
| **Western Cape** | **1 598** | **8,7** | **12,1** | **76,4** | **2,8** | **100,0** |

Percentages calculated within districts municipalities.
Totals do not include 'unspecified'.

Table 3.13 shows the time learners leave their place of residence to attend their educational institutions. Most learners in Western Cape province (76,4%) left for educational institutions between 07:00 and 07:59, followed by these who left between 06:30 and 06:59 (12,1%), then those who left before 06:30 (8,7%) and lastly these who left at 08:00 or later where 2,8%.

Nearly quarter of learners in Central Karoo (24,2%) left for educational institutions between 6:30 and 06:59, followed by those in Eden (19,3%) and Cape Winelands (13,4%). Central Karoo (8,1%) and Cape Winelands (6,7%) had the highest percentage of learners who left their residences at 08:00 and later. One in ten learners (10,6%) in the City of Cape Town left their place of residence before 06:30.

**Figure 3.4: Attendees' time of leaving their place of residence to attend an educational institution, 2013 and 2020**




A comparison between departure times reported in 2013 and 2020 reveals similar trends, except that learners tend to leave home earlier than seven years ago. They were significantly more likely to depart before 07:00 in 2020 than in 2013. According to Figure 3.4, in 2020, only 2,8% of learners left their home after 08:00, while 7,6% had left their home after 08:00 in 2013.

**Table 3.14: Time spent walking to reach first transport by district municipality, 2020**

| District municipality | Number of learners who walk to their first transport ('000) | Travel time (per cent within district municipality) | | | |
|---|---|---|---|---|---|
| | | Up to 15 min. | 16–30 min. | 31–45 min. | Total |
| Cape Winelands | 19 | 86,9 | 12,3 | 0,8 | **100,0** |
| Central Karoo | * | 100,0 | * | * | **100,0** |
| City of Cape Town | 255 | 96,8 | 3,2 | * | **100,0** |
| Eden | 44 | 97,9 | 2,1 | * | **100,0** |
| Overberg | 6 | 94,2 | 5,8 | * | **100,0** |
| West Coast | 4 | 100,0 | * | * | **100,0** |
| **Western Cape** | **332** | **96,4** | **3,6** | **0,0** | **100,0** |

Percentages calculated within municipalities.
*Un-weighted number of 3 and below are too small to provide reliable estimates.
Total excludes unspecified travel time

A total of 332 000 learners across the province indicated that they walked to their first transport. The majority (96,4%) walked for up to 15 minutes, followed by 3,6% of persons who walked for 16 to 30 minutes. The highest proportion of learners who walked longer than 15 minutes but less than 31 minutes was found in Cape Winelands (12,3%), Overberg (5,8%) and City of Cape Town (3,2%). Central Karoo and West Coast both recorded 100,0% of learners who walked less than 15 minutes to their first transport, followed by 97,9% in Eden that walked less than 15 minutes. About 0,8% of learners in Cape Winelands walked for 31 to 45 minutes.

**Figure 3.5: Time spent walking to reach the first transport, 2013 and 2020**

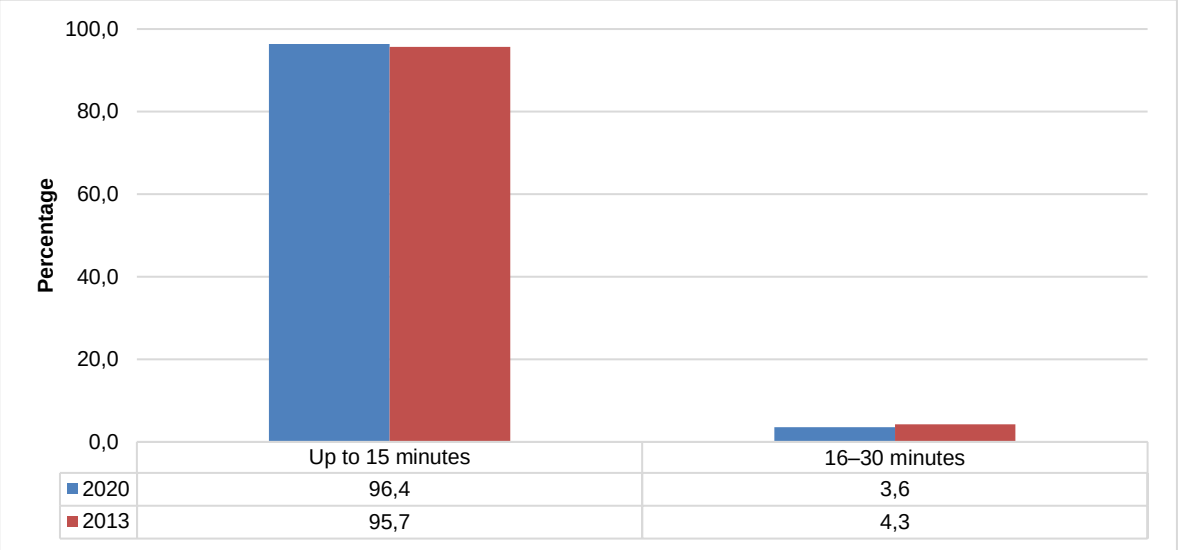



Figure 3.5 shows that the percentage of learners who walked up to 15 minutes to their first transport increased by 0,7% between 2013 and 2020. While proportion of those who walked between 16 and 30 minutes decreased by 0,7%.

**Table 3.15: Time spent waiting for the first transport to arrive by district municipality, 2020**

| District municipality | Number of learners who wait for first transport (`000) | Waiting time | | | | | |
|---|---|---|---|---|---|---|---|
| | | Up to 15 minutes | | 16–30 minutes | | More than 30 minutes | |
| | | Number (`000) | Per cent | Number (`000) | Per cent | Number (`000) | Per cent |
| Cape Winelands | 19 | 19 | 97,5 | * | 2,5 | * | * |
| Central Karoo | * | * | 100,0 | * | * | * | * |
| City of Cape Town | 253 | 237 | 93,9 | 6 | 2,3 | 10 | 3,8 |
| Eden | 38 | 35 | 91,4 | * | 2,3 | * | 6,3 |
| Overberg | 6 | 6 | 100,0 | * | * | * | * |
| West Coast | 4 | 4 | 100,0 | * | * | * | * |
| **Western Cape** | **324** | **304** | **94,1** | **7** | **2,2** | **12** | **3,7** |

Percentages calculated within district municipality.
*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Total excludes unspecified waiting time

Table 3.15 summarises the time that learners had to wait for their first transport. About 324 000 of learners in the province had to wait for their first transport. Provincially, about 94,1% of those who waited indicated that they waited for up to 15 minutes, 2,2% waited for 16 to 30 minutes and lastly 3,7% waited more than 30 minutes. Eden had the highest percentage of learners who waited more than 30 minutes when compared to other district municipalities (6,3%).

**Figure 3.6: Time spent waiting for the first transport to arrive, 2013 and 2020**

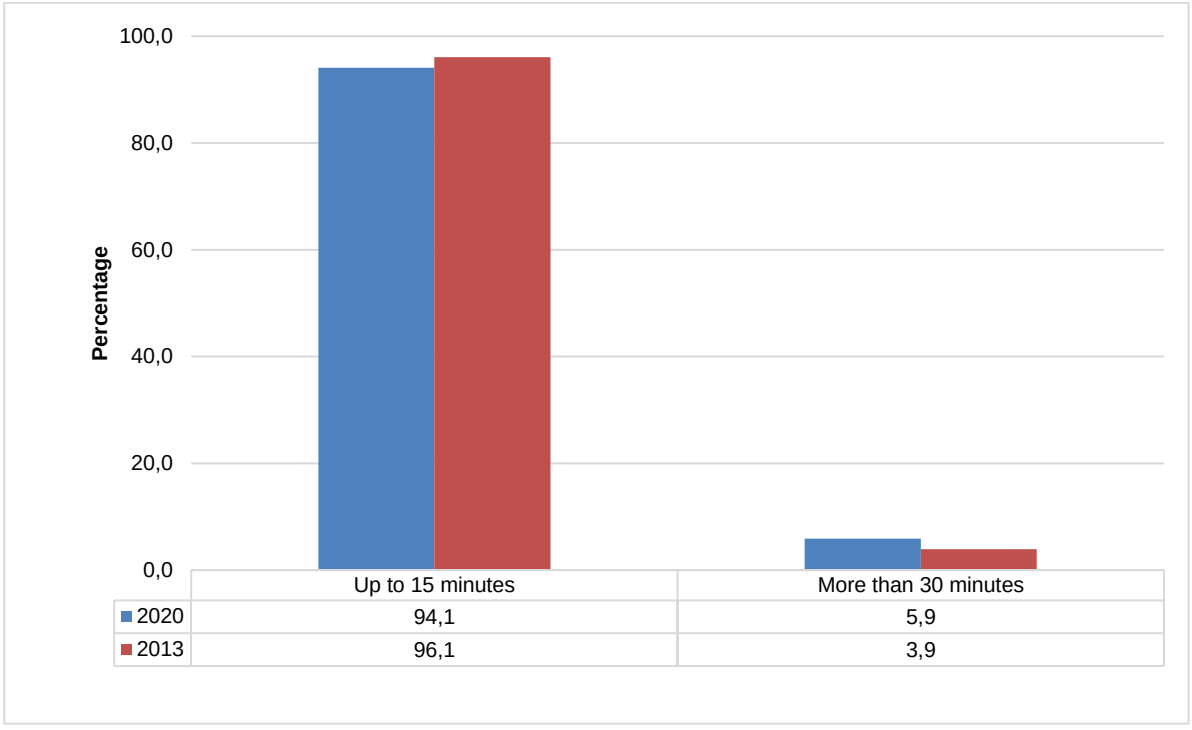



Figure 3.6 shows that the waiting time for the first transport to arrive has slightly worsen when compared to 2013. The percentage of learners who waited for more than 15 minutes provincially increased from 3,9% in 2013 to 5,9% in 2020.

**Table 3.16: Time spent walking to educational institution after disembarking from transport used on weekdays, by district municipality, 2020**

| District municipality | Number of persons that walk at the end of the trip (`000) | Walking time (per cent within district municipality) | | | Total |
|---|---|---|---|---|---|
| | | Up to 15 minutes | 16–30 minutes | > 31 minutes | |
| Cape Winelands | 19 | 95,1 | 3,1 | 1,8 | **100,0** |
| Central Karoo | * | 100,0 | * | * | **100,0** |
| City of Cape Town | 241 | 98,3 | 1,7 | * | **100,0** |
| Eden | 41 | 99,4 | 0,6 | * | **100,0** |
| Overberg | 4 | 100,0 | * | * | **100,0** |
| West Coast | * | 100,0 | * | * | **100,0** |
| **Western Cape** | **311** | **98,3** | **1,6** | **0,1** | **100,0** |

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

Table 3.16 depicts the time it took learners to walk to their educational institutions after disembarking from the transport vehicle. A large percentage (98,3%) of learners walked for up to 15 minutes after disembarking and 1,7% walked for more than 15 minutes. Learners in Cape Winelands (3,1%) were more likely to walk more than 15 minutes after disembarking, followed by these the City of Cape Town (1,7%).

**Figure 3.7: Time spent walking to the educational institution after disembarking from transport used, 2013 and 2020**

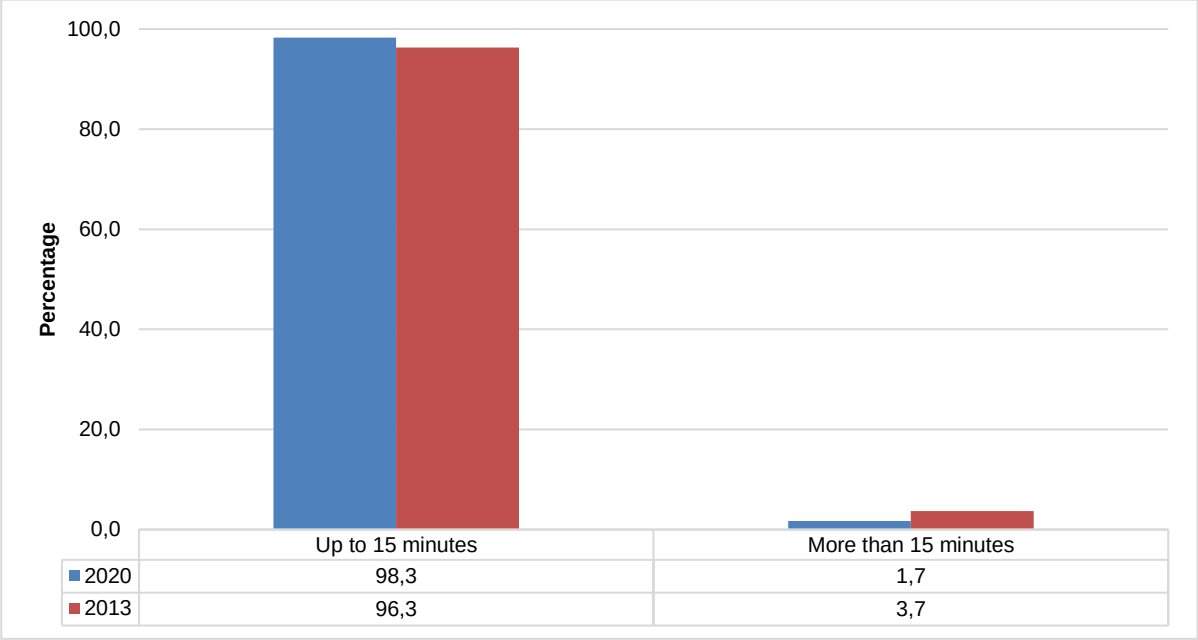



Figure 3.7 compares walking times at the end of a trip in 2013 and 2020 for learners who still needed to walk some distance to their educational institution after disembarking from their transport. Provincially, there has been a significant increase from 96,3% in 2013 to 98,3% in 2020 in the percentage of individuals who spent up to 15 minutes or more walking to their educational institution after having disembarked from their transport.

**Table 3.17: Total time travelled to the educational institution by main mode of transport and district municipality, 2020**

| Mode and time travelled in minutes | District municipality (per cent within district municipality) | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|
| | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | |
| **Train** | | | | | | | |
| Mean (minutes) | 155 | * | 80,0 | * | * | * | **92** |
| 1 – 30 | * | * | * | * | * | * | ***** |
| 31 – 60 | * | * | * | * | * | * | ***** |
| 61+ | 100,0 | * | 100,0 | * | * | * | **100,0** |
| **Total** | **100,0** | ***** | **100,0** | ***** | ***** | ***** | ***** |
| **Bus** | | | | | | | |
| Mean (minutes) | 61 | 31 | 86 | 47 | 40 | 55 | **69** |
| 1 – 30 | 14,5 | 72,0 | 10,4 | 36,0 | 33,1 | 16,6 | **19,1** |
| 31 – 60 | 40,3 | 26,4 | 26,6 | 38,9 | 62,0 | 41,5 | **34,3** |
| 61+ | 45,2 | 1,6 | 63,0 | 25,1 | 5,0 | 41,9 | **46,7** |
| **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |
| **Taxi** | | | | | | | |
| Mean (minutes) | 42 | 24 | 60 | 39 | 35 | 32 | **53** |
| 1 – 30 | 43,2 | 81,0 | 20,6 | 46,9 | 69,4 | 52,6 | **30,4** |
| 31 – 60 | 43,7 | 17,3 | 33,7 | 45,2 | 16,7 | 47,4 | **35,8** |
| 61+ | 13,1 | 1,7 | 45,7 | 7,9 | 13,9 | * | **33,7** |
| **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |
| **Car/truck driver** | | | | | | | |
| Mean (minutes) | 28 | 16 | 64 | 23 | 19 | 31 | **53** |
| 1 – 30 | 78,6 | 84,2 | 33,7 | 86,3 | 89,4 | 78,6 | **46,2** |
| 31 – 60 | 19,8 | 15,8 | 26,2 | 13,0 | * | 19,8 | **24,4** |
| 61+ | 1,6 | * | 40,1 | 0,7 | 10,6 | 1,6 | **29,4** |
| **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |
| **Car/truck passenger** | | | | | | | |
| Mean (minutes) | 26 | 11 | 40 | 26 | 26 | 18 | **35** |
| 1 – 30 | 72,1 | 96,5 | 52,0 | 78,2 | 78,6 | 100,0 | **60,2** |
| 31 – 60 | 22,5 | 3,5 | 28,2 | 14,2 | 9,8 | * | **23,9** |
| 61+ | 5,4 | * | 19,8 | 7,6 | 11,6 | * | **15,9** |
| **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |
| **Walking all the way** | | | | | | | |
| Mean (minutes) | 20 | 20 | 20 | 21 | 17 | 19 | **20** |
| 1 – 30 | 90,6 | 86,7 | 90,0 | 89,6 | 97,6 | 96,3 | **90,8** |
| 31 – 60 | 6,7 | 12,2 | 9,3 | 7,2 | 2,4 | 1,2 | **7,9** |
| 61+ | 2,7 | 1,1 | 0,7 | 3,2 | * | 2,5 | **1,3** |
| **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |

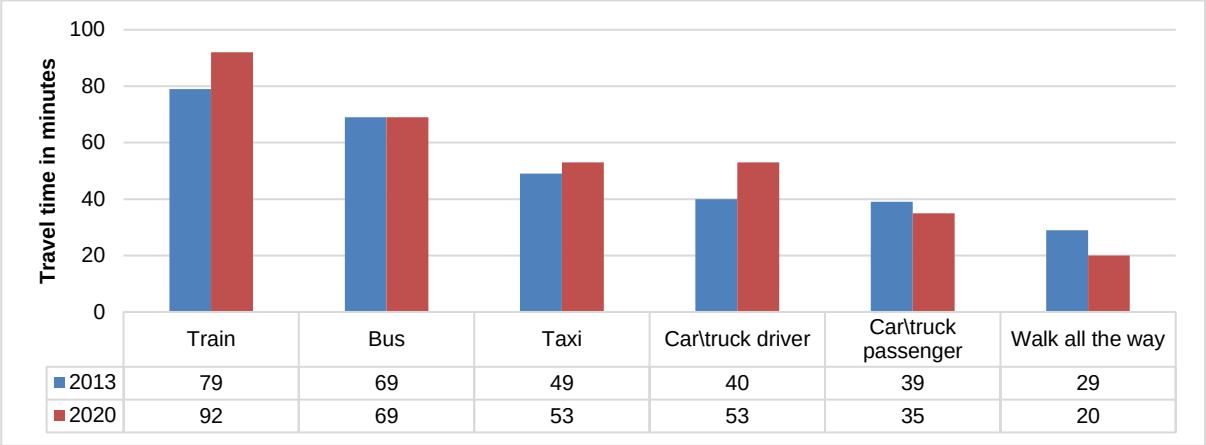
*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Total excludes unspecified travel time

Table 3.17 illustrates the time it took learners to travel to their educational institutions by mode of transport. Provincially, learners using train needed on average 92 minutes to get to their educational institutions, this was the highest average time travelled when comparing with other mode of transport. In Cape Winelands the average time taken to travel by train was more than two hours (155 minutes).

In Western Cape, learners who used buses needed on average 69 minutes to get to their educational institutions, followed by those using taxis who needed 53 minutes to travel. About 35,8% of those using taxis needed 31 to 60 minutes, followed by those who needed more than 60 minutes (33,7%), while 30,4% needed one to 30 minutes. City of Cape Town, had the highest proportions of leaners who travelled by taxi for more than an hour to reach their institutions (45,7%).

Walking all the way took the least average time spent traveling to the educational institutions, taking 20 minutes to reach their destination. The most significant percentage of learners who walked all the way for one to 30 minutes were from Overberg (97,6%), followed by West Coast (96,3%).

**Figure 3.8: Total time travelled to educational institution by main mode of transport, 2013 and 2020**




| | Train | Bus | Taxi | Car\truck driver | Car\truck passenger | Walk all the way |
|---|---|---|---|---|---|---|
| 2013 | 79 | 69 | 49 | 40 | 39 | 29 |
| 2020 | 92 | 69 | 53 | 53 | 35 | 20 |

Figure 3.8 depicts that between 2013 and 2020, the average travel time has increased across all modes of transport except for learners who travel by car as passengers to their educational institution. The highest increase is observed among those who travelled by train and taxi to reach their destination.

In 2020, learners who used public transport experienced long travel times in the morning to access their educational institution — train users travelled for 92 minutes, bus travellers 69 minutes and taxi users travelled 53 minutes. On the other hand, those who travelled by car/bakkie/truck as a passenger needed 35 minutes, while and those who drove themselves took 53 minutes.

Learners who walked all the way to their educational institution required 20 minutes to arrive at their destination.

**Table 3.18: Monthly cost of transport by main mode of transport and district municipality, 2020**

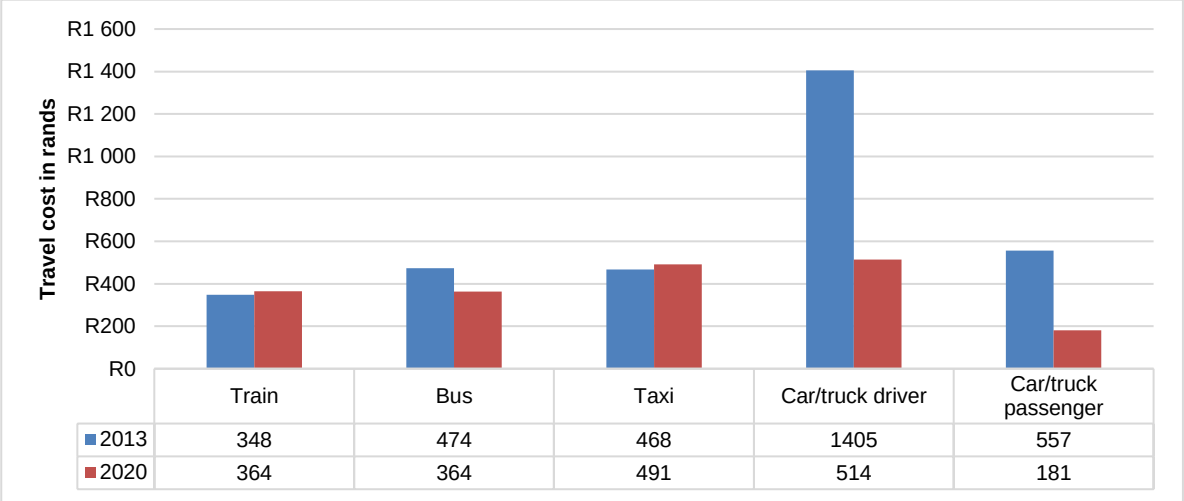
| Mode and monthly payment in rand | District municipality | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|
| | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | |
| **Train** | | | | | | | |
| Mean (Rand) | 450 | * | 348 | * | * | * | **364** |
| 1–100 | . | * | 12,5 | * | * | * | **10,5** |
| 101–200 | 10,5 | * | 21,6 | * | * | * | **19,8** |
| 200+ | 89,5 | * | 66,0 | * | * | * | **69,7** |
| **Total** | **100,0** | ***** | **100,0** | ***** | ***** | ***** | **100,0** |
| **Bus** | | | | | | | |
| Mean (Rand) | 27 | 54 | 554 | 252 | 92 | 133 | **364** |
| 1–100 | 22,1 | 42,0 | 3,4 | 26,0 | 41,2 | * | **8,9** |
| 101–200 | 42,6 | 28,0 | 4,3 | 14,3 | 12,8 | 15,3 | **7,6** |
| 200+ | 35,3 | 30,1 | 92,3 | 59,7 | 45,9 | 84,7 | **83,5** |
| **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |
| **Taxi** | | | | | | | |
| Mean (Rand) | 313 | 203 | 594 | 254 | 359 | 25 | **491** |
| 1–100 | 7,7 | 28,2 | 3,2 | 6,1 | * | 6,3 | **4,4** |
| 101–200 | 32,4 | 28,3 | 0,8 | 17,3 | 22,2 | 13,3 | **8,0** |
| 200+ | 59,9 | 43,5 | 96,0 | 76,5 | 77,8 | 80,4 | **87,6** |
| **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |
| **Car\bakkie\truck driver** | | | | | | | |
| Mean (Rand) | 985 | 239 | 604 | 127 | 76 | 50 | **514** |
| 1–100 | 3,9 | 14,0 | 5,8 | * | * | * | **5,4** |
| 101–200 | * | 5,5 | 11,0 | 10,9 | * | * | **9,9** |
| 200+ | 96,1 | 80,4 | 83,2 | 89,1 | 100,0 | 100,0 | **84,8** |
| **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |
| **Car\bakkie\truck passenger** | | | | | | | |
| Mean (Rand) | 75 | 187 | 209 | 100 | 221 | 26 | **181** |
| 1–100 | * | * | 2,3 | 3,8 | * | * | **2,2** |
| 101–200 | 32,6 | 54,5 | 3,5 | 28,5 | 22,5 | 59,6 | **8,8** |
| 200+ | 67,4 | 45,5 | 94,2 | 67,7 | 77,5 | 40,4 | **89,1** |
| **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, travelling by car/bakkie/truck as a driver was the most expensive for learners to use with a mean (average) of R514 per month, while travelling by car/bakkie/truck as a passenger was least expensive with mean of (R181).

City of Cape Town (96,0%), West Coast (80,4%) and Overberg (77,8%) had the highest proportion of scholars who used taxis and spent more than R200 per month. The majority of learners who used buses to travel to their educational institutions and spent less than R100 per month were located in Central Karoo (42,0%) and Overberg (41,2%). All learners (100,0%) who used car/bakkie/truck as a driver spent more than R200 in Overberg and West Coast .

**Figure 3.9: Monthly cost of transport to educational institution by main mode of transport, 2013 and 2020**




| | Train | Bus | Taxi | Car/truck driver | Car/truck passenger |
|---|---|---|---|---|---|
| 2013 | 348 | 474 | 468 | 1405 | 557 |
| 2020 | 364 | 364 | 491 | 514 | 181 |

Figure 3.9 shows that overall travel costs for learners have decreased across all modes of transport when comparing 2013 and 2020 data. The highest decrease is observed among those who travelled by car as the driver, and those who travelled by car as a passenger and bus to reach their destination.

In 2020, driving a car appeared to be the most expensive mode of travel, with an average monthly cost of R514, followed by taxis (R491), bus and trains both cost R364 and travelling by car/truck as a passenger (R181).

Travelling by car/truck as a passenger was the least expensive mode of travel (R181) compared to all the other modes. Among public transport modes, car/truck driver appeared to be the most expensive public transport mode of travel for learners, with an average monthly travel cost of R514, followed by taxis (R491) and trains (R364).

## 3.4 Summary

The results show that most learners in the province attended school (79,2%), followed by those who attended pre-school (9,6%). Higher educational institutions were attended by 5,4% of all learners.

The majority of learners attending an educational institution resided in urban areas (97,1%), and the remaining 2,9% resided in rural areas. The table further showed the same distribution of learners among income quintiles. In terms of district municipalities, Cape Winelands (12,3%) and City of Cape Town (6,0%) showed a higher proportion of learners attending higher educational institutions, compared to others.

Majority of scholars in urban area walked all the way (58,2%) to school as compared to 22,7% in rural areas, followed by 19,6% who used Car/truck as a passenger. However rural areas are predominated by schoolers who use bus to commute from home to school.

In terms of the household income quintile categories, most households walked all the way to their educational institution, the highest income quintile and lowest income quintile also had the highest proportion of persons who selected being a passenger in a car/truck as their preferred mode of travel (35,0% and 31,8%, respectively).

In 2020, of the 1,7 million learners who completed the question, only 30 000 learned through distance learning. The highest proportion of learners attending classes was found in the City of Cape Town (65,0%), followed by Eden (13,0%) and Cape Winelands (10,0%). Most of the leaners doing distance learning in the province where again based in the City of Cape Town (70,6%), followed by Eden (16,6%). There is not much bigger change in terms of numbers and proportions from what was observed in 2013 and in 2020.

Most learners in Western Cape province (76,4%) left for educational institutions between 07:00 and 07:59, followed by these who left between 06:30 and 06:59 (12,1%), then these who left before 06:30 (8,7%) and lastly these who left at 08:00 or later where 2.8%.

Nearly quarter of learners in Central Karoo (24,2%) left for educational institutions between 6:30 and 06:59, followed by those in Eden (19,3%) and Cape Winelands (13,4%). Central Karoo (8,1%) and Cape Winelands (6,7%) had the highest percentage of learners who left their residences at 08:00 and later. One in ten learners (10,6%) in the City of Cape Town left their place of residence before 06:30.

Of all the modes of travel, travelling by car/bakkie/truck as a driver was the most expensive for learners to use with a mean (average) of R514 per month, while travelling by car/bakkie/truck as a passenger was least expensive with mean of (R181).

City of Cape Town (96,0%), West Coast (80,4%) and Overberg (77,8%) had the highest proportion of scholars who used taxis and spent more than R200 per month. The majority of learners who used buses to travel to their educational institutions and spent less than R100 per month were located in Central Karoo (42,0%) and Overberg (41,2%). All learners (100,0%) who used car/bakkie/truck as a driver spent more than R200 in Overberg and West Coast .

# 4. Work-related travel patterns

## 4.1 Introduction

Workers across the country use different modes of travel, from motorised to non-motorised vehicles, and from public to private transport, to reach their place 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. This section covers work-related travel patterns of people aged 15 years and older. The table below shows the distribution of workers by their province of origin, geographic location and income quintile.

