National Household Travel Survey

North West profile

IMPROVING LIVES THROUGH DATA ECOSYSTEMS

stats sa
Department:
Statistics South Africa
REPUBLIC OF SOUTH AFRICA

transport
Department:
Transport
REPUBLIC OF SOUTH AFRICA

NHTS Provincial Report
North West Profile
2022

Statistics South Africa

Risenga Maluleke
Statistician General

Report No. 03-20-07

National Household Travel Survey – North West Transport Profile, 2022 / Statistics South Africa

Published by Statistics South Africa, Private Bag X44, Pretoria 0001

Stats SA Library Cataloguing-in-Publication (CIP) Data
National Household Travel Survey – North West Transport Profile, 2022 / Statistics South Africa, Pretoria: Statistics South Africa, 2022

Report no. 03-20-07
pp 107

ISBN: 978-0-621-49999-5

A complete set of Stats SA publications is available at Stats SA Library and the following libraries:

National Library of South Africa, Pretoria Division
National Library of South Africa, Cape Town Division
Library of Parliament, Cape Town
Bloemfontein Public Library
Natal Society Library, Pietermaritzburg
Johannesburg Public Library
Eastern Cape Library Services, King William's Town
Central Regional Library, Polokwane
Central Reference Library, Mbombela
Central Reference Collection, Kimberley
Central Reference Library, Mmabatho

This report is available on the Stats SA website: www.statssa.gov.za

For technical enquiries, please contact:
Brenda Mosima
Brendamo@statssa.gov.za

Contents

List of tables

List of figures

Abbreviations

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

Summary of key findings

Gaining a better understanding of general travel patterns of South Africans

This National Household Transport Survey looks at the total number of persons who undertook trips seven days prior to the interview in the North West province. Of these residents, 45,6% lived in Bojanala, 24,9% lived in Ngaka Modiri Molema, 19,6% lived in Dr Kenneth Kaunda, and 9,8% lived in Dr Ruth Segomotsi Mompati.

The results show that overall 77,9% of persons in North West undertook trips during the seven days prior to the interview. Persons residing in the rural areas were slightly more likely to travel than those in urban areas. In North West province, males (52,0%) were more likely to travel than females (48,0%). Males in Dr Ruth Segomotsi Mompati (54,2%) were more likely to travel than females, the opposite was true in Ngaka Modiri Molema municipality with 51,4% females who undertook trips than 48,6% of males in the district.

Of the 894 000 persons 32,4% said they did not need to travel while 26,1% said they were too old/young to travel and 13,0% cited no particular reason. In Bojanala district municipality, 29,5% were too old/young to travel, followed by 24,5% did not need to travel and 19,1% said they did not travel for no particular reason. About (62,6%) of the persons in Dr Ruth Segomotsi Mompati said they did not need to travel followed by (16,3%) that said they were too old/young to travel and (4,8%) mentioned they had no particular reason.

Main purpose of travel by household members

Out of 2 765 000 persons who travelled, 35,6% went to educational institutions while 22,8% travelled to their usual workplaces and 18,4% to travelled to shops. In Bojanala, 35,7% persons travelled to their educational institution and 28,5% persons travelled to their usual workplaces. Most of the persons who travelled in Dr Kenneth Kaunda, 40,5% persons went to their educational institutions while the least traveling people (0,2%) went to welfare offices. About (39,9%) of the persons in Dr Ruth Segomotsi Mompati went to their educational institutions followed by (17,8%) people who went to their usual workplaces and (12,5%) people who visited friends/relatives. Ngaka Modiri Molema had (35,8%) persons who went to the shops, (30,3%) persons who went to their educational institution and (10,3%) persons that travelled to their usual workplaces.

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

In all the local municipalities, 'walking all the way' was the main mode for household members used to reach their destinations, where out of 2,7 million household members, 1,4 million (52,2%) were walking all the way to their destinations. Taxis (21,2%) were the second mode of travel for household members in the province, followed by car/truck as driver as the third mode at 10,5%. Taxis were mainly used in Bojanala (25,8%), Dr Kenneth Kaunda (20,1%), Ngaka Modiri Molema (16,5%) and Dr Ruth Segomotsi Mompati (14,7%). Buses were mainly used in Bojanala (6,4%).

Education and education-related travel

Learners' travel patterns and modes of transport

Distance learning is predominant in the North West province than attending classes, 51,3% of learners were learning through distant learning than 48,7% attending classes. Most learners travelled for five days in a week across all different educational institutions. Only a small proportion of learners (2,9% and 1,6%) travelled for one to four and six to seven days in a week respectively. The commonly used mode of transport by learners in North West was walking all the way 60,2%, followed by 16,8% using taxis and 12,6% using car/truck as a passenger.

Most learners leave their place of residence between 07:00 to 07:59 to their educational institutions, this was also the case in 2013. Learners (89,7%) walk up to 15 minutes to reach their first mode of transport, (91,0%) waited for up to 15 minutes for their transport and (97,6%) indicated that they still had to walk for up to 15 minutes to reach their educational institution after disembarking from the transport.

A significant number of learners using buses to get to their educational travelled between 31-60 minutes. The highest monthly cost of transport was incurred by learners who drove used taxi to education institutions in 2020.

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

In North West, the majority of workers are located in the Bojanala district, followed by Dr Kenneth Kaunda and Ngaka Modiri Molema. Most workers travelled five days per week (46,7%) to place of work, followed by those who worked six days plus per week (36,9%). Only a small percentage of workers worked less than four days (16,4%).

A significant number of workers drove a car/truck to work 29,9%, followed by those who walked all the way 29,3% and those using taxis to get to their workplace at 26,1%. Dr Ruth Segomotsi Mompati had the most workers who walked all the way to their place of work in 2020, followed by Ngaka Modiri Molema, while those who drive to their work place were found in Dr Kenneth Kaunda, followed by Bojanala district.

Of those workers who walked all the way, most indicated that their workplace was nearby/close enough to walk. Most cyclists indicated that they cycled all the way to work by choice, those that drove all the way said they needed to drive for work purposes. Hitchhikers mostly indicated that public transport was too expensive.

Workers in the North West province mostly leave for work between 07:00 to 07:59 in 2020. The walking time of most workers to reach their first transport is up to five minutes, and most of them are taxi users. After being dropped off by their transport they would mostly still have to walk for five minutes or less to reach their workplace.

Bus users mostly travelled for more than an hour to reach their destination and were mostly from the Bojanala district. Workers using car/truck as drivers had the highest monthly costs.

Workers' geographic location

out of 961 000 of workers in North West province, slightly close to half lived in Bojanala (46,1%), followed by 24,6% in Dr Kenneth Kaunda, followed by 19,1% in Ngaka Modiri Molema and 10,2% in Dr Ruth Segomotsi Mompati. There were about 158 000 workers with disabilities in North West province, of whom 35,9% lived in Bojanala, then those in Dr Kenneth Kaunda (27,2%), followed by those in Ngaka Modiri Molema (20,6%) and lastly Dr Ruth Segomotsi Mompati (16,2%).

It was evident that most of the workers in North West province lived in urban areas (520 000) and mostly resided in Dr Kenneth Kaunda (40,2%) and in Bojanala (38,5%). Of those workers who lived in rural areas (441 000), the highest percentages were registered in Bojanala (55,1%), followed by 26,4% from Ngaka Modiri Molema.

Workers' mode of travel

A significant number of worker drove a car/truck to work 29,9%, followed by those who walked all the way 29,3% and those using taxis to get to their workplace at 26,1%. In Bojanala and Dr Kenneth Kaunda, workers followed the same pattern where a higher proportion of workers drove car/truck to workplace (31,0% and 31,9% respectively). Meanwhile, a different pattern was followed in Dr Ruth Segomotsi Mompati and Ngaka Modiri Molema local municipalities, where most of the workers walked all the way (49,7% and 31,3% respectively) as their mode of travel to work.

Workers in the urban areas were more likely to drive a car/truck (41,2%) to travel to their workplace, followed by those who used taxis (25,6%) as their mode of transport. In rural areas a different pattern emerged; most of the workers walked all the way to work (40,9%), followed by those who used taxis (26,7%). Notwithstanding, the highest proportion of workers who used a bus were found in the rural areas (7,4%).

Time workers leave for work

About 26,4% workers in North West province left for work before 06:00, while 8,6% workers left for work at 08:00 or later. Bojanala (37,3%) and Dr Kenneth Kaunda (22,7%) showed a higher proportion of workers who left for work before 06:00 in the morning. Over thrity percent of workers in Ngaka Modiri Molema, Dr Kenneth Kaunda, and Dr Ruth Segomotsi Mompati left for work between 07:00 to 07:59.

Twenty-nine percent of workers in rural areas left for work between 07:00 to 07:59 in the morning, while (37,7%) of workers in urban areas left for work between 07:00 to 07:59.

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

Approximately 52,0% of workers in North West province walked up to five minutes to the first public transport, followed by those who walked for between six to ten minutes (21,7%). About 61,2% of workers in Dr Ruth Segomotsi Mompati walked up to five minutes to their first public transport. Workers in Dr Kenneth Kaunda were least likely to walk for more than 15 minutes to their first public transport (6,3%).

Around three-quarters of workers in North West province waited up to five minutes (74,6%) for their first public transport to arrive. On the other hand, roughly 4,6% of workers had to wait for more than 15 minutes. In Ngaka Modiri Molema and Dr Kenneth Kaunda, around eight in ten workers were more likely to wait up to five minutes for their first public transport to arrive (85,5% and 79,8% respectively), while in Dr Kenneth Kaunda about 0,7% of workers were less likely to wait for more than 15 minutes.

Total time travelled to work

The majority of workers who used buses as their main mode of transport travelled for more than an hour (59,1%) to get to their destinations. Nearly two thirds (61,1%) of workers in Bojanala who used the bus as their mode of transport travelled for more than an hour. Around (76,5%) of workers in Dr Ruth Segomotsi Mompati who used taxis as their mode of transport needed between one to 30 minutes to reach their place of work. Slightly above 50% of workers in Ngaka Modiri Molema tended to travel for between 31 to 60 minutes when using a taxi to get to their place of work.

In North West province, a small percentage of workers who drive their cars to work travelled for more than 60 minutes to their place of work (7,2%). Most (63,6%) of the car passengers in Dr Kenneth Kaunda travelled for less than 30 minutes to their place of work. Across all local municipalities, workers who walked all the way to their place of work needed less than 30 minutes to travel (72,7%).

Business trips

Workers took business trips the most in the year 2020 when compared to 2013. Bojanala district has the most persons aged 15 years and older who undertook business trips. Amongst all workers interviewed most of them indicated that they had undertaken one to five trips prior to the interview. Main mode of transport mainly used by business travellers was car/truck as drivers.

Other travel patterns – day and overnight trips

Day trips

The results indicate that a total of 853 000 individuals out of a total of 2,8 million who were interviewed had undertaken trips away from their usual home/place of residence during the 12 months prior to the survey. Bojanala (46,7%) has the highest proportion of individuals who had undertaken trips in the province, whilst Dr Kenneth Kaunda had the lowest proportion at 10,2%.

Overnight trips

Residents of the Bojanala were most likely to undertake overnight trips (50,7%), whilst those residing in Dr Ruth Segomotsi Mompati were least likely to undertake overnight trips (13,0%).

Household travel patterns, attitudes and perceptions

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

Taxis were the most common mode of transport used in all geographic locations. Approximately 87,1% of households used taxis to travel and almost thirteen per cent (12,9%) of households used buses as their mode of travel. Households in Dr Ruth Segomotsi Mompati (92,1%) had the highest percentage of taxi usage as their mode of travel.

Around (18,4%) of households in Ngaka Modiri Molema and exactly fifteen percent (15,0%) of households in Bojanala indicated that they used buses as their mode of travel.

Use of taxis, buses and trains

Generally, households in the province used taxis to access services and facilities. Sixty-seven percent of households used taxis to access other shops. More than seven in ten households who went to food or grocery shops (70,5%) walked all the way to reach the place, whilst more than a half of households travelling to religious institutions indicated that they walked all the way to their institution (55,4%). Buses and 'other' forms of travel modes seemed to be the least mode of transport used. None of the households in North West province used trains as their mode of transport.

Attitudes and perceptions about transport

The most significant cited problem provincially was the poor condition of the roads (24,5%). A large percentage of households in Bojanala (27,6%), Dr Kenneth Kaunda (23,9%) and Ngaka Modiri Molema (22,6%) complained about poor road conditions as their problem.Taxi' being too expensive (6,6%) was also mentioned as one of the transport related problems. Households in Ngaka Modiri Molema complained mostly about taxis being too expensive (11,1%), while (7,8%) of households in Dr Ruth Segomotsi Mompati stated no taxis at specific times as their main transport related problem.

Non-availability of buses was the most common problem in Dr Ruth Segomotsi Mompati (11,9%) compared to other municipalities. Problems such as buses too far (1,2%), buses too expensive (0,9%) and reckless driving by buses (0,5%) were the least problems that household faced.

Household use of public transport

Taxis were the most common mode of transport used across all municipalities, while train transport was the mode of travel least used. Approximately 87,1% of households used taxis to travel and almost thirteen per cent (12,9%) of households used buses looking at public transport. Households in Dr Kenneth Kaunda 100,0%) and Dr Ruth Segomotsi Mompati (92,1%) had the highest percentage of taxi usage as their mode of travel.

Around (18,4%) of households in Ngaka Modiri Molema and exactly fifteen percent (15%) of households in Bojanala indicated that they used buses as their mode of travel. The report shows that the reason for not using train transport was due to its non-availability in the municipalities.

Dissatisfaction with taxi, bus, and train services

In reference to the data in the table concerning percentages within the province, the biggest problems were the facilities at the taxi rank (63,8%), Roadworthiness of taxis (39,7%) and the waiting time for taxis (39,6%). Around (74,2%) of the facilities at the taxi ranks were a problem in Ngaka Modiri Molema. The level of crowding in the taxis were cited in Dr Ruth Segomotsi Mompati by 43,0% of households. The distance between the taxi rank and their home (30,0%) and the travel time by taxi (29,9%) were mentioned by a significant percentage of households in Bojanala.

Most households were dissatisfied with the facilities at the bus stop (82,0%), the level of crowding in the bus (55,0%), and the frequency of buses during off-peak periods (52,0%). The facilities at the bus station were a problem for over ninety percent (90,8%) of households in Ngaka Modiri Molema. The level of crowding in the buses were cited in Bojanala by more than one in half households (54,6%).

Factors influencing the household's choice of transport

Provincially, travel costs was the dominant factor that influenced the household's choice regarding their mode of travel (31,8%). The other factors that influenced modal choice were travel time (20,9%) and flexibility (17,9%). Approximately 36,1% of households in Dr Ruth Segomotsi Mompati cited that travel time was the main factor influencing their modal choice, while timetable not available/ information inaccurate (0,2%) and safety from accidents (0,7%) appeared to be the least important factors. In Ngaka Modiri Molema (38,8%), Dr Kenneth Kaunda (32,9%) and Bojanala (29,0%), travel cost was cited as the predominant factor that influenced their choice regarding mode of travel. Dr Kenneth Kaunda (29,3%) and Bojanala (16,9%) had the largest percentages of households who mentioned that flexibility was the most important factor influencing their choice of mode of travel**Availability, ownership and use of motor cars**

Ownership of bicycles and/or access to cars

About half of the households in North West province who owned one to three bicycles are the residence of Bojanala, followed by Ngaka Modiri Molema with 23,8% and Dr Ruth Segomotsi Mompati (17,9%).

In 2013, about 55,0% of households in Bojanala owned minibuses or kombis. Ngaka Modiri Molema had the largest proportion of households who had access to a relative/friend car/bakkie/station wagon/4x4 (56,0%).

In 2020, cars/bakkies/station wagons/4x4s were most likely to be owned by households in Dr Kenneth Kaunda (82,1%), Bojanala (76,0%) and Ngaka Modiri Molema (66,8%).

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 in which persons usually travel; the frequency of visits to different activities, places or facilities by household members; and the reasons why some individuals did not travel.

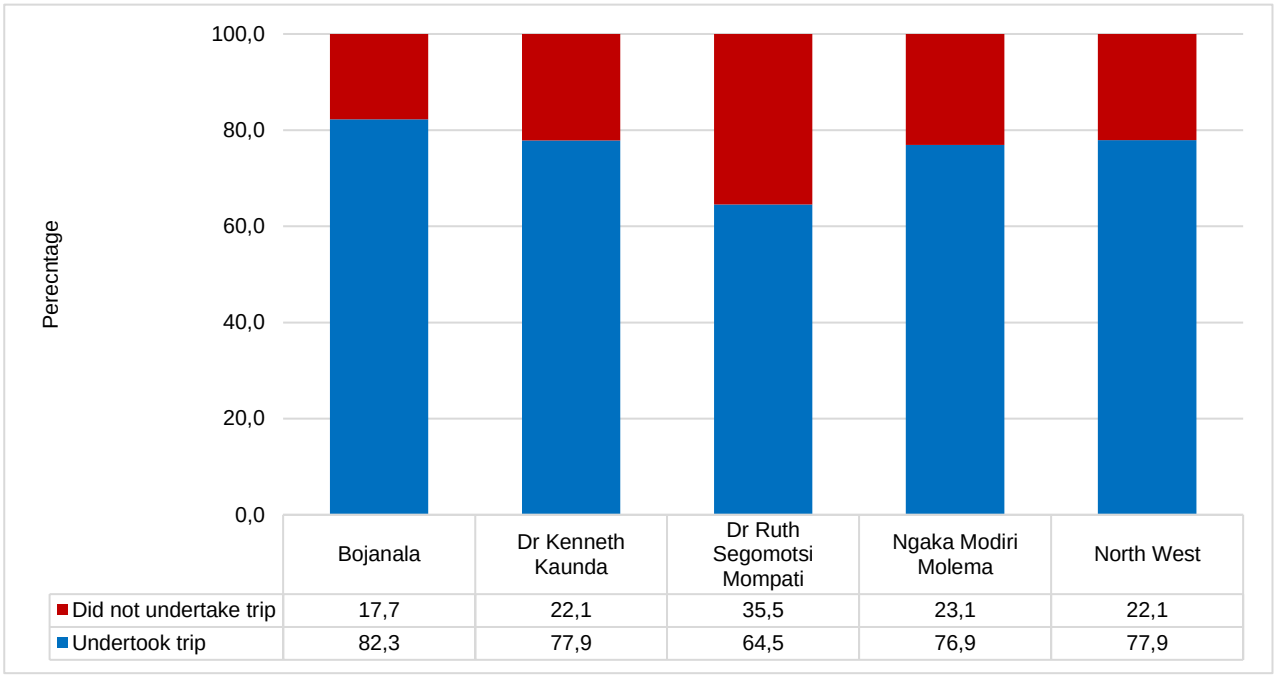
Table 2.1: Persons who undertook trips in the seven days prior to the interview by district municipality, 2013 and 2020

	Undertook trip					
	Number ('000)		Percentage of RSA		Population ('000)	
District Municipality	**2013**	**2020**	**2013**	**2020**	**2013**	**2020**
Bojanala	1 182	1 446	42,0	45,6	1 601	1 758
Dr Kenneth Kaunda	596	623	21,2	19,6	699	800
Dr Ruth Segomotsi Mompati	346	311	12,3	9,8	474	482
Ngaka Modiri Molema	688	791	24,5	24,9	804	1 028
North West	**2 812**	**3 170**	**100,0**	**100,0**	**3 578**	**4 068**

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

Table 2.1 shows the total number of persons who undertook trips seven days prior to the interview in the North West province. Of these residents, 45,6% lived in Bojanala, 24,9% lived in Ngaka Modiri Molema, 19,6% lived in Dr Kenneth Kaunda and 9,8% lived in Dr Ruth Segomotsi Mompati.

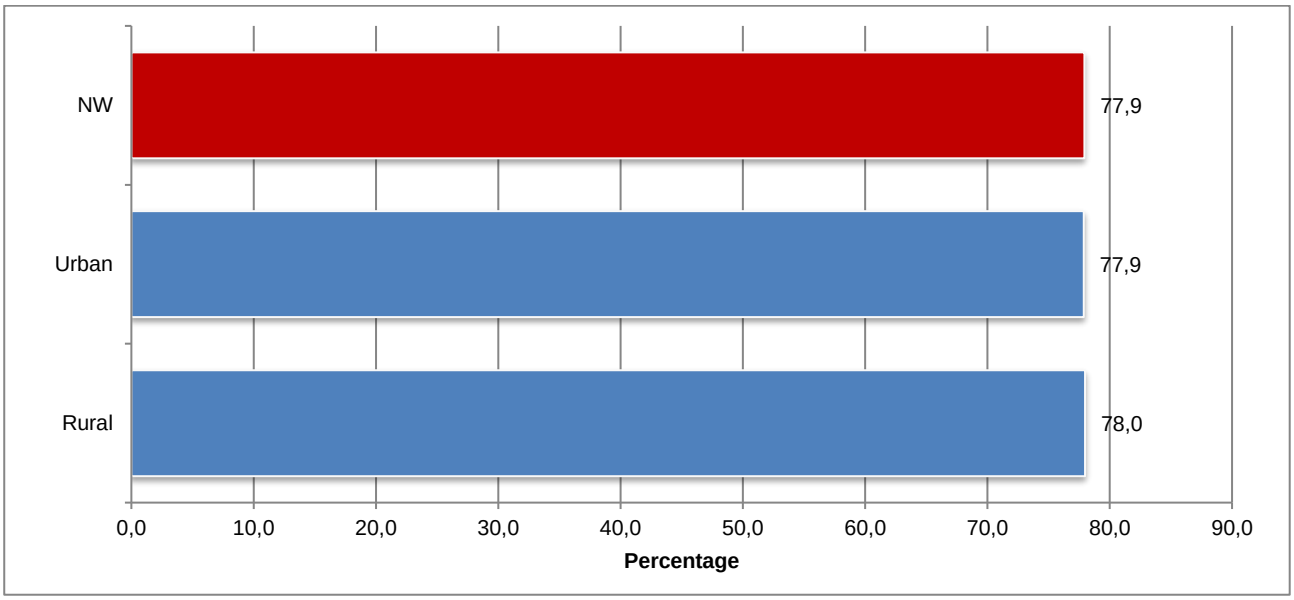
Figure 2.1: Percentage of persons who travelled during the seven days prior to the interview by district municipality, 2020



Percentage calculated within the district municipality.

Figure 2.1 indicates that a high proportion of persons residing in Dr Ruth Segomotsi Mompati municipality (35,5%) followed by those residing in Ngaka Modiri Molema (23,1%) did not undertake trips, whereas those residing in Bojanala (82,3%) and Dr Kenneth Kaunda (77,9%) have the highest proportions of persons who undertook trips.

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 geographic location.

Figure 2.2 shows that overall 77,9% of persons in North West undertook trips during the seven days prior to the interview. Persons residing in the rural areas were slightly more likely to travel than those in urban areas.

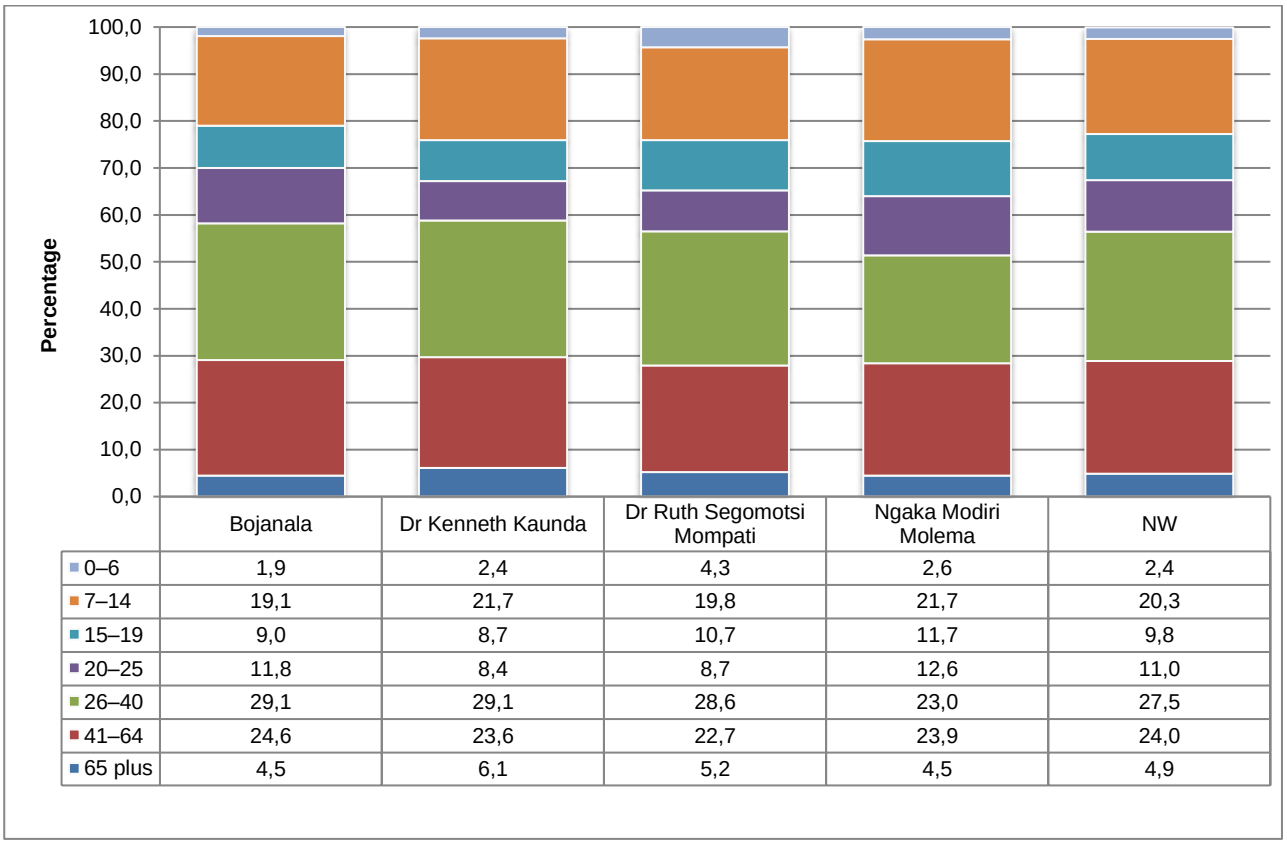
Table 2.2: Persons who undertook trips in the seven days prior to the interview by district municipality and sex, 2020

District Municipality	Number of persons who undertook trips ('000)	Sex			
		Male		Female	
		Number ('000)	Percentage of district municipality	Number ('000)	Percentage of district municipality
Bojanala	1 446	770	53,3	676	46,7
Dr Kenneth Kaunda	623	324	52,0	299	48,0
Dr Ruth Segomotsi Mompati	311	169	54,2	142	45,8
Ngaka Modiri Molema	791	385	48,6	406	51,4
North West	**3 170**	**1 647**	**52,0**	**1 523**	**48,0**

Percentage calculated within the district municipality, within North West.

Table 2.2 indicates individuals who undertook trips in the seven days prior to the interview by district municipality and sex in 2020. In North West province, males (52,0%) are more likely to travel than females (48,0%). Males in Dr Ruth Segomotsi Mompati (54,2%) were more likely to travel than females, the opposite was true in Ngaka Modiri Molema municipality with 51,4% females who undertook trips than 48,6% of males in the district.

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



	Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	NW
0–6	1,9	2,4	4,3	2,6	2,4
7–14	19,1	21,7	19,8	21,7	20,3
15–19	9,0	8,7	10,7	11,7	9,8
20–25	11,8	8,4	8,7	12,6	11,0
26–40	29,1	29,1	28,6	23,0	27,5
41–64	24,6	23,6	22,7	23,9	24,0
65 plus	4,5	6,1	5,2	4,5	4,9

Percentages calculated within district municipalities.

Figure 2.3 shows that the highest percentage of persons who undertook trips in the seven days prior to the interview in North West were in the age group 26–40 years (27,5%) followed by those aged 41–64 years (24,0%). Persons aged 0–6 years (2,4%) were less likely to travel followed by persons aged 65 plus years (4,9%),15–19 years (9,8%), 20–25 years (11,0%) and 7–14 years (20,3%) respectively.

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)	1 505	1 499	1 511	1 504	1 505	785	734
	Per cent of males	74,0	73,7	74,3	74,0	74,1	38,6	36,1
	Female ('000)	1 247	1 230	1 252	1 225	1 232	592	737
	Per cent of females	61,3	60,5	61,5	60,2	60,5	29,1	36,2
Age group								
0–2 yrs	Number	65	61	62	62	62	11	27
	Per cent in age group	24,3	22,8	23,1	23,1	23,1	4,1	10,1
3–4 yrs	Number	119	121	120	121	121	23	32
	Per cent in age group	71,3	72,5	71,9	72,9	72,5	13,8	19,2
5–6 yrs	Number	145	145	145	145	144	22	36
	Per cent in age group	96,7	96,7	96,7	96,7	96,0	14,7	24,0
7–14 yrs	Number	610	610	610	610	609	136	185
	Per cent in age group	99,0	99,0	99,0	99,2	98,9	22,1	30,0
15–19 yrs	Number	285	285	284	284	284	106	112
	Per cent in age group	89,3	89,3	89,0	89,0	89,0	33,3	35,1
20–25 yrs	Number	255	255	264	258	262	186	179
	Per cent in age group	61,2	61,3	63,3	62,0	62,8	44,7	43,0
26–40 yrs	Number	655	645	647	637	653	461	392
	Per cent in age group	65,1	64,1	64,3	63,3	64,8	45,8	39,0
41–54 yrs	Number	388	378	384	377	384	258	263
	Per cent in age group	66,2	64,5	65,5	64,3	65,5	44,0	44,9
55 yrs and older	Number	230	230	246	234	218	172	244
	Per cent in age group	42,7	42,7	45,7	43,4	40,4	31,9	45,4
Total	**Total**	**2 752**	**2 730**	**2 762**	**2 729**	**2 737**	**1 377**	**1 471**
	Per cent of all travellers	**67,7**	**67,1**	**67,9**	**67,1**	**67,3**	**33,8**	**36,2**

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

Table 2.3 summarises days of the week when persons usually travel in the North West province according to age and sex. About 97% to 99% of school children of school-going age (5–6 years and 7–14 years) were more likely to travel during the week, followed by the 15–19-year age group, which was also travelling (89,3%) during these periods. Children travelled less over the weekends than during weekdays. Travelling patterns for persons aged 55 years and above were lower in percentage as compared to other age groups during the week with the exception of children aged 0–2 years which show lowest travelling patterns.