**Table 4.1: Workers' disability status, geographic location and household income quintiles by district municipality, 2020**

| Indicator | | District municipality | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|---|
| | | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | |
| **Worker status** | | | | | | | | |
| Worker | Number | 302 | 28 | 1 503 | 305 | 137 | 115 | **2 390** |
| | Per cent | 12,7 | 1,2 | 62,9 | 12,8 | 5,7 | 4,8 | **100** |
| Disabled | Number | 8 | * | 90 | 45 | * | 10 | **157** |
| | Per cent | 5,2 | 1,9 | 57,5 | 28,6 | 0,4 | 6,5 | **100,0** |
| **Geographic location** | | | | | | | | |
| Urban | Number | 245 | 25 | 1 503 | 280 | 108 | 102 | **2 262** |
| | Per cent | 10,8 | 1,1 | 66,4 | 12,4 | 4,8 | 4,5 | **100,0** |
| Rural | Number | 58 | * | * | 25 | 29 | 13 | **128** |
| | Per cent | 45,0 | 2,6 | * | 19,5 | 22,5 | 10,4 | **100,0** |
| **Household income quintiles** | | | | | | | | |
| Quintile 1 (lowest income quintile) | Number | 93 | * | 368 | 86 | 42 | 27 | **620** |
| | Per cent | 15,0 | 0,5 | 59,4 | 13,9 | 6,7 | 4,4 | **100,0** |
| Quintile 2 | Number | 23 | 5 | 171 | 58 | 34 | 12 | **302** |
| | Per cent | 7,7 | 1,5 | 56,5 | 19,2 | 11,1 | 4,0 | **100,0** |
| Quintile 3 | Number | 40 | 8 | 251 | 62 | 24 | 20 | **404** |
| | Per cent | 9,9 | 1,9 | 62,1 | 15,3 | 5,9 | 4,9 | **100,0** |
| Quintile 4 | Number | 60 | 7 | 265 | 58 | 22 | 29 | **441** |
| | Per cent | 13,6 | 1,7 | 60,0 | 13,2 | 5,0 | 6,6 | **100,0** |
| Quintile 5 (highest income quintile) | Number | 86 | 5 | 448 | 40 | 16 | 27 | **623** |
| | Per cent | 13,8 | 0,9 | 71,9 | 6,5 | 2,6 | 4,4 | **100,0** |

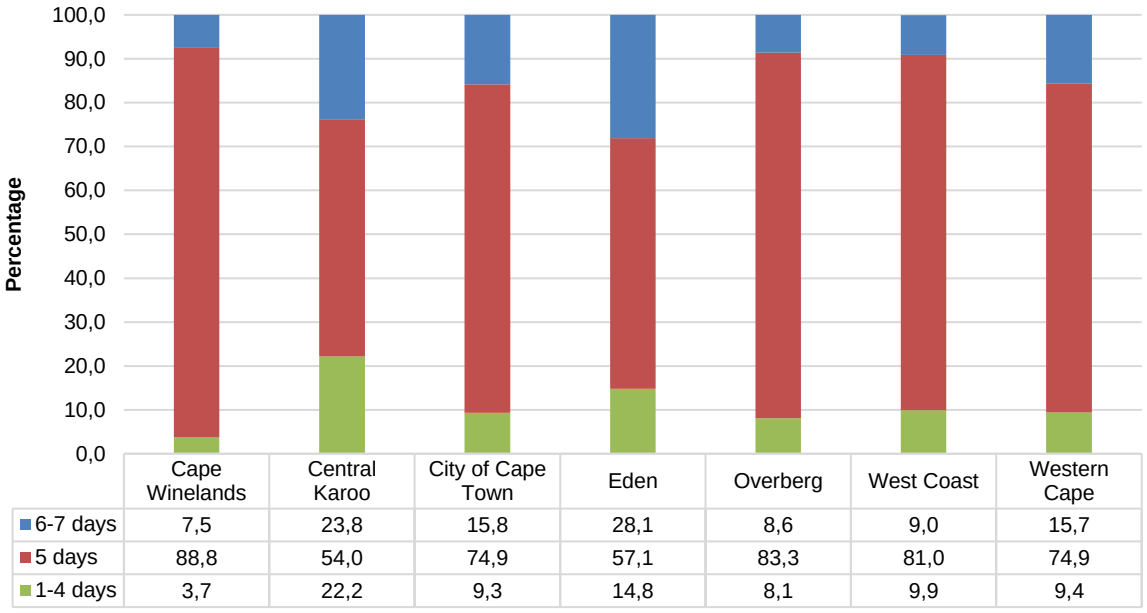
The totals used to calculate percentages excluded unspecified cases.
The numbers differ from the official employment statistics as a less sophisticated series of questions were used to establish work status.
*Unweighted numbers of 3 and below are too small to provide reliable estimates.

Table 4.1 shows that almost two thirds (62,9%) of the 2,3 million Western Cape workers reside in City of Cape Town, 12,7% resided in Cape Winelands and 12,8% in Eden. About 157 000 workers who are disabled were identified in the survey. 57,5% were found in City of Cape Town, followed by Eden (28,6%) and West Coast (6,5%). Overberg recorded the smallest percentage of disabled workers at 0,4%.

Almost all workers in Western Cape where classified as urban dwellers, only 128 000 resided in rural areas compared to 2.2 million in urban area. The highest percentage of workers classified as rural residents come from Cape Winelands (45,0%) and Overberg (22,5%).

About seven in 10 workers who were classified within the highest income quintile resided in City of Cape Town, 13,6% resided in Cape Winelands. The same pattern reflected throughout the income quintiles for all the district municipalities.

**Figure 4.1: Percentage of workers by number of days travelled per week to place of work by district municipality, 2020**




| | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | Western Cape |
|---|---|---|---|---|---|---|---|
| 6-7 days | 7,5 | 23,8 | 15,8 | 28,1 | 8,6 | 9,0 | 15,7 |
| 5 days | 88,8 | 54,0 | 74,9 | 57,1 | 83,3 | 81,0 | 74,9 |
| 1-4 days | 3,7 | 22,2 | 9,3 | 14,8 | 8,1 | 9,9 | 9,4 |

Percentages calculated within district municipalities

The number of days travelled per week to place of work is presented in Figure 4.1. In Western Cape, it is clearly demonstrated that the majority of the working population works five days per week. Provincially, 74,9% workers worked five days a week, followed by 15,7% who worked six days plus and 9,4% worked one to four days a week.

Cape Winelands (88,8%) had the highest percentage of workers who worked five days a week, followed by Overberg (83,3%) and West Coast (81,0%). The lowest percentages of workers who worked five days per week were found in Central Karoo (54,0%) and Eden (57,1%). Eden (28,1%) recorded the highest proportion of workers who worked more than five days in a week, followed by Central Karoo (23,8%).

**Table 4.2: Number of days travelled to place of work per week by district municipality, 2020**

| District municipality | Statistics (numbers in thousands) | Days worked (per cent within province) | | | Total |
|---|---|---|---|---|---|
| | | 1–4 days | 5 days | 6+ days | |
| Cape Winelands | Number | 11 | 252 | 21 | **284** |
| | Per cent | 3,7 | 88,8 | 7,5 | **100,0** |
| Central Karoo | Number | 6 | 14 | 6 | **26** |
| | Per cent | 22,2 | 54,0 | 23,8 | **100,0** |
| City of Cape Town | Number | 133 | 1 067 | 225 | **1 425** |
| | Per cent | 9,3 | 74,9 | 15,8 | **100,0** |
| Eden | Number | 42 | 163 | 80 | **286** |
| | Per cent | 14,8 | 57,1 | 28,1 | **100,0** |
| Overberg | Number | 10 | 104 | 11 | **125** |
| | Per cent | 8,1 | 83,3 | 8,6 | **100,0** |
| West Coast | Number | 10 | 85 | 9 | **105** |
| | Per cent | 9,9 | 81,0 | 9,0 | **100,0** |
| **Western Cape** | **Number** | **212** | **1 686** | **353** | **2 251** |
| | **Per cent** | **9,4** | **74,9** | **15,7** | **100,0** |
| **Geographic location** | | | | | |
| Urban | Number | 208 | 1 580 | 344 | **2 132** |
| | Per cent | 9,7 | 74,1 | 16,1 | **100,0** |
| Rural | Number | 4 | 106 | 9 | **120** |
| | Per cent | 3,7 | 88,5 | 7,8 | **100,0** |

Percentages calculated within district municipalities.
Total excludes unspecified days worked

Table 4.2 illustrates the number of days travelled per week to place of work. Approximately 75% 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 (15,7%). Only a small percentage of persons travelled 1–4 days per week to their place of work (9,4%). The majority of workers in Cape Winelands travelled five days per week (88,8%), while 28,1% in Eden 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 (9,7%) of workers who worked one to four days per week compared to other rural area.

## 4.2 Modes of travel to work

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

**Table 4.3: Workers' disability status, geographic location, household income quintile and district municipality by main mode of travel, 2020**

| Indicator | | Mode of travel | | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|---|---|
| | | Public transport | | | Private transport | | Walking all the way | Other | |
| | | Train | Bus | Taxi | Car/truck driver | Car/truck passenger | | | |
| Worker | Number | 45 | 131 | 407 | 927 | 196 | 281 | 20 | **2 008** |
| | Per cent | 2,2 | 6,5 | 20,3 | 46,2 | 9,8 | 14 | * | **100** |
| Disabled worker | Number | * | 6 | 27 | 52 | 16 | 22 | * | **124** |
| | Per cent | 0,8 | 4,5 | 21,5 | 41,9 | 12,9 | 17,6 | 0,8 | **100** |
| **District municipality** | | | | | | | | | |
| Cape Winelands | Number | 4 | * | 30 | 116 | 39 | 72 | 4 | **267** |
| | Per cent | 1,4 | 0,7 | 11,4 | 43,3 | 14,8 | 27,1 | 1,4 | **100,0** |
| Central Karoo | Number | * | * | * | 9 | * | 11 | * | **22** |
| | Per cent | * | * | 0,4 | 41,5 | 2,0 | 53,0 | 3,2 | **100,0** |
| City of Cape Town | Number | 41 | 113 | 325 | 583 | 121 | 84 | 6 | **1 273** |
| | Per cent | 3,2 | 8,9 | 25,5 | 45,8 | 9,5 | 6,6 | 0,5 | **100,0** |
| Eden | Number | * | 12 | 40 | 112 | 24 | 46 | 6 | **240** |
| | Per cent | * | 4,8 | 16,7 | 46,8 | 9,9 | 19,2 | 2,5 | **100,0** |
| Overberg | Number | * | * | 5 | 54 | 6 | 44 | * | **114** |
| | Per cent | * | 2,5 | 4,1 | 47,9 | 5,3 | 38,4 | 1,8 | **100,0** |
| West Coast | Number | * | * | 7 | 53 | 6 | 24 | * | **93** |
| | Per cent | * | 1,2 | 7,7 | 57,1 | 6,6 | 26,1 | 1,3 | **100,0** |
| **Western Cape** | **Number** | **45** | **131** | **407** | **927** | **196** | **281** | **20** | **2 008** |
| | **Per cent** | **2,2** | **6,5** | **20,3** | **46,2** | **9,8** | **14,0** | **1,0** | **100,0** |
| **Geographic location** | | | | | | | | | |
| Urban | Number | 45 | 130 | 406 | 889 | 190 | 217 | 18 | **1 894** |
| | Per cent | 2,4 | 6,9 | 21,4 | 46,9 | 10,0 | 11,4 | 1,0 | **100,0** |
| Rural | Number | * | * | * | 38 | 7 | 65 | * | **113** |
| | Per cent | * | 0,7 | 1,0 | 33,8 | 6,1 | 57,1 | 1,4 | **100,0** |
| **Household income quintiles** | | | | | | | | | |
| Quintile 1 (lowest income quintile) | Number | 7 | 34 | 71 | 261 | 39 | 41 | 10 | **463** |
| | Per cent | 1,5 | 7,3 | 15,3 | 56,3 | 8,5 | 8,9 | 2,2 | **100,0** |
| Quintile 2 | Number | * | 17 | 60 | 104 | 12 | 48 | * | **243** |
| | Per cent | 0,4 | 6,8 | 24,6 | 42,8 | 4,9 | 19,7 | 0,9 | **100,0** |
| Quintile 3 | Number | 14 | 32 | 95 | 95 | 37 | 76 | 4 | **354** |
| | Per cent | 3,9 | 9,0 | 27,0 | 26,9 | 10,6 | 21,5 | 1,1 | **100,0** |
| Quintile 4 | Number | 13 | 34 | 99 | 129 | 45 | 73 | * | **397** |
| | Per cent | 3,3 | 8,6 | 24,9 | 32,6 | 11,4 | 18,5 | 0,7 | **100,0** |
| Quintile 5 (highest income quintile) | Number | 10 | 14 | 82 | 338 | 63 | 43 | * | **551** |
| | Per cent | 1,8 | 2,6 | 14,9 | 61,4 | 11,4 | 7,9 | 0,1 | **100,0** |

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

Table 4.3 shows workers' disability status, geographical location, household income quintile and province by main mode of transport. Provincially, the main mode of transport that carries the largest share of workers is private cars, with the workers being the driver (46,2%), and taxis, which account for 20,3%. Slightly more than one in five workers walked all the way (14,0%), 9,8% travelled by private car as a passenger and another 6,5% travelled by bus.

This pattern holds in most district municipalities except in Central Karoo, where the dominant transport mode was walking all the way (53,0%). Other district municipalities where significant percentages of workers walked all the way were Overberg (38,4%) and Cape Winelands (27,1%). Bus use was most common amongst workers in the City of Cape Town (8,9%) and Eden (4,8%), while train travel was most common in City of Cape Town (3,2%) and Cape Winelands (1,4%).

In rural areas, the majority of workers walked all the way (57,1%) to their workplace, on the other hand, urban workers were more likely to drive a car/truck car to their workplace than workers in rural areas

**Table 4.4: Total number of trips to work using public transport by district municipality, 2013 and 2020**

| 2013 | Total number of trips ('000) | | | |
|---|---|---|---|---|
| **District municipality** | **Train** | **Bus** | **Taxi** | **Western Cape** |
| Cape Winelands | 14 | 10 | 29 | **54** |
| Central Karoo | * | * | * | ***** |
| City of Cape Town | 262 | 124 | 229 | **616** |
| Eden | * | * | 42 | **44** |
| Overberg | * | 6 | * | **10** |
| West Coast | * | 7 | 10 | **17** |
| **Western Cape** | **277** | **151** | **315** | **744** |
| **% of all public transport trips** | **37,3** | **20,3** | **42,4** | **100,0** |
| **2020** | | | | |
| Cape Winelands | * | * | 30 | **35** |
| Central Karoo | * | * | * | ***** |
| City of Cape Town | 41 | 113 | 324 | **478** |
| Eden | * | 11 | 39 | **51** |
| Overberg | * | * | 4 | **7** |
| West Coast | * | * | 7 | **8** |
| **Western Cape** | **44** | **130** | **406** | **582** |
| **% of all public transport trips** | **7,7** | **22,4** | **69,9** | **100,0** |

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

Table 4.4 represents the total number of trips to work using public transport by district municipalities between 2013 and 2020. The estimated total number of workers' trips using public transport decreased significantly from 744 000 in 2013 to 582 000 in 2020. Taxis accounted for most public transport users with 69,9% of workers using taxis, which is more than the proportion reported in 2013 (42,4%). More than twenty-two per cent (22,4%) of workers using public transport used buses in 2020, whereas in 2013, the percentage of workers who used buses was 20,3%. Those who used trains in 2013 (37,3%) significantly decreased to 7,7% in 2020.

**Figure 4.2: Percentage of workers who walked all the way to work by district municipality, 2013 and 2020**

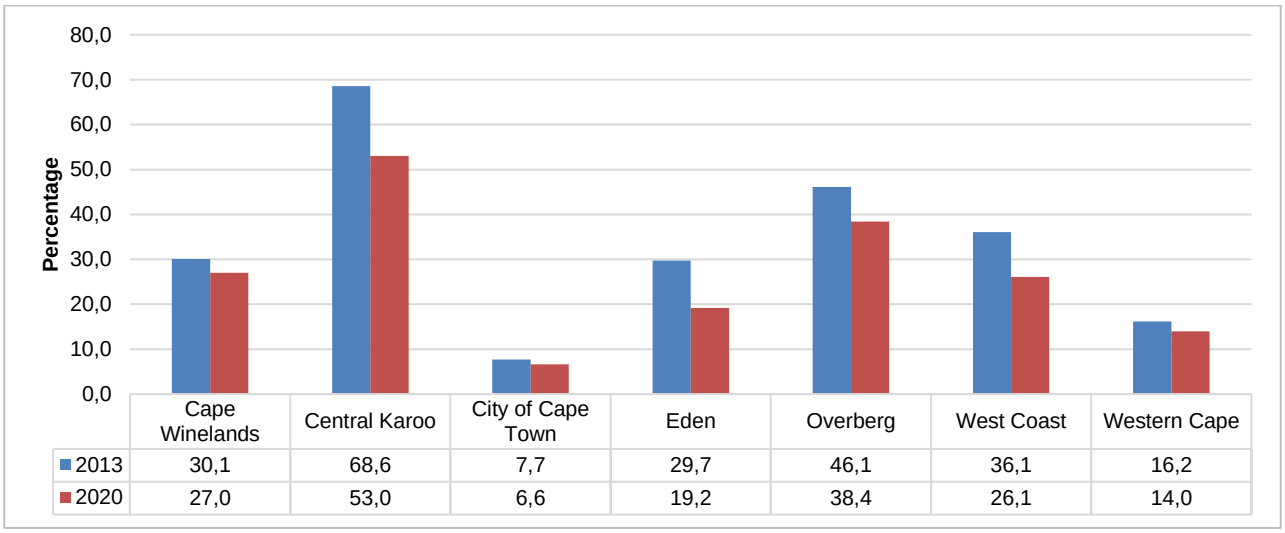



Figure 4.2 illustrates the proportion of workers who reported that they walked all the way to work by district municipalities. The proportion of workers who walked all the way to work decreased from 16,2% in 2013 to 14,0% in 2020.

'Walking all the way' was more likely to occur in Central Karoo than anywhere else in the province in both years 2013 and 2020 (68,6% and 53,0% respectively). City of Cape Town registered the lowest proportion of workers who walked all the way to their workplace at in both years (7,7% in 2013 and 6,6% in 2020).

**Table 4.5: Workers who walked, cycled, drove and hitchhiked all the way to work, by district municipality, 2020**

| District municipality | Walked to work | | | Cycled to work | | | Drove to work | | | Hitchhiked all the way | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Number (`000) | % within Western Cape | % within district municipality | Number (`000) | % within Western Cape | % within district municipality | Number (`000) | % within Western Cape | % within district municipality | Number (`000) | % within Western Cape | % within district municipality |
| Cape Winelands | 72 | 25,7 | 27,0 | * | 23,5 | 1,2 | 88 | 11,0 | 45,6 | * | * | * |
| Central Karoo | 11 | 4,1 | 53,0 | * | 5,5 | 5,5 | 9 | 1,1 | 91,1 | * | * | * |
| City of Cape Town | 84 | 29,7 | 6,6 | 5 | 45,1 | 0,4 | 531 | 66,7 | 45,0 | 4 | 69,0 | 0,4 |
| Eden | 46 | 16,4 | 19,2 | * | 10,6 | 0,6 | 86 | 10,8 | 45,0 | * | 6,5 | 0,2 |
| Overberg | 44 | 15,5 | 38,4 | * | 10,7 | 1,5 | 40 | 5,0 | 58,5 | * | 22,0 | 2,0 |
| West Coast | 24 | 8,6 | 26,1 | * | 4,7 | 0,7 | 43 | 5,4 | 63,2 | * | 2,4 | 0,2 |
| **Western Cape** | **281** | **100,0** | **14,0** | **10** | **100,0** | **0,6** | **796** | **100,0** | **46,6** | **6** | **100,0** | **0,4** |
| **Geographic location** | | | | | | | | | | | | |
| Urban | 217 | 77,0 | 11,4 | 10 | 100,0 | 0,6 | 765 | 96,0 | 46,0 | 6 | 97,6 | 0,4 |
| Rural | 65 | 23,0 | 57,1 | * | * | * | 32 | 4,0 | 65,5 | * | 2,4 | 0,3 |

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

According to Table 4.5, of the 281 000 workers who walked to work, City of Cape Town had the highest percentage (29,7%), followed by those in Cape Winelands (25,7%) and Eden (16,4%). Of the 10 000 workers who cycled to work, the majority were based in City of Cape Town (5 000). With regard to those who drove all the way to work, workers in City of Cape Town (66,7%) were more likely to drive to work than any other municipality in the province, followed by those in Cape Winelands (11,0%) and Overberg (10,8%).

Workers in the urban areas were more likely to walk all the way to work (77,0%), as opposed to those in the rural areas (23,0%). Workers who cycled all the way to work where from urban areas. Only 4,0% of workers in the rural areas drove to work, compared to those in the urban areas (96,0%).

**Figure 4.3: Percentage of workers who drove all the way to their place of work by district municipality, 2013 and 2020**

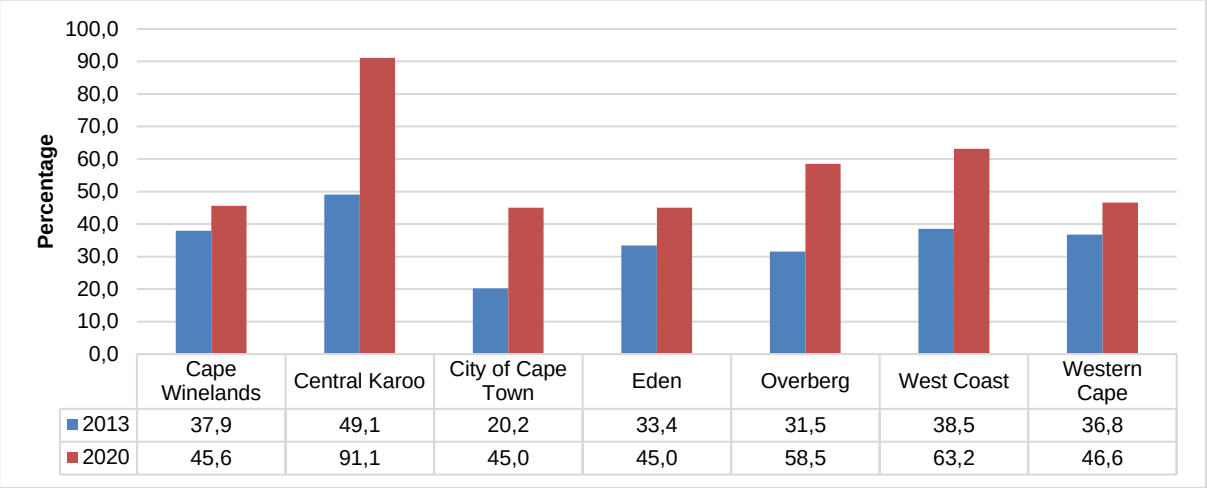



Figure 4.3 shows a significant increase among workers who drove all the way to their workplace (from 36,8% in 2013 to 46,6% in 2020). The largest increases between 2013 and 2020 were observed in Central Karoo (+42 percentage points) and Overberg (+27 percentage points). All district municipalities observed a significant increase in proportion of workers who drove all the way to their work place.

**Table 4.6: Main reason for walking all the way to work by geographic location, 2020**

| Main reasons for walking all the way | Statistics (numbers in thousands) | Geographic location | | Total |
|---|---|---|---|---|
| | | Urban | Rural | |
| Nearby/close enough to walk | Number | 165 | 57 | **223** |
| | Per cent | 76,2 | 88,6 | **79,1** |
| It was by choice | Number | 35 | 6 | **41** |
| | Per cent | 16,1 | 8,7 | **14,4** |
| Public transport too expensive | Number | 9 | * | **9** |
| | Per cent | 4,2 | * | **3,2** |
| Public transport not available | Number | * | * | **2** |
| | Per cent | 1,0 | * | **0,8** |
| No transport | Number | 4 | * | **5** |
| | Per cent | 1,7 | 1,3 | **1,6** |
| No public transport available at specific times | Number | * | * | ** |
| | Per cent | * | 1,2 | **0,3** |
| Health reasons/exercising | Number | * | * | ** |
| | Per cent | * | * | **0,1** |
| Public transport is not enough | Number | * | * | ** |
| | Per cent | 0,3 | * | **0,2** |
| Other | Number | * | * | ** |
| | Per cent | * | * | **0,2** |
| **Total** | **Number** | **217** | **65** | **281** |
| | **Per cent** | **100,0** | **100,0** | **100,0** |

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Percentages calculated within a geographic location.
Only one response was possible per person.
Other reasons include: To avoid traffic congestion, no parking at the destination, fuel costs, etc.

Table 4.6 shows that most workers walked all the way to their place of work because it is nearby/close enough to walk (79,1%). This reason was more likely to be given by workers in rural areas (88,6%) than workers in urban areas (76,2%). More than fifteen per cent of workers indicated that it was their choice to walk all the way to work (14,4%). This reason was most likely to be given in urban areas (16,1%).

The third most common reason was that public transport was too expensive (3,2%). It is noticeable that urban workers were much more likely to offer this as a reason than urban workers (4,2%).

**Table 4.7: Main reason for cycling all the way to work, 2020**

| Main reasons for cycling all the way | Statistics (numbers in thousands) | Geographic location | | Total |
|---|---|---|---|---|
| | | Urban | Rural | |
| It was by choice | Number | 7 | * | **7** |
| | Per cent | 69,3 | * | **69,3** |
| Public transport: too expensive/not available/not enough | Number | * | * | ***** |
| | Per cent | 3,2 | * | **3,2** |
| Nearby/close enough to Cycle | Number | * | * | ***** |
| | Per cent | 22,7 | * | **22,7** |
| Health reasons/exercising | Number | * | * | * |
| | Per cent | * | * | * |
| Other | Number | * | * | * |
| | Per cent | 4,8 | * | **4,8** |
| **Total** | **Number** | **10** | * | **10** |
| | **Per cent** | **100,0** | * | **100,0** |

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Percentages calculated within a geographic location.
Only one response was possible per person.

Table 4.7 shows that 69,3% of workers said it was by choice that they cycled all the way to their destination, followed by those who indicated that it was nearby/close enough to cycle (22,7%) and by those who said public transport is too expensive/not available (3,2%).

**Table 4.8: Main reason for driving all the way to work, 2020**

| Main reasons for driving all the way | Statistics (numbers in thousands) | Geographic location | | Total |
|---|---|---|---|---|
| | | Urban | Rural | |
| While at work for work purposes | Number | 74 | 9 | **83** |
| | Per cent | 37,2 | 57,7 | **38,7** |
| To drop/pick up passengers on his/her way to work | Number | 71 | 4 | **76** |
| | Per cent | 36,1 | 26,1 | **35,3** |
| To drop/pick up passengers on his/her way back home | Number | 43 | * | **45** |
| | Per cent | 21,9 | 13,2 | **21,2** |
| To pick up lift-club members | Number | 8 | * | **9** |
| | Per cent | 4,2 | 3,0 | **4,1** |
| Other | Number | * | * | ***** |
| | Per cent | 0,6 | * | **0,6** |
| **Total** | **Number** | **198** | **16** | **214** |
| | **Per cent** | **100,0** | **100,0** | **100,0** |

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Percentages calculated within a geographic location.
Only one response was possible per person.

Provincially, 38,7% of workers who drove all the way to work indicated that they needed to use their vehicle for work purpose, followed by 35,3% who had to pick up or drop passengers off on their way to work. This was more prominent in urban areas (36,1%) than in rural areas (26,1%). The results further show that more than twenty-one per cent of workers use their cars to drop or pick up passengers on their way back home (21,2%).

**Table 4.9: Main reason for hitchhiking all the way to work by geographic location, 2020**

| Main reasons for hitchhiked all the way | Statistics (numbers in thousands) | Geographic location | | Total |
|---|---|---|---|---|
| | | Urban | Rural | |
| Public transport too expensive/not available/not enough | Number | * | * | ***** |
| | Per cent | 13,7 | * | **13,4** |
| It was by choice | Number | 5 | * | **5** |
| | Per cent | 84,9 | * | **82,9** |
| No transport money | Number | * | * | * |
| | Per cent | 1,3 | 100,0 | **3,7** |
| **Total** | **Number** | **6** | ***** | **6** |
| | **Per cent** | **100,0** | **100,0** | **100,0** |

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Percentages calculated within a geographic location.
Only one response was possible per person.

Table 4.9 explores the main reasons for hitchhiking all the way to work. Provincially, more than four in five (82,9%) workers hitchhiked all the way to work by choice, followed by 13,4% workers who cited public transport as being too expensive or not available as the main reason for hitchhiking all the way to work.

**Table 4.10: Workers who changed transport on the way to work by district municipality, 2020**

| Province | 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 | 105 | | 2,4 | 2,4 |
| Central Karoo | * | * | * | * |
| City of Cape Town | 649 | 96 | 14,7 | 92,8 |
| Eden | 106 | * | 2,7 | 2,8 |
| Overberg | 28 | * | 1,5 | 0,4 |
| West Coast | 25 | * | 6,5 | 1,6 |
| **Western Cape** | **914** | **103** | **11,3** | **100,0** |

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Totals used excluded unspecified cases

Table 4.10 represents the number of workers who had to connect once or more when travelling to work. Slightly more than 0,1 million workers indicated that they had to connect at least once when going to work. More than ninety per cent of all the workers in Western Cape who changed transport worked in the City of Cape Town (92,8%).

**Table 4.11: Workers who changed transport on the way to work by public transport modes, 2020**

| Main mode of travel | Statistics (numbers in thousands) | Changed transport | | Total |
|---|---|---|---|---|
| | | Yes | No | |
| Train | Number | 22 | 23 | **45** |
| | Per cent | 48,0 | 52,0 | **100,0** |
| Bus | Number | 9 | 122 | **131** |
| | Per cent | 7,0 | 93,0 | **100,0** |
| Taxi | Number | 68 | 338 | **407** |
| | Per cent | 16,8 | 83,2 | **100,0** |
| **Total** | **Number** | **99** | **483** | **582** |
| | **Per cent** | **17,0** | **83,0** | **100,0** |

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Totals used excluded unspecified cases

Table 4.11 reveals that the need to transfer affects train users more than other users. Of the public transport users who mentioned that they changed transport on the way to their work, 83,0% did not change transport while 17,0% had to change transport. Of those who changed transport, most workers were train passengers (48,0%), followed by 16,8% of those using taxis and 7,0% of bus users.

**Table 4.12: Number of transfers made by public transport users, 2020**

| Main mode of travel | Statistics (numbers in thousands) | No of transfers (percentage of trips) | | | |
|---|---|---|---|---|---|
| | | 1 | 2 | 3 | Total |
| Train | Number | 19 | * | * | **22** |
| | Per cent | 89,0 | 11,0 | * | **100,0** |
| Bus | Number | 9 | * | * | **9** |
| | Per cent | 100,0 | * | * | **100,0** |
| Taxi | Number | 61 | 7 | * | **68** |
| | Per cent | 89,8 | 10,2 | * | **100,0** |
| **Total** | **Number** | **90** | **9** | * | **99** |
| | **Per cent** | **90,5** | **9,5** | * | **100,0** |

Percentages calculated within mode of travel
Totals used excluded unspecified cases

Table 4.12 represents the number of transfers made by public transport users. Train users (11,0%) recorded the highest percentage of workers who had to make two changes on their way to work, followed by taxi users (10,2%). Approximately ninety point five per cent (90,5%) of workers who used public transport made only one transfer in their trip to work.

**Figure 4.4: Percentage of public transport users who made at least one transfer, 2013 and 2020**

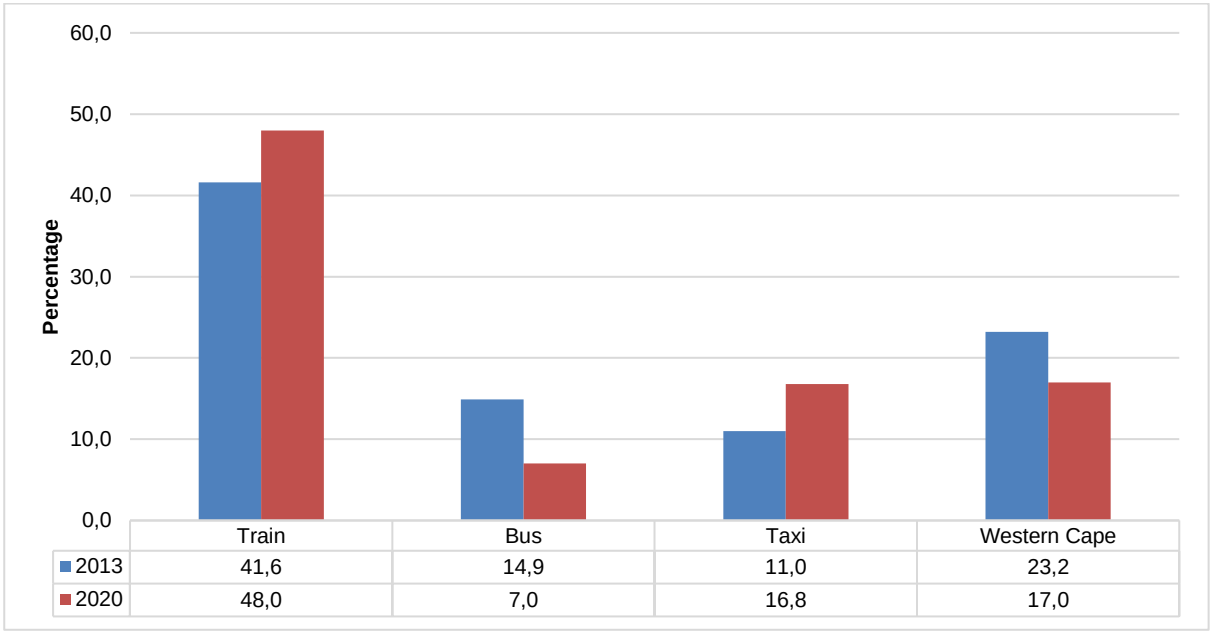



Figure 4.4 shows that provincially, there was a decrease in the percentage of public transport users who made at least one transfer (from 23,2% in 2013 to 17,0% in 2020). Most workers who completed at least one public transport transfer used trains. This percentage increased from 41,6% in 2013 to 48,0% in 2020, train users were still the most likely of all public transport users to make one or more transfer during their journey to work.

**Table 4.13: Percentage of work trips by district municipality of origin and destination, 2020**

| District municipality of origin | District municipality of destination | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|
| | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | |
| Cape Winelands | 95,4 | * | 4,6 | * | * | * | **100,0** |
| Central Karoo | 0,1 | 99,9 | * | * | * | * | **100,0** |
| City of Cape Town | 0,8 | * | 99,1 | * | 0,1 | * | **100,0** |
| Eden | * | * | 100 | * | * | * | **100,0** |
| Overberg | 1,7 | * | 2,9 | * | 95,3 | * | **100,0** |
| West Coast | 0,8 | * | 0,7 | * | * | 98,4 | **100,0** |
| **Western Cape** | **14,5** | **1,3** | **72,5** | * | **6,2** | **5,4** | **100,0** |

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

Table 4.13 shows the percentages of work trips by the districts of origin and destination, and it shows that almost all the work trips undertaken were within the same district municipality. The results also show that the district municipality which attract the most work trips are City of Cape Town (72,5%), Cape Winelands (14,5%) and Overberg (6,2%).

## 4.3 Departure, waiting, arrival and total travel times

Section 4.3 describes findings related to the times workers leave for their different workplaces, waiting times for their first transport and general trip duration.

**Table 4.14: Time workers leave for work by district municipality, 2020**

| District municipality | Number of persons who completed the question (`000) | Time workers leave (percentage of workers within district 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 | 268 | 13,5 | 14,6 | 21,3 | 42,6 | 8,0 | **100,0** |
| Central Karoo | 22 | 9,7 | 10,3 | 22,8 | 47,8 | 9,3 | **100,0** |
| City of Cape Town | 1 273 | 22,5 | 20,8 | 14,8 | 30,8 | 11,1 | **100,0** |
| Eden | 240 | 11,3 | 16,3 | 21,5 | 38,4 | 12,4 | **100,0** |
| Overberg | 114 | 7,1 | 17,9 | 24,6 | 47,8 | 2,6 | **100,0** |
| West Coast | 93 | 9,3 | 21,6 | 21,5 | 40,6 | 7,0 | **100,0** |
| **Western Cape** | **2 008** | **18,3** | **19,2** | **17,4** | **34,9** | **10,2** | **100,0** |
| **Geographic location** | | | | | | | |
| Urban | 1 895 | 18,9 | 19,3 | 16,0 | 35,0 | 10,7 | **100,0** |
| Rural | 113 | 8,3 | 17,0 | 39,9 | 32,5 | 2,2 | **100,0** |

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

Table 4.14 shows the time workers leave for work by district municipality and geographical location. More than one third (34,9%) of Western Cape workers left their home for work between 07:00 and 07:59 in the morning. Central Karoo and Overberg recorded the highest percentages of workers leaving their homes/residential places between 07:00 and 07:59 in the morning (both at 47,8%) followed by Cape Winelands at 42,6%.

Approximately one in five workers (19,2%) left for work between 06:00 and 06:29 in the morning. West Coast (21,6%) and City of Cape Town (20,8%) recorded the highest proportion of workers leaving for work between 06:00 and 06:29 in the morning. Overberg, recorded the lowest proportion of workers leaving before 06:00, with only 7,1%.

Almost four in ten workers who resides in rural areas leave home for work between 06:30 and 06:59 in the morning, contrary to that majority of workers in urban areas leave home for work between 07:00 and 07:59 in the morning. About 10,7% of workers living in urban areas leave after 08:00, while rural areas had only had 2,2% of workers who leave after 08:00.

**Figure 4.5: Time workers leave for work, 2013 and 2020**

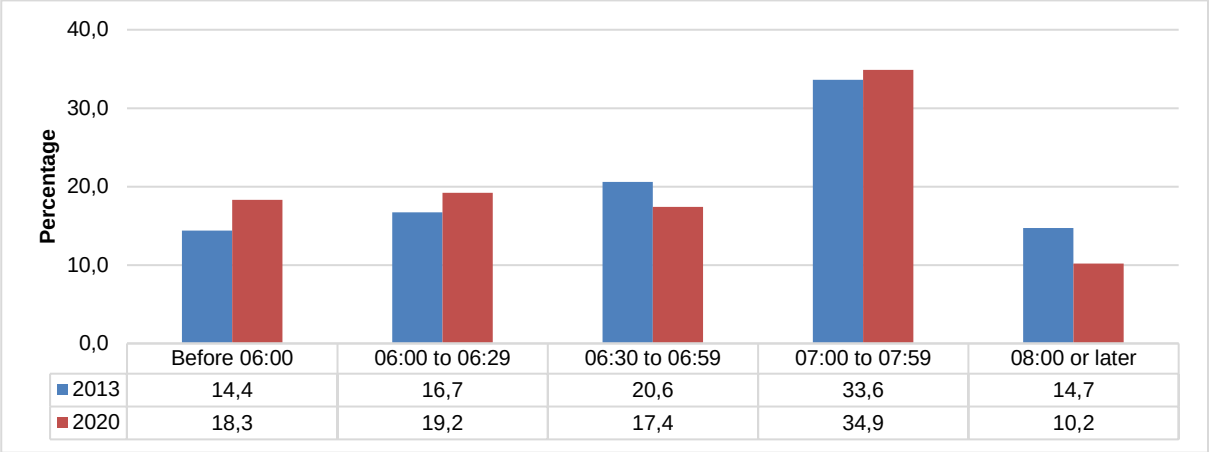



Figure 4.5 shows that the incidence of early starting times was higher in 2020 than in 2013. About eighteen per cent of workers left their home before 06:00 in 2020 compared to 14,4% in 2013. The number of those who left after 08:00 has decreased from 14,7% in 2013 to 10,2% in 2020.

**Table 4.15: Number of workers by arrival time at place of work and district municipality, 2020**

| District municipality | Number of persons who completed the question (`000) | Time workers leave (percentage of workers within district 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 | 268 | 8,3 | 3,8 | 23,1 | 53,0 | 11,8 | **100,0** |
| Central Karoo | 22 | 6,5 | 4,3 | 21,9 | 51,3 | 16,0 | **100,0** |
| City of Cape Town | 1 273 | 4,7 | 3,1 | 16,8 | 49,8 | 25,6 | **100,0** |
| Eden | 240 | 5,3 | 4,4 | 23,6 | 48,9 | 17,8 | **100,0** |
| Overberg | 114 | 3,3 | 2,2 | 26,2 | 61,5 | 6,7 | **100,0** |
| West Coast | 93 | 4,9 | 2,3 | 34,1 | 44,8 | 14,0 | **100,0** |
| **Western Cape** | **2 008** | **5,2** | **3,3** | **19,9** | **50,5** | **21,1** | **100,0** |
| **Geographic location** | | | | | | | |
| Urban | 1 895 | 5,1 | 3,1 | 18,8 | 50,9 | 22,1 | **100,0** |
| Rural | 113 | 7,1 | 7,0 | 37,0 | 44,7 | 4,2 | **100,0** |

Percentages calculated within district municipalities.
Total excludes unspecified arrival time

Table 4.15 represents the number of workers by arrival time at work by district municipality and geographical location. Provincially, more than half of the working population arrived at work between 07:00 and 07:59 in the morning (50,5%). Workers in Overberg (61,5%), Cape Winelands (53,0%) and Central Karoo (51,3%) had the highest percentages of people arriving at work during this period.

About 21,1% arrived at work at 08:00 in the morning or later. District municipalities where most workers tended to arrive at work during this time were City of Cape Town (25,6%), followed by Eden (17,8%).

Most urban workers (50,9%) were also more likely to arrive at work between 07:00 and 07:59 or later than rural workers (44,7%). On the other hand, rural workers were more likely to arrive at work before 07:00 than urban workers.

**Table 4.16: Workers by district municipality and walking time to the first public transport, 2020**

| District municipality | Number of workers who walked to first public transport ('000) | Walking time (per cent within district municipality) | | | | |
|---|---|---|---|---|---|---|
| | | Up to 5 min | 6–10 min | 11–15 min | >15 min | Total |
| Cape Winelands | 46 | 60,7 | 25,9 | 4,6 | 8,8 | **100,0** |
| Central Karoo | * | 100,0 | * | * | * | **100,0** |
| City of Cape Town | 504 | 71,3 | 16,9 | 5,9 | 5,9 | **100,0** |
| Eden | 68 | 69,4 | 21,7 | 4,6 | 4,4 | **100,0** |
| Overberg | 12 | 66,0 | 32,1 | 1,9 | * | **100,0** |
| West Coast | 13 | 42,4 | 44,0 | 13,6 | * | **100,0** |
| **Western Cape** | **644** | **69,7** | **18,9** | **5,7** | **5,7** | **100,0** |

Un-weighted numbers of 3 and below are too small to provide reliable estimates.
Totals used to calculate percentages excluded unspecified cases for walking time (in minutes).
Percentages calculated within district municipalities.

It is evident from Table 4.16 that the distribution of walking times is very similar throughout the province. The majority of workers walked up to five minutes to reach their first transport in the morning (69,7%) and 18,9% walked between six –ten minutes. The distribution did apply to West coast where more workers walked between six–ten minutes (44,0%) as compared to 42,4% of workers who walked up to five minutes.

Provincially, only 5,7% of workers walked for more than 15 minutes to their first transport. Districts where most workers tended to walk for the same duration were Cape Winelands (8,8%) and City of Cape Town (5,9%). These proportions were higher than the national percentage of 5,7%.

**Figure 4.6: Time taken to walk to get to the first transport, 2020**

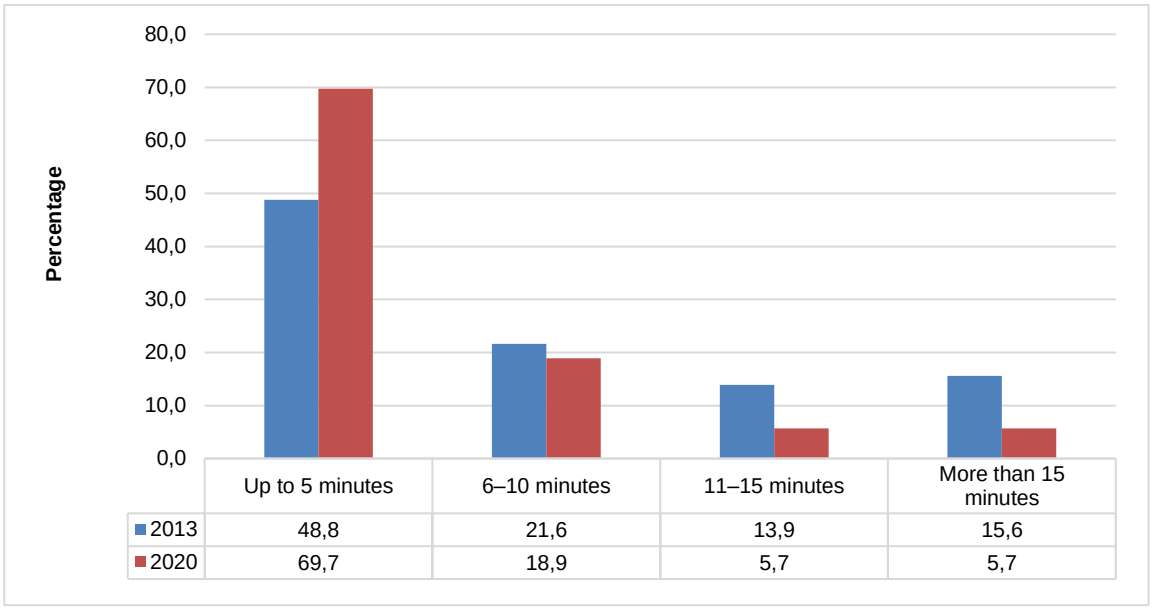



Figure 4.6 shows that the percentage of workers who spent 15 minutes or more walking to their first transport decreased provincially from 15,6% in 2013 to 5,7% in 2020, while the percentage of workers who walked up to five minutes increased from 48,8% in 2013 to 69,7% in 2020. This represents a 20,9 percentage point increase.

**Table 4.17: Walking time to the first public transport by mode of travel, 2020**

| 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 | 35 | 32,8 | 15,0 | 10,0 | 42,2 | **100,0** |
| Bus | 115 | 67,9 | 20,7 | 6,4 | 5,0 | **100,0** |
| Taxi | 365 | 72,3 | 19,0 | 6,1 | 2,6 | **100,0** |
| **Total** | **515** | **68,7** | **19,1** | **6,4** | **5,8** | **100,0** |

Totals used to calculate percentages excluded unspecified cases.

Table 4.17 shows that train users were most likely to walk for more than 15 minutes to the station (42,2%). Generally, walking times to taxis and buses show a similar distribution. However, slightly more of the taxi users (72,3%) as opposed to the bus users (67,9%) said that they walked for five minutes or less to get to their first transport.

**Table 4.18: Waiting time for first public transport (train, bus and taxi) by district municipality, 2020**

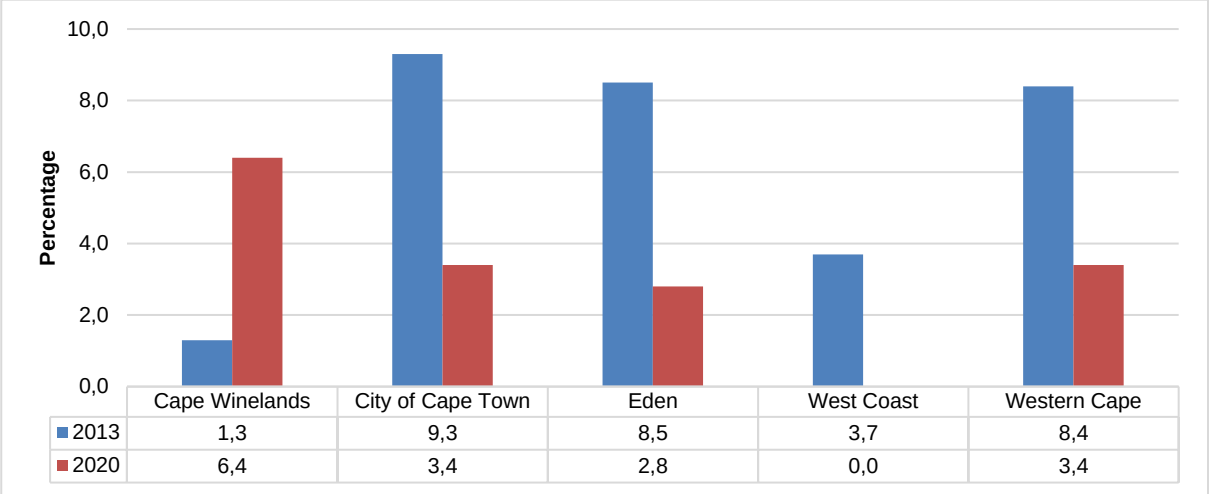
| District municipality | Number of workers who waited for public transport ('000) | Waiting time (per cent within district municipality) | | | | |
|---|---|---|---|---|---|---|
| | | Up to 5 min. | 6–10 min. | 11–15 min. | >15 min. | Total |
| Cape Winelands | 21 | 74,3 | 15,4 | 3,9 | 6,4 | **100,0** |
| Central Karoo | * | * | * | * | * | * |
| City of Cape Town | 424 | 77,4 | 15,9 | 3,4 | 3,4 | **100,0** |
| Eden | 37 | 84,0 | 10,2 | 3,0 | 2,8 | **100,0** |
| Overberg | 6 | 100,0 | * | * | * | **100,0** |
| West Coast | 6 | 89,3 | 10,7 | * | * | **100,0** |
| **Western Cape** | **494** | **78,2** | **15,2** | **3,3** | **3,4** | **100,0** |

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

Table 4.18 represents the amount of time workers have to wait before their first public transport arrives by district municipalities. Almost half a million workers waited for their first public transport.More than three quarters of the workers (78,2%) waited five minutes or less in the province, while all workers in Overberg (100,0%), were the most likely of all the districts to wait for five minutes or less.

About 3,4% of all Western Cape workers waited for more than 15 minutes for the first public transport. In Cape Winelands, 6,4% of the workers waited for more than 15 minutes or more, followed by 3,4% in City of Cape Town and 2,8% in Eden.

**Figure 4.7: Percentage of workers who waited for more than 15 minutes for the first public transport by district municipality, 2013 and 2020**




| | Cape Winelands | City of Cape Town | Eden | West Coast | Western Cape |
|---|---|---|---|---|---|
| 2013 | 1,3 | 9,3 | 8,5 | 3,7 | 8,4 |
| 2020 | 6,4 | 3,4 | 2,8 | 0,0 | 3,4 |

Figure 4.7 shows that the percentage of workers who waited more than 15 minutes for the first public transport decreased between 2013 and 2020 across all district municipalities except in Cape Winelands.

**Table 4.19: Workers by district municipality and waiting time for first public transport (train, bus and taxi), 2020**

| District municipality | Total (`000) | Train | | | | Total (`000) | Bus | | | | Total (`000) | Taxi | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 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 | * | 14,4 | * | 24,1 | 7,7 | * | 2,3 | * | * | * | 16 | 4,1 | 7,9 | 2,3 | 10,8 |
| Central Karoo | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| City of Cape Town | 30 | 85,6 | 100,0 | 75,9 | 92,3 | 99 | 89,6 | 91,9 | 79,8 | 91,4 | 299 | 83,7 | 86,0 | 94,9 | 79,9 |
| Eden | * | * | * | * | * | 6 | 4,6 | 6,1 | 20,2 | 8,6 | 30 | 9,2 | 5,5 | 2,8 | 9,3 |
| Overberg | * | * | * | * | * | * | 3,5 | 0,4 | * | * | 4 | 1,2 | * | * | * |
| West Coast | * | * | * | * | * | | * | 1,6 | * | * | 6 | 1,8 | 0,7 | * | * |
| **Western Cape** | **34** | **100,0** | **100,0** | **100,0** | **100,0** | **110** | **100,0** | **100,0** | **100,0** | **100,0** | **355** | **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 waiting time

Table 4.19 represents the number of workers by district municipality and waiting time for the first public transport (train, bus and taxi). In terms of waiting times, the data shows that the train, bus and taxi waiting times were much higher in the City of Cape Town than in all other district municipalities. Eighty per cent of the commuters using taxis in the City of Cape Town and 10,8% of the commuters in Cape Winelands waited for longer than 15 minutes for their taxis to arrive.

**Table 4.20: Walking time at the end of the work trip using public transport (train, bus and taxi) by district municipality, 2020**

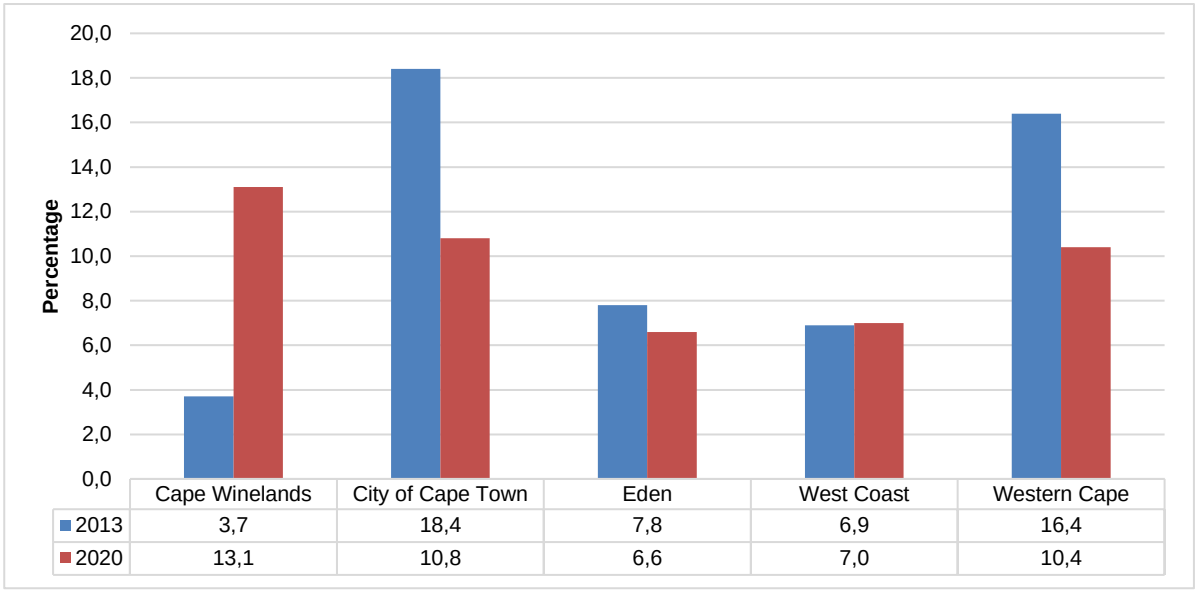
| District municipality | Number of workers who walked at the end of the work trip ('000) | Walking time (per cent within district municipality) | | | | |
|---|---|---|---|---|---|---|
| | | Up to 5 min. | 6–10 min. | 11–15 min. | >15 min. | Total |
| Cape Winelands | 20 | 66,3 | 15,1 | 5,5 | 13,1 | **100,0** |
| Central Karoo | * | * | * | * | * | * |
| City of Cape Town | 384 | 47,7 | 27,9 | 13,6 | 10,8 | **100,0** |
| Eden | 35 | 57,1 | 24,9 | 11,5 | 6,6 | **100,0** |
| Overberg | * | 49,6 | 50,4 | * | * | **100,0** |
| West Coast | 5 | 72,1 | 8,4 | 12,6 | 7,0 | **100,0** |
| **Western Cape** | **447** | **49,6** | **27,0** | **13,0** | **10,4** | **100,0** |

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Percentages calculated within municipalities.
Total excludes unspecified walking time

Table 4.20 confirms that walking times after getting off public transport are longer generally than the walking times to public transport. Provincially, almost five out of ten commuters walked five minutes or less to get to their final destination (49,6%), and a further 27,0% walked between six and ten minutes. About 13 per cent of Western Cape workers walked between 11 and 15 minutes after alighting from their transport, while 10,4% walk more than 15 minutes.

Cape Winelands (13,1%), City of Cape Town (10,8%) and West Coast (7,0%) had the highest percentages of workers who walked for more than 15 minutes to their place of work. All workers in Overberg walked for less than 10 minutes.

**Figure 4.8: Percentage of workers who used public transport and walked for more than 15 minutes at the end of a trip to reach their place of work by district municipality, 2013 and 2020**




By comparison, all district municipalities observed a decrease in the percentage of individuals who walked for 15 minutes or more, except Cape Winelands.

**Table 4.21: Workers who used public transport by district municipality and walking time at the end of the trip to reach place of work, 2020**

| District municipality | Total (`000) | Train | | | | Total (`000) | Bus | | | | Total (`000) | Taxi | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 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 | * | 10,9 | 4,6 | 2,0 | 26,8 | * | 4,0 | * | * | * | 15 | 6,3 | 2,9 | 2,6 | 3,7 |
| Central Karoo | * | * | * | * | * | * | * | * | * | * | * | * | * | * | * |
| City of Cape Town | 29 | 89,1 | 95,4 | 98,0 | 73,2 | 80 | 89,5 | 94,4 | 96,5 | 95,2 | 275 | 80,3 | 86,8 | 86,5 | 89,4 |
| Eden | * | * | * | * | * | 4 | 6,5 | 5,6 | 3,5 | 0,9 | 30 | 10,1 | 8,2 | 9,1 | 7,0 |
| Overberg | * | * | * | * | * | * | * | * | * | * | * | 0,9 | 1,7 | * | * |
| West Coast | * | * | * | * | * | * | * | * | * | 4,0 | 5 | 2,3 | 0,5 | 1,8 | * |
| **Western Cape** | **32** | **100,0** | **100,0** | **100,0** | **100,0** | **86** | **100,0** | **100,0** | **100,0** | **100,0** | **329** | **100,0** | **100,0** | **100,0** | **100,0** |

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Percentages calculated across municipalities within Western Cape.

Table 4.21 shows that more than half of the workers who had to walk for more than 15 minutes to their workplace, after being dropped off by a taxi, lived in City of Cape Town (89,4%), 7,0% lived in Eden and 3,7% resided in Cape Winelands.