[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				
		Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	North West
Did not need to travel	Number	76	43	107	64	**290**
	Per cent	24,5	24,2	62,6	27,1	**32,4**
Financial reasons/ Too expensive	Number	34	14	6	19	**73**
	Per cent	11,0	7,8	3,5	7,9	**8,1**
Not well enough to travel/ sick	Number	15	16	6	19	**56**
	Per cent	4,7	9,3	3,2	8,1	**6,2**
Too old/young to travel	Number	92	56	28	58	**233**
	Per cent	29,5	31,4	16,3	24,7	**26,1**
Disabled: unable to leave the house/transport inaccessible	Number	2	2	3	5	**13**
	Per cent	0,7	1,1	1,9	2,2	**1,4**
No particular reason	Number	59	12	8	36	**116**
	Per cent	19,1	6,7	4,8	15,5	**13,0**
Taking care of children/ sick/ elderly relative	Number	16	26	6	20	**68**
	Per cent	5,0	14,7	3,6	8,5	**7,6**
Other	Number	17	9	7	14	**46**
	Per cent	5,6	4,8	4,1	5,8	**5,2**
Total	**Number**	**311**	**177**	**171**	**235**	**894**
	Per cent	**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 shows the main reasons for household members for not travelling in the seven days before the interview by municipality. Out of 894 000 persons who did not travel, 32,4% said they did not need to travel while 26,1% said they were too old/young to travel, (13,0%) said there was no particular reason and 8,1% cited financial reasons. In Bojanala, 29,5% said they were too old/young to travel, they were followed by 24,5% who did not need to travel and 19,1% said there was no particular reason. Most of the persons not travelling in Dr Kenneth Kaunda 31,4% said they did not travel because they were too old/young to travel, followed by (24,2%) said that they did not need to travel and (14,7%) did not travel because they were taking care of children/sick/elderly relative. About (62,6%) of the persons in Dr Ruth Segomotsi Mompati said they did not need to travel followed by (16,3%) that said they were too old/young to travel and (4,8%) that had no particular reason. Ngaka Modiri Molema had (27,1%) persons who said they did not need to travel, (24,7%) were too old/young to travel and (15,5%) had no particular reason.

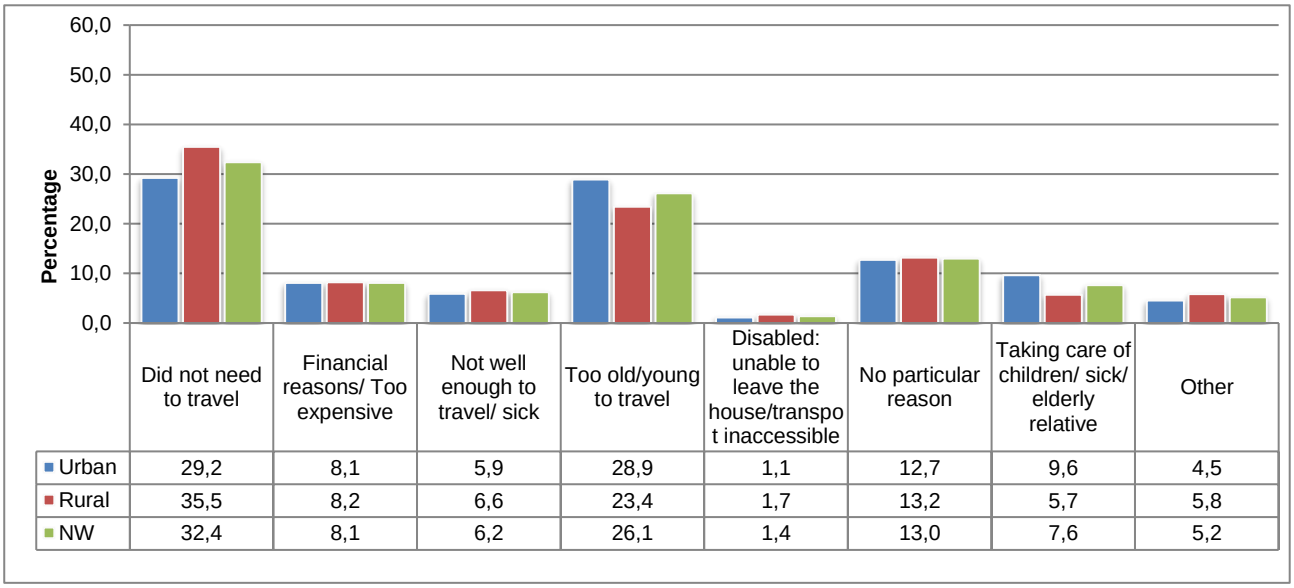
Table 2.5: Main reasons for not travelling in the seven days prior to the interview by age group, 2020

Main reason for not travelling	Statistics (numbers in thousands)	Age group								North West
		0–4	5–6	7–14	15–19	20–25	26–40	41–54	55+	
Did not need to travel	Number	32	5	11	14	39	84	47	58	**290**
	Per cent	13,6	55,6	42,5	39,9	40,5	41,0	40,3	34,4	**32,4**
Financial reasons/ Too expensive	Number	7	*	2	3	14	25	14	7	**73**
	Per cent	3,1	*	7,5	8,2	15,0	12,2	12,2	4,1	**8,1**
Not well enough to travel/ sick	Number	1	*	1	3	3	10	11	27	**56**
	Per cent	0,2	*	2,0	7,3	3,3	5,1	9,5	16,3	**6,2**
Too old/young to travel	Number	186	3	5	*	*	*	*	39	**233**
	Per cent	77,8	31,6	17,9	*	*	*	*	23,4	**26,1**
Disabled: unable to leave the house/transport inaccessible	Number	*	*	*	1	*	2	4	5	**13**
	Per cent	*	*	*	2,1	*	0,7	3,8	3,3	**1,4**
No particular reason	Number	10	1	6	7	20	37	22	13	**116**
	Per cent	4,2	8,6	23,6	20,6	20,8	18,0	18,8	7,8	**13,0**
Taking care of children/ sick/ elderly relative	Number	*	*	*	3	13	29	12	11	**68**
	Per cent	*	*	*	7,9	13,7	14,3	10,0	6,4	**7,6**
Other	Number	3	*	1	5	6	18	6	7	**46**
	Per cent	1,1	*	4,9	13,2	6,5	8,7	5,4	4,3	**5,2**
Total	**Number**	**239**	**9**	**25**	**35**	**95**	**206**	**116**	**168**	**894**
	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 illustrates the reasons for not travelling by age group. It is evident that persons aged 0–6 years and 55 years and older gave 'did not need to travel', 'too old/young to travel' or 'no particular reason' as their main reason for not travelling.

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	Financial reasons/ Too expensive	Not well enough to travel/ sick	Too old/young to travel	Disabled: unable to leave the house/transpo t inaccessible	No particular reason	Taking care of children/ sick/ elderly relative	Other
Urban	29,2	8,1	5,9	28,9	1,1	12,7	9,6	4,5
Rural	35,5	8,2	6,6	23,4	1,7	13,2	5,7	5,8
NW	32,4	8,1	6,2	26,1	1,4	13,0	7,6	5,2

Figure 2.4 shows the percentage distribution of main reasons for not travelling in the seven days prior to the interview by urban and rural areas in 2020. Did not need to travel was a little more prevalent in rural areas at

35,5% compared to 29,2% in urban areas. Too old/young to travel was likely to be the reason for not traveling in urban areas at 28,9% compared to rural areas at 23,4%.

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				
		Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	North West
Usual work place	Number	351	156	50	74	**631**
	Per cent	28,5	29,0	17,8	10,3	**22,8**
Visiting friends/ relatives	Number	108	29	35	71	**242**
	Per cent	8,8	5,4	12,5	9,8	**8,8**
Taking children to school	Number	18	11	3	9	**40**
	Per cent	1,4	2,0	0,9	1,2	**1,4**
Educational institution	Number	439	218	111	217	**985**
	Per cent	35,7	40,5	39,9	30,3	**35,6**
Shops	Number	160	62	29	257	**508**
	Per cent	13,0	11,5	10,5	35,8	**18,4**
Looking for work	Number	33	13	3	30	**80**
	Per cent	2,7	2,5	1,1	4,2	**2,9**
Medical services	Number	19	13	7	14	**53**
	Per cent	1,5	2,4	2,6	2,0	**1,9**
Welfare offices	Number	2	1	1	2	**6**
	Per cent	0,2	0,2	0,4	0,3	**0,2**
Religious institution (e.g.Church, Mosque, etc)	Number	43	23	25	26	**118**
	Per cent	3,5	4,3	9,0	3,7	**4,3**
Holiday/ Leisure	Number	2	5	1	1	**9**
	Per cent	0,2	1,0	0,5	0,1	**0,3**
Other (specify)	Number	57	7	13	15	**92**
	Per cent	4,6	1,4	4,7	2,1	**3,3**
Total	Number	**1 231**	**539**	**278**	**717**	**2 765**
	Per cent	**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 purposes for travelling in the seven days prior to the interview by district municipality in 2020. Out of 2 765 000 persons who travelled, 35,6% went to educational institution while 22,8% travelled to their usual workplaces and 18,4% to travelled to shops. In Bojanala, 35,7% persons travelled to their educational institution and 28,5% persons travelled to their usual workplaces. Most of the persons who travelled in Dr Kenneth Kaunda, 40,5% persons went to their educational institution while the least traveling persons (0,2%) went to welfare offices. About (39,9%) of the persons in Dr Ruth Segomotsi Mompati went to their educational institutions followed by (17,8%) persons who went to their usual workplaces and (12,5%) personse who visited friends/relatives. Ngaka Modiri Molema had (35.8%) persons who went to the shops, (30,3%) people who went to their educational institution and (10,3%) persons whom travelled to their usual workplaces.

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

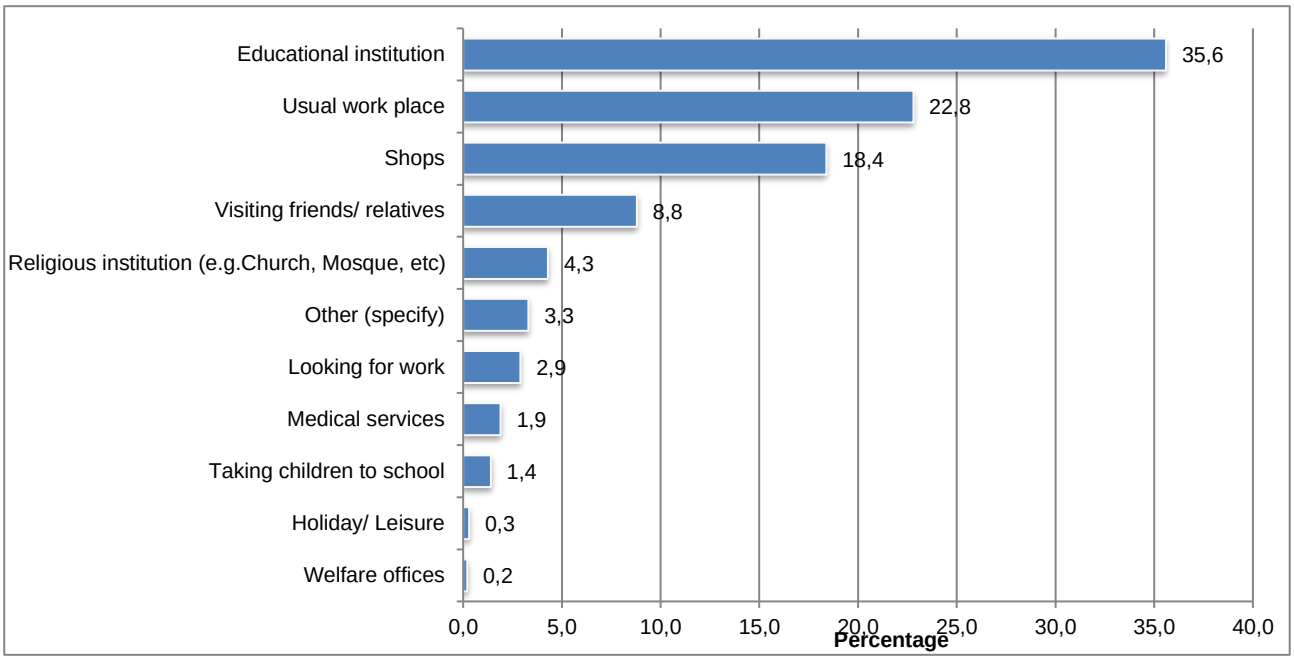


Figure 2.5 shows the main purpose for travelling in the seven days prior to the interview by household members in 2020. Main purpose for most household members was educational institution 35,6%, followed by usual work place 22,8% then shops 18,4%.

Table 2.7: Percentage of trips undertaken by household members in the seven days prior to the interview 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	
Urban	1 364	76,7	12,8	10,5	**100,0**
Rural	1 400	69,0	18,2	12,8	**100,0**
NW	**2 764**	**72,8**	**15,5**	**11,7**	**100,0**

Percentages calculated within geographical location.
Totals excludes unspecified cases.

Table 2.7 shows the percentage of trips undertaken by household members in the seven days prior to the interview by geographic location in 2020. Out of 2,8 million persons who completed the question, 1,3 million persons who indicated that took a trip were in the urban while 1,4 million were in the rural areas. The table further shows that of those that indicated they took a trip on the particular chosen day, the majority (72,8%) took one trip, (15,5%) took two trips and (11,7%) took three trips.

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

Mode of travel		Statistics (numbers in thousands)	District municipality				
			Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	North West
Public transport	Bus	Number	78	11	9	26	**125**
		Per cent	6,4	2,1	3,4	3,6	**4,5**
	Taxi	Number	318	108	41	118	**585**
		Per cent	25,8	20,1	14,7	16,5	**21,2**
Private transport	Car/truck driver	Number	138	75	32	44	**289**
		Per cent	11,2	14,0	11,6	6,1	**10,5**
	Car/truck passenger	Number	79	107	30	28	**244**
		Per cent	6,4	19,9	10,8	3,9	**8,8**
Walking all the way		Number	556	228	162	496	**1 442**
		Per cent	45,2	42,4	58,1	69,3	**52,2**
Other		Number	62	8	4	5	**78**
		Per cent	5,0	1,5	1,4	0,7	**2,8**
Total		**Number**	**1 231**	**539**	**278**	**716**	**2 764**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated within district municipalities.
Totals excludes unspecified cases.

Table 2.8 illustrates the main mode of transport for household members to their destinations in North West province. In all the municipalities, 'walking all the way' was the main mode for household members used to reach their destinations, where out of 2,8 million household members, 1,4 million (52,2%) were walking all the way to their destinations. Taxis 585 000 (21,2%) were the second mode of travel for household members in the province. Taxis were mainly used in Bojanala (25,8%), Dr Kenneth Kaunda (20,1%), Ngaka Modiri Molema (16,5%) and Dr Ruth Segomotsi Mompati (14,7%). Buses were mostly used in Bojanala district accounted for 6,4%.

2.2 Summary

This National Household Transport Survey looks at the total number of persons who undertook trips seven days prior to the interview in the North West province. Of these residents, 45,6% lived in Bojanala, 24,9% lived in Ngaka Modiri Molema, 19,6% lived in Dr Kenneth Kaunda, and 9,8% lived in Dr Ruth Segomotsi Mompati.

The results show that overall 77,9% of persons in North West undertook trips during the seven days prior to the interview. Persons residing in the rural areas were slightly more likely to travel than those in urban areas. In North West province, males (52,0%) were more likely to travel than females (48,0%). Males in Dr Ruth Segomotsi Mompati (54,2%) were more likely to travel than females, the opposite was true in Ngaka Modiri Molema municipality with 51,4% females who undertook trips than 48,6% of males in the district.

Of the 894 000 persons 32,4% said they did not need to travel while 26,1% said they were too old/young to travel and 13,0% cited no particular reason. In Bojanala district municipality, 29,5% were too old/young to travel, followed by 24,5% did not need to travel and 19,1% said they did not travel for no particular reason. About (62,6%) of the persons in Dr Ruth Segomotsi Mompati said they did not need to travel followed by (16,3%) that said they were too old/young to travel and (4,8%) mentioned they had no particular reason.

3. Education and education-related travel patterns

3.1 Introduction

Persons 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				
		Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	North West
Pre-school	Number	52	43	18	30	**142**
	Per cent	9,9	16,8	12,7	9,7	**11,6**
School	Number	424	188	115	253	**980**
	Per cent	80,8	74,0	83,2	82,7	**80,1**
ABET and literacy classes	Number	*	6	*	*	**9**
	Per cent	0,2	2,2	*	0,7	**0,7**
Higher educational institution	Number	14	5	*	15	**35**
	Per cent	2,6	1,8	1,1	4,9	**2,9**
FET & other colleges	Number	31	11	*	6	**51**
	Per cent	5,9	4,3	2,3	2,0	**4,2**
Other	Number	*	*	*	*	**6**
	Per cent	0,6	0,8	0,4	*	**0,5**
Total	**Number**	**525**	**254**	**138**	**306**	**1 223**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Urban	Number	215	242	51	87	**595**
	Per cent	40,9	95,4	36,8	28,5	**48,6**
Rural	Number	310	12	87	219	**628**
	Per cent	59,1	4,6	63,2	71,5	**51,4**
Quintile 1 (lowest income quintile)	Number	159	40	34	60	**293**
	Per cent	30,3	15,7	24,6	19,7	**24**
Quintile 2	Number	108	38	27	73	**245**
	Per cent	20,5	14,8	19,4	23,9	**20,1**
Quintile 3	Number	84	39	25	64	**211**
	Per cent	16,1	15,2	17,9	20,8	**17,3**
Quintile 4	Number	62	52	29	55	**197**
	Per cent	11,9	20,3	20,7	17,8	**16,1**
Quintile 5 (highest income quintile)	Number	111	86	24	54	**276**
	Per cent	21,2	33,9	17,4	17,8	**22,5**

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.

According to Table 3.1 it is evident that most learners in North West province were attending school (80,1%), followed by those who were attending pre-school (11,6%). The province had 4,2% of learners who were attending an FET college, 2,9% learners attending higher education including 0,7% learners attending ABET and literacy classes.

The highest percentage of learners attending an educational institution were residing in the rural areas (51,4%) compared to those residing in urban areas (48,6%). Ngaka Modiri Molema (71,5%), Dr Ruth Segomotsi Mompati (63,2%) and Bojanala (59,1%) showed a higher proportion of learners located in rural areas, compared to other.

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						
		Public transport		Private transport				North West
		Bus	Taxi	Car/truck driver	Car/truck passenger	Walking all the way	Other	
Scholars and disability status								
Scholars	Number	65	136	*	93	611	36	**944**
	Per cent	6,9	14,4	0,3	9,8	64,7	3,8	**100**
Disabled scholars	Number	8	13	*	10	60	*	**93**
	Per cent	8,4	14,2	0,3	11,2	63,9	2,1	**100**
Geographic location								
Urban	Number	20	53	1	79	278	18	**449**
	Per cent	4,6	11,7	0,2	17,7	61,8	4,1	**100**
Rural	Number	44	84	*	13	334	18	**495**
	Per cent	9,0	16,9	0,4	2,7	67,5	3,6	**100**
Household income quintiles								
Quintile 1 (lowest income quintile)	Number	16	35	*	25	114	17	**208**
	Per cent	7,6	17	0,3	12,1	54,7	8,3	**100**
Quintile 2	Number	14	15	*	6	156	6	**199**
	Per cent	7,2	7,8	0,2	3,2	78,5	3,2	**100**
Quintile 3	Number	16	25	*	*	118	*	**164**
	Per cent	9,6	15	*	*	72,1	1,3	**100**
Quintile 4	Number	12	15	*	21	107	5	**160**
	Per cent	7,8	9,6	*	13,2	66,4	*	**100**
Quintile 5 (highest income quintile)	Number	7	45	*	37	117	6	**213**
	Per cent	3,1	21,3	*	17,3	54,7	2,6	**100**

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 reveals that out of all the scholars in North West province, 64,7% walked all the way, followed by those using taxis at (14,4%) and 9,8% using car/truck as passenger. Similar pattern was followed by scholars with disabilities, with 63,9% walking all the way, followed by 14,2% using taxis and 11,2% using car/truck as passenger.

Walking all the way was the most commonly used mode of travel by scholars in both urban and rural areas, even though it was slightly more prevalent in rural areas (67,5%) than in urban areas at (61,8%).

In terms of the household income quintile categories, walking all the way was the most mode of travel for scholars across all the income quintiles of the households .

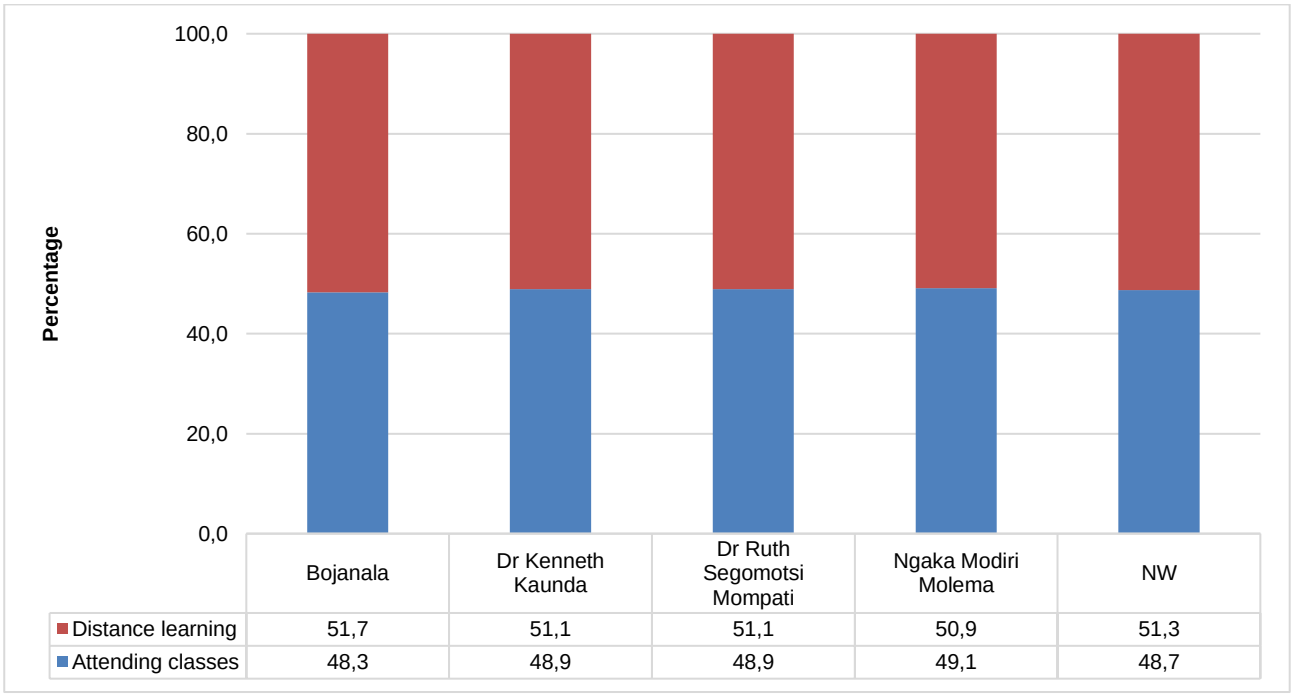
Table 3.3: Attendance of an educational institution through attending classes or distance learning by district municipality, 2013 and 2020

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
Bojanala	Number	439	425	14	525	507	18
	Per cent	38,7	38,6	45,1	42,9	42,6	56,1
Dr Kenneth Kaunda	Number	236	232	5	254	248	5
	Per cent	20,9	21,0	15,2	20,8	20,8	10,7
Dr Ruth Segomotsi Mompati	Number	169	165	5	138	135	*
	Per cent	14,9	14,9	14,4	11,3	11,4	9,2
Ngaka Modiri Molema	Number	289	281	8	306	301	6
	Per cent	25,5	25,5	25,3	25,0	25,2	17,8
North West	**Number**	**1 134**	**1 103**	**31**	**1 223**	**1 192**	**31**
	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 presents information on learners who attended classes and those who learned through distance learning. Of the 1,2 million learners who completed the question, almost 1,2 million attended classes and 31 000 learned through distance learning. Learners in Bojanala counted the largest percentage for both distance learning learners and those who were attending classes at approximately 56,1% and 42,6% respectively. Dr Ruth Segomotsi Mompati had the least percentage for both distance learning learners those who were attending classes.

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

In North West, there were 48,7% learners who attended classes as their way of study, compared to 51,3% who were doing distance learning. Learners in Ngaka Modiri Molema (49,1%) were more likely to study through attending classes as compared to other municipalities followed by learners in Dr Kenneth Kaunda and Dr Ruth Segomotsi Mompati municipalities with 48,9%.

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				
			Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	North West
Pre-school	1–4	Number	*	*	*	*	*
		Per cent	*	*	*	*	*
	5	Number	52	43	17	30	**142**
		Per cent	100,0	100,0	99,0	100,0	**99,9**
	6–7	Number	*	*	*	*	*
		Per cent	*	*	*	*	*
School	1–4	Number	*	*	*	*	**6**
		Per cent	0,6	0,4	2,1	*	**0,6**
	5	Number	414	183	111	247	**956**
		Per cent	97,8	98,1	96,6	98,0	**97,8**
	6–7	Number	7	*	*	5	**16**
		Per cent	1,7	1,5	1,3	1,8	**1,6**
Higher education institutions	1–4	Number	7	*	*	*	**11**
		Per cent	74,7	30,6	*	20,5	**41,1**
	5	Number	*	*	*	9	**13**
		Per cent	22,3	69,4	*	63,8	**49,7**
	6–7	Number	*	*	*	*	*****
		Per cent	*	*	*	15,6	**9,2**
Other institutions	1–4	Number	8	7	*	*	**18**
		Per cent	23,3	41,5	29,0	27,7	**29**
	5	Number	26	9	2	5	**43**
		Per cent	76,7	58,5	69,1	63	**69,7**
	6–7	Number	*	*	*	*	*****
		Per cent	*	*	*	9,3	**1,3**
All institutions	1–4	Number	17	8	4	6	**35**
		Per cent	3,2	3,4	2,9	1,8	**2,9**
	5	Number	494	237	131	291	**1 153**
		Per cent	95,4	95,5	95,9	95,7	**95,5**
	6–7	Number	7	*	*	8	**19**
		Per cent	1,4	1,1	1,1	2,5	**1,6**
Unspecified		Number	6,5	5,2	*	2,6	**16,4**
Total		**Number**	**518**	**249**	**136**	**304**	**1 207**

Percentage calculated across municipalities, within Gauteng.
*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 shows the number of days per week that learners travelled to their educational institutions by district municipality. Across all different educational institutions, the majority of learners travelled for five days in a week (95,5%). Only a small proportion of learners (2,9% and 1,6%) travelled for one to four and six to seven days in a week respectively.

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

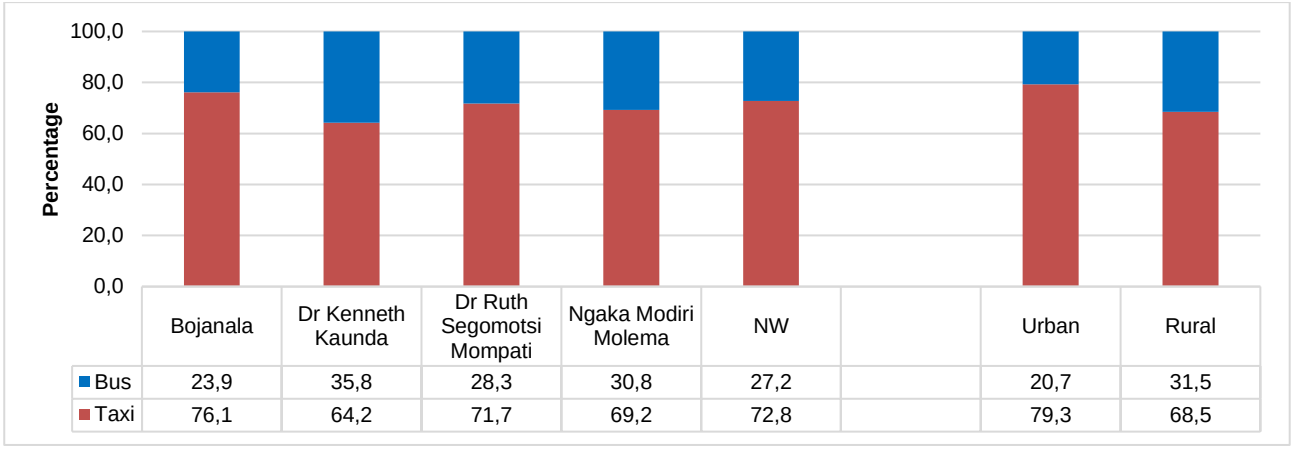
Mode of travel		Statistics ('000)	District municipality (per cent within District municipality)				
			Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	North West
Public transport	Bus	Number	36	11	7	18	**72**
		Per cent	7,5	4,7	5,3	6,1	**6,3**
	Taxi	Number	114	20	18	40	**193**
		Per cent	23,8	8,3	13,6	13,7	**16,8**
Private transport	Car/truck driver	Number	5	*	5	*	**15**
		Per cent	1,0	1,0	3,5	1,1	**1,3**
	Car/truck passenger	Number	33	75	10	11	**129**
		Per cent	6,9	31,0	7,4	3,8	**11,2**
Walking all the way		Number	247	133	91	219	**690**
		Per cent	51,3	54,9	69,9	74,8	**60,2**
Other		Number	46	*	*	*	**48**
		Per cent	9,5	*	*	0,4	**4,1**
Total		**Number**	**481**	**241**	**131**	**293**	**1 146**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentage calculated within municipalities, within Gauteng.
*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

Table 3.5 illustrates the main mode of transport for learners to their various educational institutions in North West province. In all the, 'walking all the way' was the main mode for learners used to reach their educational institutions, where out of 1,1 million students, 690 000 were walking all the way to their institutions. Taxis were the second mode of travel for learners in the province, with 193 learners using taxis as mode of travel.

Taxis were mainly used in Bojanala (23,8%), Ngaka Modiri Molema (13,7%), Dr Ruth Segomotsi Mompati (13,6%) and Dr Kenneth Kaunda (8,3%). Buses were mainly used in Bojanala (7,5%) and Ngaka Modiri Molema (6,1%).

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

Of those learners who attended educational institutions, it was more likely that those who used public transport were using taxis (72,8%) comparing to 27,2% of bus users, the same pattern is observed in all the municipalities and different geographic locations in the province. Significantly, 76,1% learners in Bojanala were using taxis and only 24,0% used buses as their mode of transport to go to educational institutions.

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)				
			Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	North West
Public transport	Bus	Number	32	10	7	16	**65**
		Per cent	49,6	15,5	10,8	24,1	**100,0**
	Taxi	Number	80	12	14	30	**136**
		Per cent	58,9	8,8	10,2	22,1	**100,0**
Private transport	Car/truck driver	Number	1	*	2	*	**3**
		Per cent	39,1	*	60,9	*	**100,0**
	Car/truck passenger	Number	28	50	7	8	**93**
		Per cent	30,5	53,6	7,4	8,5	**100,0**
Walking all the way		Number	222	114	81	194	**611**
		Per cent	36,3	18,6	13,3	31,8	**100,0**
Other		Number	36	*	*	*	**36**
		Per cent	99,1	*	*	*	**100,0**
Total		**Number**	**400**	**185**	**111**	**248**	**944**
		Per cent	**22,2**	**11,4**	**81,0**	**19,4**	**61,1**

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.

Learners who were attending school used many different modes of travel to reach their educational institution. According to Table 3.6, Bojanala (36,3%) and Ngaka Modiri Molema (31,8%) contributed the biggest proportions of learners who walked all the way in the province. Most scholars who used taxis came from Bojanala (58,9%) and Ngaka Modiri Molema (22,1%).

Table 3.6 further shows that learners using buses were likely to be found in Bojanala (49,6%) followed by Ngaka Modiri Molema (24,1%).

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					North West
			Pre-school	School	Higher education institution	TVET college	Other institution	
Public transport	Bus	Number	*	65	*	*	*	**72**
		Per cent	0,8	6,9	*	13,9	9,1	**6,3**
	Taxi	Number	27	136	9	11	10	**193**
		Per cent	20,1	14,4	45,9	44,0	42,2	**16,8**
Private transport	Car/truck driver	Number	4	*	*	*	*	**15**
		Per cent	3,3	0,3	18,4	5,6	11,3	**1,3**
	Car/truck passenger	Number	33	93	*	*	*	**129**
		Per cent	24,5	9,8	6,5	2,9	4,4	**11,2**
Walking all the way		Number	61	611	4	5	8	**690**
		Per cent	45,3	64,7	22,4	22,2	33,0	**60,2**
Other		Number	8	36	*	*	*	**48**
		Per cent	5,9	3,8	4,5	11,3	*	**4,1**
Total		**Number**	**135**	**944**	**19**	**24**	**24**	**1 146**
		Per cent	**61,0**	**61,1**	**4,0**	**5,0**	**8,0**	**69,0**

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.

Table 3.7 indicates the mode of transport used by learners in North West province to their different educational institutions. Out of 1,1 million learners in North West province, 690 000 learners walked all the way to their educational institutions, followed by 193 000 taxi users. Most learners who attended higher education institutions used taxis (45,9%) to their educational institutions, followed by those walking all the way (22,4%). Learners who attended further education and training colleges mostly used taxis at 44,0%, followed by those who walked all the way (22,2%) and those who used buses (13,9%).

Map 3.1: Main mode of travel used to educational institution by type of educational institution, 2020

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			Hitchhiked all the way		
	Number (`000)	% within North West	% within district municipality	Number (`000)	% within North West	% within district municipality	Number (`000)	% within North West	% within district municipality	Number (`000)	% within North West	% within district municipality
Bojanala	247	35,7	98,0	*	*	*	4	48,7	1,7	1	37,	0,3
Dr Kenneth Kaunda	133	19,2	99,4	*	*	*	*	5,0	0,3	*	23,9	0,3
Dr Ruth Segomotsi Mompati	91	13,3	98,8	*	13,4	0,2	1	9,2	0,9	*	7,1	0,1
Ngaka Modiri Molema	219	31,8	97,8	1	86,6	0,5	3	37,1	1,4	1	32,1	0,3
North West	**690**	**100,0**	**98,3**	**1**	**100,0**	**0,2**	**9**	**100**	**1,2**	**2**	**100**	**0,3**
Geographic location												
Urban	318	46,1	97,3	1	46,1	0,2	8	88,6	2,4	1	30,9	0,2
Rural	372	53,9	99,2	1	53,9	0,2	1	11,4	0,3	1	69,1	0,3

*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 shows learners who walked, cycled, drove or hitchhiked to their educational institutions by district municipalities. Of 690 000 of learners who walked all the way to their educational institution, the highest proportion are found in Bojanala district at 35,7%, followed by Ngaka Modiri Molema at 31,8% and Dr Kenneth Kaunda at 19,2%. Those who drove to their educational institutions were most likely to come from Bojanala district at 48,75 followed by Ngaka Modiri Molema at 37,1% and Dr Ruth Segomotsi Mompati at 9,2%.

Learners who hitchhike to their educational institutions were most likely to come from rural areas 69,1% compared to those in urban areas at 30,9% in the province.

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		North West
		Urban	Rural	
It was by choice	Number	25	18	**43**
	Per cent	8,0	4,7	**6,2**
Public transport too expensive	Number	27	36	**63**
	Per cent	8,5	9,6	**9,1**
Public transport not available	Number	*	3	**4**
	Per cent	*	0,9	**0,5**
No public transport available at specific times	Number	*	*	*****
	Per cent	*	0,2	**0,1**
Public transport is not enough	Number	*	*	*
	Per cent	*	*	*
No transport	Number	10	16	**26**
	Per cent	3,1	4,2	**3,7**
Nearby/ close enough to walk	Number	255	295	**550**
	Per cent	80,1	79,3	**79,7**
Health reasons/ exercising	Number	*	*	*****
	Per cent	*	0,4	**0,2**
Other	Number	*	*	*****
	Per cent	*	0,7	**0,4**
Total	**Number**	**318**	**372**	**690**
	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 shows the main reasons for walking all the way to the educational institution by geographic location. Out of 690 000 persons who walked all the way, most of the learners 79,7% said they were nearby/close enough to walk. In the urban areas the most likely given reason was nearby/close enough to walk with 80,1% which was the most cited reason in rural areas as well with 79,3%.

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		North West
		Government scholar transport	Private scholar transport	
Bojanala	Number	31	104	**135**
	Per cent	23,0	77,0	**100,0**
Dr Kenneth Kaunda	Number	10	45	**55**
	Per cent	18,4	81,6	**100,0**
Dr Ruth Segomotsi Mompati	Number	5	23	**28**
	Per cent	19,1	80,9	**100,0**
Ngaka Modiri Molema	Number	16	33	**48**
	Per cent	32,3	67,7	**100,0**
North West	**Number**	**62**	**204**	**266**
	Per cent	**23,3**	**76,7**	**100,0**

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

Table 3.10 shows the scholars who used public and private scholar transport to their educational institutions by district municipality. Out of 266 000 persons who used this transport, 76,7% used private scholar transport while the remaining 23,3% used government scholar transport to travel to their educational institution.

Dr Kenneth Kaunda (81,6%) used private scholar transport, followed by Dr Ruth Segomotsi Mompati (80,9%) then Bojanala with 77,0%. Ngaka Modiri Molema (32,3%) used government scholar transport to their educational institution, followed by Bojanala (23,0%) then Dr Ruth Segomotsi Mompati (19,1%).

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

District municipality of origin	Province of destination									RSA
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	
Bojanala	*	*	*	0,1	*	95,3	4,5	*	0,1	**100,0**
Dr Kenneth Kaunda	*	*	*	*	*	100,0	*	*	*	**100,0**
Dr Ruth Segomotsi Mompati	*	*	4,4	0,1	*	95,2	*	*	*	**100,0**
Ngaka Modiri Molema	*	*	*	*	*	99,6	0,4	*	*	**100,0**
North West	*	*	**0,5**	**0,1**	*	**97,4**	**2,0**	*	**0,1**	**100,0**

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

Table 3.11 shows that most of the learners in the North West province travelled to Gauteng (2,0%) followed by those who travelled to Northern Cape (0,5%) then Free State (0,1%). Most learners from Bojanala (4,5%) travelled to Gauteng while 0,1% travelled to Free State; 0,4% of the learners from Ngaka Modiri Molema travelled to Gauteng. About 4,4% learners from Dr Ruth Segomotsi Mompati travelled to Northern Cape, 0,1% to the Free State and 0,3% to Gauteng Province. All municipality trips of learners within the North West was over 90,0%.

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	106	*	1,5	15,6	18,3	62,6	2,0
School	883	*	7,3	14,4	8,4	69,3	0,6
Post-matric	50	*	17,0	24,6	38,7	16,6	3,1
Other	29	*	9,3	30,9	3,4	54,8	1,6
Total	1 068	*	7,3	15,5	10,7	65,7	0,8
2020							
Pre-school	135	*	0,8	20,1	27,8	45,3	5,9
School	944	*	6,9	14,4	10,2	64,7	3,8
Post-matric	43	*	8,8	44,9	15,7	22,3	8,3
Other	24	*	9,1	42,2	15,6	33,0	*
Total	**1 146**	*	**6,3**	**16,8**	**12,6**	**60,2**	**4,1**

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

Table 3.12 shows the proportion of learners by main mode of travel to their institutions. In 2020, 60,2% of learners walked all the way compared to 65,7% in 2013. The highest were those who went to school followed by those who went to pre-school in both years.

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

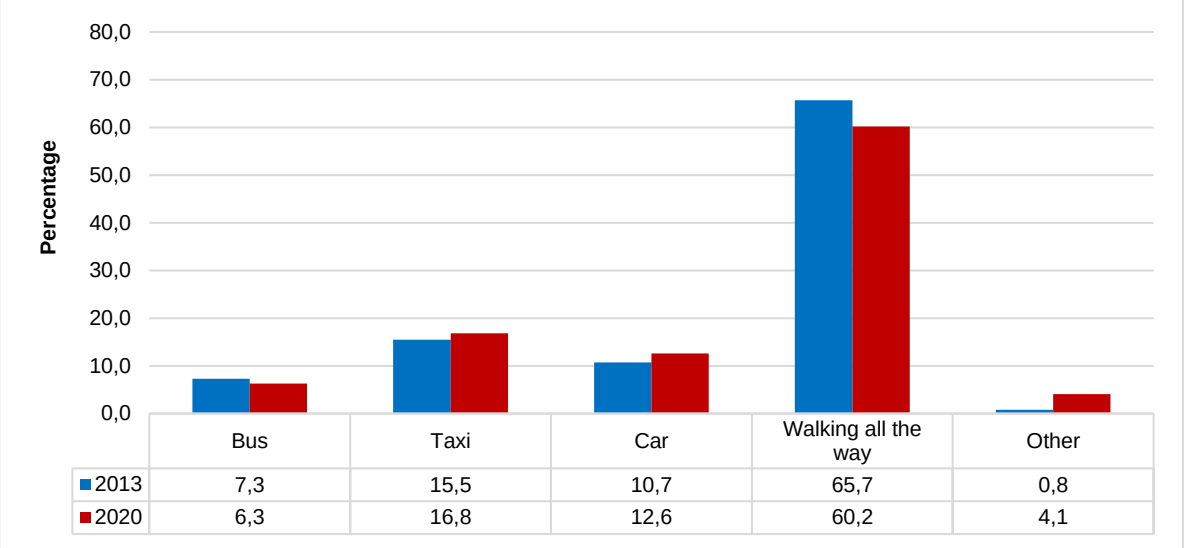


Figure 3.3 indicates the mode of travel used by leaners to their educational institutions in North West province in 2013 and 2020. In 2020 nearly sixty percent (60,2%) walked all the way to their institutions followed by those who travelled by taxis (16,8%); buses were the least used modes of transport (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
Bojanala	481	24,3	34,4	38,3	3,0	**100,0**
Dr Kenneth Kaunda	241	14,0	24,9	56,0	5,2	**100,0**
Dr Ruth Segomotsi Mompati	131	9,4	33,1	56,0	1,5	**100,0**
Ngaka Modiri Molema	293	6,7	27,8	60,5	4,9	**100,0**
North West	**1 146**	**16,0**	**30,6**	**49,7**	**3,8**	**100,0**

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

Table 3.13 illustrates that the majority of learners in the province left their place of residence between 07:00 to 07:59, and a significance of 30,6% learners left between 06:30 to 06:59. About 16,0% learners left before 06:30 and only 3,8% learners left at 08:00 or later to their educational institution.

Majority of learners left their residential place between 07:00 to 07:59 for all municipalities; Ngaka Modiri Molema (60,5%), both Dr Ruth Segomotsi Mompati and Dr Kenneth Kaunda with 56,0% then Bojanala with 38,3%. The least percentages of learners leaving their place of residence were recorded between 08:00 or later.

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

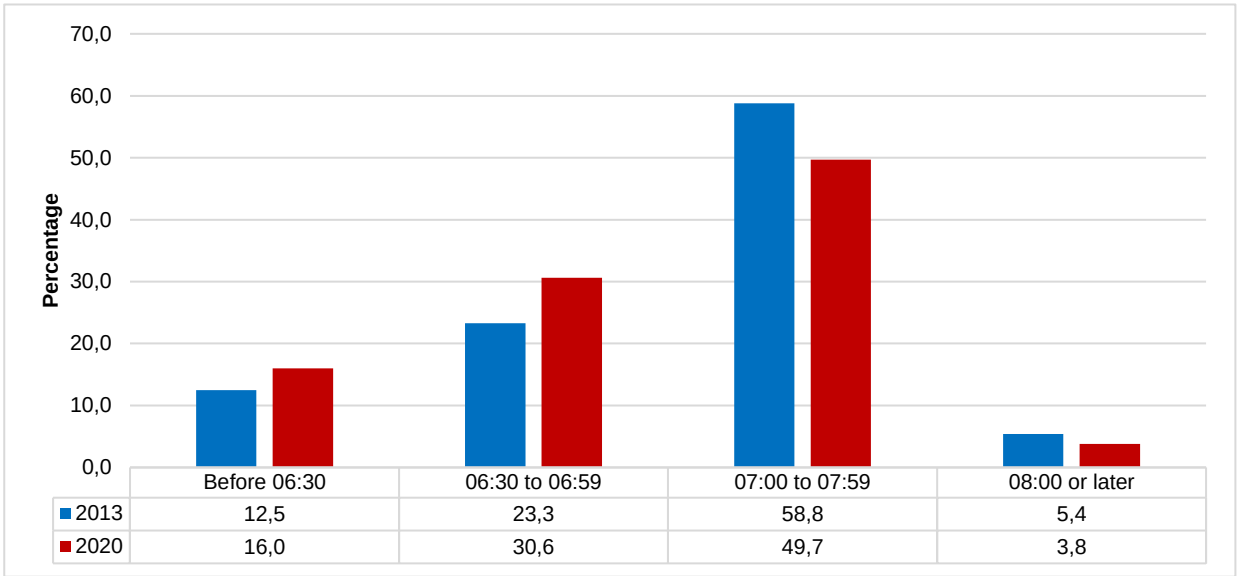


Figure 3.4 indicates attendees' time of leaving their place of residence to attend an educational institution in 2013 and 2020. About (49,7%) of most attendees' in 2020 left around 07:00 to 07:59, followed by those that left around 06:30 to 06:59 (30,6%) then those that left before 06:30 (16,0%). In 2020 the least percentage of attendees' leaving their place of residence around 08:00 or later (3,8%) was recorded.

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.	46–60 min.	> 60 min.	Total
Bojanala	79	86,5	12,4	*	*	1,0	**100,0**
Dr Kenneth Kaunda	21	98,0	2,0	*	*	*	**100,0**
Dr Ruth Segomotsi Mompati	16	89,9	10,1	*	*	*	**100,0**
Ngaka Modiri Molema	31	91,8	8,2	*	*	*	**100,0**
North West	**147**	**89,7**	**9,8**	*	*	**0,5**	**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

Table 3.14 indicates the time taken by learners to their first transport in North West province. Out of all the learners who indicated they walked to their first transport, the majority (89,7%) walked up to 15 minutes, followed by those who walked 16–30 minutes (9,8%). Only 0,5% of learners walked for more than 60 minutes.

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

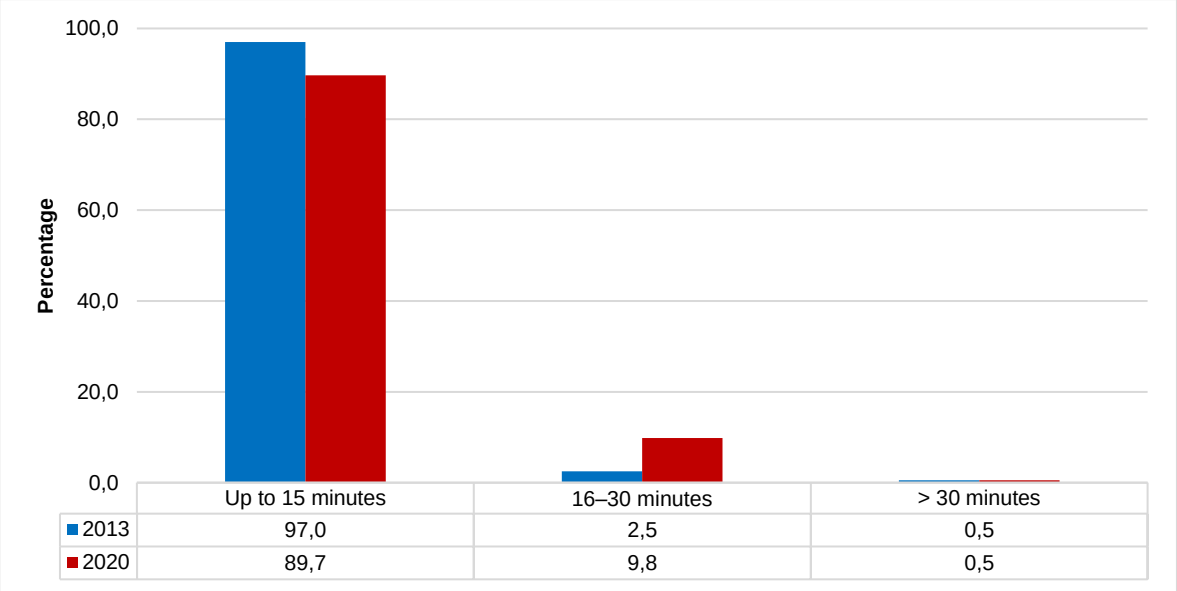


Figure 3.5 indicates time spent by learners walking to reach their first transport in 2013 and 2020. Around (89,7%) of most learners in 2020 walked up to 15 minutes followed by those who walked 16 to 30 minutes (9,8%) in 2020. The lowest percentage of learners (0,5%) in both 2013 and 2020 was recorded for learners who walked for more than 30 minutes. A similar pattern was observed in 2013 where most learners walked up to 15 minutes followed by 16 to 30 minutes and then 30 minutes or more.

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
Bojanala	73	66	91,2	*	3,9	4	4,9
Dr Kenneth Kaunda	21	17	81,6	4	17,7	*	0,6
Dr Ruth Segomotsi Mompati	16	14	90,3	*	3,5	*	6,1
Ngaka Modiri Molema	31	30	97,4	*	2,6	*	*
North West	**140**	**128**	**91,0**	**8**	**5,7**	**5**	**3,3**

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 taken by learners to wait for their first transport. About 140 000 learners in the province had to wait for their first transport. Provincially, 91,0% of those who waited indicated that they waited for up to 15 minutes, followed by those who waited for 16 to 30 minutes (5,7%) and only 3,3% waited for more than 30 minutes.

Scholars from Dr Kenneth Kaunda (17,7%) indicated that they waited for more than 15 minutes, followed by Bojanala (3,9%) and Dr Ruth Segomotsi Mompati (3,5%).

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

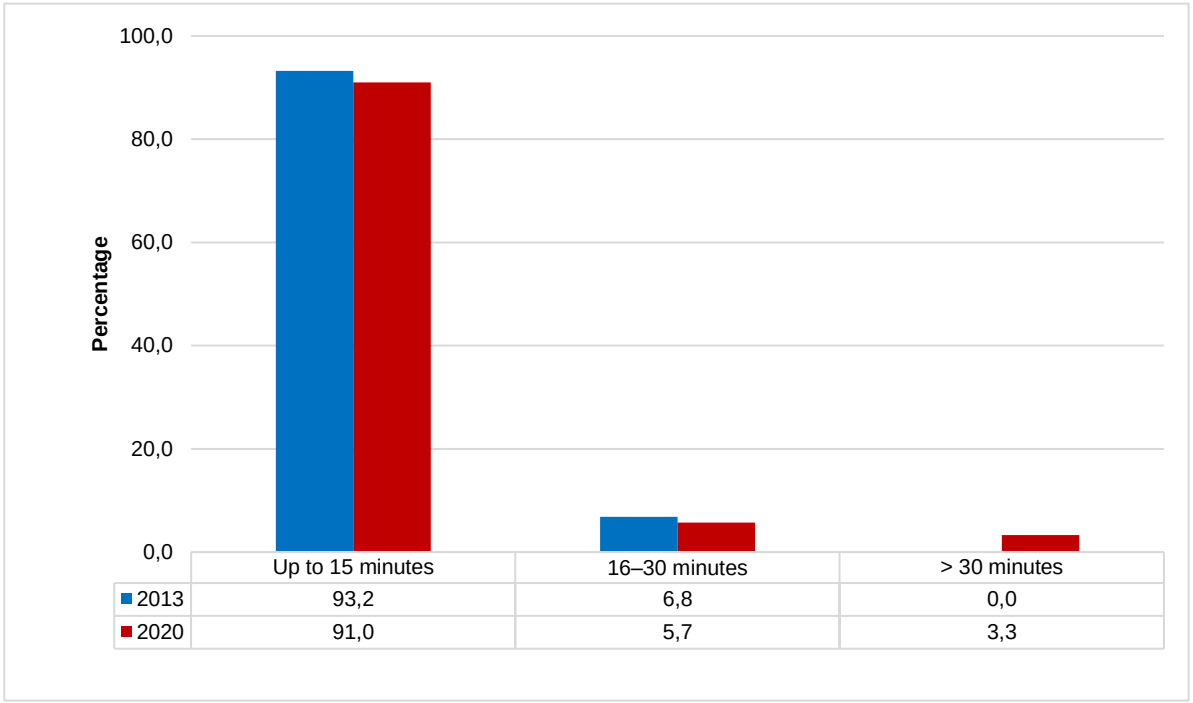


Figure 3.6 indicates time spent waiting for the first transport to arrive in 2013 and 2020. Around (91,0%) of most learners in 2020 waited up to 15 minutes followed by those who waited 16 to 30 minutes (5,7%). The lowest percentage of learners (3,3%) in 2020 was recorded for learners who waited for more than 30 minutes.

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	
Bojanala	77	97,7	2,3	*	**100,0**
Dr Kenneth Kaunda	21	96,8	3,2	*	**100,0**
Dr Ruth Segomotsi Mompati	16	96,3	3,7	*	**100,0**
Ngaka Modiri Molema	31	98,7	1,3	*	**100,0**
North West	**144**	**97,6**	**2,4**	*	**100,0**

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

Table 3.16 illustrates that 144 000 learners still had to walk a distance after being dropped off by their transport to reach their educational institutions. More than nine in ten (97,6%) learners indicated that they walked for up to 15 minutes, while 2,4% walked for more than 15 minutes. Dr Ruth Segomotsi Mompati (3,7%), Dr Kenneth Kaunda (3,2%), Bojanala (2,3%) had learners who indicated that they still walked for more than 15 minutes to reach their educational institutions.

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

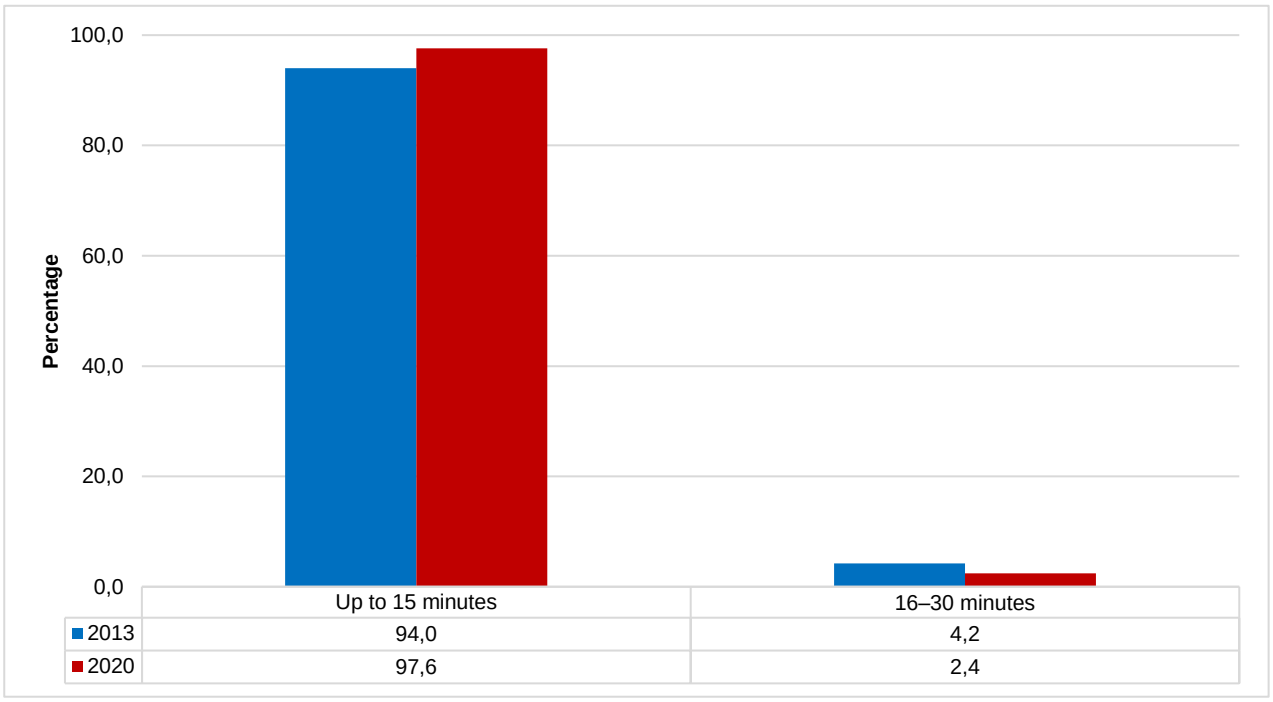


Figure 3.7 indicates time spent walking to the educational institution after disembarking from transport used in 2013 and 2020. About (97,6%) of most learners in 2020 walked for up to 15 minutes followed by those who walked 16 to 30 (2,4%). There is not much of a difference between 2013 and 2020 as observed in the figure above.