**Table 4.22: Total time travelled to place of work by main mode and district municipality, 2020**

| Main mode of travel and total time in minutes | District municipality | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|
| | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | |
| **Train** | | | | | | | |
| Mean (minutes) | 101 | * | 106 | * | * | * | **106** |
| 1–30 | 2,1 | * | * | * | * | * | **0,2** |
| 31–60 | 30,6 | * | 22,8 | * | * | * | **23,5** |
| 61+ | 67,3 | * | 77,2 | * | * | * | **76,4** |
| **Total** | **100,0** | * | **100,0** | * | * | * | **100,0** |
| **Bus** | | | | | | | |
| Mean (minutes) | 31 | * | 93 | 52 | 51 | 60 | **87** |
| 1–30 | 60,9 | * | * | 20,9 | 27,3 | 37,6 | **3,6** |
| 31–60 | 39,1 | * | 36,8 | 54,4 | 69,3 | 29,1 | **39,0** |
| 61+ | * | * | 63,2 | 24,7 | 3,5 | 33,3 | **57,3** |
| **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |
| **Taxi** | | | | | | | |
| Mean (minutes) | 38 | 45 | 73 | 36 | 46 | 44 | **66** |
| 1–30 | 62,3 | * | 12,3 | 54,2 | 23,7 | 21,4 | **20,5** |
| 31–60 | 22,9 | 100,0 | 32,4 | 39,5 | 51,4 | 68,5 | **33,2** |
| 61+ | 14,8 | * | 55,3 | 6,3 | 25,0 | 10,1 | **46,3** |
| **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |
| **Car driver** | | | | | | | |
| Mean (minutes) | 34 | 22 | 48 | 30 | 34 | 36 | **43** |
| 1–30 | 64,3 | 90,2 | 36,7 | 70,8 | 59,3 | 55,2 | **47,2** |
| 31–60 | 25,4 | 3,3 | 39,3 | 22,1 | 28,4 | 32,4 | **34,1** |
| 61+ | 10,4 | 6,5 | 24,0 | 7,1 | 12,3 | 12,3 | **18,7** |
| **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |
| **Car passenger** | | | | | | | |
| Mean (minutes) | 38 | 22 | 54 | 37 | 45 | 33 | **48** |
| 1–30 | 60,4 | 78,9 | 24,2 | 61,4 | 43,7 | 52,3 | **37,6** |
| 31–60 | 26,9 | 19,1 | 55,2 | 28,3 | 32,1 | 42,4 | **45,1** |
| 61+ | 12,7 | 2,0 | 20,5 | 10,3 | 24,2 | 5,2 | **17,3** |
| **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |
| **Walk all the way** | | | | | | | |
| Mean (minutes) | 16 | 23 | 25 | 29 | 20 | 26 | **23** |
| 1–30 | 94,3 | 80,3 | 79,8 | 67,2 | 89,3 | 87,4 | **83,6** |
| 31–60 | 4,8 | 18,2 | 13,6 | 25,1 | 8,7 | 9,3 | **12,3** |
| 61+ | 0,9 | 1,5 | 6,6 | 7,7 | 2,0 | 3,2 | **4,1** |
| **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |

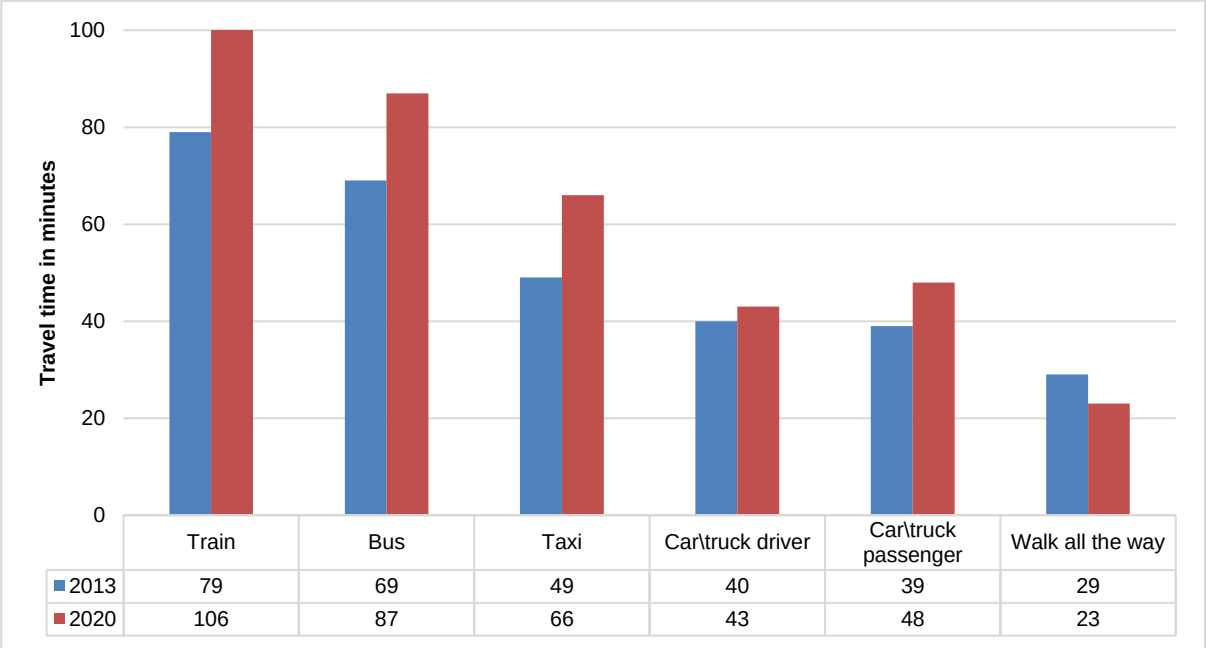
*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Total excludes unspecified travelled time

Provincially, more than seven in ten workers using trains tended to travel for more than 60 minutes to work, as shown in Table 4.22. In City of Cape Town and Cape Winelands, the average time taken to travel by train was mostly more than one hour thirty minutes.

Most of the workers who used a car/bakkie/truck as a driver took between 1 to 30 minutes to reach their place of work (47,2%). About 45% (45,1%) travelling by a car/bakkie/truck as a passenger needed 31 to 60 minutes to reach their destination and 37,6% of workers needed 30 minutes or less. Central Karoo (78,9%) and Eden (61,4%) had the highest proportion of workers who travelled 30 minutes or less when travelling by a car/bakkie/truck as a passenger.

The highest proportion of workers who walked all the way travelled for 30 minutes or less (83,6%). Workers who walked all the way to their place of work for more than an hour were mostly found in Eden (7,7%) and City of Cape Town (6,6%).

**Figure 4.9: Total time travelled to work by main mode of transport, 2013 and 2020**




| | Train | Bus | Taxi | Car\truck driver | Car\truck passenger | Walk all the way |
|---|---|---|---|---|---|---|
| 2013 | 79 | 69 | 49 | 40 | 39 | 29 |
| 2020 | 106 | 87 | 66 | 43 | 48 | 23 |

Figure 4.9 shows that overall, between 2013 and 2020, the average travel time for work has increased across all modes of transport, with the exception of those who walked all the way to their place of work. The highest increase is observed among those who travelled by train, taxi, and bus to reach their destination, as shown in Figure 4.9.

In 2020, workers who used public transport experienced long travel time in the morning to access their workplace; train users travelled for 106 minutes, bus travellers 87 minutes and taxi users travelled 66 minutes. Those who travelled by car/bakkie/truck as a passenger needed 48 minutes and those who drove took 43 minutes.

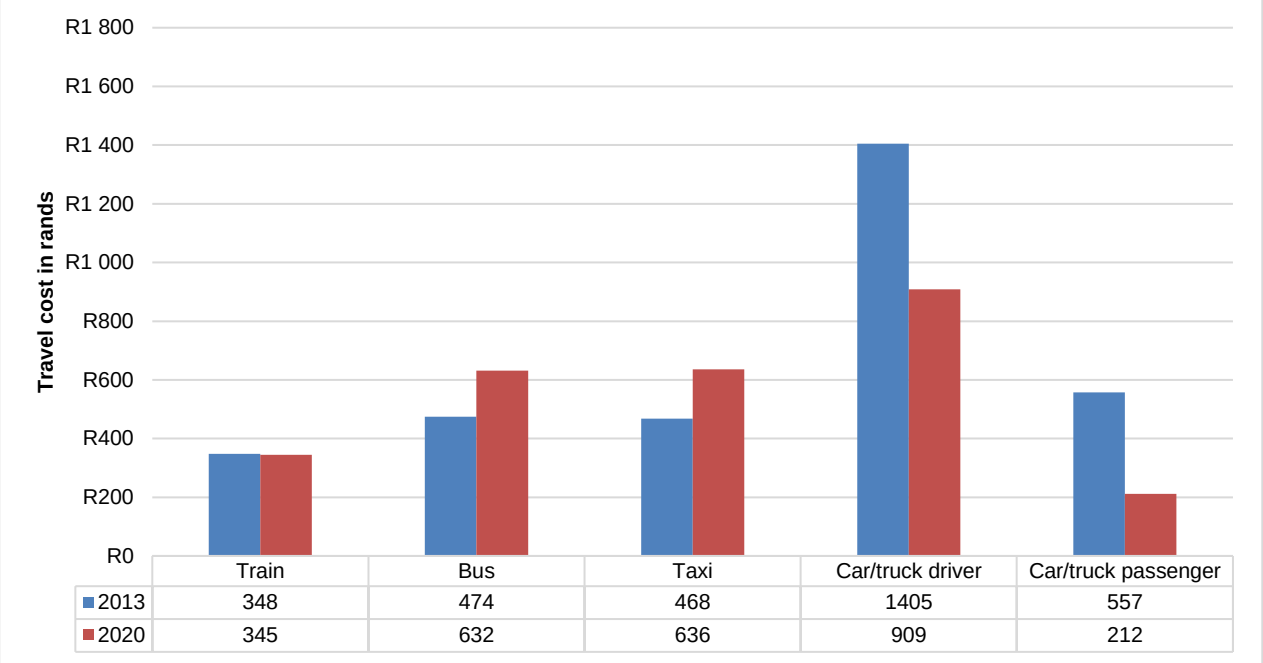
**Table 4.23: Monthly cost of transport by main mode and district municipality, 2020**

| Mode and monthly payment in rand | District municipality | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|
| | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | |
| **Train** | | | | | | | |
| Mean(rand) | 366 | * | 343 | * | * | * | **345** |
| 1-100 | * | * | * | * | * | * | * |
| 101-200 | 17,9 | * | 33,0 | * | * | * | **31,8** |
| 200+ | 82,1 | * | 67,0 | * | * | * | **68,2** |
| **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |
| **Bus** | | | | | | | |
| Mean(rand) | 143 | * | 608 | 1041 | 415 | 226 | **632** |
| 1-100 | * | * | * | 4,1 | * | * | **0,4** |
| 101-200 | * | * | 5,8 | 0,8 | * | * | **5,2** |
| 200+ | 100,0 | * | 94,2 | 95,1 | 100,0 | 100,0 | **94,5** |
| **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |
| **Taxi** | | | | | | | |
| Mean(rand) | 463 | 300 | 657 | 674 | 323 | 432 | **636** |
| 1-100 | * | * | * | 1,0 | * | * | **0,1** |
| 101-200 | 2,6 | * | 1,5 | 0,6 | * | * | **1,5** |
| 200+ | 97,4 | 100,0 | 98,5 | 98,4 | 100,0 | 100,0 | **98,4** |
| **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |
| **Car/truck driver** | | | | | | | |
| Mean(rand) | 635 | 504 | 1134 | 484 | 347 | 576 | **909** |
| 1-100 | 16,2 | 1,7 | 10,2 | 7,8 | 0,4 | 11,8 | **10,2** |
| 101-200 | 4,0 | 5,2 | 9,3 | 5,4 | 6,4 | 2,4 | **8,2** |
| 200+ | 79,8 | 93,1 | 80,5 | 86,9 | 93,1 | 85,8 | **81,6** |
| **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |
| **Car/truck passenger** | | | | | | | |
| Mean(rand) | 52 | 70 | 272 | 169 | 312 | 139 | **212** |
| 1-100 | 17,7 | * | 4,5 | 1,6 | * | * | **5,1** |
| 101-200 | * | 42,1 | 21,4 | 12,0 | 16,8 | * | **18,6** |
| 200+ | 82,3 | 57,9 | 74,1 | 86,4 | 83,2 | 100,0 | **76,3** |
| **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.
Total excludes unspecified monthly cost

Table 4.23 shows that travel costs were the highest for those who travelled by car/bakkie/truck as a driver (R909) as their mode of travel, as opposed to using a car/bakkie/truck as a passenger (R212), train users (R345). Bus users (R632) and taxi users (R636) spend almost similar amount of money on transport. Travelling by a car/bakkie/truck as a passenger was the least expensive mode of travel, with the cost of R212.

**Figure 4.10: Monthly cost of transport to work by main mode of transport, 2013 and 2020**




| | Train | Bus | Taxi | Car/truck driver | Car/truck passenger |
|---|---|---|---|---|---|
| 2013 | 348 | 474 | 468 | 1405 | 557 |
| 2020 | 345 | 632 | 636 | 909 | 212 |

Across most modes of transport, workers' average travel cost has decreased between 2013 and 2020. The highest decrease is observed among those who used cars as drivers, to reach their destinations, as shown in Figure 4.10.

In 2020, driving a car appeared to be the most expensive mode of travel, with an average monthly cost of R909, followed by taxis (R636), buses (R632) and train (R345). Using a car/truck passenger was the least expensive mode of travel compared to all the other modes.

Among public transport modes, taxis appeared to be the most expensive public transport mode of travel for workers, with average monthly travel costs of R636, followed by buses (R632) and trains (R345).

## 4.4 Summary

The majority of the working population worked for five days per week. Cape Winelands (88,8%), Overberg (83,3%) and West Coast (81,0%) had the highest percentage of workers who worked for five days a week and the lowest percentages of workers who worked for five days per week were found in Central Karoo (54,0%) and Eden (57,1%). Workers in rural areas were more likely to work for five days a week compared to urban workers, with about 74,1% from rural areas and 88,5% of urban workers indicating that they worked five days a week.

Provincially, the main mode of transport used to work was a private car as a driver, followed by taxis. Walking all the way was also indicated as a popular mode of transport. There was a slight decrease in the proportion of workers who walked all the way to work in Western Cape between 2013 and 2020. 'Walking all the way' was more likely to occur in Central Karoo (68,6%) than anywhere else in the province in 2013, whilst in 2020, Overberg residents were more likely to walk than residents of other district municipalities (31,9%).

The majority of workers in the rural areas indicated the place of work being nearby/close enough to walk as the reason for walking all the way.

# 5. Business trips

## 5.1 Introduction

Business trips are defined as trips taken by people aged 15 years and older, as part of the execution of their duties as workers. These trips can, for example, be taken for the purpose of visiting suppliers and customers, attending meetings at other company locations, conferences, etc. It does not include trips to one's usual place of work, and focuses on trips 20 km or more away from the usual place of work. A business trip can be a day or overnight trip or both.

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

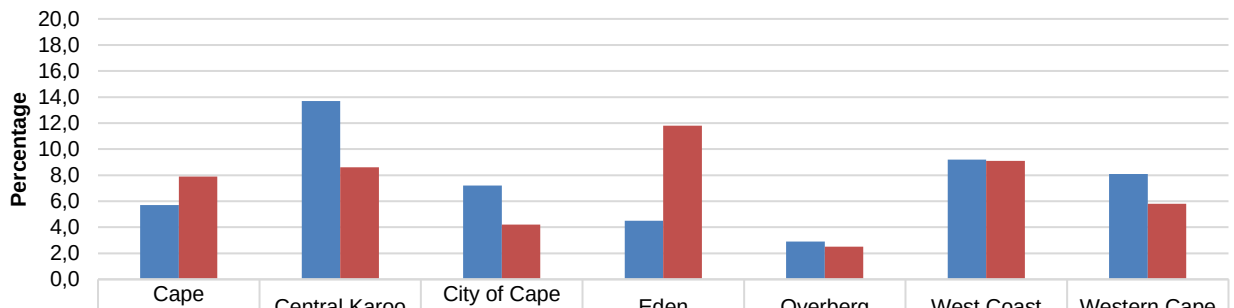
**Table 5.1: Incidence of business trips during the past calendar month by district municipality and geographic location, 2020**

| District municipality | Workers aged 15 years and older ('000) | Business trips amongst workers 15 years and older | | |
|---|---|---|---|---|
| | | Number ('000) | Per cent within district/geographical area | Per cent within Western Cape |
| Cape Winelands | 302 | 24 | 7,9 | **17,2** |
| Central Karoo | 28 | 2 | 8,6 | **1,7** |
| City of Cape Town | 1 503 | 63 | 4,2 | **45,4** |
| Eden | 305 | 36 | 11,8 | **25,7** |
| Overberg | 137 | 3 | 2,5 | **2,4** |
| West Coast | 115 | 10 | 9,1 | **7,5** |
| **Western Cape** | **2 389** | **139** | **5,8** | **100,0** |
| **Geographic location** | | | | |
| Urban | 2 261 | 131 | 5,8 | **94,2** |
| Rural | 128 | 8 | 6,3 | **5,8** |

Percentages calculated across district municipalities, within Western Cape.

Table 5.1 presents the distribution of people who took business trips during the calendar month preceding the survey by district municipality. Of the 2,4 million workers aged 15 years and older who were interviewed, only 139 000 indicated that they undertook business trips during the reference period. Two out of five business travellers were from the City of Cape Town (45,4%), 25,7% from Eden , 17,2% were from Cape Winelands and 7,5% were from West Coast . Central Karoo (1,7%) contributed the least to the provincial business travel count.

**Figure 5.1: Percentage of workers 15 years and older who took business trips by district municipality, 2013 and 2020**




| | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | Western Cape |
|---|---|---|---|---|---|---|---|
| 2013 | 5,7 | 13,7 | 7,2 | 4,5 | 2,9 | 9,2 | 8,1 |
| 2020 | 7,9 | 8,6 | 4,2 | 11,8 | 2,5 | 9,1 | 5,8 |

Figure 5.1 presents the proportion of workers aged 15 years and older who took business trips prior to the interview between 2013 and 2020 by district municipality. In 2013, Central Karoo had the highest proportion of workers who were most likely to take business trips, while in 2020, Eden took the lead. There was a decline of -5,1% in Central Karoo and an increase of 7,3% in Eden between 2013 and 2020.

**Table 5.2: Workers who undertook business trips during the calendar month prior to the interview by district municipality, 2020**

| District municipality | Number of workers who undertook business trips ('000) | Number of business trips (per cent within district municipality) | | | | | |
|---|---|---|---|---|---|---|---|
| | | 1–5 trips | 6–10 trips | 11–15 trips | 16–20 trips | >20 trips | Total |
| Cape Winelands | 24 | 78,0 | * | 3,3 | 18,1 | 0,5 | **100,0** |
| Central Karoo | * | 77,6 | 15,3 | 3,1 | 1,4 | 2,7 | **100,0** |
| City of Cape Town | 63 | 85,4 | 3,0 | 8,0 | 3,6 | * | **100,0** |
| Eden | 36 | 91,2 | 3,1 | 4,2 | 1,0 | 0,5 | **100,0** |
| Overberg | * | 100,0 | * | * | * | * | **100,0** |
| West Coast | 10 | 83,5 | 8,4 | 2,4 | 4,0 | 1,6 | **100,0** |
| **Western Cape** | **139** | **85,7** | **3,1** | **5,5** | **5,3** | **0,4** | **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 5.2 shows that, of the workers who indicated that they undertook business trips, 85,7% undertook one to five trips during the reference period. Business travellers who undertook six to ten trips were at 3,1% while a small percentage (0,4%) undertook more than twenty trips.

The highest proportion of business travellers who undertook one to five trips were in Overberg (100,0%) and Eden (91,2%). Among those who undertook more than twenty business trips, most were from Central Karoo (2,7%) and West Coast (1,6%).

**Table 5.3: Main mode of travel used for business trip, by district municipality 2020**

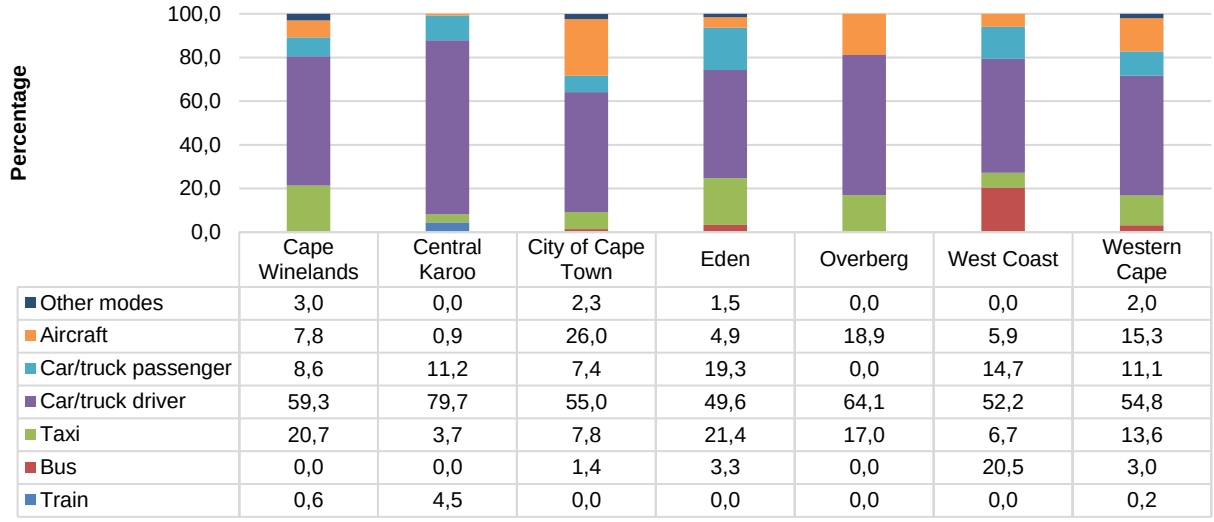
| Mode of travel | | Statistics ('000) | District municipality | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|---|---|
| | | | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | |
| Public transport | Train | Number | * | * | * | * | * | *. | ***** |
| | | Per cent | 0,6 | 4,5 | * | * | * | *. | **0,2** |
| | Bus | Number | * | * | * | * | * | * | **4** |
| | | Per cent | * | * | 1,4 | 3,3 | * | 20,5 | **3,0** |
| | Taxi | Number | 5 | * | 5 | 8 | * | * | **19** |
| | | Per cent | 20,7 | 3,7 | 7,8 | 21,4 | 17,0 | 6,7 | **13,6** |
| Private transport | Car/truck driver | Number | 14 | * | 35 | 18 | * | 5 | **76** |
| | | Per cent | 59,3 | 79,7 | 55,0 | 49,6 | 64,1 | 52,2 | **54,8** |
| | Car/truck passenger | Number | * | * | 5 | 7 | * | * | **15** |
| | | Per cent | 8,6 | 11,2 | 7,4 | 19,3 | * | 14,7 | **11,1** |
| Aircraft | | Number | * | * | 16 | * | * | * | **21** |
| | | Per cent | 7,8 | 0,9 | 26,0 | 4,9 | 18,9 | 5,9 | **15,3** |
| Other modes | | Number | * | * | * | * | * | * | ***** |
| | | Per cent | 3,0 | * | 2,3 | 1,5 | * | * | **2,0** |
| **Total** | | **Number** | **24** | ***** | **63** | **36** | ***** | **10** | **139** |
| | | **Per cent** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |

*Unweighted number of 3 and below are too small to provide reliable estimates.
Totals exclude unspecified cases.
Percentages calculated within district municipalities.
Other modes include bicycle, scooter/motorcycle, animal drawn transport etc

Table 5.3 presents the main mode of travel used for business trips by district municipality. Provincially, most (54,8%)business trips were made using private cars or truck as drivers. The second most used mode of travel for business trips were aircraft at 15,3%. Central Karoo (79,7%) and Overberg (64,1%) contributed the most to business travellers who travelled by car or truck as the driver as the main mode of travel. Concerning the business trips made by aircraft, business travellers in the City of Cape Town (26,0%) and Overberg (18,9%) were more likely to use this mode than in any other district municipality.

Travelling by taxi also showed significant percentages of business travellers who used this mode, and out of the thirteen per cent (13,6%) reported provincially, Eden (21,4%) had the highest percentage, followed by Cape Winelands and Overberg at 20,7% and 17,0%, respectively.

**Figure 5.2: Percentage of business trips for which trains, buses, taxis and aircraft were used by district municipality of origin, 2020**




| | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | Western Cape |
|---|---|---|---|---|---|---|---|
| Other modes | 3,0 | 0,0 | 2,3 | 1,5 | 0,0 | 0,0 | 2,0 |
| Aircraft | 7,8 | 0,9 | 26,0 | 4,9 | 18,9 | 5,9 | 15,3 |
| Car/truck passenger | 8,6 | 11,2 | 7,4 | 19,3 | 0,0 | 14,7 | 11,1 |
| Car/truck driver | 59,3 | 79,7 | 55,0 | 49,6 | 64,1 | 52,2 | 54,8 |
| Taxi | 20,7 | 3,7 | 7,8 | 21,4 | 17,0 | 6,7 | 13,6 |
| Bus | 0,0 | 0,0 | 1,4 | 3,3 | 0,0 | 20,5 | 3,0 |
| Train | 0,6 | 4,5 | 0,0 | 0,0 | 0,0 | 0,0 | 0,2 |

Figure 5.2 presents the percentage of business trips undertaken using different modes of travel by district municipality. Most business travellers (54,8%) travelled by car/truck as a driver. The second most commonly used mode of transport was aircraft (15,3%). Taxis were most likely to be used in Eden (21,4%) and Cape Winelands (20,7%). Of the trips made using a car/truck as a passenger, Overberg had the highest proportion (18,9%), followed by Cape Winelands (7,8%) and West Coast (5,9%).

**Table 5.4: Percentage of business trips by district municipality of origin and district of destination, 2020**

| District municipality of origin | District municipality of destination (per cent within province of origin) | | | | | | |
|---|---|---|---|---|---|---|---|
| | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | Western Cape |
| Cape Winelands | 56,1 | * | 42,0 | * | 1,1 | 0,8 | **100,0** |
| Central Karoo | 3,7 | 64,9 | 4,8 | 26,7 | * | * | **100,0** |
| City of Cape Town | * | 3,4 | 56,9 | * | 13,5 | 26,2 | **100,0** |
| Eden | 1,2 | 8,8 | 23,5 | 63,9 | 2,0 | 0,6 | **100,0** |
| Overberg | 16,7 | * | 21,8 | * | 49,2 | 12,3 | **100,0** |
| West Coast | 7,5 | * | 46,5 | * | * | 46,0 | **100,0** |
| **Western Cape** | **12,9** | **4,9** | **42,5** | **16,9** | **7,2** | **15,5** | **100,0** |

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

Table 5.4 presents the percentage of business trips by the district municipality of origin and destination. The vast majority of business trips undertaken by workers were within their district municipality of residence. Central Karoo (64,9%) and Eden (63,9%) had the most business trips undertaken within the district municipality.

The results also show that if business trips were undertaken beyond one's province, City of Cape Town was the most common business destination and accounted for more than forty per cent of business trips in the province (42,5%). Many of these trips originated in West Coast (46,5%) and Cape Winelands at 42,0%. Central Karoo was the least preferred business destination with just 4,9%, followed by Overberg at 7,2% of the trips.

## 5.2 Summary

Of the 2,4 million workers aged 15 years and older who were interviewed, only 139 000 indicated that they undertook business trips during the reference period. Two out of five business travellers were from the City of Cape Town (45,4%), 25,7% where from Eden, 17,2% from Cape Winelands. Central Karoo (1,7%) contributed the least to the provincial business travel count.

Most (54,8%) business trips were made using a private car or truck as the driver. The second most used mode of travel for business trips were aircraft at 15,3%. The majority of business trips undertaken by workers were within their district of residence; however, if business trips were to be taken outside the province of origin, City of Cape Town would be the most common business destination.

# 6. Other travel patterns

## 6.1 Introduction

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

People take day and overnight trips for different purposes. It could be trips to shop for personal use or attend sporting events as a participant or spectator. In the 2020 NHTS, the following options listed under the main purpose for the trip were reviewed: 'Home to visit family and friends' and 'Visit friends and family'. These options were revised to ‘Visit friends/family/ancestral home’.

This option is distinct from travelling for leisure and vacation, which does not involve visiting a property owned by the household. It could apply to migrant workers, persons residing in a specific place because of work, who may regard another place in South Africa as their home and regularly make a day or overnight trips to that destination.

## 6.2 Day trips

**Table 6.1: Day trip/s taken away from usual home/place of residence in the twelve months prior to the interview, 2020**

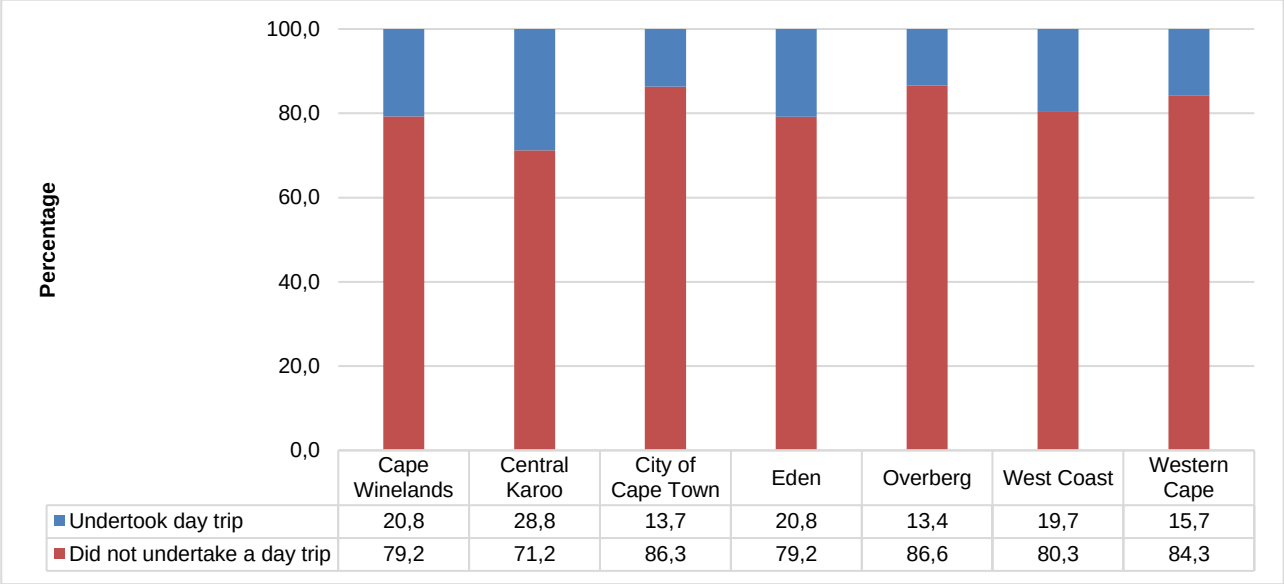
| District municipality | Number of persons aged 15 years and older ('000) | Trips taken away from usual home/place of residence | |
|---|---|---|---|
| | | Number ('000) | Per cent in Western Cape |
| Cape Winelands | 554 | 115 | **14,0** |
| Central Karoo | 65 | 19 | **2,3** |
| City of Cape Town | 3 454 | 472 | **57,5** |
| Eden | 639 | 133 | **16,2** |
| Overberg | 262 | 35 | **4,3** |
| West Coast | 239 | 47 | **5,7** |
| **Western Cape** | **5 213** | **821** | **100,0** |

Percentages calculated across district municipality, within Western Cape.
Total excludes unspecified day trips.

Table 6.1 summarises the day trips taken away from the usual place of residence in the 12 months prior to the interview. A total of 5,2 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 821 000 individuals indicated that they had undertaken day trips.

City of Cape Town had the highest proportion of persons who had undertaken day trips at 57,5%, followed by Eden (16,2%) and Cape Winelands at 14,0%. Central Karoo (2,3%) had the smallest proportion of persons who undertook a day trip in the 12 months prior to the interview.

**Figure 6.1: Percentage of persons 15 years and older by whether they undertook day trips and district municipality, 2020**




Percentage calculated within district municipalities.