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)				
	Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	North West
Train					
Mean (minutes)	*	*	*	*	*
1 – 30	*	*	*	*	*
31 – 60	*	*	*	*	*
61+	*	*	*	*	*
Total	*	*	*	*	*
Bus					
Mean (minutes)	59	58	47	57	**57**
1 – 30	18,2	26,2	33,4	39,7	**26,3**
31 – 60	43,0	37,6	48,5	19,9	**37**
61+	38,7	36,2	18,1	40,4	**36,7**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi					
Mean (minutes)	46	45	34	39	**43**
1 – 30	37,7	46,0	55,4	48,8	**42,5**
31 – 60	46,3	31,0	36,0	45,6	**43,6**
61+	16,0	23,0	8,6	5,7	**13,9**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck driver					
Mean (minutes)	36	15	20	26	**26**
1 – 30	20,8	82,6	94,3	100,0	**70,6**
31 – 60	79,2	17,4	2,2	*	**28,3**
61+	*	*	3,5	*	**1,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck passenger					
Mean (minutes)	23	34	25	34	**31**
1 – 30	74,9	56,3	82,4	57,7	**63,2**
31 – 60	24,2	30,7	7,7	32,8	**27,5**
61+	0,9	13,0	9,9	9,4	**9,3**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Walking all the way					
Mean (minutes)	28	23	21	28	**26**
1 – 30	74,7	84,2	88,4	78,1	**79,4**
31 – 60	21,7	13,6	8,3	18,0	**17,2**
61+	3,6	2,2	3,3	3,9	**3,4**
Total	**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.

In North West province, most learners who travelled by bus, travelled between 31–60 minutes (37,0%), followed by 36,7% of learners who travelled for more than 60 minutes and 26,3% who travelled for up to 30 minutes.

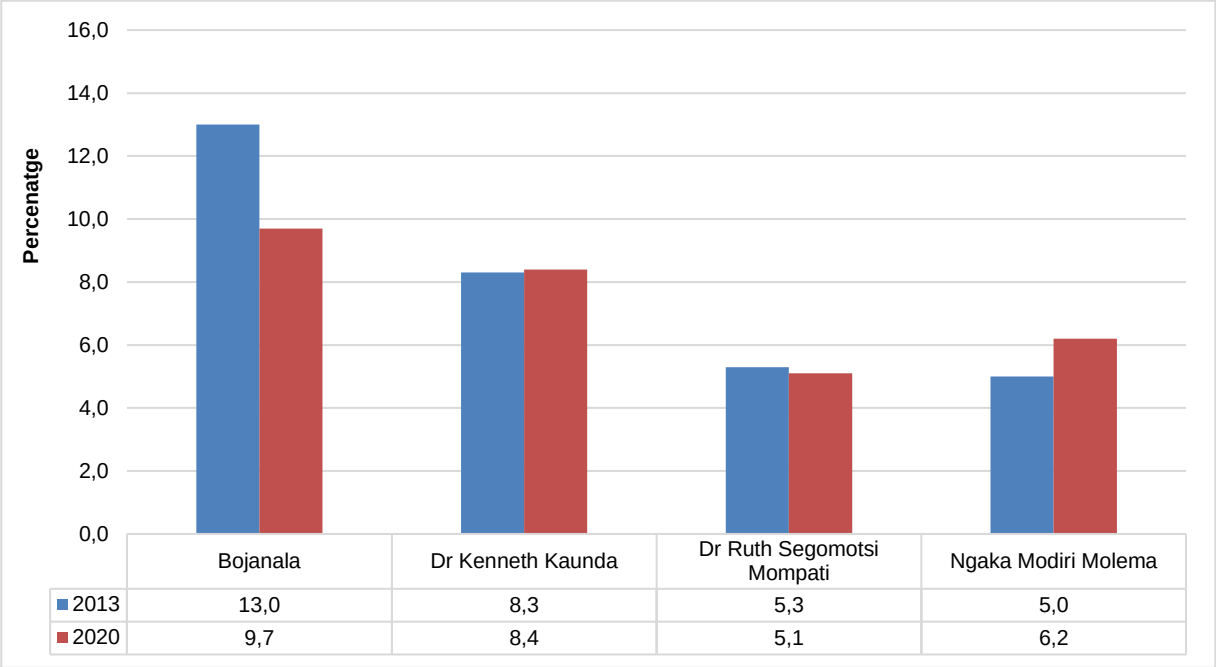
Significantly, 48,5% learners in Dr Ruth Segomotsi Mompati travelled between 31–60 minutes by bus, only 33,4% of learners travelled for up to 30 minutes and 18,1% of learners travelled for more than 60 minutes to their institutions.

Nearly fifty percent (55,4%) of learners in Dr Ruth Segomotsi Mompati travelled for up to 30 minutes to their educational institutions by taxi, followed by 36,0% who travelled between 31–60 minutes by taxi. Only 8,6% travelled for more than an hour to their institution by taxi.

In North West province, 3,4% learners walked all the way to their educational institutions for more than 60 minutes. The most significant percentage of learners who walked all the way for more than 60 minutes were

from Ngaka Modiri Molema (3,9%), Bojanala (3,6%), Dr Ruth Segomotsi Mompati (3,3%) while only 2,2% learners in Dr Kenneth Kaunda walked all the way for more than 60 minutes.

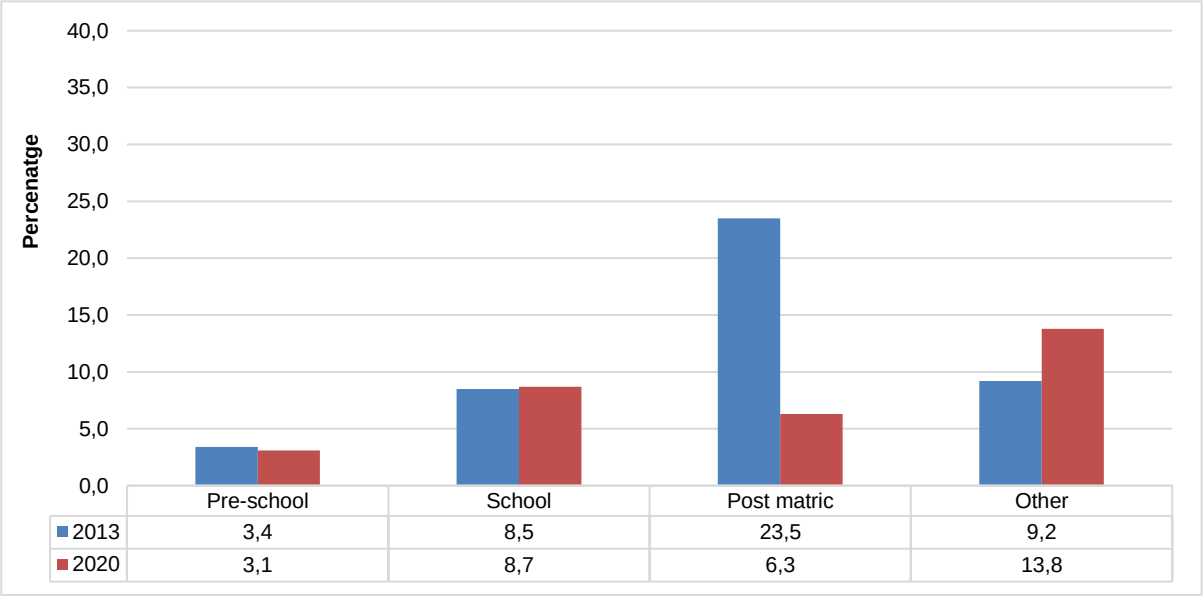
Figure 3.8: Percentage of learners travelling for longer than 60 minutes to their educational institution by district municipality, 2013 and 2020



	Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema
2013	13,0	8,3	5,3	5,0
2020	9,7	8,4	5,1	6,2

Figure 3.8 indicates percentage of learners travelling for longer than 60 minutes to their educational institution by district municipality in 2013 and 2020. About (9,7%) of most learners in 2020 in the Bojanala followed by learners in Dr Kenneth Kaunda (8,4%), Ngaka Modiri Molema (6,2%) then Dr Ruth Segomotsi Mompati (5,1%) travelled for longer than 60 minutes to their educational institutions.

Figure 3.9: Percentage of learners who travel to an educational institution for longer than 60 minutes by educational institution, 2013 and 2020

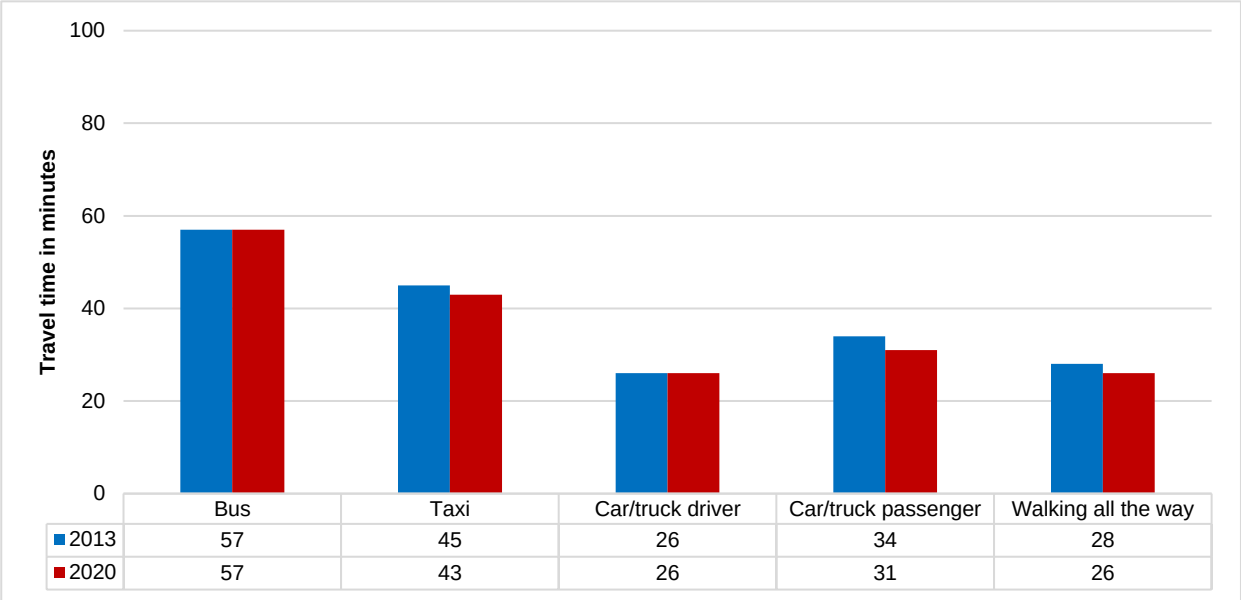


	Pre-school	School	Post matric	Other
2013	3,4	8,5	23,5	9,2
2020	3,1	8,7	6,3	13,8

Figure 3.9 shows the percentage of learners travelling for more than 60 minutes to their various educational institutions. In 2020 the highest percentage of learners (13,8%) were attending other educational institutions,

followed by scholars (8,7%) and those who were in post matric (6,3%). A total of 3,1% of learners who attended pre-school, travelled for more than 60 minutes to their educational institutions. There was a significant difference (17,2%) between 2013 and 2020 of learners attending post matric.

Figure 3.10: Total time travelled to educational institution by main mode of transport, 2013 and 2020



	Bus	Taxi	Car/truck driver	Car/truck passenger	Walking all the way
2013	57	45	26	34	28
2020	57	43	26	31	26

Figure 3.10 indicates total time travelled to educational institution by main mode of transport in 2013 and 2020. It indicates that those travelling by bus needed 57 minutes in 2020 as it was the case in 2013 to travel to their educational institution. The same situation was observed for learners travelling by car/truck as driver where time spend traveling to the educational institution was the same for both years.

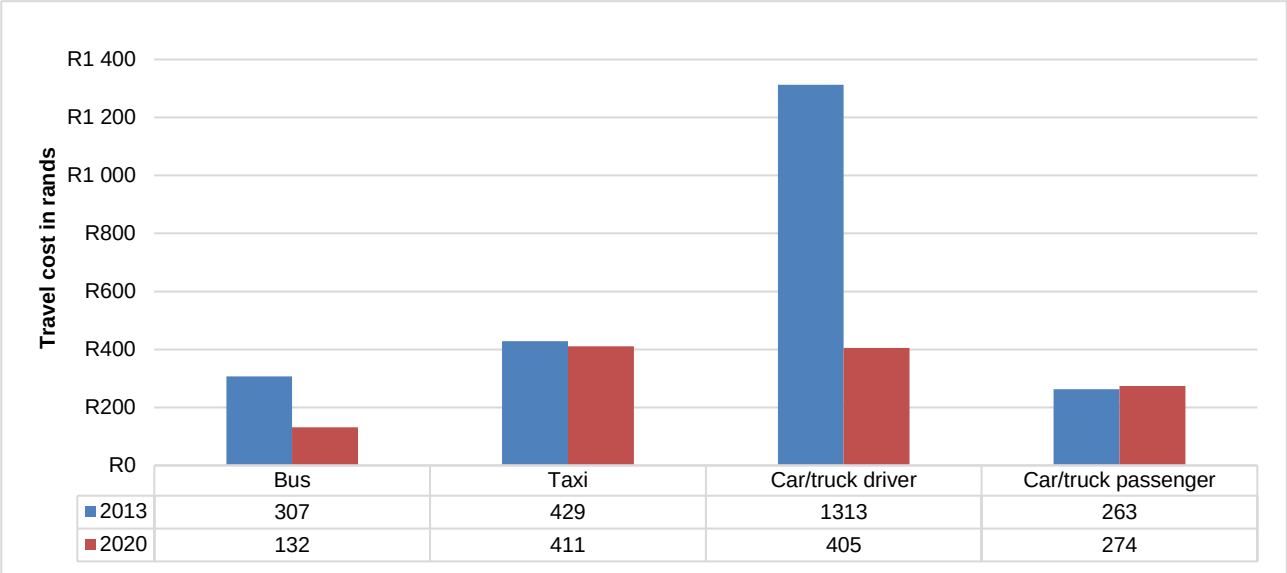
Table 3.18: Monthly cost of transport by main mode of transport and district municipality, 2020

Mode and monthly payment in rand	District municipality				
	Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	North West
Train					
Mean (Rand)	*	*	*	*	*
1–100	*	*	*	*	*
101–200	*	*	*	*	*
200+	*	*	*	*	*
Total	*	*	*	*	*
Bus					
Mean (Rand)	182	37	157	82	**132**
1–100	7,3	*	*	*	**5,0**
101–200	6,0	*	*	10,1	**5,7**
200+	86,7	100,0	100,0	89,9	**89,2**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi					
Mean (Rand)	403	476	363	424	**411**
1–100	*	*	1,0	0,6	**0,2**
101–200	12,3	6,2	21,4	17,8	**13,7**
200+	87,7	93,8	77,6	81,7	**86,0**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car\bakkie\truck driver					
Mean (Rand)	664	0	281	528	**405**
1–100	*	*	*	*	*
101–200	11,0	*	*	*	**8,1**
200+	89,0	*	100,0	100,0	**91,9**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car\bakkie\truck passenger					
Mean (Rand)	169	372	96	91	**274**
1–100	*	*	*	*	*
101–200	17	11,6	62,8	75,3	**19,8**
200+	83	88,4	37,2	24,7	**80,2**
Total	**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.

Travelling by a taxi was the most expensive mode of travel for learners in North West province, with a mean of R411 as indicated in Table 3.21. On the other hand, learners indicated that using a bus was cheaper than any other modes of travel, with around R132 compared to other modes of transport.

Figure 3.11: Monthly costs of transport to educational institution by main mode of transport, 2013 and 2020



	Bus	Taxi	Car/truck driver	Car/truck passenger
2013	307	429	1313	263
2020	132	411	405	274

Figure 3.11 indicates monthly costs of transport to educational institution by main mode of transport in 2013 and 2020. In 2020 around (411) Rands of monthly costs were incurred of learners who drove car/truck to educational institution. Monthly costs incurred by learners who drove car/truck was (405) Rands followed by car/truck passenger (274) Rands then those learners using buses (132) Rands monthly costs.

There was a significant decrease of (808) Rands between 2013 and 2020 in monthly costs of learners driving car/truck.

3.4 Summary

Distance learning is predominant in the North West province than attending classes, 51,3% of learners were learning through distant learning than 48,7% attending classes. Most learners travelled for five days in a week across all different educational institutions. Only a small proportion of learners (2,9% and 1,6%) travelled for one to four and six to seven days in a week respectively. The commonly used mode of transport by learners in North West In 2020 nearly sixty percent (60,2%) walked all the way to their institutions followed by those who travelled by taxis (16,8%); buses were the least used modes of transport (6,3%).

Most learners leave their place of residence between 07:00 to 07:59 to their educational institutions, this was also the case in 2013. Learners (89,7%) walk up to 15 minutes to reach their first mode of transport, (91,0%) waited for up to 15 minutes for their transport and (97,6%) indicated that they still had to walk for up to 15 minutes to reach their educational institution after disembarking from the transport.

A significant number of learners using buses to get to their educational travelled between 31-60 minutes. The highest monthly cost of transport was incurred by learners who drove used taxi to education institutions in 2020.

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 persons are on their way to work from their place of residence or returning home after work. This section covers work-related travel patterns of persons 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

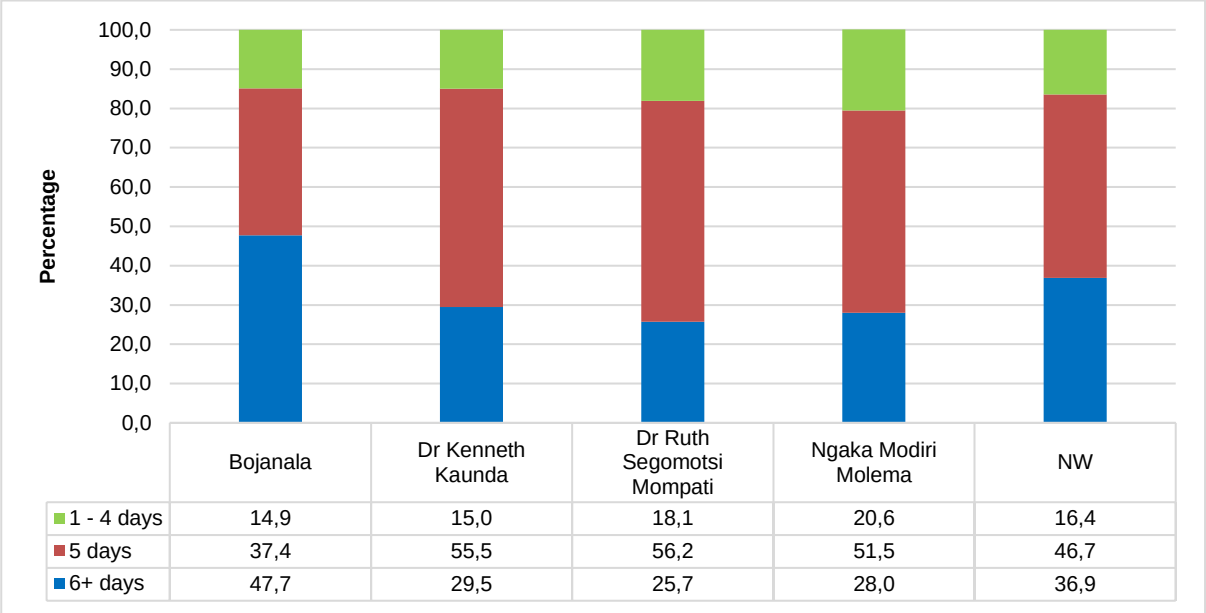
Indicator		District municipality				
		Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	North West
Worker status						
Worker	Number	443	237	98	183	**961**
	Per cent	46,1	24,6	10,2	19,1	**100**
Disabled	Number	57	43	26	33	**158**
	Per cent	35,9	27,2	16,2	20,6	**100,0**
Geographic location						
Urban	Number	200	209	44	67	**520**
	Per cent	38,5	40,2	8,5	12,8	**100,0**
Rural	Number	243	28	54	117	**441**
	Per cent	55,1	6,3	12,2	26,4	**100,0**
Household income quintiles						
Quintile 1 (lowest income quintile)	Number	167	43	22	30	**262**
	Per cent	63,6	16,4	8,3	11,6	**100,0**
Quintile 2	Number	68	33	24	42	**166**
	Per cent	40,6	20,0	14,4	25,0	**100,0**
Quintile 3	Number	62	40	18	38	**158**
	Per cent	39,3	25,5	11,4	23,7	**100,0**
Quintile 4	Number	62	57	17	37	**173**
	Per cent	35,8	33,1	9,7	21,4	**100,0**
Quintile 5 (highest income quintile)	Number	85	63	17	37	**202**
	Per cent	42,1	31,1	8,6	18,2	**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 indicates that, out of 961 000 of workers in North West province, slightly close to half lived in Bojanala (46,1%), followed by 24,6% in Dr Kenneth Kaunda, followed by 19,1% in Ngaka Modiri Molema and 10,2% in Dr Ruth Segomotsi Mompati. There were about 158 000 workers with disabilities in North West province, of whom 35,9% lived in Bojanala, then those in Dr Kenneth Kaunda (27,2%), followed by those in Ngaka Modiri Molema (20,6%) and lastly Dr Ruth Segomotsi Mompati (16,2%).

It was evident that most of the workers in North West province lived in urban areas (520 000) and mostly resided in Dr Kenneth Kaunda (40,2%) and in Bojanala (38,5%). Of those workers who lived in rural areas (441 000), the highest percentages were registered in Bojanala (55,1%), followed by 26,4% from Ngaka Modiri Molema.

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



Percentages calculated within district municipalities

Figure 4.1 signifies the number of days travelled per week to their place of work in the North West province. Within the province the majority of workers travelled five days per week (46,7%) to place of work, followed by those who worked six days plus per week (36,9%). Only a small percentage of workers worked less than four days (16,4%).

Most workers (56,2%) in Dr Ruth Segomotsi Mompati worked five days per week, while in Bojanala, 47,7% of workers stated that they worked six days plus per week. Bojanala also presented a small percentage of workers who worked less than five days (14,9%), and (37,4%) of the workers travelled to their place of work five days a week.

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	
Bojanala	Number	57	143	182	**381**
	Per cent	14,9	37,4	47,7	**100,0**
Dr Kenneth Kaunda	Number	32	119	63	**215**
	Per cent	15,0	55,5	29,5	**100,0**
Dr Ruth Segomotsi Mompati	Number	17	52	24	**92**
	Per cent	18,1	56,2	25,7	**100,0**
Ngaka Modiri Molema	Number	33	84	45	**162**
	Per cent	20,6	51,5	28,0	**100,0**
North West	**Number**	**139**	**398**	**315**	**852**
	Per cent	**16,4**	**46,7**	**36,9**	**100,0**
Geographic location					
Urban	Number	62	234	154	**450**
	Per cent	13,7	51,9	34,3	**100,0**
Rural	Number	77	164	160	**402**
	Per cent	19,3	40,9	39,9	**100,0**

Percentages calculated within district municipalities.
Total excludes unspecified days worked

Table 4.2 shows number of days per week workers travelled to their workplace. In North West province, five in ten workers (46,7%) travelled to work for five days per week, while about a fourth travelled for six or more days (36,9%) and just 16,4% travelled between one-four days a week.

A fair proportion of workers in Dr Kenneth Kaunda travelled five days per week to their place of work (55,5%). In urban areas (51,9%) of workers travelled to their place of work for five days per week, as compared to 40,9% workers in the rural areas who travelled to their place of work for five days per week. Workers in the rural areas were more likely to travel for six or more days to their place of work (39,9%) as compared to (34,3%) in the urban areas.

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							North West
		Public transport			Private transport		Walking all the way	Other	
		Train	Bus	Taxi	Car/truck driver	Car/truck passenger			
Worker	Number	*	36	201	231	51	226	26	**772**
	Per cent	*	4,7	26,0	29,9	6,6	29,3	3,4	**100,0**
Disabled worker	Number	*	8	23	36	13	42	5	**126**
	Per cent	*	6,3	18,3	28,6	10,3	33,3	4,0	**100,0**
District/Municipality									
Bojanala	Number	*	29	96	116	17	102	13	**373**
	Per cent	*	7,8	25,7	31,0	4,5	27,3	3,5	**100,0**
Dr Kenneth Kaunda	Number	*	*	58	61	23	45	5	**191**
	Per cent	*	*	30,2	31,9	11,9	23,3	2,7	**100,0**
Dr Ruth Segomotsi Mompati	Number	*	1	8	23	5	39	2	**79**
	Per cent	*	1,6	10,4	29,7	6,1	49,7	2,4	**100,0**
Ngaka Modiri Molema	Number	*	6	40	31	6	41	6	**129**
	Per cent	*	4,6	30,7	24,1	4,9	31,3	4,3	**100,0**
North West	**Number**	*	**36**	**201**	**231**	**51**	**226**	**26**	**772**
	Per cent	*	**4,7**	**26,1**	**29,9**	**6,6**	**29,3**	**3,4**	**100,0**
Geographic location									
Urban	Number	*	11	111	179	29	88	16	**435**
	Per cent	*	2,6	25,6	41,2	6,6	20,3	3,7	**100,0**
Rural	Number	*	25	90	52	22	138	10	**337**
	Per cent	*	7,4	26,7	15,3	6,6	40,9	3	**100,0**
Household income quintiles									
Quintile 1 (lowest income quintile)	Number	*	8	43	105	10	46	6	**218**
	Per cent	*	3,8	19,7	48,0	4,8	20,9	2,8	**100,0**
Quintile 2	Number	*	8	31	19	6	51	4	**118**
	Per cent	*	7,1	26,3	15,8	4,8	42,8	3,1	**100,0**
Quintile 3	Number	*	3	40	13	7	56	3	**123**
	Per cent	*	2,8	32,3	10,3	5,5	45,6	2,8	**100,0**
Quintile 4	Number	*	7	46	21	11	52	6	**143**
	Per cent	*	4,9	32,1	14,6	7,5	36,7	4,2	**100,0**
Quintile 5 (highest income quintile)	Number	*	9	42	74	17	21	7	**170**
	Per cent	*	5,4	24,6	43,5	10,2	12,4	3,9	**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, geographic location, household income quintile and district municipality by main mode. In North West province, most of workers used car/truck as driver (29,9%) to get to their workplace, followed by those who walked all the way (29,3%) and those used taxis (26,1%) to their respective workplace. In Bojanala and Dr Kenneth Kaunda, workers followed the same pattern where a higher proportion of workers drove car/truck to workplace (31,0% and 31,9% respectively). Meanwhile, a different

pattern was followed in Dr Ruth Segomotsi Mompati and Ngaka Modiri Molema, where most of the workers walked all the way (49,7% and 31,3% respectively) as their mode of travel to work.

Workers in the urban areas were more likely to drive car/truck (41,2%) to travel to their workplace, followed by those who used taxis (25,6%) as their mode of transport. In rural areas a different pattern emerged; most of the workers walked all the way to work (40,9%), followed by those who used taxis (26,7%). Notwithstanding, the highest proportion of workers who used a bus were found in the rural areas (7,4%).

A significant percentage of workers from households with the lowest income quintile drove a car/truck to their places of work (48,0%), while workers from households with higher income quintiles were also more likely to drive a car/truck to their place of work (43,5%).

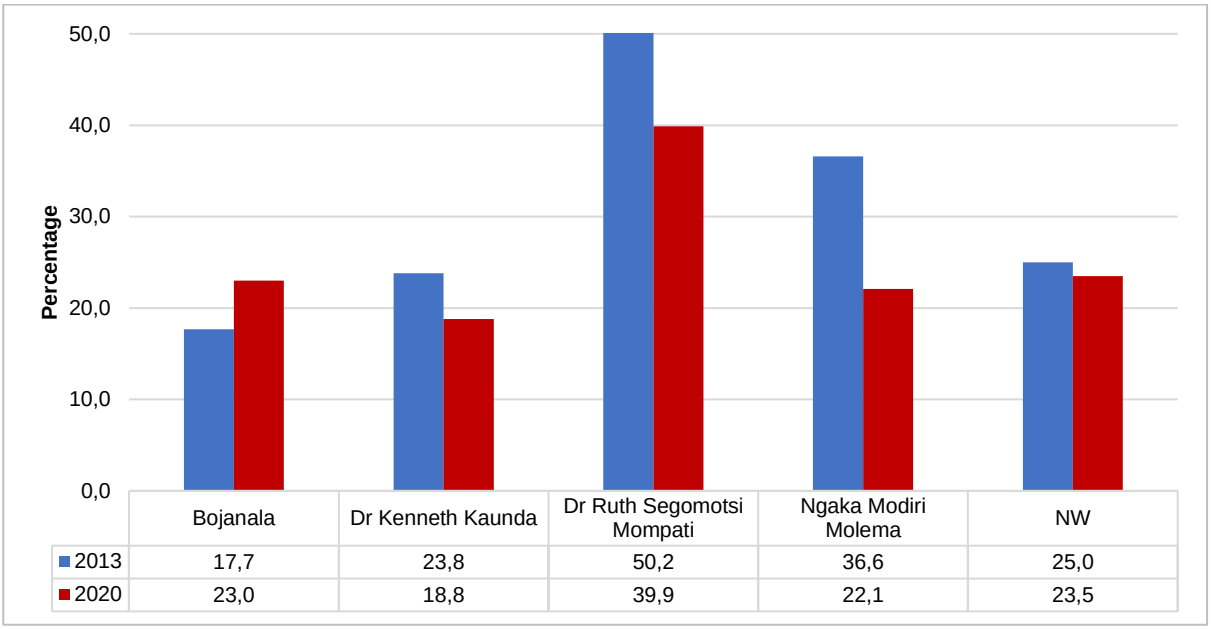
Table 4.4: Total number of trips to work using public transport by district municipality, 2013 and 2020

2013	Total number of trips ('000)			
District municipality	**Train**	**Bus**	**Taxi**	**North West**
Bojanala	*	106	143	**249**
Dr Kenneth Kaunda	*	*	62	**63**
Dr Ruth Segomotsi Mompati	*	*	8	**8**
Ngaka Modiri Molema	*	10	26	**36**
North West	*	**117**	**240**	**357**
% of all public transport trips	*	32,8	67,2	**100**
2020				
Bojanala	*	29	95	**125**
Dr Kenneth Kaunda	*	*	57	**57**
Dr Ruth Segomotsi Mompati	*	*	8	**9**
Ngaka Modiri Molema	*	5	39	**45**
North West	*	**36**	**201**	**238**
% of all public transport trips	*	15,2	84,5	**100**

*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 summarises the number of trips to work using public transport. Eighty-five percent of workers used taxis as their mode of transport and only 15,2% used buses as their mode of transport. Most persons in Bojanala used taxis as their mode of transport (95 000), followed by Dr Kenneth Kaunda (57 000) and Ngaka Modiri Molema (39 000). About 29 000 workers in Bojanala used buses as their mode of transport.