Persons aged 15 years and older who reside in Central Karoo (28,8%) were most likely to take day trips, followed by Cape Winelands and Eden both at 20,8%.

**Table 6.2: Percentage of persons who undertook day trips by main purpose of the trip and district municipality, 2020**

| Main purpose of trip | District municipality (per cent within district municipality) | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|
| | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | |
| Visit friends/family/ ancestral home | 32,6 | 56,3 | 31,8 | 36,3 | 30,4 | 48,0 | **34,1** |
| Leisure/holiday | 21,0 | 4,4 | 49,3 | 16,9 | 32,9 | 12,8 | **36,3** |
| Shopping | 23,5 | 13,5 | 2,4 | 15,3 | 19,3 | 9,9 | **8,8** |
| Sporting | 3,4 | 3,1 | * | 2,3 | 0,4 | 8,3 | **1,4** |
| Funeral | * | 6,1 | 3,1 | 4,8 | 7,5 | 5,5 | **3,3** |
| Medical | 6,1 | 6,0 | 0,4 | 3,1 | 3,5 | 7,3 | **2,3** |
| Government services | 1,7 | 0,7 | 0,4 | 4,8 | * | 1,0 | **1,3** |
| Looking for work | 2,9 | 3,0 | 2,2 | 1,2 | 0,2 | * | **2,0** |
| Wellness (e.g. spa, health farm, etc.) | 0,5 | * | 0,3 | * | * | 1,3 | **0,3** |
| Religious/cultural/traditional | 1,8 | 1,4 | 4,3 | 3,9 | 1,2 | 0,2 | **3,5** |
| Wedding | 2,1 | * | 1,6 | 0,7 | * | 2,7 | **1,5** |
| Other | 4,4 | 5,5 | 4,2 | 10,7 | 4,6 | 2,9 | **5,3** |
| **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |

Percentages calculated within district municipalities.
The totals used to calculate percentages excluded unspecified cases

Table 6.2 shows that provincially, the most common reasons for taking a day trip were leisure/holiday (36,3%). Visiting friends/family/ancestral home was the second most reason cited for taking a day trip at 34,1%. Approximately nine per cent of day trips made were for shopping events (8,8%).

When considering districts distributions, visiting friends/family/ancestral home dominated in Central Karoo (56,3%) and Cape Winelands (32,6%), while shopping for personal or business purposes came second in both districts. City of Cape Town (49,3%) and Overberg (32,9%) had the highest proportion for persons who indicated leisure/holiday as the main purpose for undertaking a day trip. Funeral trips were predominant in Overberg (7,5%) and Central Karoo (6,1%).

**Table 6.3: Persons who undertook day trips by main mode of travel and district municipality, 2020**

| Mode of travel | | Statistics ('000) | District municipality | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|---|---|
| | | | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | |
| Public transport | Train | Number | * | * | 4 | * | * | * | **7** |
| | | Per cent | 2,0 | * | 0,9 | * | * | * | **0,8** |
| | Bus | Number | * | * | 34 | 5 | * | * | **44** |
| | | Per cent | 1,9 | 8,4 | 7,2 | 3,5 | 3,1 | 1,8 | **5,4** |
| | Taxi | Number | 18 | 4 | 74 | 29 | * | 4 | **133** |
| | | Per cent | 16,3 | 21,3 | 15,7 | 22,0 | 9,5 | 7,5 | **16,2** |
| Private transport | Car/truck driver | Number | 45 | 5 | 182 | 52 | 14 | 22 | **321** |
| | | Per cent | 40,3 | 27,8 | 38,5 | 39,2 | 39,5 | 47,4 | **39,2** |
| | Car/truck passenger | Number | 43 | 7 | 163 | 41 | 14 | 20 | **288** |
| | | Per cent | 37,6 | 39,0 | 34,5 | 31,0 | 39,4 | 42,9 | **35,2** |
| Other | | Number | * | * | 7 | 6 | * | | **16** |
| | | Per cent | * | * | 1,5 | 4,1 | 8,4 | 0,4 | **2,0** |
| Walking | | Number | * | * | 8 | * | * | * | **10** |
| | | Per cent | 1,7 | * | 1,7 | 0,2 | * | * | **1,2** |
| **Total** | | **Number** | **113** | **19** | **472** | **133** | **35** | **47** | **819** |
| | | **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.
Percentages calculated within district municipalities.
Other includes: Bicycle, scooter/motorcycle, animal drawn transport etc.
Total excludes unspecified mode of travel

Table 6.3 shows persons who undertook day trips by mode of travel. It shows that persons who undertook day trips mostly used car/bakkie/truck as a driver (39,2%) as their mode of travel. Usage of a car/bakkie/truck as a passenger (35,2%) was the second most used mode of travel, followed by travelling by taxi (16,2%).

Approximately two in five persons who undertook day trips used car/bakkie/truck as a driver in all district municipalities in Western Cape except in Central Karoo where almost two in five persons who undertook day trips used car/bakkie/truck as a passenger (39,0%). All the district municipalities displayed similar patterns in all mode of travel in the province. Cape Winelands and City of Cape Town had the highest and similar proportion of persons who walked all the way during their day trips (both at 1,7%).

## 6.3 Overnight trips

**Table 6.4: Overnight trips taken away from usual home/residence in the twelve months prior to the interview by district municipality, 2020**

| District municipality | Number of persons aged 15 years and older | Undertook overnight trips | |
|---|---|---|---|
| | | Number ('000) | Per cent |
| Cape Winelands | 554 | 66 | 9,3 |
| Central Karoo | 65 | 10 | 1,3 |
| City of Cape Town | 3 454 | 430 | 60,7 |
| Eden | 639 | 121 | 17,1 |
| Overberg | 262 | 27 | 3,8 |
| West Coast | 239 | 55 | 7,7 |
| **Western Cape** | **5 213** | **708** | **100,0** |

Percentages calculated across district municipalities.
Total excludes unspecified overnight trips

Table 6.4 summarises overnight trips taken away from the usual residence in the 12 months prior to the interview. Out of the 5,2 million persons aged 15 years and older, about 708 000 indicated that they undertook overnight trips away from their usual place of residence during the preceding 12 months.

City of Cape Town (60,7%) had the highest proportion of persons who undertook overnight trips, and Eden followed at 17,1%. Central Karoo (1,3%) had the smallest proportion of persons who undertook overnight trips.

**Figure 6.2: Percentage of persons 15 years and older by whether they undertook overnight trips and district municipality, 2020**

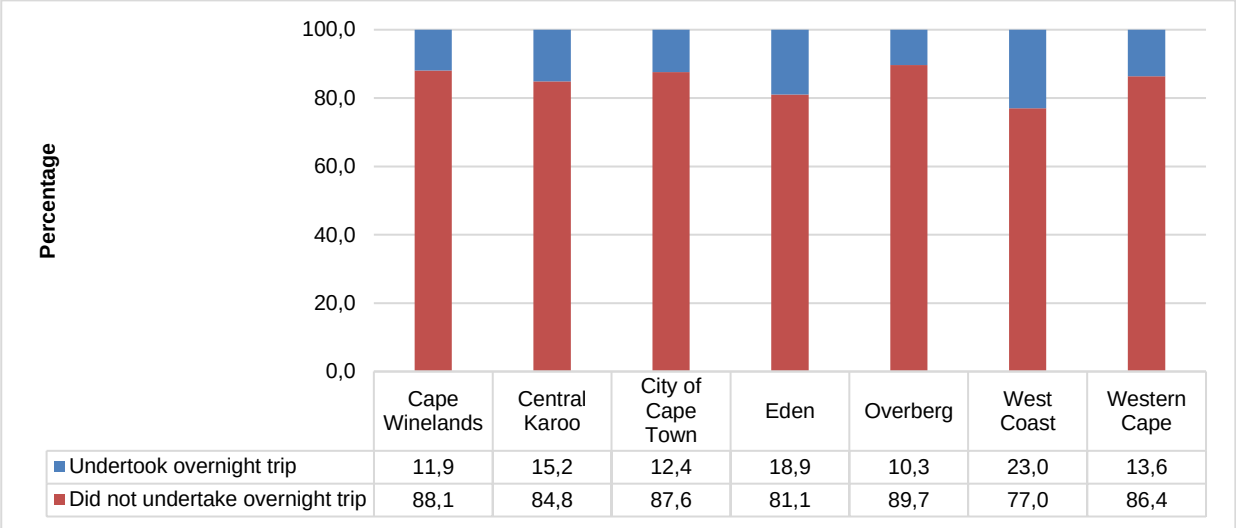



Figure 6.2 shows the percentage of individuals who took overnight trips. Provincially, just over one in ten persons undertook overnight trips, with those living in West Coast (13,6%) reporting the highest proportion, followed by Eden at 18,9%.

**Table 6.5: Percentage of persons who undertook overnight trips by main purpose of the trip and district municipality, 2020**

| Main purpose of trip | District municipality (per cent within district municipality) | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|
| | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | |
| Visit friends/family/ ancestral home | 52,7 | 68,3 | 39,1 | 54,6 | 58,6 | 62,4 | **45,9** |
| Leisure/holiday | 41,0 | 2,1 | 38,4 | 19,0 | 24,4 | 26,7 | **33,4** |
| Shopping | * | 3,9 | * | 0,5 | * | 1,1 | **0,2** |
| Sporting | 0,6 | 5,9 | * | 2,6 | 2,3 | * | **0,7** |
| Funeral | 0,9 | 2,6 | 5,6 | 9,3 | 1,1 | 3,5 | **5,4** |
| Medical | * | 7,3 | 3,8 | 0,6 | 0,7 | 0,6 | **2,6** |
| Government services | * | 1,0 | * | 1,3 | 0,6 | 2,5 | **0,4** |
| Looking for work | * | 1,5 | 1,2 | 0,5 | 0,2 | 1,4 | **1,0** |
| Wellness (e.g. spa, health farm, etc.) | * | 0,3 | * | 1,2 | * | * | **0,2** |
| Religious/cultural/traditional | 0,4 | 0,3 | 6,4 | 8,0 | 0,8 | * | **5,4** |
| Wedding | 0,2 | * | 2,6 | 0,5 | * | 0,7 | **1,7** |
| Other | 4,2 | 6,9 | 2,8 | 1,9 | 11,3 | 1,1 | **3,0** |
| **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 purposes include Weddings, leisure/holiday, sporting – spectator/participant, etc.

Visiting friends/family/ancestral home (45,9%) was the most common main purpose indicated for undertaking overnight trips. This was followed by 33,4% of those who said that they were travelling for leisure/holiday. Trips to attend funeral and religious/cultural/traditional trips where the third most common main purpose indicated for undertaking overnight trips both at 5,4%.

Provincially, the same pattern was observed where visiting friends/family/ancestral home was indicated as the main purpose for undertaking overnight trips. Travelling to attend funerals was most common in Eden (9,3%), followed by City of Cape Town (5,6%). Religious trips were important in Eden and City of Cape Town (8,0% and 6,4% respectively). Travelling for wellness was the purpose least indicated for undertaking overnight trips across all the district municipalities.

**Table 6.6: Persons who undertook overnight trips by main mode of travel and district municipality, 2020**

| Mode of travel | | Statistics ('000) | District municipality | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|---|---|
| | | | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | |
| Public transport | Train | Number | * | * | 4 | * | * | * | **6** |
| | | Per cent | 1,9 | 0,4 | 1,0 | * | * | * | **0,8** |
| | Bus | Number | 6 | * | 50 | 9 | * | 5 | **72** |
| | | Per cent | 8,5 | 5,1 | 11,7 | 7,6 | 3,5 | 10,0 | **10,2** |
| | Taxi | Number | 8 | * | 88 | 34 | 6 | 15 | **151** |
| | | Per cent | 12,6 | 5,2 | 20,4 | 28,0 | 22,3 | 27,0 | **21,3** |
| Private transport | Car/truck driver | Number | 26 | * | 115 | 26 | 9 | 19 | **200** |
| | | Per cent | 40,3 | 36,2 | 26,8 | 21,5 | 34,8 | 34,7 | **28,2** |
| | Car/truck passenger | Number | 21 | * | 119 | 39 | 10 | 14 | **205** |
| | | Per cent | 31,9 | 35,2 | 27,6 | 31,8 | 35,8 | 25,0 | **28,9** |
| Aircraft | | Number | * | * | 27 | 11 | * | * | **43** |
| | | Per cent | 3,5 | * | 6,4 | 9,3 | 3,6 | 2,5 | **6,1** |
| Other | | Number | * | * | 27 | * | * | * | **31** |
| | | Per cent | 1,2 | 17,5 | 6,2 | 1,8 | * | * | **4,4** |
| **Total** | | **Number** | **66** | **10** | **430** | **121** | **27** | **55** | **708** |
| | | **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.
Percentages calculated within district municipalities.
Other includes: Bicycle, scooter/motorcycle, animal drawn transport etc.
Total excludes unspecified mode of travel

About 29% (28,9%) of overnight trips were made by persons using car/bakkie/truck passengers to reach their main destination, followed by car/bakkie/truck as a driver at 28,2%, while 21,3% preferred a taxi as their main mode of overnight travel. Only 10,2% of travellers made use of buses.

Travelling by car/bakkie/truck as a passenger was commonly used by travellers in Overberg (35,8%), followed by Central Karoo (35,2%). Being a driver in a car/bakkie/truck accounted for more than 40 per cent of the preferred mode of travel in Cape Winelands (40,3%), 36,2% in Central Karoo, Overberg (34,8%) and 34,7% in West Coast.

## 6.4 Summary

City of Cape Town had the highest proportion of persons who had undertaken day trips at 57,5%, followed by Eden (16,2%) and Cape Winelands at 14,0%. While Central Karoo (2,3%) had the smallest proportion. Provincially, the most common reasons for taking a day trip were leisure/holiday (34,1%), followed by visiting friends/family/ancestral home at 34,1% and shopping at 8,8%.

Travelling by car/bakkie/truck as a driver (39,2%) was the main mode of travel used for day trips, followed by travelling by car/bakkie/truck as a passenger (35,2%) and travelling by taxi at approximately 16%.

About 708 000 respondents indicated that they undertook overnight trips away from their usual place of residence during the preceding 12 months City of Cape Town (60,7%) had the highest proportion, followed by Eden (17,1%), while Central Karoo (1,3%) recorded the smallest percentage.

Visiting friends/family/ancestral home (45,9%) was the most common main purpose for undertaking overnight trips, followed by 33,4% of those who said they were travelling for leisure/holiday. The majority of the overnight trips were undertaken using car/bakkie/truck as a passenger (28,9%), followed by those who used a car/bakkie/truck as a driver as their main mode of overnight travel.

# 7. Households

## 7.1 Introduction

The National Household Travel Survey (NHTS) questionnaire was divided into two parts: questions directed at all individuals considered part of the household, and questions related to households. This part of the report summarises the findings related to the household section of the questionnaire, 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, and the modes of transport usually used by the household. The final part covered the use of public transport (taxis, buses and trains), and the levels of satisfaction with these modes of public transport.

## 7.2 Socio-economic circumstances of households

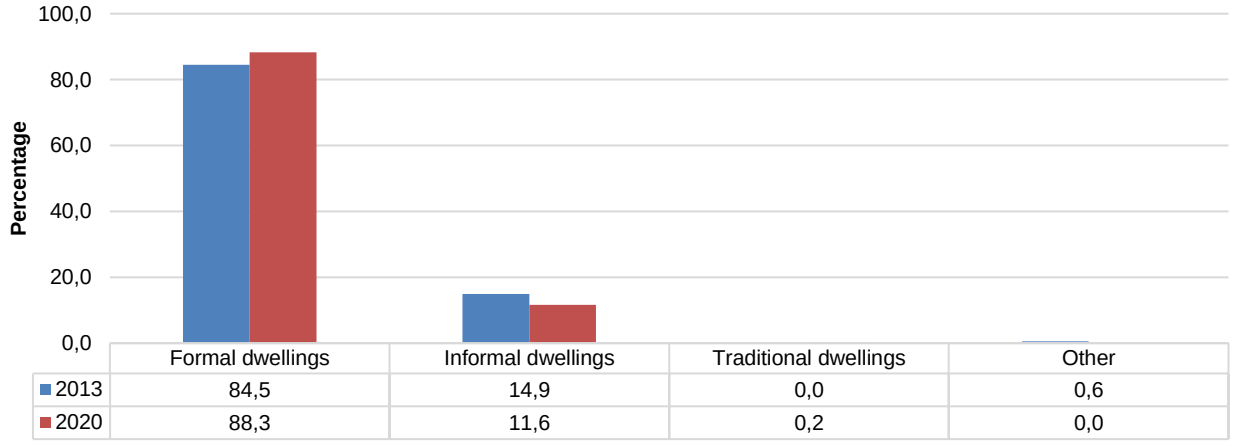
**Table 7.1: Dwelling type of household, by district municipality, 2013 and 2020**

| Dwelling type | District municipality (per cent within district municipality) | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|
| | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | |
| **2013** | | | | | | | |
| Formal dwellings | 89,6 | 96,3 | 84,3 | 77,4 | 76,5 | 92,2 | **84,5** |
| Informal dwellings | 9,6 | 1,0 | 15,1 | 22,4 | 22,7 | 6,4 | **14,9** |
| Other | 0,7 | 0,6 | 0,6 | 0,1 | 0,8 | 1,4 | **0,6** |
| **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |
| **2020** | | | | | | | |
| Formal dwellings | 76,9 | 99,7 | 89,1 | 92,2 | 83,7 | 94,1 | **88,3** |
| Informal dwellings | 23,0 | 0,3 | 10,9 | 7,7 | 16,0 | 3,5 | **11,6** |
| Traditional dwellings | 0,2 | * | * | 0,1 | 0,2 | 2,3 | **0,2** |
| Other | * | * | * | * | * | 0,1 | **0,0** |
| **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
Total excludes unspecified type of dwelling
Other dwellings include: Traditional, caravan/tent, flat or apartment, cluster house, etc.

The dwelling types of households are provided in Table 7.1. In 2020, Provincially, 88,3% of households lived in formal dwellings, 11,6% in informal dwellings and 0,2% in traditional dwellings. Households residing in informal dwellings were situated mostly in Cape Winelands (23,0%), followed by Overberg (16,0%) and City of Cape Town (10,9%), while traditional dwellings were mostly likely situated in West Coast (2,3%).

**Figure 7.1: Dwelling type of household, 2013 and 2020**




Other dwellings include: Traditional, caravan/tent, flat or apartment, cluster house, etc.

Figure 7.1 shows that in 2013, 84,5% of households lived in formal dwellings, which increased to 88,3% in 2020. The percentage of households living in informal dwellings decreased from 14,9% in 2013 to 11,6% in 2020.

**Table 7.2: Source of household income, by district municipality, 2020**

| Source of household income | District municipality (per cent within income source category) | | | | | | |
|---|---|---|---|---|---|---|---|
| | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | Western Cape |
| Salaries | 10,8 | 1,0 | 68,2 | 10,4 | 4,6 | 5,0 | **100,0** |
| Income from business | 13,8 | 0,8 | 61,6 | 13,5 | 3,1 | 7,2 | **100,0** |
| Pensions | 11,7 | 0,9 | 56,7 | 17,7 | 9,7 | 3,3 | **100,0** |
| Grants | 10,5 | 1,5 | 66,7 | 11,8 | 4,9 | 4,6 | **100,0** |
| Remittances | 16,9 | 0,3 | 57,1 | 12,5 | 4,7 | 8,5 | **100,0** |
| Other income | 5,4 | 0,4 | 78,5 | 11,7 | 2,3 | 1,8 | **100,0** |
| **Source of household income** | **District municipality (per cent within district municipality)** | | | | | | |
| | **Cape Winelands** | **Central Karoo** | **City of Cape Town** | **Eden** | **Overberg** | **West Coast** | **Western Cape** |
| Salaries | 52,9 | 51,1 | 55,2 | 49,4 | 51,8 | 54,3 | **54,0** |
| Income from business | 4,3 | 2,5 | 3,1 | 4,0 | 2,2 | 4,9 | **3,4** |
| Pensions | 4,9 | 3,8 | 3,9 | 7,2 | 9,4 | 3,1 | **4,6** |
| Grants | 27,4 | 40,0 | 28,7 | 29,6 | 29,2 | 26,8 | **28,7** |
| Remittances | 8,8 | 1,4 | 4,9 | 6,2 | 5,6 | 9,7 | **5,7** |
| Other income | 1,7 | 1,2 | 4,1 | 3,6 | 1,7 | 1,3 | **3,5** |
| **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.
Respondents could select more than one source of income.
Other income sources include: Rental income, interest

Table 7.2 illustrates the main source of household income by district municipality. Most households received salaries as their main source of income (54,0%), followed by grants (28,7%) and remittances (5,7%). Although salaries seemed to be an important source of income in all district municipalities, City of Cape Town (55,2%) and West Coast (54,3%) largely depended on salaries compared to other district municipalities.

A large dependence on grants was found in Central Karoo (40,0%). Remittances appeared to be an important source of income in West Coast (9,7%), Cape Winelands (8,8%) and Eden (6,2%).

**Table 7.3: Monthly household expenditure on public transport, by district municipality, 2020**

| District municipality | Number of households who completed question (`000) | Monthly household expenditure on public transport (per cent within district municipality) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Nothing | R1–R100 | R101–R200 | R201–R300 | R301–R500 | R501–R1 000 | R1 001 or more | Total |
| Cape Winelands | 183 | 54,7 | 17,7 | 13,0 | 6,7 | 2,8 | 3,7 | 1,5 | **100,0** |
| Central Karoo | 22 | 82,8 | 7,1 | 2,8 | 1,6 | 1,8 | 3,1 | 0,8 | **100,0** |
| City of Cape Town | 1 209 | 38,6 | 5,4 | 10,8 | 4,9 | 9,7 | 15,5 | 15,1 | **100,0** |
| Eden | 197 | 45,3 | 10,3 | 9,9 | 6,4 | 12,9 | 10,3 | 5,0 | **100,0** |
| Overberg | 82 | 71,1 | 7,5 | 6,0 | 3,1 | 4,0 | 3,9 | 4,3 | **100,0** |
| West Coast | 101 | 67,6 | 6,7 | 12,5 | 4,1 | 5,4 | 2,7 | 1,1 | **100,0** |
| **Western Cape** | **1 794** | **44,7** | **7,4** | **10,7** | **5,0** | **8,7** | **12,3** | **11,2** | 100,0 |
| **Geographic location** | | | | | | | | | |
| Urban | 1 736 | 43,6 | 7,5 | 10,8 | 5,1 | 8,9 | 12,7 | 11,5 | **100,0** |
| Rural | 58 | 77,4 | 5,2 | 7,3 | 4,8 | 4,0 | 0,7 | 0,6 | **100,0** |

Total exclude unspecified cases.
Percentages were calculated within district municipalities.

Table 7.3 shows monthly household expenditure on public transrt by district municipality. Provincially, nearly one third of the households in Western Cape had a monthly expenditure on public transport of R500 or less (12,3%). Cape Winelands (17,7%) had the highest number of low-spending households, followed by Eden (10,3%), Overberg (7,5%)and Central Karoo (7,1%). Urban areas had the highest proportion of households who spent R500 or less monthly on public transport (8,9%) compared to rural areas (4,0%).

More than ten (12,3%) of households spent R501 or more on a monthly basis, and the highest proportion of these households were found in City of Cape Town (15,5%), Eden (10,3%) and Overberg (3,9%).

An interesting pattern is observed between settlement type and the proportion of households who spent nothing on public transport. More than three quarter (77,4%) of rural households spent nothing on public transport on a monthly basis. In urban areas, only 43,6% spent nothing on public transport. This shows that urban areas are largely dependent on public transport more than rural areas.

**Table 7.4: Monthly household expenditure for public transport trips to work, by district municipality, 2020**

| District municipality | Number of households who completed question (`000) | Monthly household expenditure on public transport (percentage within district municipality) | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | R1–R100 | R101–R200 | R201–R300 | R301–R500 | R501–R1 000 | R1 001 or more | Total |
| Cape Winelands | 52 | 15,8 | 17,3 | 14,1 | 29,8 | 15,0 | 8,1 | **100,0** |
| Central Karoo | * | 11,5 | 6,1 | 4,3 | 37,6 | 36,4 | 4,1 | **100,0** |
| City of Cape Town | 467 | 0,5 | 8,6 | 11,4 | 19,9 | 38,2 | 21,3 | **100,0** |
| Eden | 65 | 4,6 | 6,3 | 12,1 | 43,4 | 23,1 | 10,6 | **100,0** |
| Overberg | 15 | 4,7 | 11,1 | 15,2 | 25,4 | 23,3 | 20,1 | **100,0** |
| West Coast | 14 | 7,9 | 20,4 | 4,6 | 22,8 | 23,1 | 21,1 | **100,0** |
| **Western Cape** | **617** | **2,6** | **9,4** | **11,6** | **23,5** | **33,9** | **19,0** | **100,0** |
| **Geographic location** | | | | | | | | |
| Urban | 610 | 2,1 | 9,4 | 11,6 | 23,7 | 34,1 | 19,0 | **100,0** |
| Rural | 7 | 43,1 | 8,3 | 15,2 | 1,0 | 14,6 | 17,9 | **100,0** |

Total exclude unspecified cases.
Percentages were calculated within district municipalities.

Of the 617 000 households that provided their monthly expenditure on public transport and who used public transport to travel to work in the morning, 33,9% spent R500 and more, while the remaining 23,5% spent less than R500.

Table 7.4 shows that City of Cape Town (21,3%), West Coast (21,1%) and Overberg (20,1%) had the highest proportion of households who spent R1 001 or more monthly on public transport to travel to work compared to other district municipalities. By comparison, urban areas had the higher proportion of households who spent R500 or more monthly on public transport to travel to work (34,1%) when compared to rural areas (14,6%).

**Table 7.5: Monthly household expenditure of public transport trips to educational institutions, by district municipality, 2020**

| District municipality | Number of household who completed question (`000) | Monthly household expenditure on public transport (percentage within district municipality) | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | R1 – R100 | R101– R200 | R201– R300 | R301– R500 | R501– R1 000 | R1 001 or more | Total |
| Cape Winelands | 28 | 19,2 | 29,1 | 15,9 | 21,0 | 10,8 | 4,1 | **100,0** |
| Central Karoo | * | 24,2 | 33,7 | 16,1 | 10,3 | 15,0 | 0,7 | **100,0** |
| City of Cape Town | 199 | 1,3 | 10,5 | 11,6 | 30,9 | 26,4 | 19,3 | **100,0** |
| Eden | 37 | 11,9 | 14,6 | 21,7 | 23,2 | 20,4 | 8,1 | **100,0** |
| Overberg | 9 | 11,0 | 18,8 | 18,2 | 14,8 | 31,9 | 5,4 | **100,0** |
| West Coast | 9 | 10,9 | 22,7 | 17,7 | 26,4 | 10,0 | 12,4 | **100,0** |
| **Western Cape** | **284** | **5,2** | **13,7** | **13,8** | **28,1** | **23,6** | **15,6** | **100,0** |
| **Geographic location** | | | | | | | | |
| Urban | 280 | 4,8 | 13,4 | 13,8 | 28,5 | 23,9 | 15,7 | **100,0** |
| Rural | 4 | 36,9 | 36,6 | 12,6 | 4,8 | 3,0 | 6,0 | **100,0** |

Total exclude unspecified cases.
Percentages were calculated within district municipalities.

According to Table 7.5, about 284 000 households use public transport to travel to an educational institution in the morning. Even though monthly expenditure varied between district municipalities, provincially, most of the households spent between R301 and R500 (28,1%), while 23,6% spent between R501 and R1 000 and 13,8% spent between R201 and R300.

More than 15 per cent (15,6%) of households spent more than R1 000 on public transport to travel to an educational institution. Most of these households were found in City of Cape Town (19,3%) and West Coast (12,4%). Rural areas had the highest proportion of households who spent R200 or less monthly on public transport (36,9% and 36,6%), compared to urban areas (4,8% and 13,4%).

**Table 7.6: Bicycles in working order owned by households, by district municipality 2020**

| District municipality | Number of bicycles (per cent across provinces, within Western Cape) | | | | | | |
|---|---|---|---|---|---|---|---|
| | 0 bicycles | | 1-3 bicycles | | 3+ bicycles | | |
| | Number (`000) | % within Western Cape | Number (`000) | % within Western Cape | Number (`000) | % within Western Cape | Number (`000) |
| Cape Winelands | 185 | 10,6 | 21 | 11,3 | * | 15,3 | 206 |
| Central Karoo | 20 | 1,1 | * | 1,4 | * | 1,1 | 23 |
| City of Cape Town | 1 166 | 66,7 | 134 | 73,1 | 4 | 60,5 | 1 303 |
| Eden | 188 | 10,8 | 19 | 10,4 | * | 23,2 | 209 |
| Overberg | 85 | 4,9 | 4 | 2,4 | * | * | 90 |
| West Coast | 102 | 5,9 | * | 1,4 | * | * | 105 |
| **Western Cape** | **1 746** | **100,0** | **183** | **100,0** | **6** | **100,0** | **1 936** |

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

According to Table 7.6, about 1,9 million households in the province reported owning at least one bicycle in working order and used this for transport purposes. About 183 000 households owned between one and three bicycles. About 6000 households owned more than three bicycles. Of the 6 000 households that owned more than three bicycles, most were in City of Cape Town (60,5%), followed by Eden (23,2%).

**Table 7.7: Households who own and use at least one type of vehicle by type and district municipality, 2020**

| District municipality | Type of vehicles (per cent across district municipality, within WC) | | | | | | |
|---|---|---|---|---|---|---|---|
| | Motorcycle | Company car/bakkie /station wagon/4x4 | Household car/bakkie/ station wagon/4x4 | Relative/friend car/bakkie/ station wagon/4x4 | Minibus/ Kombi | Truck | Other |
| Cape Winelands | 5,1 | 9,6 | 9,5 | 14,2 | 11,8 | 76,1 | 4,4 |
| Central Karoo | 0,9 | 0,9 | 0,8 | 3,3 | 5,4 | 1,2 | 2,4 |
| City of Cape Town | 70,1 | 70,5 | 71,0 | 56,2 | 78,4 | * | 79,2 |
| Eden | 11,5 | 12,3 | 9,3 | 19,0 | 2,2 | 10,2 | 5,8 |
| Overberg | * | 5,9 | 4,4 | 6,7 | 1,3 | 5,1 | 8,1 |
| West Coast | 12,4 | 0,9 | 5,0 | 0,5 | 0,8 | 7,4 | * |
| **Western Cape** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |
| **District municipality** | **Type of vehicles owned (per cent within district municipality)** | | | | | | |
| | **Motorcycle** | **Company car/bakkie /station wagon/4x4** | **Household car/bakkie/ station wagon/4x4** | **Relative/friend car/bakkie/station wagon/4x4** | **Minibus/ Kombi** | **Truck** | **Other** |
| Cape Winelands | 1,6 | 8,0 | 80,3 | 6,9 | 1,3 | 2,0 | 0,1 |
| Central Karoo | 2,8 | 7,9 | 66,3 | 16,5 | 5,9 | 0,3 | 0,3 |
| City of Cape Town | 3,0 | 8,2 | 83,6 | 3,8 | 1,2 | * | 0,1 |
| Eden | 3,5 | 10,1 | 76,8 | 9,0 | 0,2 | 0,3 | 0,1 |
| Overberg | * | 10,9 | 81,2 | 7,1 | 0,3 | 0,3 | 0,2 |
| West Coast | 8,1 | 1,5 | 89,2 | 0,5 | 0,2 | 0,4 | * |
| **Western Cape** | **3,0** | **8,2** | **82,6** | **4,7** | **1,0** | **0,3** | **0,1** |

Percentages were calculated within vehicle access.
Other includes: Bicycles, station wagon, 4x4s owned by household/relatives/friends

Table 7.7 provides the vehicle ownership status of households with percentages across Western Cape and within each district municipality. Generally, City of Cape Town had the highest level of ownership or access to all types of vehicle categories except truck, while Central Karoo,Overberg and West Coast reported the least. Most households that owned a car/bakkie/station wagon/4x4 were from West Coast (89,2%) and Eden (76,8%).

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

This section explores the transport modes used by households as well as time in minutes it takes to reach key services and facilities.

**Table 7.8: Household travel time to service and facilities, 2020**

| | Travel time(per cent of households within facility category) | | | | |
|---|---|---|---|---|---|
| **Facility** | **1–15 min** | **16–30 min** | **31–60 min** | **>60 min** | **Total** |
| Food or grocery shops | 85,9 | 9,8 | 1,2 | 3,1 | **100,0** |
| Other shops | 60,9 | 28,7 | 5,1 | 5,3 | **100,0** |
| Religious institution | 72,0 | 16,1 | 3,1 | 8,8 | **100,0** |
| Medical service | 64,2 | 26,4 | 4,2 | 5,2 | **100,0** |
| Post office | 51,2 | 25,6 | 3,5 | 19,6 | **100,0** |
| Welfare office | 37,3 | 31,9 | 8,1 | 22,8 | **100,0** |
| Police station | 58,0 | 26,2 | 3,2 | 12,6 | **100,0** |
| Municipal office | 53,4 | 32,1 | 4,2 | 10,3 | **100,0** |
| Home affairs | 29,8 | 39,7 | 16,6 | 13,9 | **100,0** |
| Library | 60,8 | 15,0 | 2,1 | 22,2 | **100,0** |
| Tribal authority | 6,9 | 2,5 | 0,7 | 89,9 | **100,0** |
| Financial services/banks | 66,7 | 26,0 | 3,9 | 3,4 | **100,0** |

Total excludes unspecified cases.

Table 7.8 shows the travel time by households to services and facilities. Most households who travelled to food or grocery shops (85,9%) travelled 15 minutes or less, followed by 9,8% who travelled between 16 and 30 minutes. More than eight in ten households lived within 30 minutes' travel time from other shops, religious institutions, medical services, a police station, municipal office and financial services/banks.

Services for which significant percentages of households have to travel more than an hour include a tribal authority (89,8%), library (22,2%) and welfare office (22,8%).

**Table 7.9: Mode of travel used to access service and public facilities, 2020**

| Mode | Service/facility (per cent within service category) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Food or grocery shop** | **Other shop** | **Religious institution** | **Medical service** | **Post office** | **Welfare office** | **Police station** | **Municipal office** | **Home Affairs** | **Library** | **Tribal authority** | **Financial services/ bank** |
| Walk | 63,8 | 19,0 | 49,1 | 36,6 | 22,4 | 18,8 | 28,7 | 25,5 | 13,4 | 42,0 | 4,2 | 24,0 |
| Train | 0,0 | * | 0,3 | 0,0 | 0,0 | 0,3 | * | 0,0 | 0,4 | * | * | * |
| Bus | 0,2 | 1,1 | 0,4 | 0,6 | 0,5 | 0,8 | 0,4 | 0,9 | 1,3 | 0,1 | 0,1 | 1,0 |
| Taxi | 7,2 | 37,7 | 8,0 | 20,9 | 27,3 | 29,2 | 24,7 | 28,3 | 37,2 | 12,6 | 3,1 | 35,4 |
| Car/bakkie/minibus | 3,0 | 5,0 | 4,6 | 4,9 | 4,2 | 3,4 | 3,8 | 4,1 | 3,3 | 2,1 | 0,6 | 4,5 |
| Car/bakkie passenger | 22,8 | 31,7 | 28,7 | 31,7 | 25,7 | 24,6 | 29,2 | 30,5 | 31,0 | 21,1 | 1,8 | 31,6 |
| Other modes | * | 0,5 | 0,4 | 0,2 | 0,4 | 0,4 | 0,6 | 0,4 | 0,4 | 0,3 | 0,4 | 0,5 |
| Do not need to get there | 2,7 | 5,0 | 8,1 | 4,9 | 19,2 | 22,3 | 12,5 | 10,1 | 12,9 | 21,5 | 89,0 | 2,9 |
| Cannot get there | 0,3 | 0,1 | 0,3 | 0,1 | 0,3 | 0,2 | 0,1 | 0,1 | 0,2 | 0,3 | 0,7 | 0,1 |
| **Total** | **100,0** | **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 7.9 shows that a significant proportion of households can walk to most of the facilities and services. More than three in five of Western Cape households walked to food or grocery shops (63,8%), while 49,1% walked to religious institutions, and 42,0% walked to library. Car/bakkie as a passenger were the second most used mode of travel to access these facilities and services. Nearly one third of households used a car/bakkie as a passenger to go to medical services (31,7%), while 30,5% used a car/bakkie as a passenger for visiting municipal offices and 28,7% travelled by car/bakkie as a passenger to access religious institutions.

The results further show that travelling by taxi was most likely to be used when visiting other shops (37,7%), financial services/banks (35,4%) and home affairs (37,2%). Travelling by bus, train and other modes of transport to reach the listed services and public facilities was used by an insignificant proportion of households.

## 7.4 Attitudes and perceptions about transport

The household section of the questionnaire dealt extensively with perceptions around transport and transport-related problems. These are summarised in Table 7.10. Additional questions that ask households about the factors that influence their choice of mode of travel were also included, and are covered in Table 7.11 and Table 7.12. In Table 7.13, the two main modes of travel for households are summarised.

**Table 7.10: Most important transport-related problems experienced by households, by district municipality, 2020**

| | District municipality (per cent within Western Cape) | | | | | | |
|---|---|---|---|---|---|---|---|
| **Transport-related problems** | **Cape Winelands** | **Central Karoo** | **City of Cape Town** | **Eden** | **Overberg** | **West Coast** | **Western Cape** |
| No transport problems | 4,4 | 41,6 | 6,7 | 27,3 | 16,6 | 26,6 | **10,2** |
| Poor condition of roads | 1,1 | 1,2 | 1,9 | 3,8 | 2,6 | 2,0 | **2,1** |
| Rude drivers | 6,9 | 0,5 | 4,4 | 3,2 | 1,1 | 3,7 | **4,4** |
| Overload | 2,5 | 0,5 | 2,9 | 3,8 | 0,9 | 0,5 | **2,7** |
| Congestion | 6,2 | * | 14,5 | 2,6 | 0,2 | 0,1 | **10,9** |
| Crime | 11,3 | 1,7 | 11,9 | 1,2 | 5,7 | 6,6 | **10,1** |
| Toll fees | * | 0,1 | * | * | * | * | **0,0** |
| Parking | 1,7 | * | * | 0,5 | 0,0 | 0,1 | **0,3** |
| Other | 0,5 | 2,3 | 1,6 | 5,0 | 12,4 | 12,0 | **2,8** |
| **Taxi** | | | | | | | |
| Taxis too expensive | 0,9 | 3,6 | 1,2 | 6,5 | 6,6 | 6,8 | **2,2** |
| Reckless driving by taxi drivers | 9,9 | 0,3 | 11,2 | 7,9 | 4,0 | 5,8 | **10,0** |
| No taxis at specific times | 3,9 | 1,0 | 0,6 | 6,1 | 1,3 | 3,1 | **1,7** |
| Taxis too far | 3,3 | 0,6 | 1,0 | 2,5 | 0,8 | 0,6 | **1,4** |
| No taxis available | 4,8 | 6,7 | 0,8 | 8,1 | 3,4 | 2,6 | **2,2** |
| **Bus** | | | | | | | |
| No buses available | 26,0 | 35,9 | 7,0 | 16,2 | 24,9 | 24,3 | **12,0** |
| No buses at specific times | 0,2 | 0,3 | 2,8 | 1,4 | 9,3 | 0,5 | **2,5** |
| Buses too far | 0,3 | 1,3 | 5,9 | 0,5 | 1,6 | 0,1 | **4,2** |
| Buses too expensive | * | 0,5 | 5,2 | 0,4 | 0,7 | 1,3 | **3,7** |
| Reckless driving by bus drivers | 1,2 | 0,1 | 1,4 | 0,9 | * | 0,6 | **1,2** |
| **Train** | | | | | | | |
| No trains available | 4,1 | 0,7 | 12,7 | 2,0 | 7,5 | 2,7 | **9,8** |
| Trains are not available | 6,0 | 0,3 | 3,9 | * | 0,3 | 0,1 | **3,4** |
| Trains too far | 2,0 | 0,2 | 2,4 | * | * | 0,0 | **1,9** |
| No trains at specific times | 3,0 | 0,3 | 0,2 | 0,1 | * | * | **0,5** |
| Trains too expensive | 0,1 | * | * | * | * | * | **0,0** |
| **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 7.10 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 more than ten per cent (10,2%) of households did not have transport-related problems. The most important problem mentioned provincially was the congestion (10,9%). Districts with the most complaints about the congestion were City of Cape Town (14,5%) and Cape Winelands (6,2%).

12 per cent of households said that the non-availability of buses in their district municipalities was their major problem, with Central Karoo having the highest percentage (35,9%), followed by Cape Winelands (26,0%). Reckless driving by taxi drivers (10,0%) was the main important problem mentioned in the province. City of Cape Town (11,2%) and Cape Winelands (9,9%) complained about reckless driving by taxi drivers as their main problem, followed by Eden (7,9%).

Crime was also mentioned as a problem by 10,1% of households in the province. The highest concerns about crimewere recorded in City of Cape Town (11,9%), followed by Cape Winelands (11,3%). Other problems that were mentioned included:

- No trains available (9,8%)
- Rude drivers (4,4%)
- Buses too far (4,2%)
- Overload (2,7%)

**Table 7.11: Factors influencing household's choice of mode of travel by district municipality, 2020**

| Factors influencing households choice of mode of travel | District municipality (per cent within district municipality) | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|
| | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | |
| Travel cost | 28,4 | 33,1 | 29,4 | 25,3 | 19,7 | 52,4 | **29,7** |
| Travel time | 11,3 | 2,5 | 15,7 | 7,9 | 12,0 | 9,8 | **13,7** |
| Flexibility | 6,3 | 15,3 | 10,5 | 17,1 | 27,9 | 18,2 | **12,0** |
| Reliability | 1,4 | 2,2 | 15,9 | 13,2 | 20,0 | 1,9 | **13,4** |
| Comfort | 3,6 | 34,8 | 18,4 | 22,8 | 13,9 | 5,1 | **16,6** |
| Distance from home to transport/accessibility | 14,2 | 1,3 | 2,3 | 8,6 | 0,7 | 1,8 | **4,2** |
| Safety from accidents | 17,6 | 0,5 | 0,9 | 1,5 | 2,6 | 4,4 | **3,0** |
| Security from crime | 15,2 | 3,3 | 5,3 | 1,4 | 1,7 | 2,1 | **5,6** |
| Drivers attitude | 1,7 | 0,0 | 0,1 | 1,0 | 0,4 | 1,1 | **0,4** |
| Timetable not available/ information inaccurate | * | * | 0,4 | 0,5 | * | * | **0,3** |
| Other | 0,4 | 7,0 | 1,0 | 0,7 | 1,0 | 3,3 | **1,1** |
| **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |

Other include: Timetable not available/ information not accurate

According to Table 7.11, travel costs (29,7%) and comfort (16,6%) were the biggest determinants of modal choice. Travel time was mentioned by 13,7%, while reliability and flexibility was mentioned by 13,4% and 12,0% of households respectively. Households in West Coast (52,4%) and Central Karoo (33,1%) cited that travel cost influenced their mode of transport, while 34,8% of households in Central Karoo and 22,8% in Eden were most concerned about comfort.

Flexibility as a factor influencing the household's mode of transport was more popular in Overberg (27,9%) and West Coast (18,2%). Other factors that influenced households' mode of transport were safety from crime (5,6%), accessibility (4,2%), safety from accidents (3,0%).

**Table 7.12: Most important factors influencing household's choice of mode of travel as selected by the household by district municipality and geographic location, 2020**

| District municipality | Factors prioritised | % of households within the province |
|---|---|---|
| Cape Winelands | Travel cost | 28,4 |
| | Safety from accidents | 17,6 |
| | Security from crime | 15,2 |
| Central Karoo | Comfort | 34,8 |
| | Travel cost | 33,1 |
| | Flexibility | 15,3 |
| City of Cape Town | Travel cost | 29,4 |
| | Comfort | 18,4 |
| | Reliability | 15,9 |
| Eden | Travel cost | 25,3 |
| | Comfort | 22,8 |
| | Flexibility | 17,1 |
| Overberg | Flexibility | 27,9 |
| | Reliability | 20,0 |
| | Travel cost | 19,7 |
| West Coast | Travel cost | 52,4 |
| | Flexibility | 18,2 |
| | Travel time | 9,8 |
| **Western Cape** | **Travel cost** | **29,7** |
| | **Comfort** | **16,6** |
| | **Travel time** | **13,7** |
| **Geographic location** | | |
| Urban | Travel cost | 30,1 |
| | Comfort | 16,8 |
| | Travel time | 13,9 |
| Rural | Distance from home to transport/accessibility | 25,2 |
| | Flexibility | 21,5 |
| | Travel cost | 14,2 |

Total used to calculate percentages excluded unspecified cases.

Table 7.12 compares the factors influencing households' choices of mode of travel. Travel costs came out on top in all districts, except for Central Karoo and Overberg. Comfort was another factor mentioned by households, with large percentages to be found in Central Karoo (34,8%) and Eden (22,8%).

In urban areas, travel cost, comfort and travel time were cited as main factors influencing modal choice, while in rural areas, the top three factors were distance from home to transport/accessibility, flexibility and travel cost.

**Figure 7.2: Most important factors influencing household's choice of mode of travel, 2013 and 2020**

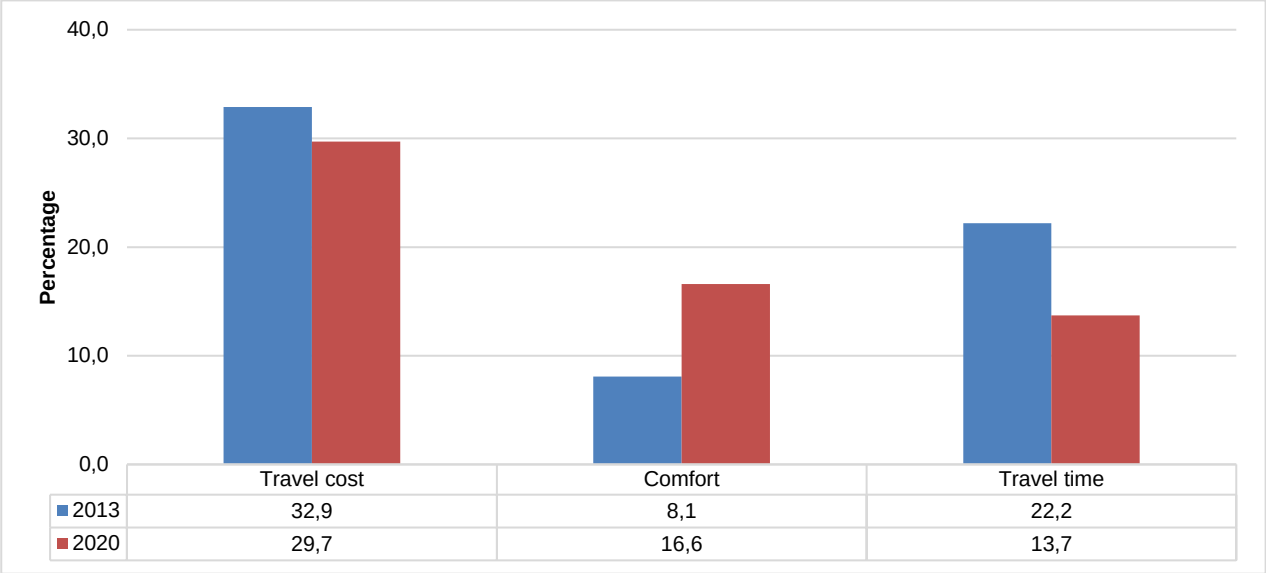



Figure 7.2 shows that travel cost and travel time remain the top two factors influencing the household's travel mode of choice. In 2013, 32,9% of households identified travel cost as the biggest determinant of modal choice, followed by travel time (22,2%) and lastly comfort (8,1%). In 2020, travel cost remained the biggest provincial priority (29,7%), while comfort was important to 16,6% of households and travel time was (13,7%).

**Table 7.13: Main modes of travel usually used by households by district municipality, 2020**

| Mode of travel | District municipality (per cent within district municipality) | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|
| | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | |
| Train | 2,7 | 0,6 | 4,0 | 0,3 | 0,8 | * | **3,1** |
| Bus | 1,0 | 8,1 | 10,7 | 6,8 | 5,3 | 1,4 | **8,5** |
| Taxi | 41,2 | 13,4 | 47,2 | 47,4 | 38,2 | 33,7 | **45,0** |
| Car/bakkie/truck driver | 33,6 | 33,5 | 32,4 | 27,7 | 38,3 | 32,9 | **32,4** |
| Car/bakkie/truck passenger | 12,2 | 9,0 | 3,7 | 13,2 | 9,7 | 9,8 | **6,3** |
| Walking all the way | 8,9 | 34,5 | 1,6 | 4,1 | 7,3 | 11,0 | **3,8** |
| Other | 0,5 | 1,0 | 0,4 | 0,4 | 0,4 | 11,3 | **1,0** |
| **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |

Other includes bicycle, scooter/motorcycle, animal drawn transport etc

Provincially, the four main modes of travel used by households were taxis (45,0%), private vehicle as the driver (32,4%), bus (8,5%) and private car as the passenger (6,3%). Approximately 50 per cent of household's in Eden (47,4%) tended to record higher percentages of households who indicated they used taxis as their main transport mode,followed by City of Cape Town (47,2%) and Overberg (38,2%).Travelling as a driver of a private vehicle was predominant in Overberg (38,3%), Cape Winelands (33,6%), and Central Karoo (33,5%).

## 7.5 Household use of public transport at a glance

**Table 7.14: Overview of household use of public transport during the month preceding the survey by district municipality, 2020**

| Location | | Mode of travel (per cent within province) | | | | | |
|---|---|---|---|---|---|---|---|
| | | Taxis | | Buses | | Trains | |
| **District municipality** | | **2013** | **2020** | **2013** | **2020** | **2013** | **2020** |
| Cape Winelands | Number | * | 95 | * | * | * | 9 |
| | Per cent | 44,3 | 89,9 | 5,1 | 1,7 | 11,9 | 8,4 |
| Central Karoo | Number | * | * | * | * | * | * |
| | Per cent | 10,1 | 40,3 | 5,5 | 57,4 | 5,5 | 2,3 |
| City of Cape Town | Number | * | 678 | * | 174 | * | 70 |
| | Per cent | 54,1 | 73,5 | 18,6 | 18,9 | 29,4 | 7,6 |
| Eden | Number | * | 104 | * | 17 | * | * |
| | Per cent | 66,0 | 86,2 | 7,3 | 13,8 | 1,1 | * |
| Overberg | Number | * | 25 | * | 4 | * | * |
| | Per cent | 27,0 | 86,8 | 7,0 | 13,2 | * | * |
| West Coast | Number | * | 35 | * | * | * | * |
| | Per cent | 32,5 | 97,3 | 9,7 | 2,7 | 3,3 | * |
| **Western Cape** | **Number** | ***** | **938** | ***** | **199** | ***** | **79** |
| | **Per cent** | **51,4** | **77,1** | **14,8** | **16,3** | **21,9** | **6,5** |
| **Geographic region** | | | | | | | |
| Urban | Number | * | 926 | * | 199 | * | 79 |
| | Per cent | * | 76,9 | * | 16,5 | 32,1 | 6,6 |
| Rural | Number | * | 13 | * | * | * | *. |
| | Per cent | * | 99,7 | * | 0,3 | * | *. |

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

Table 7.14 presents the 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. In 2020, more than three quarter of households in Western Cape used taxis (77,1%), followed by 16,3% of households who used buses and 6,5% who used trains. Households in West Coast (97,3%), Cape Winelands (89,9%),Overberg (86,8%) and Eden (86,2%) had the highest percentage of taxi usage as their mode of travel. More than half of households in Central Karoo (57,4%) indicated that they used buses as their mode of travel.Cape Winelands (8,4%) recorded the highest percentage of train usage as their mode of travel.

Almost every household in rural areas used taxi (99,7%), with an insignificant proportion using buses. In urban areas just above three quarters of households used taxis (16,5%) while only 6,6% used train.

## 7.6 Use of minibus taxis

**Table 7.15: Time taken to walk to the nearest taxi rank/route station by those who used taxis during the calendar month preceding the survey, 2020**

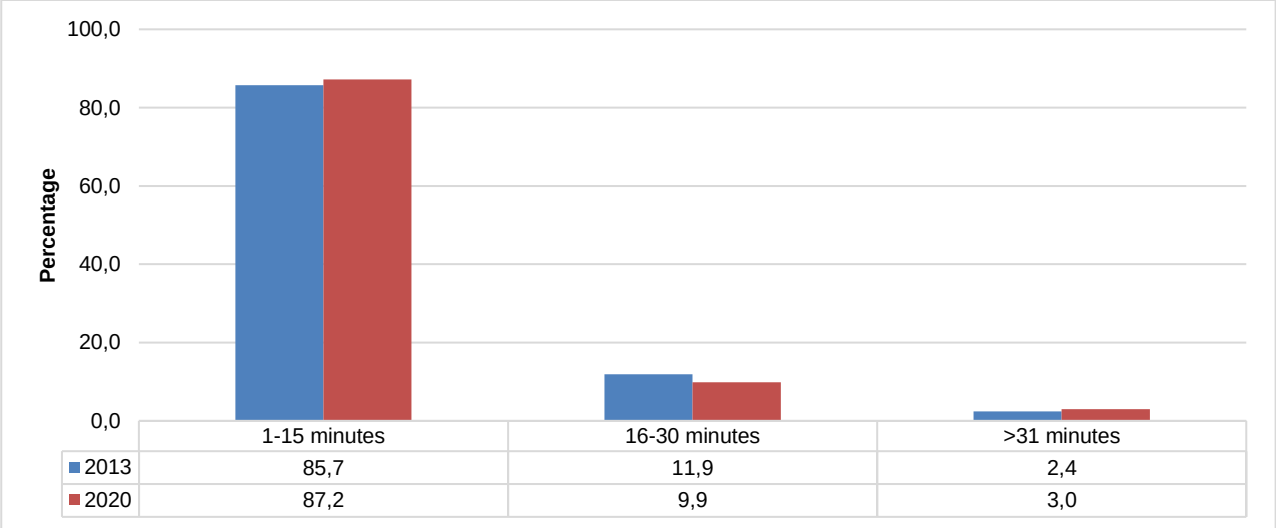
| District municipality | Time category (per cent within district municipality) | | | | Total |
|---|---|---|---|---|---|
| | 1- 15 mins | 16 - 30 min | 31 - 60 min | > 60 min | |
| Cape Winelands | 80,9 | 17,0 | 1,6 | 0,5 | **100,0** |
| Central Karoo | 25,6 | 31,7 | 39,5 | 3,3 | **100,0** |
| City of Cape Town | 88,7 | 8,7 | 2,7 | * | **100,0** |
| Eden | 84,0 | 9,4 | 6,5 | * | **100,0** |
| Overberg | 93,9 | 6,1 | * | * | **100,0** |
| West Coast | 75,8 | 22,9 | 1,4 | * | **100,0** |
| **Western Cape** | **87,2** | **9,9** | **2,9** | **0,1** | **100,0** |
| **Geographic location** | | | | | |
| Urban | 87,4 | 9,8 | 2,8 | 0,0 | **100,0** |
| Rural | 62,6 | 22,5 | 11,6 | 3,2 | **100,0** |

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

Households were asked to indicate the time it took them to walk to the nearest taxi rank/route from their dwelling unit. Provincially, most households walked for 15 minutes or less to their nearest taxi rank/route (87,2%). A further 9,9% of households walked 16–30 minutes and 2,9% walked between 31 and 60 minutes. Less than one per cent of the households walked more than an hour.

Of the households who walked up to 15 minutes to the taxi rank/route, Overberg had the highest proportion with 93,9%, followed by City of Cape Town (88,7%) and Eden (84,0%). Central Karoo and West Coast had the highest proportion of households that walked between 16 and 30 minutes, with 31,7% and 22,9% respectively. Central Karoo recorded the highest proportion of households who walked between 31 and 60 minutes to reach the nearest taxi rank/route.

**Figure 7.3: Time taken to walk to the nearest taxi rank/route station by those who used taxis during the calendar month preceding the survey, 2013 and 2020**




Households were asked to indicate the time it took them to walk to the nearest taxi rank/route from their dwelling unit. In 2020, most households walked for 15 minutes or less to their nearest taxi rank/route (87,2%). A further 9,9% of households walked 16–30 minutes. The percentage of households who only needed to walk 15 minutes or less to reach a taxi rank increased from 85,7% in 2013 to 87,2% in 2020. Similarly, the proportion of households who had to walk 31 minutes or more increased slightly from 2,4% in 2013 to 3,0% in 2020.

**Table 7.16: Reasons for not having used minibus taxis in the calendar month preceding the survey by district municipality, 2013 and 2020**

| Year | Percentage of non-users | District municipality (per cent within district municipality, all reasons combined) | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|---|
| | | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | |
| 2013 | Not available | 8,8 | 15,3 | 4,1 | 16,6 | 20,2 | 16,5 | **7,7** |
| | Prefer train | 0,3 | 1,0 | 2,4 | * | * | 0,4 | **1,7** |
| | Prefer bus | 0,1 | 1,3 | 2,2 | 0,4 | 0,8 | 0,7 | **1,6** |
| | Prefer private transport | 31,4 | 15,7 | 37,1 | 39,3 | 27,9 | 31,5 | **34,8** |
| | Can walk | 14,8 | 23,2 | 7,0 | 11,4 | 12,9 | 20,9 | **10,1** |
| | Don't travel much | 5,8 | 12,9 | 5,5 | 7,3 | 6,0 | 8,5 | **6,0** |
| | Reasons relating to service attributes | 36,0 | 30,6 | 40,0 | 22,4 | 31,6 | 20,3 | **36,3** |
| | Other reasons | 2,9 | * | 1,7 | 2,5 | 0,7 | 1,1 | **1,8** |
| | **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |
| 2020 | Not available | 14,5 | 56,6 | 1,3 | 27,1 | 13,9 | 10,6 | **8,1** |
| | Prefer train | 0,0 | * | 0,3 | * | 0,2 | 0,1 | **0,2** |
| | Prefer bus | * | * | 3,4 | 4,5 | 2,0 | 0,1 | **2,7** |
| | Prefer private transport | 31,8 | 9,4 | 37,6 | 32,1 | 26,6 | 28,2 | **34,4** |
| | Can walk | 7,7 | 5,0 | 3,3 | 8,8 | 14,0 | 4,5 | **5,3** |
| | Don't travel much | 1,7 | 4,6 | 7,4 | 5,2 | 4,7 | 4,5 | **6,1** |
| | Reasons relating to service attributes | 43,6 | 22,7 | 45,2 | 18,5 | 30,9 | 39,0 | **40,3** |
| | Other reasons | 0,7 | 1,8 | 1,5 | 3,8 | 7,6 | 12,9 | **2,9** |
| | **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |

*Unweighted number of 3 and below are too small to provide reliable estimates.
Other reasons include taxis too expensive, too much crime, taxis too crowded, accidents, reckless drivers etc.

Provincially in 2013 and 2020, the main top two reasons for not using minibus taxis were private transport preference and reasons relating to service attributes. Most district municipalities followed the provincial trends where persons indicated preferring private transport and reasons related to service attributes as their main reasons for not using minibus taxis. In Central Karoo, most people indicated reasons related to service attributes (30,6%) as the main reason in 2013; however, in 2020, ‘non-availability’ were the main reason indicated (56,6%).