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



	Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	NW
2013	17,7	23,8	50,2	36,6	25,0
2020	23,0	18,8	39,9	22,1	23,5

Percentages calculated within district municipalities

Figure 4.2 displays a percentage of workers who walked all the way to their place of work in 2013 and 2020. The highest proportion of workers who walked all the way to their places of work were located in Dr Ruth Segomotsi Mompati (39,9%) in 2020. Overall, we observe that 2013 displays a higher percentage of workers who walked all the way to their place of work across all municipalities except for Bojanala where 2020 displays a higher percentage (23,0%) compared to (17,7%) in 2013.

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 Gauteng	% within district municipality	Number (`000)	% within Gauteng	% within district municipality	Number (`000)	% within Gauteng	% within district municipality	Number (`000)	% within Gauteng	% within district municipality
Bojanala	102	45,1	23,0	*	20,4	0,6	105	51,3	23,7	6	33,3	1,4
Dr Kenneth Kaunda	45	19,7	18,8	8	26,6	1,5	51	24,8	21,4	*	16,6	1,3
Dr Ruth Segomotsi Mompati	39	17,3	39,9	*	12,0	1,6	21	10,5	21,9	*	14,4	2,8
Ngaka Modiri Molema	41	17,9	22,1	5	41,0	2,9	28	13,5	15,1	7	35,6	3,6
North West	**226**	**100,0**	**23,5**	**13**	**100,0**	**1,4**	**205**	**100,0**	**21,3**	**19**	**100,0**	**2,0**
Geographic location												
Urban	88	39,0	17,0	7	55,0	1,4	166	80,9	31,9	7	37,6	1,4
Rural	138	61,0	31,2	6	45,0	1,3	39	19,1	8,9	12	62,4	2,7

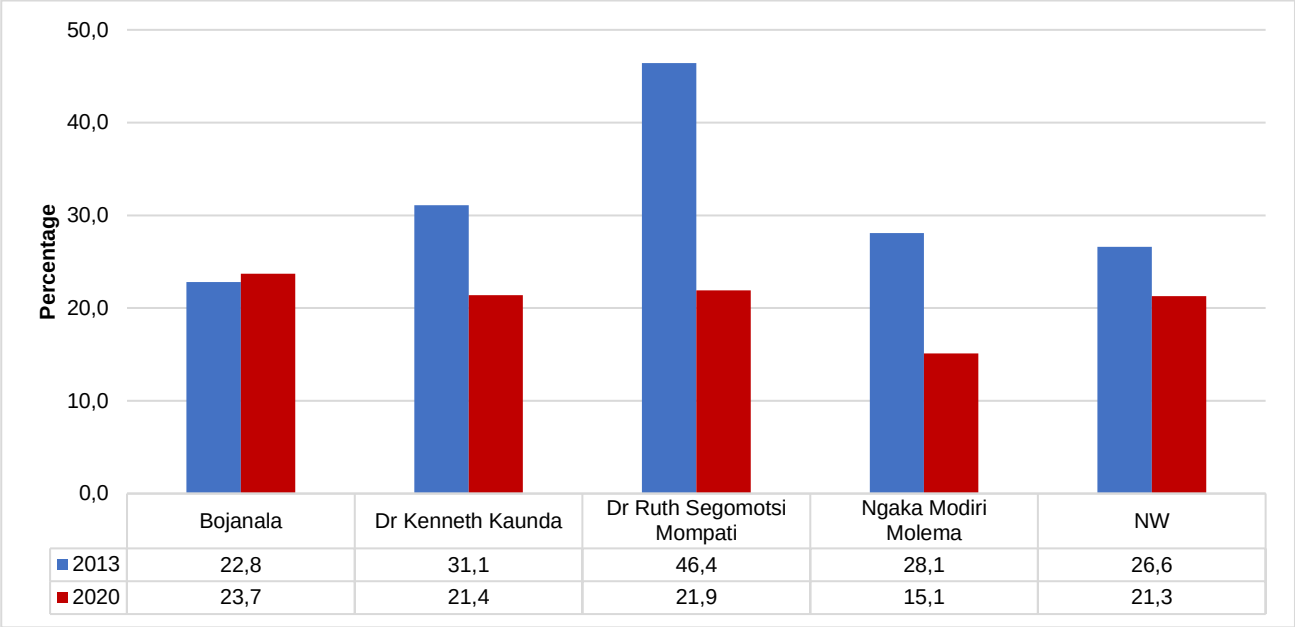
*Unweighted numbers of 3 and below are too small to provide reliable estimates.
The totals used to calculate percentages excluded unspecified cases.

According to Table 4.5, of the 226 000 workers who walked to work, Bojanala had the highest percentage (45,1%), followed by those in Dr Kenneth Kaunda (19,7%), Ngaka Modiri Molema (17,9%) and Dr Ruth Segomotsi Mompati (17,3%). Of the 13 000 workers who cycled to work, the majority were based in Ngaka Modiri Molema (5 000).

With regard to those who drove to work, about 21% of the workers in North West province (21,3%) drove to work. Workers in Bojanala (51,3%) were more likely to drive to work than any other district municipality in the province, followed by those in Dr Kenneth Kaunda (24,8%), Ngaka Modiri Molema (13,5%) and Dr Ruth Segomotsi Mompati (10,5%).

Workers in the rural areas were more likely to hitchhike all the way to work (62,4%), as opposed to those in the urban areas (37,6%) areas. Contrary to this, workers in the urban areas were more likely to drive to work (80,9%), compared to those in the rural areas (19,1%).

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



Percentages calculated within district municipalities

According to figure 4.3 Bojanala had the highest proportion of workers (23,7%) who drove all the way to work followed by Dr Ruth Segomotsi Mompati (21,9%) in 2020. Majority of the workers in 2013 were likely to drive all the way to their workplace than workers in the year 2020 across all other municipalities.

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	
It was by choice	Number	12	8	**20**
	Per cent	13,9	5,8	**9**
Public transport too expensive	Number	15	11	**25**
	Per cent	16,8	7,7	**11,2**
Public transport not available	Number	*	*	**4**
	Per cent	1,2	1,9	**1,7**
No public transport available at specific times	Number	*	1	**1**
	Per cent	*	0,4	**0,2**
Public transport is not enough	Number	*	*	**
	Per cent	*	*	**0,2**
No transport	Number	6	*	**9**
	Per cent	6,3	2,5	**4**
Nearby/ close enough to walk	Number	53	107	**160**
	Per cent	60,4	77,8	**71,0**
Health reasons/ exercising	Number	*	*	**
	Per cent	1,1	1,8	**1,5**
Other	Number	*	*	**
	Per cent	*	*	**1,2**
Total	**Number**	**88**	**138**	**226**
	Per cent	**100**	**100**	**100**

*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 the main reasons for walking all the way to work by geographic location. Out of 226 000 about 71,0% said their workplace was nearby/close enough to walk, followed by 11,2% who said public transport was too expensive. Majority of the people in the rural areas (77,8%) said their workplace was nearby/close

enough to walk while 7,7% said public transport was too expensive. In urban areas 60,4% said workplace was nearby/close enough to walk, 16,8% said public transport was too expensive and 13,9% said there it was by choice.

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	4	4	**8**
	Per cent	50,5	65,8	**57,4**
Public transport: Too expensive/not available/not enough	Number	*	*	**
	Per cent	35,1	5,0	**21,5**
Nearby/ close enough to walk	Number	*	*	**
	Per cent	8,9	24,6	**15,9**
Other	Number	*	*	**
	Per cent	5,6	4,6	**5,1**
Total	**Number**	**7**	**6**	**13**
	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 4.7 shows the main reasons for cycling all the way to work by geographic location. Out of 13 000 about 57,4% said it was by choice to cycle all the way to work, followed by 21,5% who said public transport was too expensive/not available/not enough. Majority of the people in the rural areas (65,8%) said it was by choice to cycle all the way to work while 24,6% said public transport was too expensive/not available/not enough. In urban areas 50,5% said it was by choice to cycle all the way to work while 35,1% said public transport was too expensive/not available/not enough.

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	24	13	**37**
	Per cent	48,2	53,4	**49,9**
To drop/ pick up passengers on his/ her way to work	Number	15	6	**21**
	Per cent	29,8	24,8	**28,1**
To drop/ pick up passengers on his/ her way back home	Number	6	4	**10**
	Per cent	11,7	17,0	**13,5**
To pick up lift-club members	Number	*	*	**
	Per cent	4,9	2,1	**3,9**
Other	Number	*	*	**
	Per cent	5,4	2,7	**4,5**
Total	**Number**	**49**	**25**	**74**
	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 4.8 shows the main reasons for driving all the way to work by geographic location. Out of 74 000 about 49,9% said it was while at work for work purposes, followed by 28,1% who said to drop/pick up passengers on his/her way to work. Majority of the people in the rural areas (53,4%) said while at work for work purposes while 24,8% said to drop/pick up passengers on his/her way to work. In urban areas 48,2% said while at work for work purposes, 29,8% said to drop/pick up passengers on his/her way to work.

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	
It was by choice	Number	*	*	*****
	Per cent	15,7	6,1	**9,7**
Public transport too expensive/not available/not enough	Number	*	7	**8**
	Per cent	23,8	58,2	**45,3**
No transport	Number	*	*	*****
	Per cent	*	11,9	**7,5**
It is cheaper/reasonable/free of charge	Number	*	*	**4**
	Per cent	43,4	8,6	**21,7**
Other	Number	*	*	*****
	Per cent	17,1	15,2	**15,9**
Total	**Number**	**7**	**12**	**19**
	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 shows the main reasons for hitchhiking all the way to work by geographic location. Out of 19 000 about 45,3% said public transport is too expensive/not available/not enough, followed by 21,7% who said it was cheaper/reasonable/free of charge. Majority of the people in the rural areas (58,2%) said public transport was too expensive/not available/not enough while 11,9% indicated that there is no transport. In urban areas 43,4% said it is cheaper/reasonable/free of charge, 23,8% said public transport was too expensive/not available/not enough.

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 North West
Bojanala	158	29	18,0	70,7
Dr Kenneth Kaunda	90	7	7,7	17,1
Dr Ruth Segomotsi Mompati	14	*	1,8	0,6
Ngaka Modiri Molema	49	5	9,5	11,6
North West	**311**	**40**	**13,0**	**100,0**

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

Table 4.10 depicts workers who changed transport on the way to work by district municipality. The only municipalities where significant numbers of workers changed transport was Bojanala (29 000).

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	*	*	*
	Per cent	*	*	100
Bus	Number	8	29	36
	Per cent	20,7	79,3	100
Taxi	Number	32	170	201
	Per cent	15,9	84,1	100
Total	**Number**	**40**	**198**	**238**
	Per cent	**16,8**	**83,2**	**100**

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

Table 4.11 depicts workers who changed transport on the way to work by public transport modes. Out of 238 000, about 83,2% did not change transports on their way to work, while 16,8% changed transports on their way to work. Therefore, most persons using taxis (84,1%) did not change transports on their way to work, followed by those using buses (79,3%).

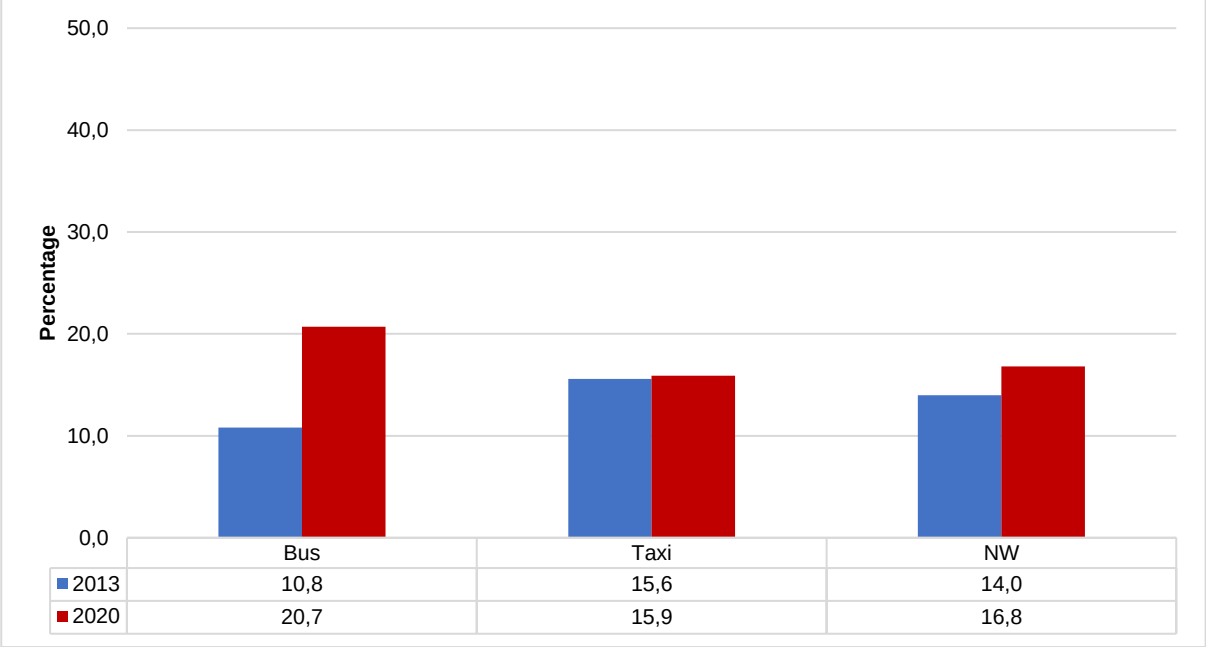
Table 4.12: Number of transfers made by public transport users, 2020

Main mode of travel	Statistics (numbers in thousands)	No of transfers (percentage of trips)			Total
		1	2	3	
Train	Number	*	*	*	*
	Per cent	*	*	*	*
Bus	Number	7	*	*	8
	Per cent	93,2	*	*	100,0
Taxi	Number	31	*	*	32
	Per cent	96,2	3,8	*	100,0
Total	**Number**	**38**	*	*	**40**
	Per cent	**95,7**	**3,0**	**1,3**	**100,0**

Percentages calculated within mode of travel
Totals used excluded unspecified cases

Table 4.12 demonstrates transfers made by public transport users. More than 90,0% of public transport users had to transfer once during their trips to work.

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



Percentages calculated within mode of travel

Figure 4.4 shows a percentage of public transport users who made at least one transfer in 2013 and 2020. Majority of workers who made at least one transfer used buses in 2020 (20,7%). There is not much of a difference of workers who made at least one transfer using taxis in 2020 and 2013 (15,6% and 15,9% respectively).

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

District municipality of origin	Province of destination									RSA
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	
Bojanala	*	*	*	*	*	90,4	6,9	0,4	2,3	**100,0**
Dr Kenneth Kaunda	*	*	*	0,5	*	99,1	0,4	*	*	**100,0**
Dr Ruth Segomotsi Mompati	*	*	3,2	1,8	*	95,0	*	*	*	**100,0**
Ngaka Modiri Molema	*	*	*	*	*	98,0	2,0	*	*	**100,0**
North West	*	*	**0,3**	**0,3**	*	**94,0**	**4,0**	**0,2**	**1,2**	**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 that most of the workers in the North West province travelled to Gauteng Province (4,0%) followed by Limpopo Province (1,2%), Northern Cape and Free State (0,3%) then Mpumalanga Province (0,2%). Most workers from Bojanala travelled to Gauteng (6,9%) while 2,3% travelled to Limpopo and 0,4% to Mpumalanga; 2,0% workers from Ngaka Modiri Molema travelled to Gauteng. About 3,2% workers from Dr Ruth Segomotsi Mompati travelled to North Cape and 1,8% to the Free State; 0,5% workers from Dr Kenneth Kaunda to Free State and 0,4% to Gauteng. All district municipality travels of workers within the North West is over 90,0%.

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
Bojanala	374	37,3	13,2	13,1	27,3	9,0
Dr Kenneth Kaunda	191	22,7	15,0	20,3	35,7	6,3
Dr Ruth Segomotsi Mompati	79	9,9	18,2	30,0	33,1	8,8
Ngaka Modiri Molema	129	10,6	11,0	16,9	51,0	10,5
North West	**773**	**26,4**	**13,8**	**17,2**	**34,0**	**8,6**
Geographic location						
Urban	436	24,6	13,0	17,5	37,7	7,2
Rural	337	28,8	14,8	16,9	29,1	10,4

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

Table 4.14 illustrates the time workers left for work by municipality. About 26,4% workers in North West province left for work before 06:00, while few workers (8,6%) left for work at 08:00 or later. Bojanala (37,3%) and Dr Kenneth Kaunda (22,7%) showed a higher proportion of workers who left for work before 06:00 in the morning. Over 30,0% of workers in Ngaka Modiri Molema, Dr Kenneth Kaunda, and Dr Ruth Segomotsi Mompati left for work between 07:00 to 07:59.

A small number of persons in Ngaka Modiri Molema and Dr Ruth Segomotsi Mompati left for work before 06:00 (10,6% and 9,9% respectively). Twenty-nine percent of workers in rural areas left for work between 07:00 to 07:59 in the morning, while (37,7%) of workers in urban areas left for work between 07:00 to 07:59 in the morning.

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

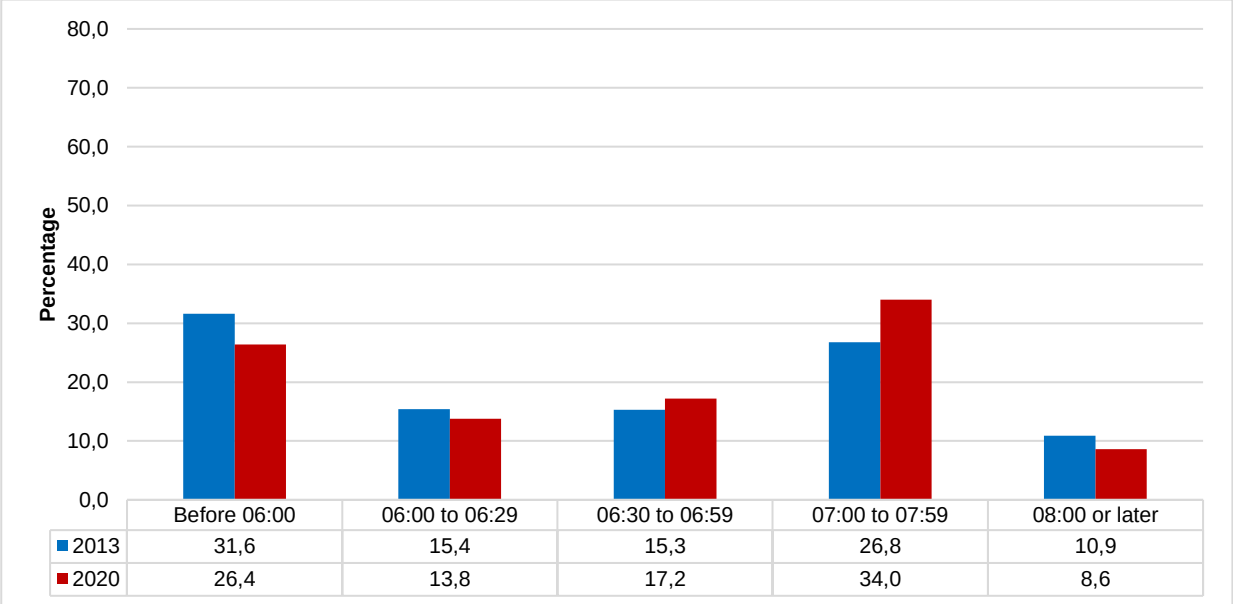


Figure 4.5 shows the percentage of workers and the time they leave for work in 2013 and 2020. Most of the workers left around 07:00 to 07:59 in 2020 (34,0%) followed by those who left before 06:00 (26,4%). In both 2013 and 2020 the least percentage of workers left for work around 08:00 or later (10,9%) and (8,6%) respectively.

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
Bojanala	374	25,0	5,1	15,4	40,4	14,1
Dr Kenneth Kaunda	191	17,5	6,4	19,8	44,8	11,5
Dr Ruth Segomotsi Mompati	79	5,5	5,4	25,4	45,0	18,6
Ngaka Modiri Molema	129	5,7	3,3	12,1	50,8	28,2
North West	**773**	**17,9**	**5,2**	**16,9**	**43,7**	**16,3**
Geographic location						
Urban	436	19,2	5,0	17,5	45,1	13,2
Rural	337	16,2	5,4	16,2	41,9	20,3

Percentages calculated within district municipalities.
Total excludes unspecified arrival time

Table 4.15 indicates the arrival time of workers at their place of work. In North West province, approximately half of the workers' arrival time was from 07:00 to 07:59 (43,7%) in the morning while (17,9%) of workers arrived before 06:00. Around 50,8% of the workers in Ngaka Modiri Molema arrived between 07:00 to 07:59.

About a fourth of workers in the rural areas indicated that they arrived between 07:00 to 07:59 (41,9%), while (45,1%) in urban areas indicated that they arrived between 07:00 to 07:59.

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
Bojanala	118	45,2	22,5	23,4	8,9
Dr Kenneth Kaunda	50	60,9	22,2	10,6	6,3
Dr Ruth Segomotsi Mompati	8	61,2	16,9	7,4	14,6
Ngaka Modiri Molema	38	59,5	19,5	11,2	9,8
North West	**214**	**52,0**	**21,7**	**17,7**	**8,7**

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.

Table 4.16 shows workers by district municipality and walking time to the first public transport. Approximately 52,0% of workers in North West province walked up to five minutes to the first public transport, followed by those who walked for between six to ten minutes (21,7%). About 61,2% of workers in Dr Ruth Segomotsi Mompati walked up to five minutes to the first public transport. Workers in Dr Kenneth Kaunda were least likely to walk for more than 15 minutes to their first public transport (6,3%).

Figure 4.6: Time taken to walk to get to the first transport, 2020 and 2013

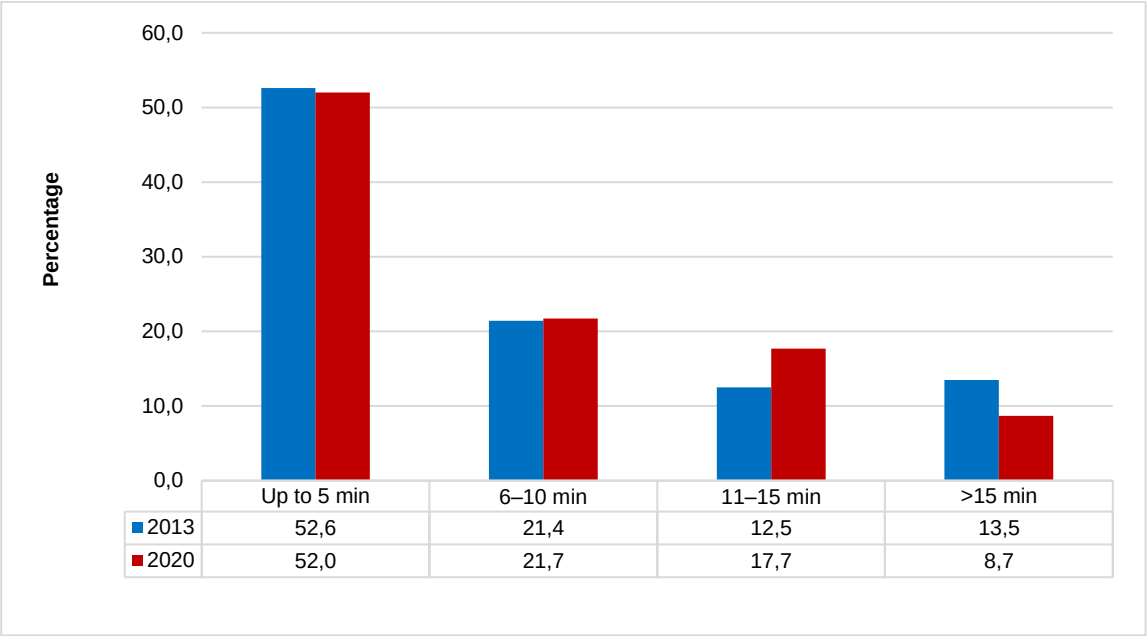


Figure 4.6 shows the time it takes workers to walk to get to their first transport in 2013 and 2020. In 2020 the highest proportion of workers took up to five minutes (52,0%) followed by those who took 6 to 10 minutes (21,7%) to get to their first transport, then those who took 11 to 15 minutes (17,7%) and lastly those who took more than 15 minutes (8,7%).

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)			
		Up to 5 min.	6–10 min.	11–15 min.	>15 min.
Train	1	*	100	*	*
Bus	29	53,3	22,9	13,3	10,5
Taxi	145	54,6	17,6	19,6	8,2
Total	**175**	**54,2**	**18,8**	**18,5**	**8,5**

Totals used to calculate percentages excluded unspecified cases.

The findings in Table 4.17 confirm that about 54,6% of taxi users walked up to five minutes to their first public transport. Around 53,3% of bus users also walked up to 5 minutes. According to the table, only a few workers (8,2%) walked for more than 15 minutes to their first public transport when taxis are their mode of travel.

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.
Bojanala	82	69,1	20,3	5,4	5,1
Dr Kenneth Kaunda	40	79,8	8,9	10,6	0,7
Dr Ruth Segomotsi Mompati	6	59,1	22,3	12,4	6,2
Ngaka Modiri Molema	31	85,5	6,6	*	7,9
North West	**159**	**74,6**	**14,8**	**5,9**	**4,6**

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

Table 4,18 shows that slightly around three-quarters of workers in North West province waited up to 5 minutes (74,6%) for their first public transport to arrive. On the other hand, roughly 4,6% of workers had to wait for more than 15 minutes. In Ngaka Modiri Molema and Dr Kenneth Kaunda, around 8 in 10 workers were more likely to wait up to 5 minutes for their first public transport to arrive (85,5% and 79,8% respectively), while in Dr Kenneth Kaunda about 0,7% of workers were likely to wait for more than 15 minutes.

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

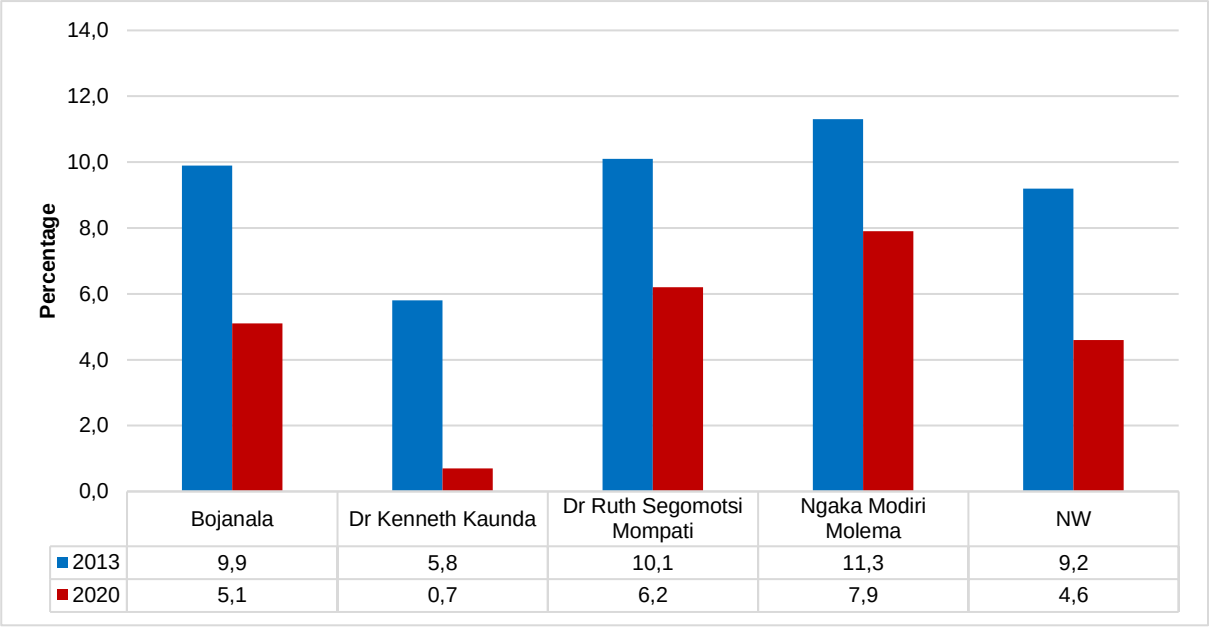


Figure 4.7 shows the percentage of workers who waited for more than 15 minutes for the first public transport by district municipality in 2013 and 2020. In 2020 majority of the workers who waited for more than 15 minutes for the first public transport was recorded in Ngaka Modiri Molema (7,9%) while the least percentage was recorded in Dr Kenneth Kaunda (0,7%). Across all the district municipalities 2013 had the highest proportions when compared to 2020.

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
Bojanala	*	*	*	*	*	**21**	69,1	91,8	89,1	100	**61**	44,3	61,8	38,9	40,9
Dr Kenneth Kaunda	*	*	*	*	*	*****	4,5	2,0	10,9	*	**40**	30,6	21,3	53,5	5,1
Dr Ruth Segomotsi Mompati	*	*	*	*	*	**4**	26,4	6,2	*	*	**5**	2,9	7,4	7,6	7,3
Ngaka Modiri Molema	*	*	*	*	*	**27**	100,0	100,0	100,0	100,0	**27**	22,2	9,5	*	46,8
North West	*	*	*	*	*	**21**	**69,1**	**91,8**	**89,1**	**100,0**	**133**	**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 presents the findings for workers by district municipality and public transport and the times they waited for their taxis and buses. Of the 133 000 who used taxis to travel to work, the highest numbers were from Bojanala (61 000) and Dr Kenneth Kaunda (40 000). There were more taxi users than bus users. Bojanala (91,8%) had the highest number of workers who waited 6 to 10 minutes for a bus.

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.
Bojanala	65	70,2	12,4	6,6	10,8
Dr Kenneth Kaunda	27	80,7	9,6	3,2	6,5
Dr Ruth Segomotsi Mompati	6	52,7	14,9	21,6	10,7
Ngaka Modiri Molema	30	66,1	12,4	5,3	16,3
North West	**128**	**70,5**	**11,9**	**6,3**	**11,2**

*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 shows walking time at the end of the work trip using public transport by district municipality. Seven in ten public transport users (70,5%) walked five minutes or less to reach their final destination, and a further 11,9% walked between 6 to 10 minutes. Approximately six percent (6,3%) of workers walked between 11 to 15 minutes. Ngaka Modiri Molema (16,3%) had the highest percentage of commuters who walked for 15 minutes and more, while a little more than five percent walked for 11 to 15 minutes to reach their place of work.

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

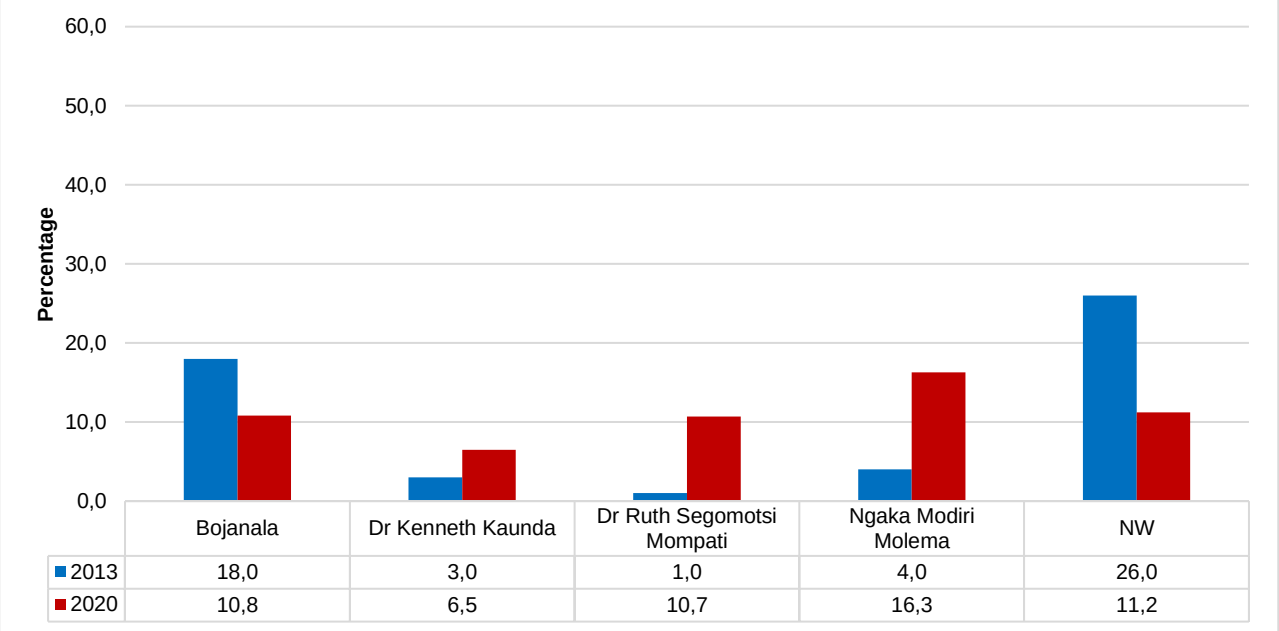


Figure 4.8 shows the percentage of workers who used public transport and walked for more than 15 minutes at the end of a trip to reach their place of work by district municipality in 2013 and 2020. In 2020 the North West had 11,2% of workers who walked for more than 15 minutes. Across all the district municipalities 2020 had the highest proportions when compared with 2013 except in the Bojanala district with 2013 having the highest percentage (18,0%) compared to (10,8%) in 2020.

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
Bojanala	*	*	*	*	*	**19**	74,9	94,4	100	69,3	**46**	45,2	43,5	34,9	45,1
Dr Kenneth Kaunda	*	*	*	*	*	*****	4,5	*	*	10,0	**27**	29,0	20,3	14,6	14,5
Dr Ruth Segomotsi Mompati	*	*	*	*	*	**4**	20,5	5,6	*	20,7	**5**	3,3	7,3	22,8	3,4
Ngaka Modiri Molema	*	*	*	*	*	**24**	100,0	100,0	100,0	100,0	**26**	22,5	28,8	27,6	37
North West	*	*	*	*	*	**19**	**74,9**	**94,4**	**100**	**69,3**	**104**	**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 North West.

Table 4.21 depicts workers who used public transport by district municipality and walking time at the end of the trip to reach place of work. The highest proportion of workers who walked between six to ten minutes to reach their place of work using buses as their mode of transport were from Bojanala (94,4%). According to the table, slightly more than 45,2% of workers who walked up to five minutes from using a taxi came from Bojanala.

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

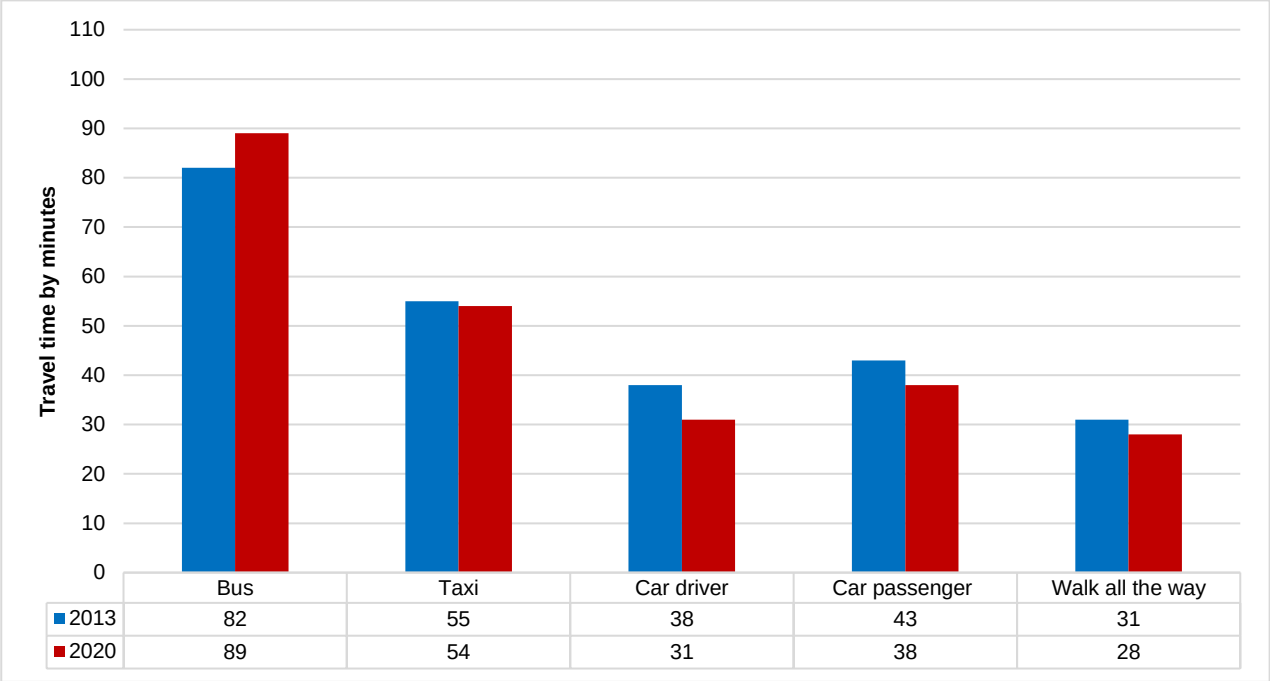
Main mode of travel and total time in minutes	District municipality				
	Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	North West
Train					
Mean (minutes)	*	*	*	*	*
1–30	*	*	*	*	*
31–60	*	*	*	*	*
61+	*	*	*	*	*
Total	*	*	*	*	*
Bus					
Mean (minutes)	95	*	51	68	**89**
1–30	14,6	*	26,3	20,4	**16**
31–60	24,3	*	34,2	26,2	**24,9**
61+	61,1	*	39,5	53,4	**59,1**
Total	**100,0**	*	**100,0**	**100,0**	**100,0**
Taxi					
Mean (minutes)	67	42	27	45	**54**
1–30	17,0	39,5	76,5	38,1	**30**
31–60	44,1	49,2	19,7	50,1	**45,8**
61+	38,8	11,4	3,8	11,9	**24,2**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car driver					
Mean (minutes)	32	25	29	39	**31**
1–30	63,2	77,0	68,2	56,1	**66,4**
31–60	26,9	21,5	26,4	33,7	**26,3**
61+	9,9	1,5	5,4	10,2	**7,2**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car passenger					
Mean (minutes)	45	31	44	39	**38**
1–30	33,8	63,6	44,3	61,0	**51,5**
31–60	49,0	32,8	43,6	28,1	**38,7**
61+	17,2	3,6	12,2	10,9	**9,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Walk all the way					
Mean (minutes)	28	28	26	32	**28**
1–30	73,9	71,2	77,8	66,2	**72,7**
31–60	18,2	23,2	16,7	22,4	**19,7**
61+	7,9	5,6	5,6	11,3	**7,7**
Total	**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

According to Table 4.22, the majority of workers who used buses as their main mode of transport travelled for more than an hour (59,1%) to get to their destinations. Nearly a two thirds (61,1%) of workers in Bojanala who used the bus as their mode of transport travelled for more than an hour. Around (76,5%) of workers in Dr Ruth Segomotsi Mompati who used taxis as their mode of transport needed between 1 to 30 minutes to reach their place of work. Slightly above fifty percent (50,1%) of workers in Ngaka Modiri Molema tended to travel for between 31 to 60 minutes when using a taxi to get to their place of work.

In North West province, a small percentage of workers who drive their cars to work travelled for more than 60 minutes to their place of work (7,2%). Most (63,6%) of the car passengers in Dr Kenneth Kaunda travelled for less than 30 minutes to their place of work. Across all local municipalities, workers who walked all the way to their place of work needed less than 30 minutes to travel (72,7%).

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



	Bus	Taxi	Car driver	Car passenger	Walk all the way
2013	82	55	38	43	31
2020	89	54	31	38	28

Figure 4.9 shows total time travelled to work by main mode of transport in 2013 and 2020. Across all the main modes of public transport, time needed for workers to travel to their workplace has decreased except for those who were travelling by bus. There was an increase of 7 minutes between 2013 and 2020 for bus travellers to get to their workplace.

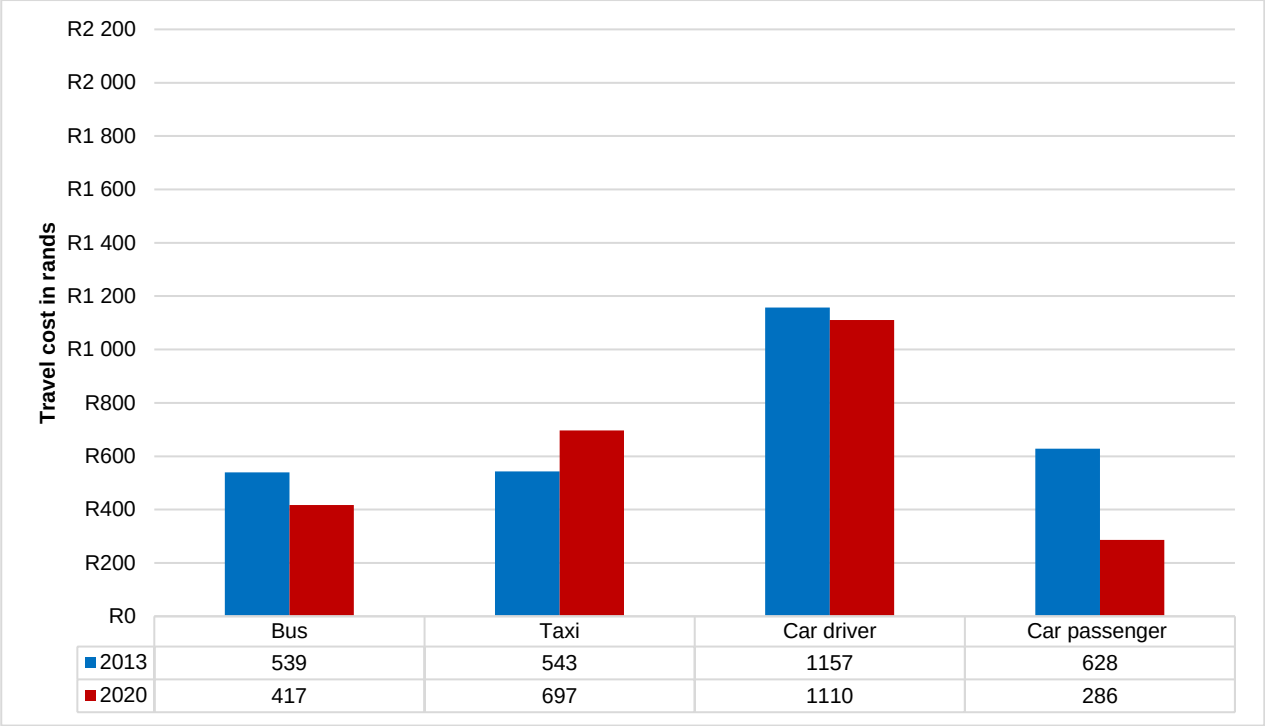
Table 4.23: Monthly cost of transport by main mode and district municipality, 2020

Mode and monthly payment in rand	District municipality				
	Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	North West
Train					
Mean (rand)	*	*	*	*	*
1-100	*	*	*	*	*
101-200	*	*	*	*	*
200+	*	*	*	*	*
Total	*	*	*	*	*
Bus					
Mean (rand)	431	*	326	364	**417**
1-100	2,3	*	*	*	**1,7**
101-200	*	*	35,7	8,1	**3,6**
200+	97,7	*	64,3	91,9	**94,6**
Total	**100,0**	*	**100,0**	**100,0**	**100,0**
Taxi					
Mean (rand)	846	566	432	584	**697**
1-100	0,3	0,9	*	*	**0,4**
101-200	0,2	*	*	2,3	**0,6**
200+	99,5	99,1	100,0	97,7	**99**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck driver					
Mean (rand)	1 295	937	1 078	784	**1 110**
1-100	2,5	4,9	10,6	6,4	**4,4**
101-200	1,1	*	*	*	**0,6**
200+	96,4	95,1	89,4	93,6	**94,9**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck passenger					
Mean (rand)	319	281	284	218	**286**
1-100	*	*	*	*	*
101-200	3,9	*	7,9	*	**2,2**
200+	96,1	100	92,1	100,0	**97,8**
Total	**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 above shows the monthly cost of transport by main mode and district municipality. Workers who used the bus had an average monthly cost of R417; taxi commuters had a monthly average cost of R697; car/truck driver users had a monthly cost of R1 110; and car/truck passengers incurred an average monthly cost of R286.

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



	Bus	Taxi	Car driver	Car passenger
2013	539	543	1157	628
2020	417	697	1110	286

Figure 4.10 shows monthly cost of transport to work by main mode of transport in 2013 and 2020. The most travel costs are incurred by workers who drive cars to work, total travel costs in 2020 (1 110) Rands. Across all the main modes of public transport used by worker 2013 has the highest proportion when compared to 2020 except workers using taxis with 2020 having (697) Rands as compared to (543) Rands in 2013.

4.4 Summary

In North West, the majority of workers are located in the Bojanala district, followed by Dr Kenneth Kaunda and Ngaka Modiri Molema. Most workers travelled five days per week (46,7%) to place of work, followed by those who worked six days plus per week (36,9%). Only a small percentage of workers worked less than four days (16,4%).

A significant number of workers drove a car/truck to work 29,9%, followed by those who walked all the way 29,3% and those using taxis to get to their workplace at 26,1%. Dr Ruth Segomotsi Mompati had the most workers who walked all the way to their place of work in 2020, followed by Ngaka Modiri Molema, while those who drive to their work place were found in Dr Kenneth Kaunda, followed by Bojanala district.

Of those workers who walked all the way, most indicated that their workplace was nearby/close enough to walk. Most cyclists indicated that they cycled all the way to work by choice, those that drove all the way said they needed to drive for work purposes. Hitchhikers mostly indicated that public transport was too expensive.

Workers in the North West province mostly leave for work between 07:00 to 07:59 in 2020. The walking time of most workers to reach their first transport is up to five minutes, and most of them are taxi users. After being dropped off by their transport they would mostly still have to walk for five minutes or less to reach their workplace.

Bus users mostly travelled for more than an hour to reach their destination and were mostly from the Bojanala district. Workers using car/truck as drivers had the highest monthly costs.

5. Business trips

5.1 Introduction

Business trips are defined as trips taken by persons 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.

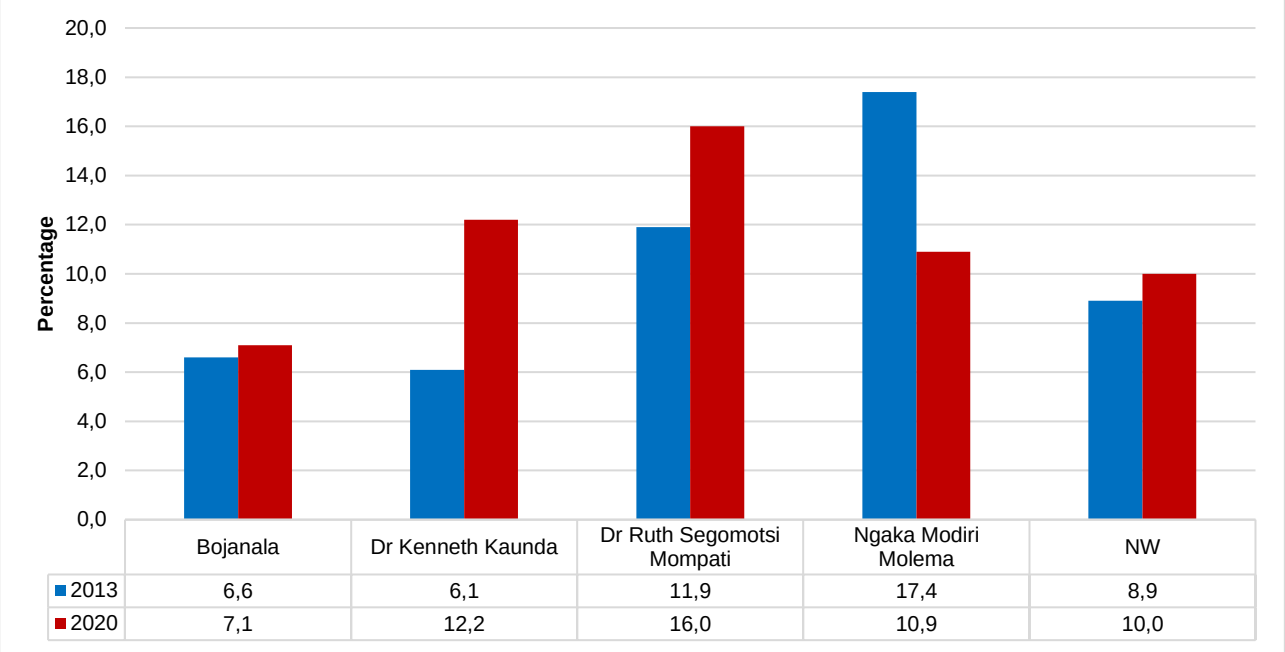
Table 5.1: Incidence of business trips during the past calendar month by district municipality and geographic location, 2020

District municipality	Workers aged 15 years and older ('000)	Business trips amongst workers 15 years and older		
		Number ('000)	Per cent within province/geographical area	Per cent within North West
Bojanala	443	31	7,1	46,1
Dr Kenneth Kaunda	237	29	12,2	24,6
Dr Ruth Segomotsi Mompati	98	16	16,0	10,2
Ngaka Modiri Molema	183	20	10,9	19,1
North West	**961**	**96**	**10,0**	**100,0**
Geographic location				
Urban	520	65	12,5	54,1
Rural	441	31	7,0	45,9

Percentages calculated across district municipalities, within North West.

Table 5.1 indicates incidences of business trips taken during the past calendar month by district municipality and geographic location. Out of a total of 961 000 workers aged 15 years and older, only 96 000 undertook business trips during this period. Most of the persons who travelled came from Bojanala (46,1%), Dr Kenneth Kaunda (24,6%), Ngaka Modiri Molema (19,1%) and Dr Ruth Segomotsi Mompati (10,2%).

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



	Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	NW
2013	6,6	6,1	11,9	17,4	8,9
2020	7,1	12,2	16,0	10,9	10,0

Percentages calculated within district municipalities

Figure 5.1 depicts the case where workers aged 15 and more took business trips in 2013 and 2020. In the North West workers took business trips the most in 2020 (10,0%), majority of the workers who took business trips were found to be in Ngaka Modiri Molema (10,9%). Overall across all the district municipalities most workers took business trips in the year 2020 except in Ngaka Modiri Molema.

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
Bojanala	31	88,8	3,2	5,3	*	2,7
Dr Kenneth Kaunda	29	89,5	6,6	4,0	*	*
Dr Ruth Segomotsi Mompati	16	90,7	2,9	0,7	4,0	1,7
Ngaka Modiri Molema	20	95,1	*	2,9	*	2,0
North West	**96**	**90,6**	**3,5**	**3,6**	**0,7**	**1,6**

*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 96 000 workers undertook business trips during the month prior to the interview. Of those workers who were interviewed, 90,6% indicated that they had undertaken one to five trips prior to the interview, and 1,6% who went on business trips had undertaken more than twenty trips. The highest percentage of workers who had undertaken 1–5 business trips resided in Ngaka Modiri Molema (95,1%), followed by Dr Ruth Segomotsi Mompati (90,7%), Dr Kenneth Kaunda (89,5%) and Bojanala (88,8%). The highest percentage of workers who had undertaken more than twenty business trips during the reference period, resided in Bojanala (2,7%).

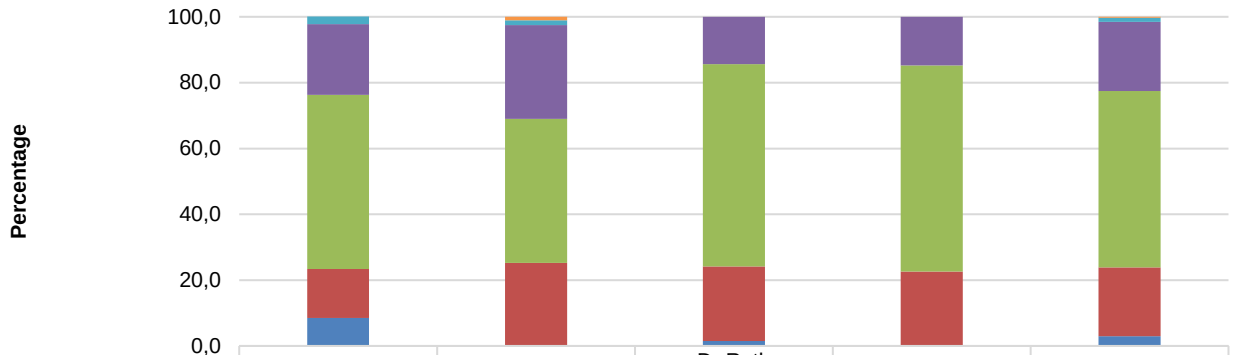
Table 5.3: Main mode of travel used for business trip, by district municipality 2020

Mode of travel		Statistics ('000)	District municipality				
			Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	North West
Public transport	Bus	Number	*	*	*	*	*****
		Per cent	8,5	*	1,5	*	**3,0**
	Taxi	Number	5	7	4	5	**20**
		Per cent	14,9	25,2	22,7	22,6	**20,9**
Private transport	Car/truck driver	Number	17	13	10	13	**51**
		Per cent	52,9	43,8	61,4	62,6	**53,6**
	Car/truck passenger	Number	7	8	2	3	**20**
		Per cent	21,5	28,5	14,4	14,8	**21,0**
Aircraft		Number	1	*	*	*	**1**
		Per cent	2,3	1,4	*	*	**1,2**
Other modes		Number	*	*	*	*	*****
		Per cent	*	1,1	*	*	**0,3**
Total		**Number**	**31**	**29**	**16**	**20**	**96**
		Per cent	**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 summarises the main mode of travel used for business trips by district municipality in the North West province. More than half of the business travellers (53,6%) used a car/truck as driver, while car/truck as passengers (21,0%) were the second most common mode of travel used. The highest proportion of business travellers who used taxis were recorded in Dr Kenneth Kaunda (25,2%). With regard to business trips made by car/truck as driver, Ngaka Modiri Molema (62,6%), Dr Ruth Segomotsi Mompati (61,4%), Bojanala (52,9%) and Dr Kenneth Kaunda (43,8%) were likely to use this mode.

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



	Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	NW
Other modes	0,0	1,1	0,0	0,0	0,3
Aircraft	2,3	1,4	0,0	0,0	1,2
Car/truck passenger	21,5	28,5	14,4	14,8	21,0
Car/truck driver	52,9	43,8	61,4	62,6	53,6
Taxi	14,9	25,2	22,7	22,6	20,9
Bus	8,5	0,0	1,5	0,0	3,0

Figure 5.2 shows the mode of transport most used by workers in the province when they take business trips. In the North West 53,6% of workers travelled using cars as drivers. The municipality of Ngaka Modiri Molema had the most car drivers (62,6%), closely followed by Dr Ruth Segomotsi Mompati (61,4%), Bojanala (52,9%) and Dr Kenneth Kaunda (43,8%). Car passenger mode of transport was the second most used (21,0%)

followed by taxis (20,9%). In Dr Kenneth Kaunda (28,5%) and Bojanala (21,5%) car passenger mode of transport was used the most while in Dr Kenneth Kaunda (25,2%) and Dr Ruth Segomotsi Mompati (22,7%) taxis were the mode of transport used the most.

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

District municipality of origin	Province of destination (per cent within province of origin)									Total
	WC	EC	NC	FS	KZN	NW	GP	MP	LP	
Bojanala	2,3	3,1	1,2	*	*	53,7	35,8	1,7	2,2	**100,0**
Dr Kenneth Kaunda	1,4	2,8	*	11,5	11,4	53,7	17,6	*	1,6	**100,0**
Dr Ruth Segomotsi Mompati	*	*	24,4	8,9	*	58,5	8,2	*	*	**100,0**
Ngaka Modiri Molema	*	*	5,6	*	*	62,4	25,7	2,6	3,7	**100,0**
North West	**1,2**	**1,8**	**5,6**	**4,9**	**3,5**	**56,3**	**23,6**	**1,1**	**2,0**	**100,0**

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

Table 5.4 represents the percentage of business trips by district municipality of origin and province of destination. Workers in Ngaka Modiri Molema (62,4%), Dr Ruth Segomotsi Mompati (58,5%), and Dr Kenneth Kaunda and Bojanala (both at 53,7%) were likely to travel within the province. For trips to other provinces, Gauteng was the one province to which workers travelled most (23,6%), while travellers from Bojanala (35,8%) and Ngaka Modiri Molema (25,7%) were the most likely to travel to Gauteng.

5.2 Summary

The aim of this section is to analyse and interpret business trips in the North West province. Workers took business trips the most in the year 2020 when compared to 2013. Bojanala district has the most persons aged 15 years and older who undertook business trips.

Amongst all workers interviewed most of them indicated that they had undertaken one to five trips prior to the interview. Main mode of transport mainly used by business travellers was car/truck as drivers.

6. Other travel patterns

6.1 Introduction

This section focuses on a recent day and overnight trips taken by persons 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.