**Table 7.17: Reasons for not having used minibus taxis in the calendar month preceding the survey by district municipality, 2020**

| Indicator | Statistics ('000) | District municipality (per cent within district municipality) | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|---|
| | | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | |
| Not available | Number | 26 | 16 | 12 | 46 | 15 | 12 | **127** |
| | Per cent | 14,5 | 56,6 | 1,3 | 27,1 | 13,9 | 10,6 | **8,1** |
| Prefer train | Number | * | * | * | * | * | *. | ***** |
| | Per cent | * | * | 0,3 | * | * | *. | **0,2** |
| Prefer bus | Number | * | * | 33 | 8 | * | * | **43** |
| | Per cent | * | * | 3,4 | 4,5 | 2,0 | 0,1 | **2,7** |
| Prefer private transport | Number | 56 | * | 362 | 54 | 29 | 32 | **537** |
| | Per cent | 31,8 | 9,4 | 37,6 | 32,1 | 26,6 | 28,2 | **34,4** |
| Can walk | Number | 14 | * | 32 | 15 | 15 | 5 | **82** |
| | Per cent | 7,7 | 5,0 | 3,3 | 8,8 | 14,0 | 4,5 | **5,3** |
| Do not travel much | Number | * | * | 71 | 9 | 5 | 5 | **95** |
| | Per cent | 1,7 | 4,6 | 7,4 | 5,2 | 4,7 | 4,5 | **6,1** |
| Reasons relating to service attributes | Number | 77 | 6 | 436 | 31 | 34 | 45 | **629** |
| | Per cent | 43,6 | 22,7 | 45,2 | 18,5 | 30,9 | 39,0 | **40,3** |
| Other | Number | * | * | 14 | 6 | 8 | 15 | **45** |
| | Per cent | 0,7 | 1,8 | 1,5 | 3,8 | 7,6 | 12,9 | **2,9** |
| **Total** | **Number** | **177** | **28** | **963** | **169** | **109** | **115** | **1 562** |
| | **Per cent** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |

*Unweighted number of 3 and below are too small to provide reliable estimates.
Other reasons include taxis too expensive, too much crime, taxis too crowded, accidents, reckless drivers etc.

Preference of private transport (34,4%) was the most cited reason for not using minibus taxis in the calendar month preceding the survey, followed by reasons relating to service attributes (40,3%) and non-availability (8,1%). The district municipalities with the highest proportion of households who mentioned preferring private transport were City of Cape Town (37,6%), Eden (32,1%) and Cape Winelands (31,8%). Preferring to travel by train was the least reason to be indicated as a reason for not using minibus taxis.

**Table 7.18: Dissatisfaction levels with minibus taxi services by district municipality, 2020**

| Attributes of the minibus taxi service | District municipality (per cent across district municipality) | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|
| | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | |
| The distance between the taxi rank/route and your home | 14,6 | 0,0 | 63,6 | 19,7 | 0,8 | 1,3 | **100,0** |
| The travel time by taxi | 14,5 | 0,0 | 61,7 | 20,6 | 0,8 | 2,4 | **100,0** |
| Security on the walk to/from the taxi rank | 7,5 | 0,0 | 82,0 | 7,7 | 1,3 | 1,5 | **100,0** |
| Security at the taxi rank | 9,6 | 0,0 | 78,1 | 8,0 | 2,0 | 2,3 | **100,0** |
| Security on the taxis | 9,8 | 0,0 | 77,4 | 8,1 | 2,3 | 2,4 | **100,0** |
| The level of crowding in the taxis | 12,3 | 0,0 | 76,7 | 9,8 | 0,3 | 0,8 | **100,0** |
| Safety from accident | 11,8 | 0,0 | 77,5 | 9,3 | 0,5 | 0,9 | **100,0** |
| The frequency of taxi during peak period | 19,1 | 0,1 | 58,8 | 16,6 | 1,2 | 4,1 | **100,0** |
| The frequency of taxi during off-peak period | 16,9 | 0,1 | 55,9 | 23,7 | 0,9 | 2,5 | **100,0** |
| The waiting time for taxi | 18,1 | 0,1 | 58,4 | 18,9 | 1,0 | 3,6 | **100,0** |
| The taxi fare | 9,6 | 0,0 | 71,8 | 12,4 | 0,7 | 5,5 | **100,0** |
| The facilities at the taxi rank, e.g. shelters | 7,0 | 0,0 | 78,4 | 10,6 | 0,5 | 3,5 | **100,0** |
| Roadworthiness of taxis | 13,2 | 0,0 | 72,1 | 13,2 | 0,3 | 1,2 | **100,0** |
| Behaviour of the taxi drivers towards passengers | 9,3 | 0,0 | 82,5 | 7,5 | * | 0,7 | **100,0** |
| The taxi service overall | 11,1 | 0,0 | 76,1 | 11,3 | * | 1,5 | **100,0** |
| **Attributes of the minibus taxi service** | **District municipality (per cent within district municipality)** | | | | | | **Western Cape** |
| | **Cape Winelands** | **Central Karoo** | **City of Cape Town** | **Eden** | **Overberg** | **West Coast** | |
| The distance between the taxi rank/route and your home | 19,1 | 10,0 | 14,5 | 27,2 | 4,0 | 6,9 | **17,9** |
| The travel time by taxi | 27,0 | 3,3 | 14,0 | 27,7 | 4,0 | 11,0 | **20,6** |
| Security on the walk to/from the taxi rank | 32,1 | 6,7 | 51,8 | 32,9 | 23,0 | 22,8 | **35,0** |
| Security at the taxi rank | 35,8 | 10,0 | 37,8 | 27,9 | 24,0 | 24,1 | **31,7** |
| Security on the taxis | 29,8 | 3,3 | 33,4 | 24,9 | 24,0 | 23,4 | **27,8** |
| The level of crowding in the taxis | 56,1 | 3,3 | 47,1 | 38,0 | 3,0 | 11,0 | **40,2** |
| Safety from accident | 46,7 | 10,0 | 42,2 | 32,4 | 7,0 | 11,0 | **35,0** |
| The frequency of taxi during peak period | 30,6 | 13,3 | 11,0 | 21,6 | 5,0 | 15,2 | **20,0** |
| The frequency of taxi during off-peak period | 36,4 | 13,3 | 14,8 | 39,4 | 5,0 | 13,1 | **27,4** |
| The waiting time for taxi | 39,2 | 16,7 | 14,8 | 29,1 | 5,0 | 21,4 | **26,2** |
| The taxi fare | 26,3 | 3,3 | 24,7 | 26,3 | 4,0 | 32,4 | **24,6** |
| The facilities at the taxi rank, e.g. shelters | 46,9 | 10,0 | 61,4 | 54,0 | 9,0 | 58,6 | **50,2** |
| Roadworthiness of taxis | 34,9 | 10,0 | 27,1 | 32,6 | 3,0 | 9,0 | **27,4** |
| Behaviour of the taxi drivers towards passengers | 37,7 | 6,7 | 46,0 | 26,3 | * | 9,7 | **30,8** |
| The taxi service overall | 29,8 | 6,7 | 26,3 | 25,8 | * | 12,4 | **23,8** |

Respondents could select more than one attribute.
The total used to calculate percentages excluded unspecified cases.

Table 7.18 presents the level of dissatisfaction with the minibus taxi services in the province. The highest proportions of households were dissatisfied with facilities at the taxi rank, e.g. shelters (50,2%), the level of crowding in the taxis (40,2%) and security on the walk to/from the taxi rank (35,0%). Other services such as behaviour of the taxi drivers towards passengers (30,8%) and safety from accident (35,0%) also contributed significantly to the dissatisfaction levels of households. Almost three in five households in West Coast (58,6%) were dissatisfied with the facilities at the taxi rank, followed by those who were dissatisfied with the taxi fare (32,4%) and the security at the taxi rank (24,1%).

**Table 7.19: Dissatisfaction levels with minibus taxi services by district municipality, 2013 and 2020**

| Attributes of the minibus taxi service | Western Cape (per cent within WC) | |
|---|---|---|
| | 2013 | 2020 |
| **Dissatisfaction** | | |
| The facilities at the taxi rank, e.g. shelters | 45,7 | 50,2 |
| The level of crowding in the taxis | 50,3 | 40,2 |
| Security on the walk to/from the taxi rank | 44,2 | 35,0 |
| Safety from accident | 51,9 | 35,0 |
| Security at the taxi rank | 37,0 | 31,7 |
| Behaviour of the taxi drivers towards passengers | 50,6 | 30,8 |
| Security on the taxis | 39,3 | 27,8 |
| The frequency of taxi during off-peak period | 25,1 | 27,4 |
| Roadworthiness of taxis | 48,8 | 27,4 |
| The waiting time for taxi | 24,9 | 26,2 |
| The taxi fare | 45,8 | 24,6 |
| The taxi service overall | 41,3 | 23,8 |
| The travel time by taxi | 15,7 | 20,6 |
| The frequency of taxi during peak period | 22,8 | 20,0 |
| The distance between the taxi rank/route and your home | 16,2 | 17,9 |

The total used to calculate percentages excluded unspecified cases.

Table 7.19 shows the comparison of dissatisfaction level with minibus taxi services between 2013 and 2020. Facilities at the taxi rank was the highest reason indicated for dissatisfaction with minibus taxi services (50,2%), followed by the level of crowding (40,2%) and both safety from accidents and security on the walk to/from the rank (both at 35,0%).

## 7.7 Use of buses

**Table 7.20: Time taken to walk to the nearest bus stop/station by those who travelled by bus during the calendar month preceding the survey, 2020**

| District municipality | Time is taken to walk to the nearest bus stop/station (per cent within district municipality) | | | | |
|---|---|---|---|---|---|
| | Up to 15 minutes | 16–30 minutes | 31–45 minutes | 46–60 minutes | Total |
| Cape Winelands | 61,6 | 25,3 | 5,6 | 7,6 | **100,0** |
| Central Karoo | 62,1 | 16,7 | 7,6 | 13,6 | **100,0** |
| City of Cape Town | 76,8 | 18,1 | 3,2 | 1,9 | **100,0** |
| Eden | 96,7 | 3,3 | * | * | **100,0** |
| Overberg | 95,8 | 4,2 | * | * | **100,0** |
| West Coast | 82,1 | 11,4 | 6,5 | * | **100,0** |
| **Western Cape** | **77,5** | **17,4** | **3,1** | **1,9** | **100,0** |

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

Table 7.20 shows the time taken to walk to the nearest bus stop/station by those who used buses during the calendar month preceding the survey. Nationally, the majority of those who travelled by bus (77,5%) reached their nearest bus station within 15 minutes, and 17,4% took 16 to 30 minutes walking to the bus stop, while 3,1% took between 31 and 45 minutes, and only 1,9% of households indicated that they walked close to an hour to reach a bus station.

Amongst the persons walking less than 15 minutes to the nearest bus station, Eden (96,7%) and Overberg (95,8%) were the most significant contributors. Households in the Central Karoo were more likely than any other province to walk close to an hour to reach a bus station (13,6%), followed by Cape Winelands (7,6%).

**Figure 7.4: Time taken to walk to the nearest bus stop/station by those who travelled by bus during the calendar month preceding the survey, 2013 and 2020**

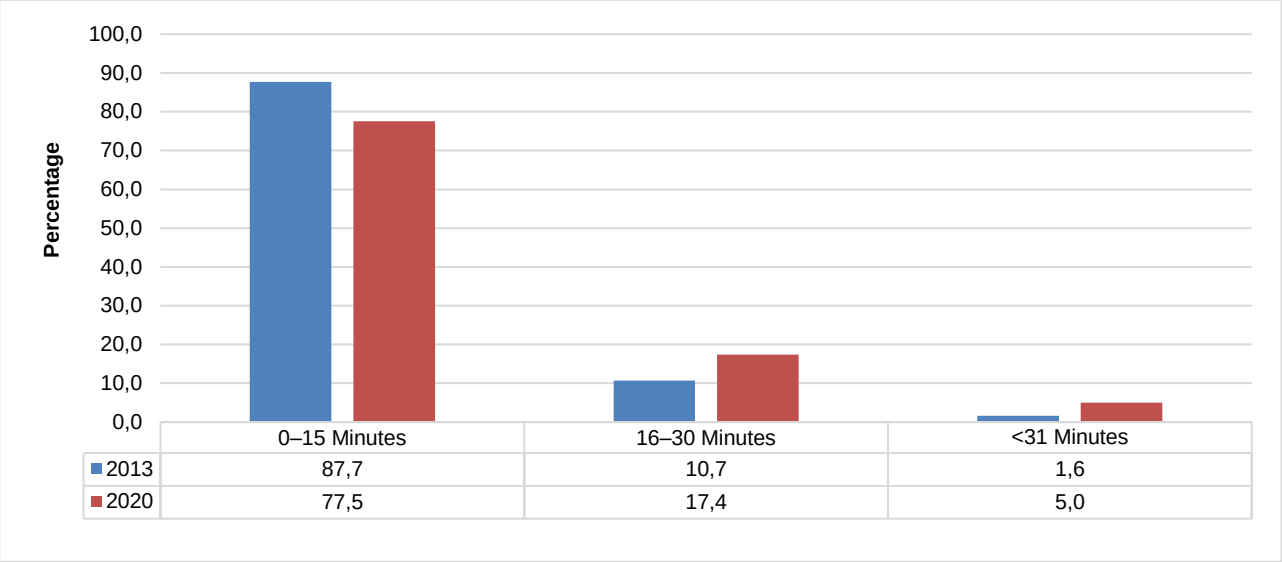



Figure 7.4 compares the time taken to walk to the nearest bus stop/station by those who travelled by bus in 2013 and 2020. The graph shows that the years 2013 and 2020 had a similar distribution of the time taken to walk to the nearest bus stop/station by those who travelled by bus.

The proportion of people who walked between one to 15 minutes to the bus stop/station decreased from 87,7% in 2013 to 77,5% in 2020. Those who walked between 16 to 30 minutes increased from 10,7% in 2013 to 17,4% in 2020. A notable increase was observed among those who walked more than 3 minutes (1,6%in 2013 to 5,0% in 2020).

**Table 7.21: Reasons for not having used buses in the calendar month preceding the survey by district municipality, 2013 and 2020**

| Year | Reasons | District municipality (per cent within province, all reasons combined) | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|---|
| | | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | |
| 2013 | Not available | 34,1 | 24,7 | 11,2 | 53,8 | 41,9 | 38,8 | **21,3** |
| | Prefer train | 10,1 | 2,6 | 10,3 | 10,5 | 2,3 | 8,1 | **9,7** |
| | Prefer taxi | 0,9 | 0,4 | 3,5 | 0,2 | * | 0,2 | **2,4** |
| | Prefer private transport | 18,6 | 18,1 | 22,3 | 9,7 | 20,5 | 20,7 | **20,5** |
| | Can walk | 13,4 | 20,8 | 6,1 | 3,7 | 15,5 | 13,6 | **8,0** |
| | Don't travel much | 4,4 | 16,2 | 5,8 | 12,2 | 4,4 | 4,2 | **6,1** |
| | Reasons relating to service attributes | 18,0 | 17,3 | 39,9 | 9,0 | 14,9 | 14,0 | **31,2** |
| | Other | 0,6 | * | 0,9 | 0,8 | 0,5 | 0,5 | **0,8** |
| | **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | 100,0 |
| 2020 | Not available | 49,0 | 49,6 | 13,5 | 52,9 | 45,9 | 40,6 | **26,1** |
| | Prefer taxi | 9,6 | 14,3 | 9,3 | 5,1 | 10,2 | 7,2 | **8,8** |
| | Prefer train | 0,3 | 0,2 | 0,2 | 0,0 | . | 0,1 | **0,2** |
| | Prefer private transport | 16,2 | 10,7 | 22,5 | 14,6 | 16,3 | 19,1 | **20,2** |
| | Can walk | 4,4 | 3,4 | 2,9 | 5,9 | 7,0 | 2,7 | **3,6** |
| | Don't travel much | 1,1 | 6,7 | 5,2 | 6,3 | 2,1 | 11,1 | **5,0** |
| | Reasons relating to service attributes | 15,7 | 12,8 | 44,9 | 3,7 | 14,2 | 8,3 | **32,5** |
| | Other | 3,7 | 2,4 | 1,4 | 11,5 | 4,4 | 10,8 | **3,6** |
| | **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | 100,0 |

Other includes buses too expensive, buses too crowded, buses are always late, etc.

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

Table 7.21 summarises the main reasons buses were not used in 2013 and 2020 during the calendar month preceding the survey. In 2013, provincially, reasons related to service attributes and non-availability of buses were the top two main reasons cited for not using buses. The same picture was observed in 2020; provincially, reasons related to service attributes and non-availability of buses remained the top two main reasons cited for not using buses.

**Table 7.22: Dissatisfaction with bus services by district municipality, 2020**

| Attributes of the bus service | District municipality (per cent across district municipality) | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|
| | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | |
| The distance between the bus stop and your home | 0,7 | 0,4 | 87,2 | 11,7 | * | * | **100,0** |
| The travel time by bus | 0,2 | 0,0 | 87,7 | 12,0 | * | * | **100,0** |
| Security on the walk to/from the bus stop | 0,1 | * | 95,0 | 4,1 | 0,3 | 0,5 | **100,0** |
| Security at the bus stop | * | * | 93,9 | 5,4 | 0,3 | 0,4 | **100,0** |
| Security on the buses | * | * | 94,0 | 4,8 | 0,6 | 0,6 | **100,0** |
| The level of crowding in the bus | * | 0,3 | 88,9 | 10,8 | * | * | **100,0** |
| Safety from accidents | * | 0,2 | 85,2 | 13,6 | 1,0 | * | **100,0** |
| The frequency of buses during peak period | * | * | 81,1 | 18,9 | * | * | **100,0** |
| The frequency of buses during off-peak period | * | * | 91,4 | 8,6 | * | * | **100,0** |
| The punctuality of buses | * | * | 82,4 | 17,6 | * | * | **100,0** |
| The bus fares | * | * | 84,4 | 13,5 | 0,8 | 1,2 | **100,0** |
| The facilities at the bus stop, e.g. toilets, offices | 0,2 | 0,2 | 90,7 | 8,7 | 0,1 | * | **100,0** |
| Behaviour of the bus drivers towards passengers | * | 0,6 | 79,1 | 20,3 | * | * | **100,0** |
| The bus service overall | * | * | 52,6 | 47,4 | * | * | **100,0** |
| Availability of information | 0,3 | * | 86,9 | 12,5 | 0,3 | * | **100,0** |
| **Attributes of the bus service** | **District municipality (per cent within district municipality)** | | | | | | **Western Cape** |
| | **Cape Winelands** | **Central Karoo** | **City of Cape Town** | **Eden** | **Overberg** | **West Coast** | |
| The distance between the bus stop and your home | 28,6 | 7,1 | 15,0 | 19,2 | * | * | **14,5** |
| The travel time by bus | 14,3 | 7,1 | 25,0 | 28,8 | * | * | **21,5** |
| Security on the walk to/from the bus stop | 14,3 | * | 51,3 | 26,9 | 12,5 | 33,3 | **34,3** |
| Security at the bus stop | * | * | 51,3 | 38,5 | 12,5 | 33,3 | **37,2** |
| Security on the buses | * | * | 38,8 | 9,6 | 18,8 | 33,3 | **23,3** |
| The level of crowding in the bus | * | 14,3 | 30,0 | 40,4 | * | * | **27,3** |
| Safety from accidents | * | 7,1 | 5,0 | 15,4 | 6,3 | * | **8,1** |
| The frequency of buses during peak period | * | * | 16,3 | 26,9 | * | * | **15,7** |
| The frequency of buses during off-peak period | * | * | 32,5 | 26,9 | * | * | **23,3** |
| The punctuality of buses | * | * | 26,3 | 55,8 | * | * | **29,1** |
| The bus fares | * | * | 21,3 | 36,5 | 12,5 | 33,3 | **22,7** |
| The facilities at the bus stop, e.g. toilets, offices | 28,6 | 21,4 | 63,8 | 57,7 | 6,3 | * | **50,6** |
| Behaviour of the bus drivers towards passengers | * | 7,1 | 10,0 | 19,2 | * | * | **11,0** |
| Availability of information | * | * | 5,0 | 21,2 | * | * | **8,7** |
| The bus service overall | 14,3 | * | 30,0 | 34,6 | 6,3 | * | **25,6** |

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

Respondents could select more than one attribute.

Table 7.22 shows that 50,6% of households in the province were dissatisfied with the facilities at the bus stop, e.g. toilets, offices, followed by the security at the bus stop (37,2%) and security on the walk to/from the bus stop (34,3%). Security on the buses also appeared to be one of the concerns with 23,3% of households. City of Cape Town had the highest percentage of households who said that facilities at the bus stop was their biggest concern (90,7%), followed by residents in Eden with 8,7%. The security on the buses and the security on the walk to/from the bus stop was a major stumbling block in City of Cape Town (both at 51,3%).

**Table 7.23: Dissatisfaction with bus services by province, 2013 and 2020**

| | WC (per cent within WC) | |
|---|---|---|
| **Attributes of the bus service** | **2013** | **2020** |
| **Dissatisfaction** | | |
| The facilities at the bus stop, e.g. toilets, offices | 45,9 | 50,6 |
| Security at the bus stop | 46,7 | 37,2 |
| Security on the walk to/from the bus stop | 43,7 | 34,3 |
| The punctuality of buses | 27,0 | 29,1 |
| The level of crowding in the bus | 37,6 | 27,3 |
| Availability of information | 30,4 | 25,6 |
| Security on the buses | 32,6 | 23,3 |
| The frequency of buses during off-peak period | 30,6 | 23,3 |
| The bus fares | 42,1 | 22,7 |
| The travel time by bus | 22,3 | 21,5 |
| The frequency of buses during peak period | 23,4 | 15,7 |
| The distance between the bus stop and your home | 17,7 | 14,5 |
| Behaviour of the bus drivers towards passengers | 20,1 | 11,0 |
| The bus service overall | 26,0 | 8,7 |
| Safety from accidents | 30,2 | 8,1 |

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

In 2020, households were mostly dissatisfied with the facilities at the bus stop (50,6%), the security at the bus stop (37,2%) and security on the walk to/from the bus stop (34,3%). The majority of households indicate dissatisfaction on the waiting time for bus (29,1%) followed by the level of crowding in the bus (27,3%). Less than ten per cent (8,7%) of households were dissatisfied with the overall bus service.

## 7.8 Use of trains

**Table 7.24: 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, 2020**

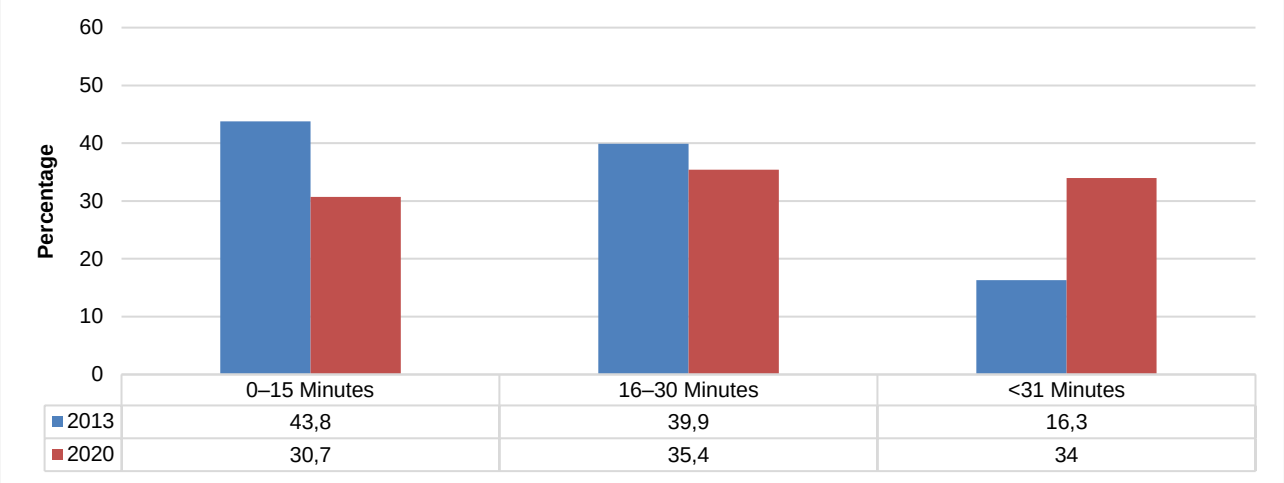
| | Time taken to walk to the nearest train station (per cent within district municipality) | | | | |
|---|---|---|---|---|---|
| **District municipality** | **Up to 15 minutes** | **16–30 minutes** | **31–45 minutes** | **46–60 minutes** | **Total** |
| Cape Winelands | 19,4 | 31,4 | 39,8 | 9,4 | **100,0** |
| Central Karoo | 28,6 | 29,3 | 30,6 | 11,5 | **100,0** |
| City of Cape Town | 31,8 | 36,4 | 28,6 | 3,1 | **100,0** |
| Eden | 100,0 | * | * | * | **100,0** |
| Overberg | 100,0 | * | * | * | **100,0** |
| West Coast | 18,2 | 21,5 | 60,3 | * | **100,0** |
| **Western Cape** | **30,7** | **35,4** | **30,0** | **4,0** | **100,0** |

The total used to calculate percentages excluded unspecified cases.

Time taken for households to walk to the nearest passenger train station is summarised in Table 7.24. The majority (35,4%) of households took 16 to 30 minutes to walk to the nearest passenger train station, followed by 34,0% that indicated that they walked between thirty-one to sixty minutes to reach the nearest passenger train station. Approximately 30,7% of all households walked less than 15 minutes to the nearest passenger train station.

City of Cape Town recorded the highest percentage of households who walked less than 15 minutes (31,8%) compared to Central Karoo (28,6%) and Cape Winelands (19,4%). West Coast had the highest percentage of households who walked more than 30 minutes compared to others.

**Figure 7.5: Time taken to walk to the nearest train station by those who used trains during the calendar month preceding the survey, 2013 and 2020**




The time taken for households to walk to the nearest passenger train station is summarised in Figure 7.5. Proportion of persons who took more than 30 minutes to walk to the nearest passenger train station in 2013 was doubled in 2020, from 16,3% in 2013 to 34,0% in 2020. There was a notable decrease among those who walked less than 15 minutes to the nearest passenger train station.

**Table 7.25: Reasons for not having used trains during the past month by district municipality, 2013 and 2020**

| Year | Reason | District municipality (per cent within province, all reasons combined) | | | | | | Western Cape |
|---|---|---|---|---|---|---|---|---|
| | | Cape Winelands | Central Karoo | City of Cape Town | Eden | Overberg | West Coast | |
| 2013 | Not available | 16,0 | 20,2 | 14,1 | 71,6 | 52,0 | 47,2 | **24,2** |
| | Prefer bus | 0,3 | 1,9 | 1,9 | 1,0 | 0,1 | 0,7 | **1,4** |
| | Prefer taxi | 9,6 | 1,2 | 7,7 | 5,9 | 3,4 | 9,5 | **7,6** |
| | Prefer private transport | 20,3 | 16,6 | 23,6 | 5,6 | 19,5 | 19,7 | **20,8** |
| | Can walk | 14,0 | 5,5 | 5,1 | 4,3 | 13,8 | 10,1 | **7,2** |
| | Don't travel much | 6,0 | 26,7 | 6,8 | 8,2 | 4,2 | 4,0 | **6,8** |
| | Reasons relating to service attributes | 32,8 | 27,6 | 39,4 | 3,3 | 6,8 | 8,3 | **31,0** |
| | Other | 1,1 | 0,3 | 1,4 | 0,2 | 0,1 | 0,4 | **1,1** |
| | **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |
| 2020 | Not available | 27,4 | 38,8 | 27,1 | 56,6 | 56,1 | 38,2 | **32,8** |
| | Prefer bus | 0,1 | 0,3 | 1,2 | 2,0 | 1,6 | * | **1,1** |
| | Prefer taxi | 5,5 | 14,8 | 8,0 | 4,0 | 11,1 | 8,1 | **7,5** |
| | Prefer private transport | 15,5 | 9,2 | 18,7 | 14,3 | 14,6 | 19,2 | **17,6** |
| | Can walk | 3,4 | 3,3 | 1,5 | 5,5 | 4,8 | 4,6 | **2,6** |
| | Don't travel much | 1,2 | 11,2 | 3,5 | 5,5 | 2,0 | 9,8 | **3,8** |
| | Reasons relating to service attributes | 46,2 | 21,1 | 36,9 | 1,8 | 5,1 | 10,8 | **30,6** |
| | Other | 0,8 | 1,2 | 3,0 | 10,3 | 4,6 | 9,3 | **4,0** |
| | **Total** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** | **100,0** |

The total used to calculate percentages excluded unspecified cases.

Table 7.25 summarises the main reasons that trains were not used during the past calendar month as found in the 2013 and 2020 surveys. In 2013, reason related to service attributes (31,0%) was cited as the most common reason for not using trains followed by non-availability of trains, while in 2020 it is the other way round, non-availability of train services (32,8%) was the most common main reason for not using trains followed by reason related to service attributes (30,6%). The 3rd most common reason indicated for not using trains with a decrease of 3,2% between 2013 and 2020 is preference of private transport. About 46 per cent (46,2%) of households in Cape Winelands did not use trains because of service attributes. More than half of households in Eden (56,6%) and Overberg (56,1%) indicated that trains not being available was the reason for not using trains.