Persons 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

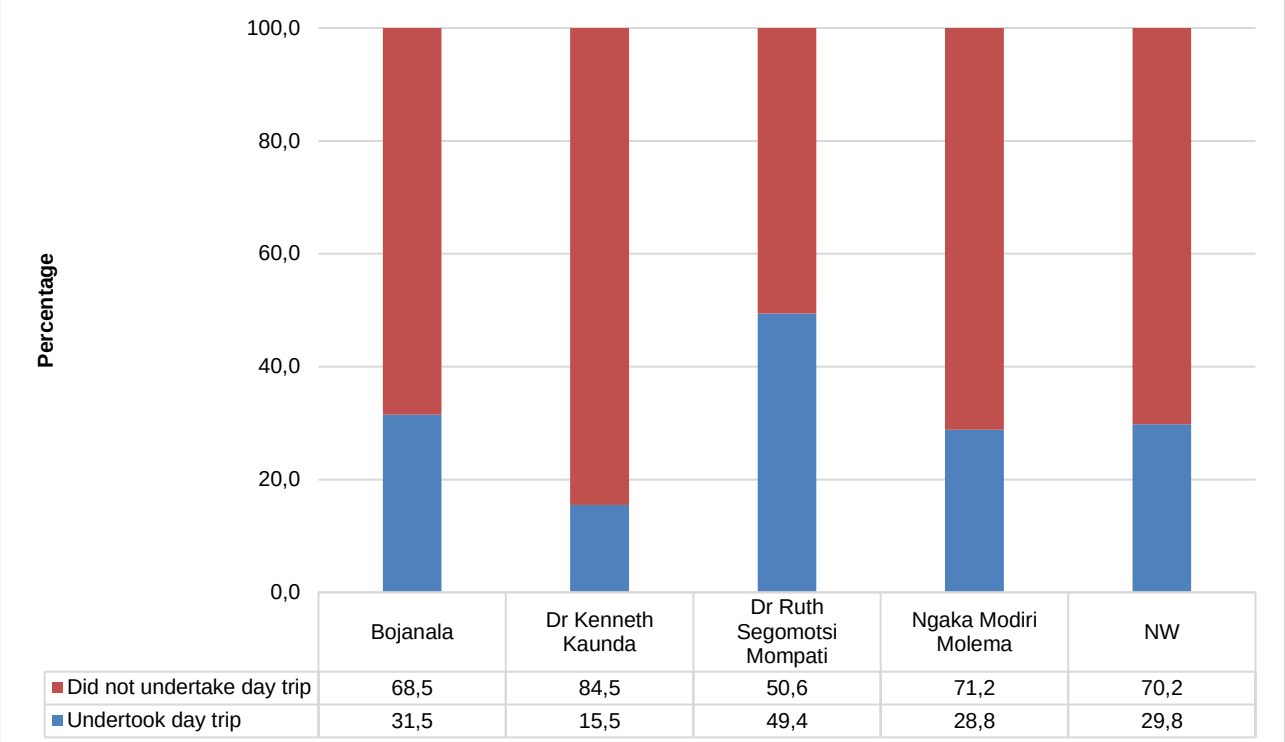
Table 6.1: Day trip/s taken away from usual home/place of residence in the twelve months prior to the interview, 2020

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 North West
Bojanala	1 264	398	46,7
Dr Kenneth Kaunda	561	87	10,2
Dr Ruth Segomotsi Mompati	334	165	19,3
Ngaka Modiri Molema	705	203	23,8
North West	**2 865**	**853**	**100,0**

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

Table 6.1 indicates a total of 853 000 individuals out of a total of 2,8 million who were interviewed had undertaken day trips away from their usual home/place of residence during the 12 months prior to the survey. Bojanala 46,7%) has the highest proportion of individuals who had undertaken day trips, whilst Dr Kenneth Kaunda had the lowest proportion at 10,2%.

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.

Figure 6.1 indicates a high proportion of persons residing in Dr Kenneth Kaunda municipality (about 84,5%) followed by those residing in Ngaka Modiri Molema (about 71,2%) did not undertake a day trip, whereas those residing in Dr Ruth Segomotsi Mompati (49,4%) and Bojanala (31,5%) have the highest proportions of persons 15 years and older who undertook day trips.

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)				
	Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	North West
Visit friends/ family/ancestral home	38,3	41,1	32,5	32,4	**36,1**
Leisure/ holiday	5,4	13,2	4,4	2,3	**5,3**
Shopping	29,8	5,6	31,6	25,1	**26,6**
Sporting	1,4	0,6	3,0	3,2	**2,0**
Funeral	3,6	15,2	7,2	7,5	**6,4**
Medical	3,8	4,3	4,5	2,6	**3,7**
Government services (e.g.home affairs, etc)	1,6	5,7	2,5	5,3	**3,1**
Looking for work	2,8	3,3	3,7	3,1	**3,1**
Wellness (e.g. spa, health farm, etc)	0,1	*	0,0	0,4	**0,2**
Religious/ cultural/ traditional	5,4	5,8	4,6	8,1	**5,9**
Wedding	1,5	1,6	1y,0	2,4	**1,6**
Other	6,3	3,6	5,1	7,8	**6,1**
Total	**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 Indicates that the most common reasons given by persons who had undertaken day trips in North West province were visiting friends, family and/or ancestral home (36,1%), followed by shopping (26,6%), while

the less common reasons were visiting for wellness purposes (e.g. spa, health farm, etc.). In the municipalities, shopping was also the second most common reason stated by persons who had undertaken day trips, except in Dr Kenneth Kaunda (15,2%) where funeral was the most common reasons provided.

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

Mode of travel		Statistics ('000)	District municipality				
			Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	North West
Public transport	Train	Number	*	*	*	*	**4**
		Per cent	0,7	0,5	0,5	*	**0,5**
	Bus	Number	31	*	4	8	**44**
		Per cent	7,8	1,5	2,3	4,1	**5,2**
	Taxi	Number	224	39	83	138	**484**
		Per cent	56,2	45,1	50,4	67,8	**56,7**
Private transport	Car/truck driver	Number	54	17	29	26	**126**
		Per cent	13,5	19,5	17,8	12,6	**14,7**
	Car/truck passenger	Number	69	27	42	30	**168**
		Per cent	17,4	30,9	25,4	14,8	**19,7**
Other		Number	*	*	*	*	**8**
		Per cent	0,6	2,5	1,8	0,5	*****
Walking		Number	16	*	3	*	**19**
		Per cent	3,9	*	1,8	0,1	**2,2**
Total		**Number**	**398**	**87**	**165**	**203**	**853**
		Per cent	**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 depicts that persons who undertook day trips in North West province preferred using taxis (56,7%), followed by car/truck passengers (19,7%), while the least preferred mode of transport was trains (0,5%). Taxis were also the most preferred mode of transport in all the municipalities in the province.

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
Bojanala	1 264	435	50,7
Dr Kenneth Kaunda	561	125	14,6
Dr Ruth Segomotsi Mompati	334	112	13,0
Ngaka Modiri Molema	705	187	21,8
North West	**2 865**	**858**	**100,0**

Percentages calculated across district municipalities.
Total excludes unspecified overnight trips

Table 6.4 indicates that less than half (858 000) of the total number of persons interviewed (2 865 000) undertook overnight trips away from their usual home/residence. Residents of the Bojanala were most likely to undertake overnight trips (50,7%), whilst those residing in Dr Ruth Segomotsi Mompati were least likely to undertake overnight trips (13,0%).

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

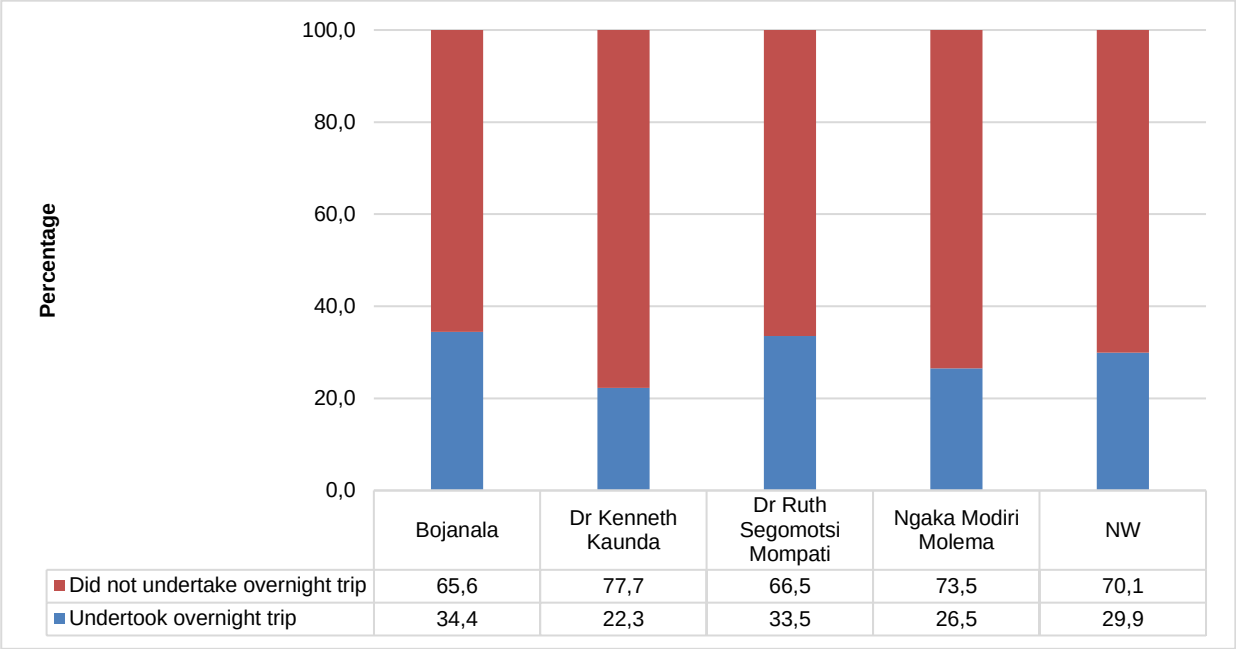


Figure 6.2 shows that the highest proportion of persons 15 years and older who did not undertake an overnight trip reside in Dr Kenneth Kaunda municipality (77,7%) followed by Ngaka Modiri Molema municipality (73,5%). Residence of Bojanala (34,4%) and Dr Ruth Segomotsi Mompati (33,5%) had the highest proportion for those who have undertook overnight trips.

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)				
	Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	North West
Visit friends/ family/ancestral home	68,5	61,4	48,3	54	**61,7**
Leisure/ holiday	7,6	14,0	5,1	4,2	**7,5**
Shopping	0,1	*	1,6	0,1	**0,3**
Sporting	*	0,4	0,5	0,3	**0,2**
Funeral	9,0	11,3	18,9	14,5	**11,8**
Medical	0,7	0,8	3,0	1,2	**1,1**
Government services (e.g. home affairs, etc.)	0,6	1,2	1,0	1,1	**0,8**
Looking for work	1,0	1,2	6,7	2,8	**2,2**
Wellness (e.g. spa, health farm, etc.)	0,1	*	0,2	0,5	**0,2**
Religious/ cultural/ traditional	7,9	7,2	8,7	14,6	**9,3**
Wedding	1,2	0,3	1,3	1,7	**1,2**
Other	3,4	2,2	4,6	5,1	**3,8**
Total	**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.

Table 6.5 shows that visiting a friend and/or family was the reason most commonly stated by persons located in North West for undertaking overnight trips. This is also the case in all the local municipalities in the province.

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

Mode of travel		Statistics ('000)	District municipality				
			Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	North West
Public transport	Train	Number	*	*	*	*	**4**
		Per cent	0,8	0,6	0,4	*	**0,5**
	Bus	Number	48	7	4	18	**77**
		Per cent	11,0	5,7	3,5	9,6	**9,0**
	Taxi	Number	213	56	62	115	**445**
		Per cent	48,9	44,8	55,7	61,3	**51,9**
Private transport	Car/truck driver	Number	55	20	14	25	**115**
		Per cent	12,7	16,3	12,5	13,6	**13,4**
	Car/truck passenger	Number	99	35	28	26	**188**
		Per cent	22,8	27,9	25,0	14,1	**22,0**
Aircraft		Number	*	5	*	*	**7**
		Per cent	0,5	3,7	0,3	*	**0,8**
Other		Number	14	*	*	*	**21**
		Per cent	3,3	1,0	2,7	1,3	**2,4**
Total		**Number**	**435**	**125**	**112**	**187**	**858**
		Per cent	**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 municipalities.

Table 6.6 indicates that half of the persons (51,9%) in the North West province used taxis for travelling overnight to their destinations, which is also the case in all the local municipalities in this province. Residents of Bojanala and Ngaka Modiri Molema had higher proportions of persons using buses for their trips at 11,0% and 9,6% respectively.

6.4 Summary

The results indicate that a total of 853 000 individuals out of a total of 2,8 million who were interviewed had undertaken trips away from their usual home/place of residence during the 12 months prior to the survey. Bojanala (46,7%) has the highest proportion of individuals who had undertaken trips in the province, whilst Dr Kenneth Kaunda had the lowest proportion at 10,2%.

Residents of the Bojanala were most likely to undertake overnight trips (50,7%), whilst those residing in Dr Ruth Segomotsi Mompati were least likely to undertake overnight trips (13,0%).

7. Households

7.1 Introduction

The 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

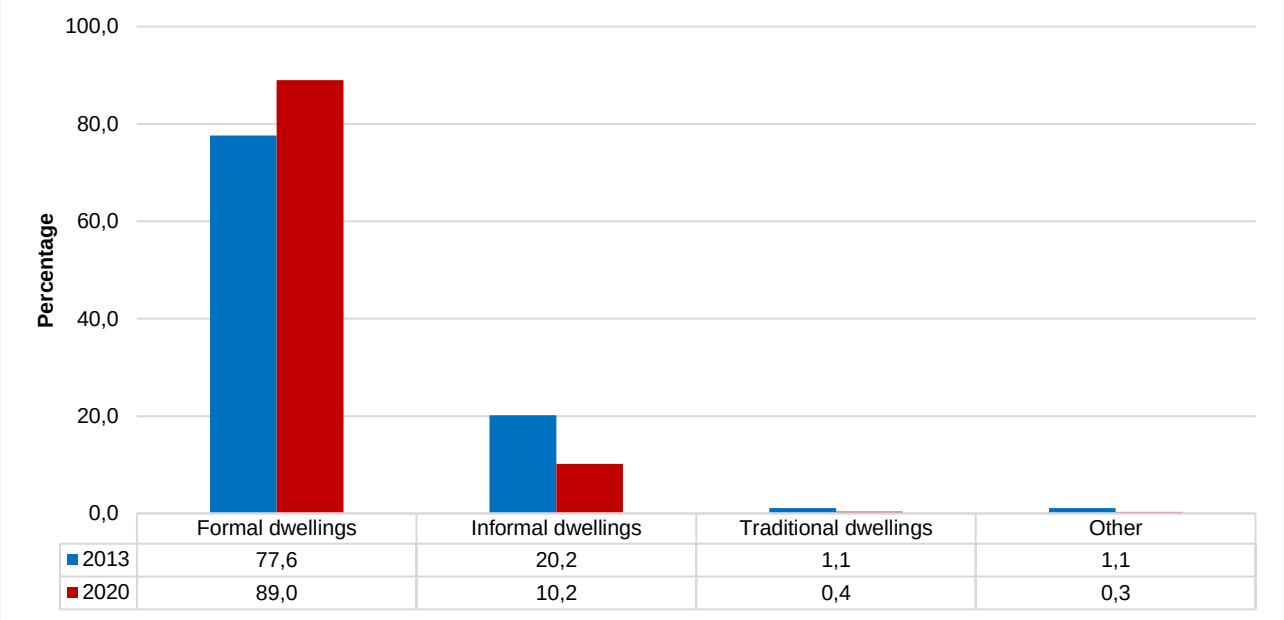
Table 7.1: Dwelling type of household, by district municipality, 2013 and 2020

Dwelling type	District municipality (per cent within district municipality)				
	Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	North West
2013					
Formal dwellings	68,0	86,6	90,6	84,7	**77,6**
Informal dwellings	30,0	12,5	7,7	11,1	**20,2**
Traditional dwellings	0,2	0,5	1,3	3,4	**1,1**
Other	1,8	0,3	0,4	0,8	**1,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
2020					
Formal dwellings	86,1	91,1	91,8	90,9	**89,0**
Informal dwellings	13,4	8,8	7,1	7,6	**10,2**
Traditional dwellings	0,5	0,0	0,9	0,5	**0,4**
Other	0,0	0,0	0,2	0,9	**0,3**
Total	**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.

Table 7.1 reviews the living conditions of residents in North West. Approximately 89% of households lived in formal dwellings, followed by those who lived in informal dwellings (10,2%) and 0,4% who lived in traditional dwellings. The vast majority of households in all districts lived in formal dwellings. Informal dwellings are mostly found in Bojanala and Dr Kenneth Kaunda with 13,4% and 8,8% respectively. Dr Kenneth Kaunda had no traditional dwelling, while both Bojanala and Ngaka Modiri Molema had 0,5% and Dr Ruth Segomotsi Mompati had 0,9%.

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 above shows dwelling type of household in 2013 and 2020. In 2013 most households (77,6%) in North West were staying in Formal dwellings followed by the Informal dwellings (20,2%). Similarly, in 2020 most households (89,0%) in North West were staying in Formal dwellings followed by the Informal dwellings (10,2%).

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

Source of household income	District municipality (per cent within income source category)

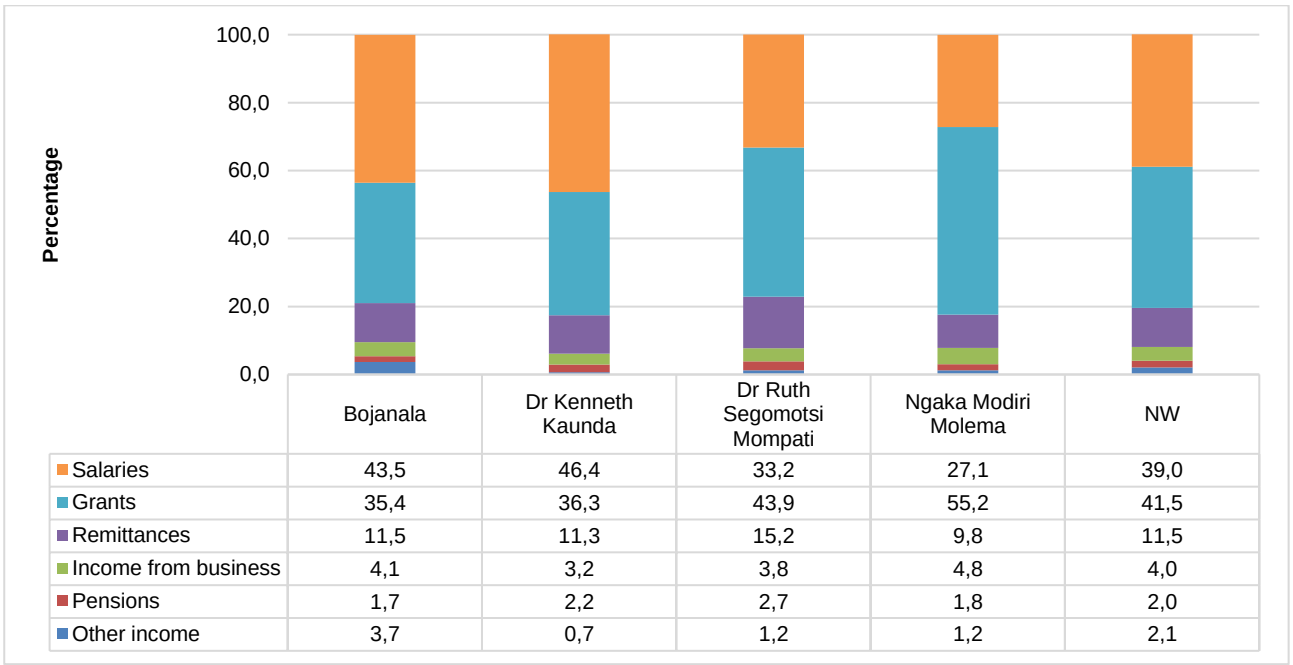
	Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	North West
Salaries	44,1	29,0	9,8	17,1	**100,0**
Income from business	40,6	19,3	10,9	29,2	**100,0**
Pensions	34,3	26,9	15,9	22,9	**100,0**
Grants	33,8	21,3	12,2	32,8	**100,0**
Remittances	39,8	23,9	15,3	21,1	**100,0**
Other income	70,7	8,1	6,6	14,6	**100,0**
	District municipality (per cent within district municipality)				
Source of household income	**Bojanala**	**Dr Kenneth Kaunda**	**Dr Ruth Segomotsi Mompati**	**Ngaka Modiri Molema**	**North West**
Salaries	43,5	46,4	33,2	27,1	39,0
Income from business	4,1	3,2	3,8	4,8	4,0
Pensions	1,7	2,2	2,7	1,8	2,0
Grants	35,4	36,3	43,9	55,2	41,5
Remittances	11,5	11,3	15,2	9,8	11,5
Other income	3,7	0,7	1,2	1,2	2,1
Total	**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 presents information about household sources of income across and within the province. More than four in ten (41,5%) households obtained an income from grants, and 39,0% households received income from salaries. Households in Dr Kenneth Kaunda and Bojanala were more likely to receive salaries as their source of income (46,4% and 43,5%) respectively than they would receive grants (36,3% and 35,4%) respectively.

Majority of the households in Ngaka Modiri Molema and Dr Ruth Segomotsi Mompati received their income from grants (55,2% and 43,9%) respectively.

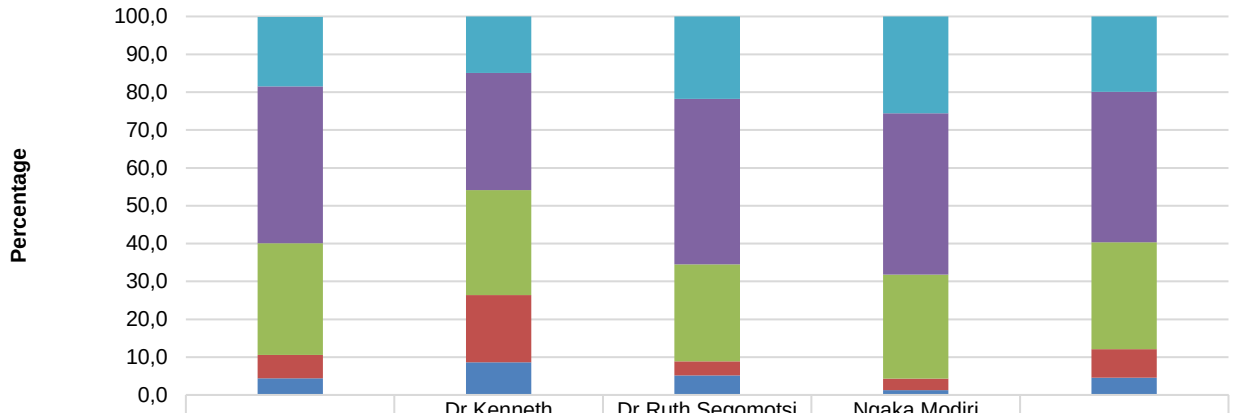
Figure 7.2: Main source of household income by district municipality, 2020



	Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	NW
Salaries	43,5	46,4	33,2	27,1	39,0
Grants	35,4	36,3	43,9	55,2	41,5
Remittances	11,5	11,3	15,2	9,8	11,5
Income from business	4,1	3,2	3,8	4,8	4,0
Pensions	1,7	2,2	2,7	1,8	2,0
Other income	3,7	0,7	1,2	1,2	2,1

Figure 7.2 above shows main source of household income by district municipality in 2020. The main source of income in North West households was from Grants (41,5%) followed by Salaries (39,0%). While Pensions constituted the least of the income in all municipalities (2,0%).

Figure 7.3: Monthly household expenditure by district municipality, 2020



	Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	NW
0 - 799	18,4	14,9	21,8	25,6	19,9
800 - 1799	41,4	31	43,7	42,6	39,8
1800 - 4999	29,5	27,7	25,6	27,5	28,2
5000 - 9999	6,2	17,8	3,7	3	7,5
10000 or more	4,4	8,6	5,2	1,3	4,6

Figure 7.3 shows monthly household expenditure by district municipality in 2020. About 60% of the households in the North West are spending R1 799 or less, and 40.3% their expenditure is more than R1 800.

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
Bojanala	499	17,6	20,2	16,5	7,0	12,8	12,7	13,2	**100,0**
Dr Kenneth Kaunda	256	37,3	19,3	9,1	5,3	10,4	11,6	6,9	**100,0**
Dr Ruth Segomotsi Mompati	158	37,7	37,6	12,9	5,9	3,8	1,8	0,4	**100,0**
Ngaka Modiri Molema	289	21,3	19,6	22,7	14,1	9,9	7,6	4,9	**100,0**
North West	**1 202**	**25,4**	**22,1**	**15,9**	**8,2**	**10,4**	**9,8**	**8,2**	**100,0**
Geographic location									
Urban	584	30,3	20,7	11,8	6,4	10,1	11,2	9,5	**100,0**
Rural	618	20,7	23,4	19,9	9,8	10,8	8,5	6,9	**100,0**

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

Table 7.3 shows monthly household expenditure on public transport by district municipality. Provincially, about 25,4% of the households spent nothing on public transport. Those who spent between R1 and R500 were at 56,6%, while 18,0% spent R501 and more.

Dr Ruth Segomotsi Mompati had the highest proportions of those who spent nothing and R100 or less at 37,7% and 37,6% respectively.

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

District municipality	Number of households who completed question	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

	(`000)							
Bojanala	172	8,6	7,6	5,0	19,5	35,3	24,1	**100,0**
Dr Kenneth Kaunda	67	3,5	6,9	9,3	24,2	40,2	15,9	**100,0**
Dr Ruth Segomotsi Mompati	21	24,5	14,3	12,8	23,4	17,1	8,0	**100,0**
Ngaka Modiri Molema	68	13,7	13,7	8,6	31,1	18,2	14,7	**100,0**
North West	**328**	**9,6**	**9,1**	**7,1**	**23,1**	**31,6**	**19,5**	**100,0**
Geographic location								
Urban	189	7,4	8,3	8,6	23,8	33,3	18,6	**100,0**
Rural	138	12,7	10,3	5,0	22,2	29,2	20,6	**100,0**

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

According to Table 7.4, about 31,6% of households in North West province spent R501-R1 000 on public transport, followed by those that spent R301- R500 (23,1%) to work trips. Dr Kenneth Kaunda (40,2%), followed Bojanala (35,3%) and Ngaka Modiri Molema (18,2%) had the highest proportion of households who spent R501-R1 000 on public transport trips to work.

Table 7.5: Monthly household expenditure of public transport trips to educational institutions, 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
Bojanala	141	4,4	13,2	13,9	27,5	29,8	11,1	**100,0**
Dr Kenneth Kaunda	23	*	13,3	6,4	26,6	39,2	14,5	**100,0**
Dr Ruth Segomotsi Mompati	15	1,2	18,0	25,6	29,3	21,8	4,1	**100,0**
Ngaka Modiri Molema	67	2,0	18,3	24,4	23,0	23,4	9,1	**100,0**
North West	**246**	**3,2**	**14,9**	**16,8**	**26,3**	**28,4**	**10,4**	**100,0**
Geographic location								
Urban	106	4,4	11,8	11,0	22,4	33,9	16,5	**100,0**
Rural	140	2,2	17,2	21,1	29,3	24,3	5,9	**100,0**

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

Table 7.5 shows monthly household expenditure of public transport trips to educational institutions. In the North West, 28,4% of households spent R501 to R1 000 monthly on public transport trips to educational institutions, followed by those that spent R301-R500 (26,3%) monthly. Dr Kenneth Kaunda and Bojanala had 39,2% and 29,8%, respectively of households that spent R501 to R1 000 on public transport to educational institutions.

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

District municipality	Number of bicycles (per cent across provinces, within North West)			
	0 bicycles	1-3 bicycles	3+ bicycles	Number

	Number (`000)	% within North West	Number (`000)	% within North West	Number (`000)	% within North West	(`000)
Bojanala	489	41,5	36	50,0	*	*	526
Dr Kenneth Kaunda	247	21,0	13	17,9	1	100,0	261
Dr Ruth Segomotsi Mompati	160	13,5	6	8,3	*	*	166
Ngaka Modiri Molema	282	23,9	17	23,8	*	*	300
North West	**1 178**	**100,0**	**73**	**100,0**	**1**	**100,0**	**1 252**

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

Table 7.6 shows that about 73 000 of households in North West owned 1 to 3 bicycles. About half of the households in North West province who owned 1 to 3 bicycles are the residents of Bojanala, followed by Ngaka Modiri Molema with 23,8% and Dr Kenneth Kauda (17,9%).

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

	Type of vehicles (per cent across district municipality, within GP)						
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
2013							
Bojanala	46,6	36,9	44,2	25,2	55,0	71,6	24,6
Dr Kenneth Kaunda	8,3	25,8	30,3	14,1	13,8	7,5	9,2
Dr Ruth Segomotsi Mompati	41,9	29,5	7,3	4,7	18,5	*	22,3
Ngaka Modiri Molema	3,3	7,8	18,1	56,0	12,7	20,9	43,8
North West	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
	Type of vehicles owned (per cent within district municipality)						
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**
2020							
Bojanala	3,4	9,8	76,0	4,4	2,9	2,4	1,1
Dr Kenneth Kaunda	1,0	10,8	82,1	3,9	1,1	0,4	0,7
Dr Ruth Segomotsi Mompati	11,7	29,8	47,8	3,1	3,7	*	3,9
Ngaka Modiri Molema	0,5	4,5	66,8	21	1,4	1,5	4,4
North West	3,1	11,3	72,7	7,4	2,2	1,4	2,0

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

Table 7.7 provides the status of vehicle ownership across the North West province. In 2013, about 55,0% of households in Bojanala owned minibuses or kombis. Ngaka Modiri Molema had the largest proportion of households who had access to a Relative/friend car/bakkie/station wagon/4x4 (56,0%).