**Table 7.26: Dissatisfaction with train services by province, 2020**

| | Province (per cent across province) | | |
|---|---|---|---|
| **Attributes of the train service** | **Cape Winelands** | **City of Cape Town** | **Western Cape** |
| **Dissatisfaction** | | | |
| The distance between the train station and your home | 8,1 | 91,9 | **100,0** |
| The travel time by train | 11,6 | 88,4 | **100,0** |
| Security on the walk to/from the train station | 10,6 | 89,4 | **100,0** |
| Security at the train station | 13,5 | 86,5 | **100,0** |
| Security on the train | 11,6 | 88,4 | **100,0** |
| The level of crowding in the train | 11,5 | 88,5 | **100,0** |
| Safety from accident in the train | 17,4 | 82,6 | **100,0** |
| The frequency of train during peak period | 11,2 | 88,8 | **100,0** |
| The frequency of train during off-peak period | 11,3 | 88,7 | **100,0** |
| The waiting time for train | 11,1 | 88,9 | **100,0** |
| The train fare | 35,7 | 64,3 | **100,0** |
| The facilities at the train station, e.g. toilets, offices | 17,6 | 82,4 | **100,0** |
| The train service overall | 13,1 | 86,9 | **100,0** |
| | **Province (per cent within province)** | | |
| **Attributes of the train service** | **Cape Winelands** | **City of Cape Town** | **Western Cape** |
| **Dissatisfaction** | | | |
| The distance between the train station and your home | 45,2 | 65,9 | **55,4** |
| The travel time by train | 81,0 | 87,8 | **84,3** |
| Security on the walk to/from the train station | 78,6 | 87,8 | **83,1** |
| Security at the train station | 81,0 | 70,7 | **75,9** |
| Security on the train | 78,6 | 75,6 | **77,1** |
| The level of crowding in the train | 92,9 | 87,8 | **90,4** |
| Safety from accident in the train | 81,0 | 41,5 | **61,4** |
| The frequency of train during peak period | 88,1 | 92,7 | **90,4** |
| The frequency of train during off-peak period | 90,5 | 95,1 | **92,8** |
| The waiting time for train | 85,7 | 95,1 | **90,4** |
| The train fare | 33,3 | 7,3 | **20,5** |
| The facilities at the train station, e.g. toilets, offices | 88,1 | 51,2 | **69,9** |
| The train service overall | 85,7 | 80,5 | **83,1** |

The total used to calculate percentages excluded unspecified cases.

The frequency of trains during off-peak periods (92,8%), the waiting time of trains (90,4%) and the frequency of trains during peak periods (90,4%) were the attributes most likely to elicit dissatisfaction amongst train users. Comparisons between district municipalities indicate that the frequency of train during off-peak period was most important in the both district municipalities, followed by the frequency of train during peak period (9,9%). The train fare was not the great cause of distress in both district municipalities.

**Table 7.27: Dissatisfaction with train services by province, 2013 and 2020**

| Attributes of the train service | WC (per cent within WC) | |
|---|---|---|
| | 2013 | 2020 |
| **Dissatisfaction** | | |
| The frequency of trains during off-peak period | 48,0 | 92,8 |
| The level of crowding in the train | 80,1 | 90,4 |
| The frequency of trains during peak period | 39,6 | 90,4 |
| The punctuality of trains | 60,6 | 90,4 |
| The travel time by train | 35,4 | 84,3 |
| Security on the walk to/from the train station | 65,2 | 83,1 |
| The train service overall | 48,7 | 83,1 |
| Security on the trains | 52,9 | 77,1 |
| Security at the train station | 33,6 | 75,9 |
| The facilities at the train station, e.g. toilets, offices | 54,2 | 69,9 |
| Safety from accidents | 26,7 | 61,4 |
| The distance between the train station and your home | 43,3 | 55,4 |
| The train fares | 26,8 | 20,5 |

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

In 2020, the frequency of train during off-peak period (92,8%) followed by the level of crowding in the trains, the frequency of train during peak period and the punctuality of trains (all at 90,4%) were the biggest problems mentioned by households. The level of crowding in the trains (80,1%) was also the biggest problem mentioned by households in 2013, whereas in 2020 it became the second most cited problems mentioned by households. The train service overall as a reason for dissatisfaction was cited by 48,7% in 2013 and by 83,1% in 2020.

# 8. Technical notes

## 8.1 Survey requirements and design

The questionnaire design, testing of the questionnaire, sampling techniques, data collection, computer programming, and weighting constituted the research methodology used in this survey, as discussed below.

## 8.2 Sample design

The sample for the NHTS 2020 was based on a two-stage sample design. The primary sampling units were the Census 2011 EAs and pseudo EAs in the country, referred to as Sub-EAs. In the first stage of selection, Sub-EAs were sampled using the PPS method. The TAZs within the local municipalities and/or district municipalities per province were treated as the primary strata. Moreover, within the strata, Sub-EAs were sorted by geographic area type to ensure that the sample is spread across the different geographic area types. This process resulted in a final PSU sample of 6 472 Sub-EAs being sampled from the final frame for NHTS 2020.

At the second stage of selection (i.e. DU level), the latest GIF DU frame (date stamp: December 2019) information was used to sample DUs within the selected 6 472 Sub-EAs. This resulted in a final sample of 65 523 DUs. Table 8.1 shows the distribution of the sample by province.

The stratification and sampling processes allow for the provision of reliable estimates at provincial, district and local municipality levels (i.e. the required reporting domains). The frame was explicitly stratified by Travel Analysis Zones. However, some TAZs were too small to form independent strata, therefore, they were collapsed with their respective adjacent TAZs to form bigger strata. Moreover, the frame was sorted within the Travel Analysis Zones by geography EA type to improve the level of precision.

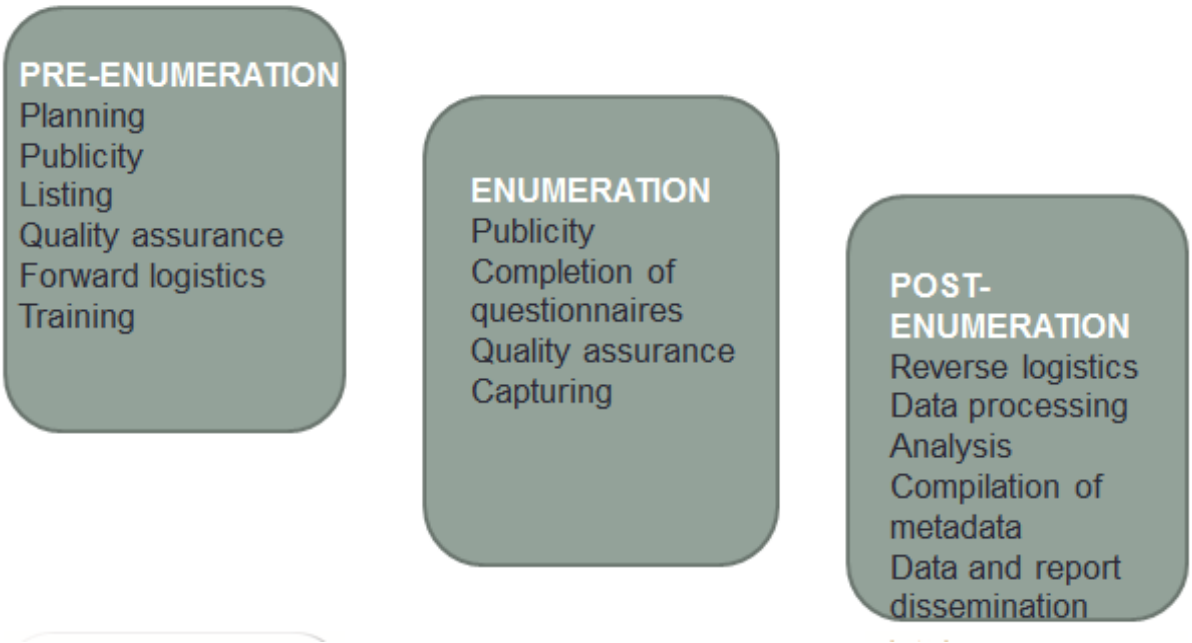
**Table 8.1: Sample distribution by province**

| Province Name | Number of Sub-EAs with the sample | Sampled dwelling units |
|---|---|---|
| **Western Cape** | **624** | **6 612** |
| Eastern Cape | 987 | 9 939 |
| Northern Cape | 266 | 2 662 |
| Free State | 549 | 5 504 |
| KwaZulu-Natal | 1 184 | 11 994 |
| North West | 577 | 5 826 |
| Gauteng | 920 | 9 278 |
| Mpumalanga | 554 | 5 575 |
| Limpopo | 811 | 8 133 |
| **Total** | **6 472** | **65 523** |

## 8.3 Data collection

Data collection consisted of three phases: pre-enumeration, enumeration and post-enumeration, as depicted in Figure 8.1. 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 27 January to 27 March 2020. 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.

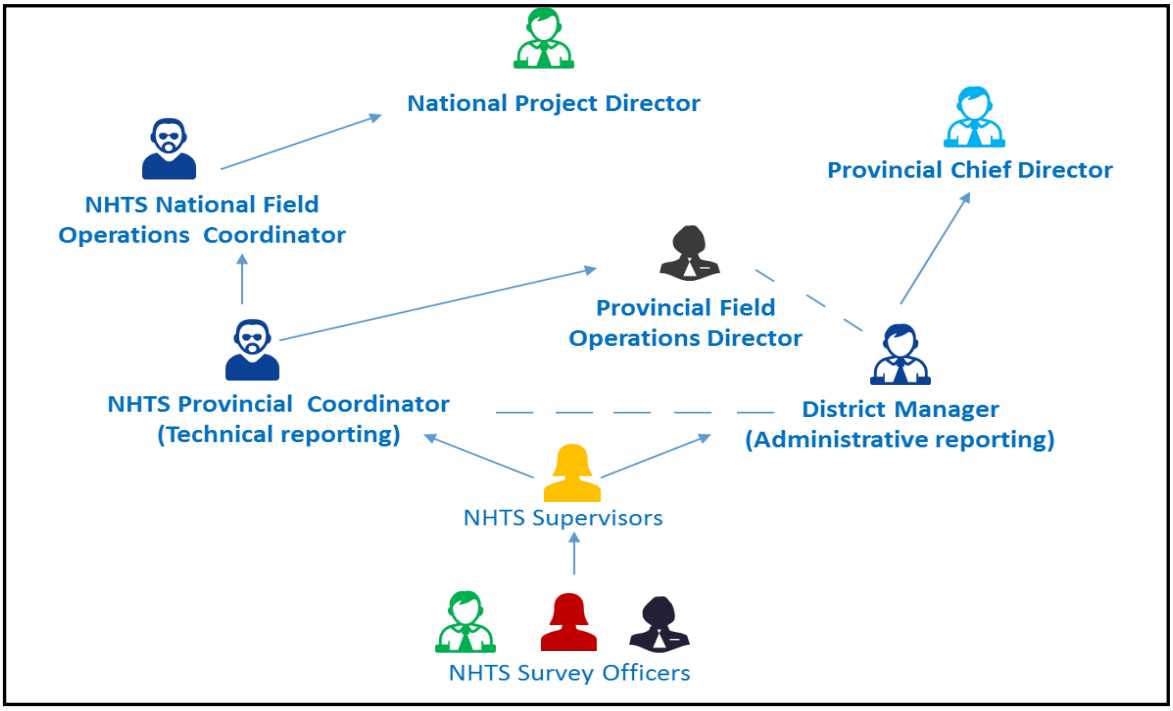
**Figure 8.1: Phases of data collection**




Data collection training was divided into two phases: national and provincial. Different modules (competencies) were covered during training. During the national training, permanent workers were identified in head office to attend the train-the-trainer national training from 06 to 11 January 2020. Each province nominated 2 to 3 field staff to attend the NHTS National training. A total of twenty-six (26) provincial field staffs participated in NHTS National training. There was an additional forty-two (42) head office team who formed part of the NHTS national training. This team consists of trainers, content experts, CAPI system specialists, Geography, Corporate Communication (including Publicity and Advocacy), Business Modernisation, Finance and Assets, and Survey Coordination, Monitoring, and Evaluation.

A total of 70 Supervisors were appointed nationally to supervise a team of 368 Survey Officers. This pool of field staff was required to cover a national sample of approximately 655 234 sampled dwelling Units over a three month collection period. Data collection was scheduled to be conducted from 27 January to 27 March 2020. Unfortunately, data collection in most of the provinces could not commence on time and this is mainly because of logistical delays in sourcing vehicles, airtime for field staff, publicity materials, and courier of devices. This lead to SOs had to work overtime to catch up on outstanding assignments

**Figure 8.2: Functional field operations structure for the NHTS 2020**




## 8.4 Questionnaire

The NHTS questionnaire was largely based on the 2013 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 CAPI system. A copy of the questionnaire is available in the metadata.

**Table 8.2: The structure of the NHTS 2020 questionnaire**

| Section | Number of questions 2020 | Details of each section |
|---|---|---|
| Cover page | 16 | Household information, response details, field staff information, result codes, etc. |
| Person information | 17 | Demographic information (name, sex, age, population group, etc.) |
| **Part 01: Individual Respondent** | | |
| Section 1 | 5 | General health and functioning, social grants and social relief (5 years and older) |
| Section 2 | 6 | General travel patterns |
| Section 3 | 20 | Education and education-related travel patterns |
| Section 4 | 34 | Work-related travel patterns (ask people aged 15 years and above) |
| Section 5 | 5 | Business trips |
| Section 6 | 12 | Other travel patterns |
| **Part 02: Household** | | |
| Section 7 | 12 | General household information |
| Section 8 | 20 | Household attitudes and perceptions about transport |
| Survey Officer Questions | 5 | Survey officer to answer questions |
| **All sections** | **305** | |

## 8.5 Response rate

**Table 8.3: Response rates per province, NHTS 2020**

| Province/metropolitan area | Response rate |
|---|---|
| **National** | **79,13** |
| **Western Cape** | **75,01** |
| **Non-metro** | **77,27** |
| **City of Cape Town** | **65,72** |
| Eastern Cape | 90,65 |
| Non-metro | 90,74 |
| Buffalo City | 91,78 |
| Nelson Mandela Bay | 88,89 |
| Northern Cape | 71,78 |
| Free State | 78,64 |
| Non-metro | 77,17 |
| Mangaung | 84,99 |
| KwaZulu-Natal | 89,62 |
| Non-metro | 91,1 |
| eThekwini | 81,38 |
| North West | 63,95 |
| Gauteng | 69,55 |
| Non-metro | 79,0 |
| Ekurhuleni | 86,96 |
| City of Johannesburg | 55,71 |
| City of Tshwane | 56,37 |
| Mpumalanga | 65,31 |
| Limpopo | 89,45 |

## 8.6 Editing and imputation

Data editing is concerned with the identification and, if possible, the correction of erroneous or highly suspect survey data. Data was checked for valid range, internal logic and consistency. The focus of the editing process was on clearing up skip violations and ensuring that each variable only contains valid values. Very few limits to valid values were set and data were largely released as they were received from the field. When dealing with internal inconsistencies, logical imputation was used, i.e. information from other questions was compared with the inconsistent information. If other evidence was found to back up either of the two inconsistent viewpoints, the inconsistency was resolved accordingly. If the internal consistency remained, the question subsequent to the filter question was dealt with by either setting it to missing and imputing its value or printing a message of edit failure for further investigation, decision-making and manual editing. Hot-deck imputation was used to impute for missing age.

## 8.7 Construction of household and individual sample weights

The final step in processing survey data is the assignment of sample weights to each survey record respectively, for the NHTS 2020 this is done at person and household level. The weighting process involves several steps, which are described in this report. Each record has an initial base weight that corresponds to the inverse of the probability of selection. Adjustments are made to the base weight to account for non-coverage of very small census enumeration areas (EAs) that were excluded at the design phase and unit non-response at primary sampling unit (PSU) level. The extreme adjusted base weights are trimmed to limit the variation in the weights and thereby dampening large variances in the survey estimates. In the final weighting step the trimmed adjusted base weights are adjusted such that the respective aggregate totals match with independently derived population and household estimates for various age, race and gender groups at national, provincial and metropolitan areas for the person and household level weights. One feature of the person level weighting process is the ‘Integrated Household Weighting’ approach that assigns all person records within a household the same weight.

The respective sample weights, person and household level weights, for the NHTS 2020 were constructed in such a manner that the responses from the respondent persons and households could be properly expanded to represent the respective population and households. The sample weights therefore are the result of calculations involving several factors, including the original selection probabilities, adjustments for excluded dwelling units from the sampling frame, non-response, weight trimming and benchmarking respectively to known population of person and household estimates.

## 8.8 Estimation

The final survey weights were used to obtain the estimates for various domains of interest at a household and individual level, for example, travel patterns and main mode used by South Africans and transportation modes and travel times used by households to visit public facilities in the country, etc.

## 8.9 Limitations of the surveys

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.

Data collection was scheduled for a two-month period stretching from 27 January to 20 March 2020. A mop-up period was planned for the week of 23–27 March 2020, but this had to be cancelled following the suspension of all fieldwork on 19 March due to the COVID-19 pandemic. Although the suspension, fortunately, happened on the last day of regularly scheduled fieldwork, it still meant that non-response and out-of-scope verification could not be completed. In total, approximately 2 444 dwelling units could not enumerated (approximately 3,7% of the original sample of 65 523 dwelling units).

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.

The face-to-face interview surveys are still the pillar of household travel surveys around the world. However, these surveys are bound by challenges such as inaccurate location and distance of trips. The NHTS 2020 experienced similar challenges were information about the distances of education-related and work-related trips could not be measured.

Have said that, there is a need to move towards existing and emerging technologies (i.e., GPS-based devices such as smartphones or dedicated GPS receivers) that can potentially provide more accurate and detailed information on geographical and time-related aspects of the trips. In addition, reduce the respondent burden. These technologies should be explored in details in the next round of the survey.

## 8.10 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 2020 questionnaire. Where possible, analysis did refer back to 2013. However, if the comparisons were not completely valid, explanatory notes of differences were provided.

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, 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.

The transition to CAPI has also required some modifications to the questions and response options. Although modifications were tested before they were implemented, slight variations linked to the electronic format, and changes in the question order, response options and entrenched skip patterns and enabling conditions might occur.

## 8.11 Glossary

| Concept | Definition |
|---|---|
| **Bakkie** | A light delivery vehicle (LDV), which is a truck of one ton or less. |
| **Bakkie taxi** | In some parts of South Africa, bakkies are used for the conveyance of passengers for reward. Bakkie taxis are fairly common in rural areas where they are used to transport passengers to the main modes of travel or to transport children to school. Bakkies often have canopies when used to transport passengers. |
| **BRT bus** | Bus Rapid Transit system bus. |
| **Bus** | A road-based public transport vehicle that can carry more than about 18 passengers. |
| **Business trip** | A trip taken during the course of one's work for business purposes. Does not include trips to one's usual place of work and focuses on trips 20 km or more away from the usual place of work. Business trip can be a day or overnight trip or both. |
| **Car** | A passenger motor vehicle used by a private individual for his/her own convenience. |
| **Census geography** | This term refers to the spatial divisions into which the country is demarcated for the purpose of NHTS enumeration as well as to facilitate data processing and analysis, and the reporting of results. The geography is essentially a hierarchical system of areas that vary according to the level of required information. The lowest level of the hierarchy is the enumeration area (EA). These are aggregated upwards into spatial units of varying sizes. The hierarchy is built as follows (from bottom to top, provinces being the top layer):<br>Provinces<br>*District councils*<br>*-Category A (Eight Metros – stand alone, i.e. Tshwane, Johannesburg, City of Cape Town, Ekurhuleni, Nelson Mandela, Buffalo City, Mangaung and eThekwini)*<br>*-Category C (spanning several local councils)*<br>*Local Councils*<br>*-Category B*<br>*-District Management Areas (DMAs)*<br>*Place names*<br>*-Cities, towns, suburbs, townships*<br>*-Administrative areas, tribal authorities, wards, villages*<br>*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. |

| Concept | Definition |
|---|---|
| **Destination** | The end point of a trip. |
| **Domestic workers** | A domestic worker is a person employed **by a private household** to do work such as cleaning, gardening and general household chores, irrespective of whether he/she is paid in cash or in kind. Note that domestic workers may be remunerated in **cash** (as a wage) **or in kind** (food, clothes, accommodation may be provided in lieu of a cash wage). Also note the distinction '**by a private household**'; this is important, since domestic type work (e.g. cleaning, gardening, etc.) that is undertaken by persons for a **private business** or government, is NOT domestic work. |
| **Dwelling under construction** | A dwelling that has not been built completely as yet. |
| **Dwelling unit** | A dwelling unit is a structure, part of a structure or group of structures that can be occupied by a household(s). |
| **Enumeration area** | An EA is the smallest geographical unit into which the country has been divided for census and survey purposes. |
| **Enumeration area type** | The EA type is classified according to set criteria profiling land use and human settlement within the area. For NHTS 2013, the following 10 EA types were used: Urban settlements (formal), informal settlements (usually urban), tribal settlements, farms, recreational land, institution, hostels, industrial, smallholdings, and vacant land. |
| **Facility** | For the purpose of the NHTS, a facility is associated with a function, activity or service to which passengers are attracted. Facilities include food and other shops; traditional healers and tribal authorities; municipal, welfare and post offices; police stations; and medical services. |
| **Farms** | Farms cover an extensive area. The land is cultivated and the field size is usually quite large. Farm boundaries can be easily distinguished on aerial photos, and are normally fence lines, edges of the fields, roads or rivers. The fields tend to be cultivated with a variety of crops and the crops may differ from season to season and from area to area. The field size will vary and may be affected by the size of the farm, local climate (rainy or not) and the amount of mechanisation on the farm. Most fields on farms are large.<br><br>Cattle, sheep and other livestock (horses, ostrich and game on a smaller scale) are also reared on farms. These farms have large fenced grazing areas (paddocks) with grass cover grazing. |
| **Gautrain** | An 80-kilometre (50 mi) mass rapid transit railway system in Gauteng province, South Africa, which links Johannesburg, Pretoria, Ekurhuleni and OR Tambo International Airport. |
| **Home** | The residential base of a household. In some circumstance individuals may have a second home (migrant labour). |
| **Hostels** | Hostels are characterised as single person's accommodation or converted family unit accommodation, consisting of a cluster of buildings. They could be either a 'men's or women's single quarters'. The buildings as well as other facilities such as parking lots are usually situated on a common site (see 'Special dwellings' for further clarification). |
| **Household** | A household is defined as a person, or group of persons, who has occupied a common dwelling unit (or part of it) for **at least four nights in a week** on average during the past four weeks prior to the survey interview. **This is described as the '4x4' (four-by-four) rule.** Basically, **they live together and share resources as a unit.** Other explanatory phrases can be 'eating from the same pot' and 'cook and eat together'.<br><br>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.<br><br>**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** |

| Concept | Definition |
|---|---|
| | **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:<br>• Owns the household accommodation,<br>• Is responsible for the rent of the household accommodation,<br>• Has the household accommodation as an allowance (entitlement), etc.<br>• Has the household accommodation by virtue of some relationship to the owner, lessee, etc. who is not in the household, or<br>• Makes the most decisions in the household.<br>If two or more persons have equal claim to be head of the household, or if people state that they are joint heads or that the household has no head, **then denote the eldest as the head.** Remember that the person who responds may not necessarily be the head of the household. You must ask the respondent who the head of the household is, and record it as that given to you. If the head of the household is an absentee head, i.e. does not reside at the dwelling unit for at least four nights a week, the acting head of the household (as indicated by the respondent) should be recorded as such on page 1 (Question A) of the questionnaire. If only children are found in a household (child-headed household), interview the eldest or the one taking responsibility. |
| **Household members** | Household members include all those that reside at the property for at least four nights a week. Do not include domestic workers as part of the household unless they are paid in kind. |
| **Informal dwelling** | A makeshift structure not erected according to approved architectural plans, for example, shacks. |
| **Informal settlements** | Informal settlements or 'squatter camps' usually occur on land that has not been proclaimed as residential. One or more structures are usually constructed on land, with or without the consent of the owner or person in charge of the land. These settlements are usually found on the outskirts of towns or in pockets inside towns, along railway lines and roads. They are also found in townships and in tribal areas, but in the latter case such settlements may have been classified as tribal. |
| **Institutions** | Institutions are communal places of residence for people with a common characteristic, such as a hospital, school hostel, prison, defence force barracks or convent. Such sets of living quarters usually have certain common facilities shared by the occupants, i.e. baths, lounges, dormitories, etc. |
| **IRT bus** | Integrated Rapid Transit system bus. |
| **Learner** | A person who regularly attends a pre-school institution, a school, a college, a technikon or any other tertiary education or training institution. |
| **Licence codes** | A1 = Small motorbike<br>A = Big motorbike<br>B = Light motor vehicle (LMV)<br>C = Heavy motor vehicle (HMV) Rigid 16000 kg>=<br>C1 = HMV, 3 500 kg up to 16 000 kg<br>EC1 = Heavy duty vehicle<br>EC = Extra - heavy duty<br>EB = LMV with trailer exceeding 750 kg |
| **Main destination** | The place that was visited in order to accomplish the main purpose of the trip. |

| Concept | Definition |
|---|---|
| **Main mode of travel** | The main mode of travel is the highest mode of travel used in the following hierarchy of travel modes:<br>1. Train<br>2. Bus<br>3. Taxi<br>4. Car driver<br>5. Car passenger<br>6. Walking all the way<br>7. Other |
| **Main purpose of trip** | This is the purpose in the absence of which the trip would not have been made to the given destination or such destination would not have been visited. A travel party, that is, a group of people making a trip together, has by convention only one main purpose for the trip. E.g. a person accompanying his/her spouse on a business trip, but the main purpose still being business. |
| **Metered taxi** | A sedan, a cab or minibus which contains a meter which enables the operator to charge a passenger a rate per kilometre travelled. |
| **Metropolitan** | Covers the six metropolitan municipalities defined by the Municipal Structures Act, namely the entire jurisdictions of Cape Town, Ekurhuleni, eThekwini, Nelson Mandela Bay, Buffalo City, Mangaung, Johannesburg and Tshwane. |
| **Minibus-taxi** | A 10- to 16-seater vehicle which operates an unscheduled public transport service for reward. Most minibus-taxis operate to or from a rank. |
| **Mode of travel** | Type/means of transport used for travel purposes. This includes non-motorised transport, e.g. walking all the way, cycling or animal-drawn vehicles. |
| **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.<br>**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.**<br>It is also important to first confirm through the listing that other dwellings that form part of the sampled dwelling have not been listed separately. |
| **Non-motorised transport** | Any mode of travel without a motor to provide the motive force for the movement of the vehicle. |
| **Overnight trip** | A trip where one night or more is spent away from the dwelling unit. Focus was on trips 20 km or more away from the usual place of residence. |
| **Private transport** | All forms of motorised transport which were used by individuals in travel modes other than public transport. Thus private transport includes car drivers, car passengers and company vehicles. |
| **Public transport** | All transport services for which passengers made payment, including trains, buses and taxis. |
| **Recreational land** | This is land that is usually used for entertainment purposes. It includes state parks, golf courses, caravan parks, nature reserves, forest areas, state land, public entertainment areas, parks and botanical gardens. |

| Concept | Definition |
|---|---|
| **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.<br>If you find only children in a household (child-headed household), interview the eldest or the one taking responsibility. |
| **Responsible adult** | If the household head is not available for interview, it is possible to speak to another responsible adult in the household. |
| **Rural** | A geographic classification based on the Census 2001 classification. In this case the settlement type is associated with commercial farming areas (rural formal) and land designated as tribal or traditional. |
| **Sedan taxi** | An unmetered two- or four-door sedan car, which offers a public transport service to paying customers, often as a feeder or distributor service to trains, buses and minibus-taxis. |
| **Sketch map** | A sketch map is a hand-drawn map of an area. It is usually constructed in a relatively short time and with the aid of simple tools. Sketch maps do not possess the high order of accuracy contained in topographic maps. |
| **Special dwellings** | Special dwellings (SDs) are dwellings or structures not privately occupied by a household but rather meant for individuals with one or more common characteristics. Occupants are usually provided with communal meals served from a common kitchen. Other facilities such as bathrooms and laundries are also shared. These dwellings include institutions such as hospitals, prisons, homes for special care citizens (e.g. aged, disabled, juvenile offenders, etc.), boarding schools and some workers' hostels. They are sometimes called *non-private dwellings*. SDs can constitute one complete EA, but are often found in mixed EAs.<br>*Examples of special dwellings:*<br>Hotels, motels — applies only to the guests<br>Hospitals/nursing homes — applies only to the patients or nurses<br>Prisons/reformatories — applies only to the inmates<br>Old-age homes — applies only to the aged<br>Retirement villages — applies only to those in frail care<br>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. |
| **Transfer** | A movement from one mode to another or from one vehicle to another, if the transfer is between one train and another or any similar movement. |
| **Transport Analysis Zone** | Transport analysis zones are small area subdivisions that serve as the smallest geographic basis for travel demand model forecasting systems. |
| **Travel day** | One randomly selected day of the week for which the detailed travel patterns of household members will be recorded. |
| **Travel time** | Time between departure from home and arrival at the destination, in other words the door-to-door travel time. |
| **Tribal or traditional settlements** | This is communally owned land under the jurisdiction of a traditional leader. The appearance and organisation of villages in tribal areas varies in different parts of the country. Tribal authorities are found in tribal settlements. |
| **Trip** | A one-way movement from an origin to a destination, to fulfil a specific purpose or undertake an activity. |

| Concept | Definition |
|---|---|
| **Unoccupied dwelling** | A dwelling whose inhabitants are absent at the time of enumeration, e.g. on holiday or migrant workers. |
| **Urban** | All areas classified as urban formal or urban informal according to the Census 2001 geographic classification. It excludes areas classified as metropolitan by the Municipal Demarcation Board as per the 2011 classification. |
| **Urban settlements** | Urban settlements (formal) occur on land that has been proclaimed as residential. A formal urban settlement is usually structured and organised. Plots or erven make up a formal and permanent arrangement. A local council or district council controls development in these areas. Services such as water, sewage, electricity and refuse removal are provided; roads are formally planned and maintained by the council. This includes suburbs and townships. |
| **Vacant dwelling** | A dwelling that is uninhabited, i.e. no sign that anyone lives there. |
| **Vacant stand** | A stand, fenced or unfenced, which has no observable structure erected on it. |
| **Vacation trip** | Day/overnight trips taken for the purpose of holiday or leisure. Also consider 20 km or more away from household. |
| **Worker** | In the case of the NHTS, this term applies to any person who works. No distinction is made between occupational categories or classes. |
| **Workers' hostel** | There are many workers' hostels in South Africa and some are quite large. If the hostel has separate rooms for families who cater for themselves, then these rooms are listed separately and are to be treated the same as private dwelling units. If the rooms or dormitories are mostly for single people and they eat in a common place, then they are treated as parts of special dwellings, i.e. the beds are listed individually. Some hostels have been partly converted for self-catering families and the other part remains a centrally catered single hostel. In these cases the different parts will have to be treated differently; the self-catering part as dwelling units and the centrally catered part as a special dwelling. |