In 2020, cars/bakkies/station wagons/4x4s was most likely to be owned by households in Dr Kenneth Kaunda (82,1%), Bojanala (76,0%) and Ngaka Modiri Molema (66,8%).

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

Facility	Travel time(per cent of households within facility category)				
	1–15 min	16–30 min	31–60 min	>60 min	Total
Food or grocery shops	77,0	14,4	5,1	3,5	**100,0**
Other shops	26,7	36,2	26,5	10,6	**100,0**
Religious institution	42,7	29,3	10,2	17,7	**100,0**
Medical service	42,7	36,3	13,8	7,2	**100,0**
Post office	20,9	23,8	7,5	47,7	**100,0**
Welfare office	14,3	22,5	15,8	47,5	**100,0**
Police station	27,1	36,8	18,0	18,1	**100,0**
Municipal office	21,7	29,4	21,1	27,8	**100,0**
Home affairs	15,0	29,7	27,9	27,4	**100,0**
Library	12,8	16,0	6,6	64,6	**100,0**
Tribal authority	20,4	16,0	6,2	57,4	**100,0**
Financial services/banks	27,6	35,1	24,5	12,8	**100,0**

Total excludes unspecified cases.

Table 7.8 shows household travel time to service and facilities in the North West province. Households travelling to religious institutions and medical services (42,7%) as their destination were most likely to need less than 15 minutes to reach it. The library takes the longest to reach: 64,6% of households using this service needed 60 minutes or more to get there. More than two thirds (77,0%) of households travelling to food or grocery shops needed less than 15 minutes for their journey.

Figure 7.4: Main modes of travel usually used by households, 2013 and 2020

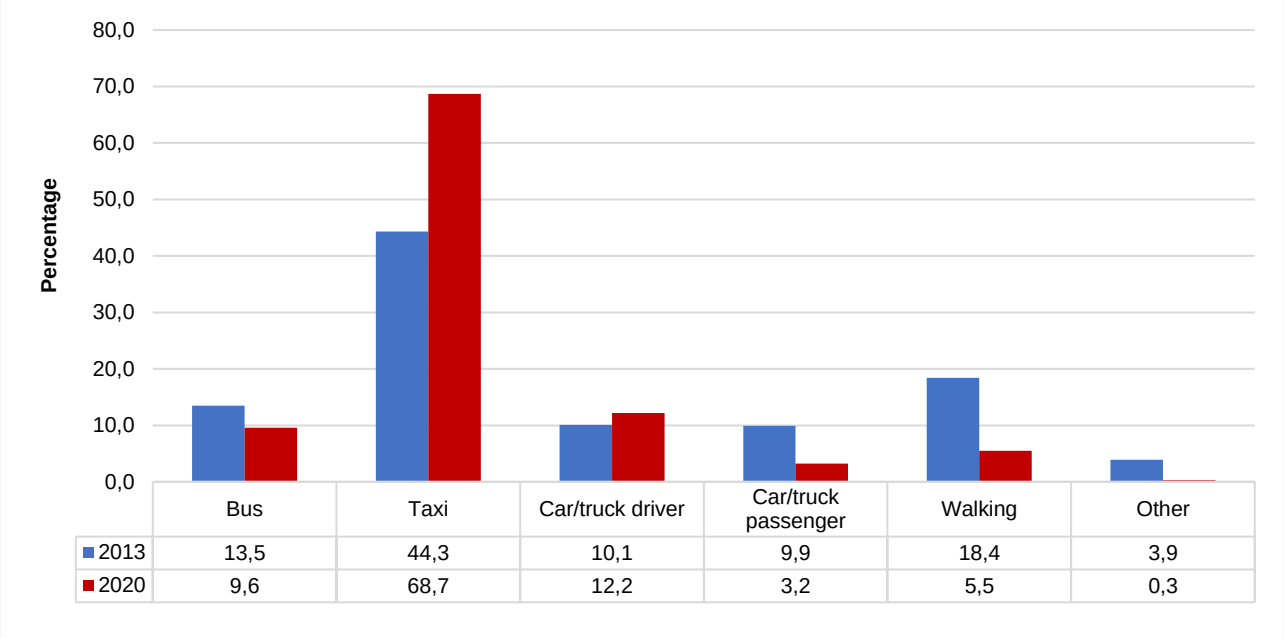


Figure 7.4 shows the main modes of travel usually used by households in 2013 and 2020. Taxis (68,7%) were used the most in 2020 while buses were the least used mode of public transport at 9,6%. There was a significant decrease of (12,9%) from household members who were walking from 2013 to 2020.

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	70,5	7,3	55,4	50,8	20,2	12,5	20,0	13,4	5t,0	14,4	29,7	12,6
Train	*	*	*	0,0	0,0	*	*	*	*	*	0,0	*
Bus	0,2	2,1	0,2	1,1	0,8	1,2	1,7	1,8	2,2	0,5	0,2	2,1
Taxi	15,3	66,6	12,6	25,8	21,7	35,3	47,6	47,1	57,6	16,3	9,4	60,4
Car/bakkie/minibus	1,9	4,5	3,3	3,0	1,4	2,1	2,9	2,3	3,2	1,3	1,0	3,2
Car/bakkie passenger	9,3	15,4	12,6	13,9	9,6	5,7	12,5	13,0	11,1	4,7	3,9	15,0
Other modes	*	0,6	0,6	0,7	0,7	0,2	0,8	0,4	0,3	0,2	1,1	0,4
Do not need to get there	2,1	3,1	13,9	4,2	42,9	39,6	13,7	21,0	19,5	56,6	50,7	5,8
Cannot get there	0,8	0,4	1,4	0,3	2,8	3,5	0,8	1,1	1,1	5,9	4,0	0,4
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 summarises the mode of travel used to access services and public facilities in the province. Generally, households in the province used taxis to access services and facilities. Sixty-seven percent of households used taxis to access other shops (66,6%). More than seven in ten households who went to food or grocery shops (70,5%) walked all the way to reach the place, whilst more than a half of households travelling to religious institutions indicated that they walked all the way to their institution (55,4%). Buses and 'other' forms of travel modes seemed to be the least mode of transport used. None of the households in North West used trains as their mode of transport.

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 Gauteng)				
Transport-related problems	**Bojanala**	**Dr Kenneth Kaunda**	**Dr Ruth Segomotsi Mompati**	**Ngaka Modiri Molema**	**North West**
No transport problems	13,2	26,2	11,2	10,5	**14,8**
Poor condition of roads	27,6	23,9	18,8	22,6	**24,5**
Rude drivers	2,8	3,8	4,5	1,9	**3,0**
Overload	2,0	2,2	9,4	3,5	**3,4**
Congestion	1,1	0,8	2,6	1,6	**1,4**
Crime	2,2	8,7	1,5	3,6	**3,8**
Parking	*	*	0,5	*	**0,1**
Other	5,8	5,0	4,1	8,8	**6,2**
Taxi					
Taxis too expensive	5,3	4,4	5,2	11,1	**6,6**
Reckless driving by taxi drivers	4,0	4,2	6,3	1,4	**3,7**
No taxis at specific times	7,8	2,2	7,8	6,3	**6,3**
Taxis too far	5,1	1,9	3,4	2,4	**3,6**
No taxis available	1,9	3,0	2,7	1,7	**2,2**
Bus					
No buses available	10,4	10,6	11,9	11,7	**10,9**
No buses at specific times	7,5	*	7,8	6,1	**5,7**
Buses too far	0,7	*	0,9	3,3	**1,2**
Buses too expensive	0,5	0,1	0,5	2,5	**0,9**
Reckless driving by bus drivers	0,6	0,2	0,4	0,4	**0,5**
Train					
No trains available	1,2	2,3	0,2	0,4	**1,1**
Trains are not available	0,0	0,1	0,1	*	**0,0**
Trains too far	0,1	*	*	0,1	**0,0**
No trains at specific times	0,2	0,3	0,3	0,2	**0,2**
Trains too expensive	0,0	*	0,1	*	**0,0**
Total	**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 presents 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 table above were calculated using the total number of problems mentioned as the divisor. The most important cited problem provincially was the poor condition of the roads (24,5%). A large percentage of households in Bojanala (27,6%), Dr Kenneth Kaunda (23,9%) and Ngaka Modiri Molema (22,6%) complained about poor road conditions as their problem.

Taxis being too expensive (6,6%) was also mentioned as one of the transport related problems. Households in Ngaka Modiri Molema complained mostly about taxis being too expensive (11,1%), while (6,3%) of households in Dr Ruth Segomotsi Mompati stated that reckless driving by taxi drivers was their main transport related problem.

Non-availability of buses was the most common problem in Dr Ruth Segomotsi Mompati (11,9%) compared to other municipalities. Problems such as buses too far (1,2%), buses too expensive (0,9%) and reckless driving by buses (0,5%) were the least problems that household faced.

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)				
	Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	North West
Travel time	21,9	8,3	36,1	22,0	**20,9**
Travel cost	29,0	32,9	26,2	38,8	**31,8**
Safety from accidents	2,2	0,9	0,7	0,7	**1,4**
Security from crime	0,2	1,6	0,9	0,5	**0,6**
Flexibility (you can travel wherever you want, whenever you want)	16,9	29,3	13,3	12,4	**17,9**
Drivers attitude	0,3	*	1,0	0,2	**0,3**
Distance from home to transport/accessibility	3,4	4,4	7,4	3,9	**4,2**
Comfort	14,0	8,4	3,4	4,2	**9,0,**
Timetable not available/information inaccurate	*	*	0,2	0,1	**0,1**
Reliability	7,8	13,9	8,7	14,0	**10,7**
Other	4,5	0,3	2,1	3,3	**3,0**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Other include: Timetable not available/ information not accurate

According to Table 7.11, provincially, travel costs was the dominant factor that influenced the household's choice regarding their mode of travel (31,8%). The other factors that influenced modal choice were travel time (20,9%) and flexibility (17,9%). Approximately 36,1% of households in Dr Ruth Segomotsi Mompati cited that travel time was the main factor influencing their modal choice, while timetable not available/ information inaccurate (0,2%) and safety from accidents (0,7%) appeared to be the least important factors. In Ngaka Modiri Molema (38,8%), Dr Kenneth Kaunda (32,9%) and Bojanala (29,0%), travel cost was cited as the predominant factor that influenced their choice regarding mode of travel. Dr Kenneth Kaunda (29,3%) and Bojanala (16,9%) had the largest percentages of households who mentioned that flexibility was the most important factor influencing their choice of mode of travel.

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
Bojanala	Travel cost	29,0
	Travel time	21,9
	Flexibility (you can travel wherever you want, whenever you want)	16,9
Dr Kenneth Kaunda	Travel cost	32,9
	Flexibility (you can travel wherever you want, whenever you want)	29,3
	Reliability	13,9
Dr Ruth Segomotsi Mompati	Travel time	36,1
	Travel cost	26,2
	Flexibility (you can travel wherever you want, whenever you want)	13,3
Ngaka Modiri Molema	Travel cost	38,8
	Travel time	22,0
	Reliability	14,0
North West	**Travel cost**	**31,8**
	Travel time	**20,9**
	Flexibility (you can travel wherever you want, whenever you want)	**17,9**
Geographic location		
Urban	Travel cost	28,7
	Flexibility (you can travel wherever you want, whenever you want)	19,7
	Travel time	16,1
Rural	Travel cost	34,8
	Travel time	25,7
	Flexibility (you can travel wherever you want, whenever you want)	16,2

Total used to calculate percentages excluded unspecified cases.

Table 7.12 summarises the three most important factors influencing the household's choice of mode of travel. Provincially, the main factors to be considered when travelling were the travel time, travel cost and flexibility. The same factors also emerged in urban and rural areas.

Figure 7.5: Most important factors influencing household's choice of mode of travel, 2013 and 2020

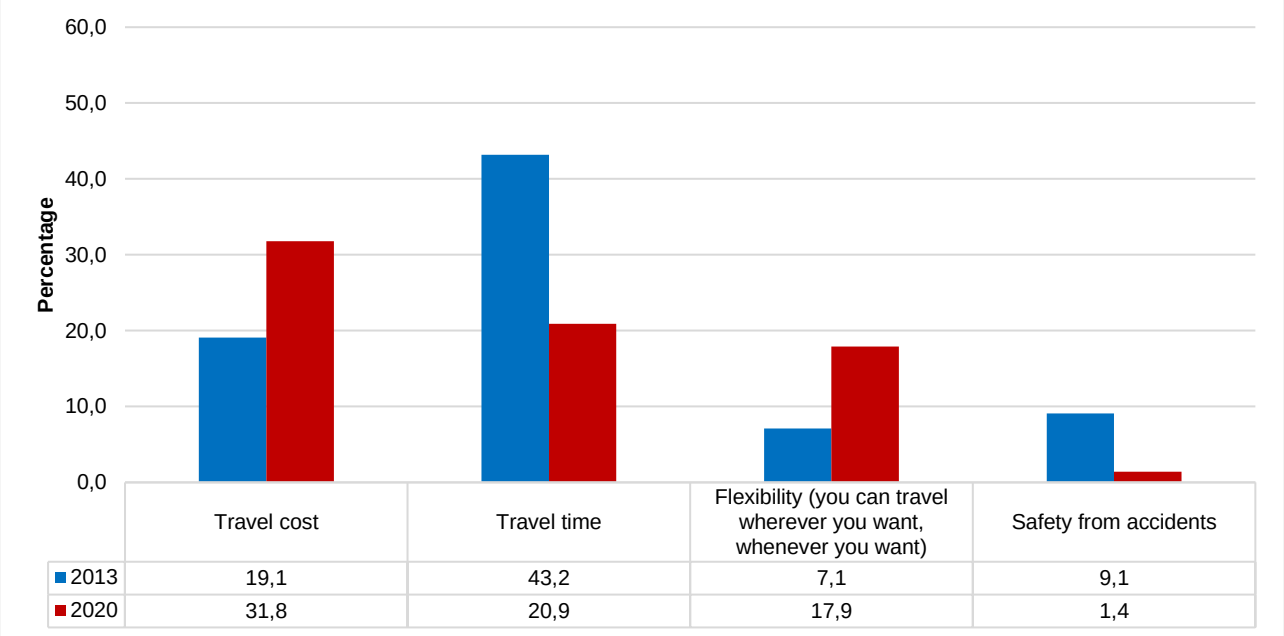


Figure 7.5 shows the most important factors influencing household's choice of mode of travel in 2013 and 2020. Travel costs was the most influential factor (31,8%) followed by Travel time (20,9%) then Flexibility (17,9%) in 2020. There was a significant decrease of (22,3%) Travel time factor from 2013 to 2020.

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)				
	Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	North West
Train	1,0	*	*	*	**0,4**
Bus	11,6	0,2	3,2	18,0	**9,6**
Taxi	73,0	66,9	61,2	67,1	**68,7**
Car/bakkie/truck driver	10,2	23,0	15,4	4,6	**12,2**
Car/bakkie/truck passenger	2,6	3,0	7,0	2,2	**3,2**
Walking all the way	1,6	6,8	11,5	7,9	**5,5**
Other	0,1	0,1	1,6	0,2	**0,3**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 7.13 shows that, provincially, the main mode of travel was taxis (68,7%), followed by car/bakkie/truck driver (12,2%), bus (9,6%) and walking all the way (5,5%).

Around two-thirds (73,0%) of the households in Bojanala used taxis to reach their destinations, while 11,6% of households used buses as their main mode of travel. Dr Kenneth Kaunda had a high percentage of travellers who used a car/bakkie/truck as the driver (23,0%), followed by Dr Ruth Segomotsi Mompati (15,4%).

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	
District municipality		**2013**	**2020**	**2013**	**2020**
Bojanala	Number	493	442	160	78
	Per cent	73,1	85,0	23,8	15,0
Dr Kenneth Kaunda	Number	202	170	12	*
	Per cent	93,9	100,0	5,5	*
Dr Ruth Segomotsi Mompati	Number	115	96	9	8
	Per cent	91,3	92,1	6,9	7,8
Ngaka Modiri Molema	Number	209	242	42	54
	Per cent	83,2	81,6	16,5	18,4
North West	**Number**	**1 019**	**950**	**222**	**141**
	Per cent	**80,4**	**87,1**	**17,6**	**12,9**
Geographic region					
Urban	Number	519	441	65	26
	Per cent	87,2	94,5	10,8	5,5
Rural	Number	500	510	158	115
	Per cent	74,5	81,6	23,5	18,4

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

Table 7.14 presents use of public transport by households during the month preceding the survey. Taxis were the most common mode of transport used in all geographic locations. Approximately 87,1% of households used taxis to travel and almost thirteen per cent (12,9%) of households used buses as their mode of travel. Households in Dr Ruth Segomotsi Mompati (92,1%) had the highest percentage of taxi usage as their mode of travel.

Around (18,4%) of households in Ngaka Modiri Molema and exactly fifteen percent (15,0%) of households in Bojanala indicated that they used buses as their mode of travel.

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 min	16 - 30 min	31 - 60 min	> 60 min	
Bojanala	87,1	11,1	1,6	0,2	**100,0**
Dr Kenneth Kaunda	95,1	4,6	0,3	*	**100,0**
Dr Ruth Segomotsi Mompati	80,6	15,1	4,3	0,1	**100,0**
Ngaka Modiri Molema	79,5	17,3	2,5	0,7	**100,0**
North West	**86,4**	**11,5**	**1,8**	**0,3**	**100,0**
Geographic location					
Urban	92,9	6,4	0,6	*	**100,0**
Rural	80,2	16,4	3,0	0,5	**100,0**

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

Table 7.15 depicts the amount of time taken to walk to the nearest taxi rank/route station. The majority of households in the province walked up to 15 minutes to the nearest taxi rank/route station (86,4%). Only a few households indicated that they walked for more than 60 minutes to the nearest taxi rank/route station (0,3%). In terms of geographical location, the same pattern emerged: most of the households (urban and rural) walked up to 15 minutes to the nearest taxi rank/route station. Almost 95% of households in Dr Kenneth Kaunda (95,1%), Bojanala (87,1%), Dr Ruth Segomotsi Mompati (80,6%) and Ngaka Modiri Molema (79,5%) walked up to 15 minutes to the nearest taxi rank/route station.

Slightly more than seventeen percent (17,3%) of households in Ngaka Modiri Molema cited that they walked between 16 to 30 minutes to the nearest taxi rank/route station. Around 4,3% of households from Dr Ruth Segomotsi Mompati cited that they walked between 31 to 60 minutes, followed by households from Ngaka Modiri Molema (2,5%). Ngaka Modiri Molema showed a very significant percentage of households who said that they walked for more than 60 minutes to the nearest taxi rank/route station (0,7%).

Figure 7.6: 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

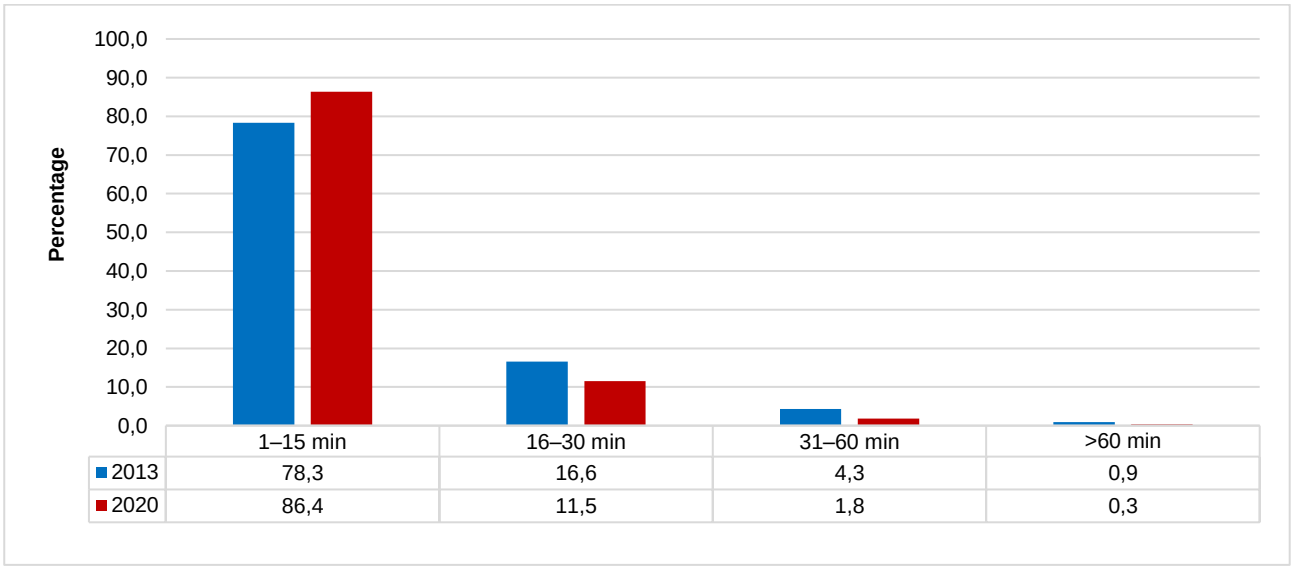


Figure 7.6 shows the time taken to walk to the nearest taxi rank/route station by those who used taxis during the calendar month preceding the survey in 2013 and 2020. In 2020 most persons walked between the times 1 to 15 minutes (86,4%), followed by 16 to 30 minutes (11,5%), 31 to 60 minutes (1,8%) then more than 60

minutes (0,3%). A similar pattern is observed in 2013, in addition 2013 has the highest proportions throughout all the time intervals except the times 1 to 15 minutes.

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)				
		Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	North West
2013	Not available	15,3	14,8	39,8	16,1	**18,9**
	Prefer train	*	0,6	*	*	**0,1**
	Prefer bus	2,6	*	1,1	4,0	**2,2**
	Prefer private transport	26,1	52,4	24,8	24,1	**30,4**
	Can walk	2,1	3,1	13,4	5,6	**4,8**
	Don't travel much	26,8	2,8	12,6	19,2	**18,4**
	Reasons relating to service attributes	24,3	24,0	8,2	25,3	**22,2**
	Other reasons	2,7	2,3	*	5,7	**3,0**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
2020	Not available	5,9	22,9	12,8	14,4	**14,0**
	Prefer train	*	0,5	*	*	**0,1**
	Prefer bus	8,3	*	0,6	2,7	**3,2**
	Prefer private transport	23,8	26,0	27,3	9,6	**22,6**
	Can walk	10,8	14,5	10,7	16	**12,9**
	Don't travel much	13,6	16,0	15,4	22,1	**16,3**
	Reasons relating to service attributes	26,3	18,9	23,0	25,4	**23,2**
	Other	11,1	1,2	10,3	9,7	**7,7**
	Total	**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.

The main reason given by households in the province for not using minibus taxis in 2020 was reasons relating to service attributes (23,2%) , preferred private transport (22,6%) and don't travel much (16,3%) as shown in table 7.16.

In Dr Ruth Segomotsi Mompati (27,3%) and Dr Kenneth Kaunda (26,0%), households indicated that the main reason for not using minibus taxis was that they preferred private transport. Approximately 26,3% of households in Bojanala cited reasons relating to service attributes. Almost twenty three percent of households in Dr Kenneth Kaunda (22,9%) indicated that the main reason for not using minibus taxis was their non-availability.

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)				
		Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	North West
Not available	Number	8	30	12	12	**62**
	Per cent	5,9	22,9	12,8	14,4	**14**
Prefer train	Number	*	*	*	*	*****
	Per cent	*	0,5	*	*	**0,1**
Prefer bus	Number	11	*	*	*	**14**
	Per cent	8,3	*	0,6	2,7	**3,2**
Prefer private transport	Number	32	34	26	8	**99**
	Per cent	23,8	26,0	27,3	9,6	**22,6**
Can walk	Number	14	19	10	13	**57**
	Per cent	10,8	14,5	10,7	16,0	**12,9**
Don't travel much	Number	18	21	14	18	**72**
	Per cent	13,6	16,0	15,4	22,1	**16,3**
Reasons relating to service attributes	Number	35	25	22	21	**102**
	Per cent	26,3	18,9	23,0	25,4	**23,2**
Other	Number	15	*	10	8	**34**
	Per cent	11,1	1,2	10,3	9,7	**7,7**
Total	**Number**	**133**	**131**	**94**	**82**	**440**
	Per cent	**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.

Table 7.17 summarises the reasons for households not having used minibus taxis in North West. Reason relating to service attributes was the main reason given for not using minibus taxis (23,2%). The second most popular reason for not using minibus taxis was that households preferred using private transport (22,6%), followed by those who don't travel much (16,3%).

In Dr Ruth Segomotsi Mompati, households preferred using private transport was the main concern compared to other municipalities (27,3%). Mainly, households in Bojanala (26,3%) and Ngaka Modiri Molema (25,4%) had reasons relating to service attributes.

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)				
	Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	North West
The distance between the taxi rank/route and your home	41,4	17,3	10,4	31,0	**100,0**
The travel time by taxi	43,9	18,2	13,0	24,8	**100,0**
Security on the walk to/from the taxi rank	40,8	16,6	8,0	34,6	**100,0**
Security at the taxi rank	41,8	17,3	8,4	32,6	**100,0**
Security on the taxis	29,7	18,4	8,1	43,7	**100,0**
The level of crowding in the taxis	33,6	15,5	15,6	35,4	**100,0**
Safety from accident	41,2	21,6	12,7	24,5	**100,0**
The frequency of taxi during peak period	35,5	23,2	9,1	32,2	**100,0**
The frequency of taxi during off-peak period	38,7	27,3	6,4	27,6	**100,0**
The waiting time for taxi	38,3	21,7	11,1	28,9	**100,0**
The taxi fare	47,2	11,0	9,4	32,3	**100,0**
The facilities at the taxi rank, e.g. shelters	49,2	15,8	6,3	28,6	**100,0**
Roadworthiness of taxis	29,7	25,9	17,5	27,0	**100,0**
Behaviour of the taxi drivers towards passengers	45,0	16,8	11,1	27,1	**100,0**
The taxi service overall	38,6	20,7	12,9	27,8	**100,0**
Attributes of the minibus taxi service	**District municipality (per cent within district municipality)**				
	Bojanala	**Dr Kenneth Kaunda**	**Dr Ruth Segomotsi Mompati**	**Ngaka Modiri Molema**	**North West**
The distance between the taxi rank/route and your home	30,0	29,1	26,4	34,3	**30,0**
The travel time by taxi	29,9	29,9	35,6	29,2	**31,1**
Security on the walk to/from the taxi rank	29,6	29,4	20,9	40,4	**30,1**
Security at the taxi rank	28,6	30,7	25,3	41,3	**31,3**
Security on the taxis	11,2	19,1	10,5	31,8	**17,6**
The level of crowding in the taxis	23,2	23,9	43,0	44,5	**33,6**
Safety from accident	31,3	42,5	39,9	36,0	**36,6**
The frequency of taxi during peak period	23,9	36,4	22,9	33,8	**28,4**
The frequency of taxi during off-peak period	35,8	56,3	22,9	37,9	**36,8**
The waiting time for taxi	36,0	43,0	40,3	41,0	**39,6**
The taxi fare	33,1	21,4	31,4	42,8	**33,0**
The facilities at the taxi rank, e.g. shelters	73,5	59,8	43,9	74,2	**63,8**
Roadworthiness of taxis	22,2	46,5	60,8	36,0	**39,7**
Behaviour of the taxi drivers towards passengers	30,2	30,2	35,7	36,0	**33,0**
The taxi service overall	26,5	34,9	38,4	32,0	**32,4**

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

Table 7.18 shows the level of dissatisfaction with minibus taxis services in the province. In reference to the data in the table concerning percentages within the province, the biggest problems were the facilities at the taxi rank (63,8%), Roadworthiness of taxis (39,7%) and the waiting time for taxis (39,6%). Around (74,2%) of the facilities at the taxi ranks were a problem in Ngaka Modiri Molema. The level of crowding in the taxis were cited in Dr Ruth Segomotsi Mompati by 43,0% of households. The distance between the taxi rank and their home (30,0%) and the travel time by taxi (29,9%) were mentioned by a significant percentage of households in Bojanala.

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

Attributes of the minibus taxi service	North West (per cent within NW)	
	2013	2020
Dissatisfaction		
The distance between the taxi rank/route and your home	29,0	30,0
The travel time by taxi	25,3	31,1
Security on the walk to/from the taxi rank	36,2	30,1
Security at the taxi rank	38,7	31,3
Security on the taxis	32,0	17,6
The level of crowding in the taxis	30,0	33,6
Safety from accident	41,2	36,6
The frequency of taxi during peak period	29,1	28,4
The frequency of taxi during off-peak period	38,1	36,8
The waiting time for taxi	39,0	39,6
The taxi fare	47,6	33,0
The facilities at the taxi rank, e.g. shelters	56,6	63,8
Roadworthiness of taxis	39,5	39,7
Behaviour of the taxi drivers towards passengers	38,6	33,0
The taxi service overall	35,5	32,4

The total used to calculate percentages excluded unspecified cases.

Table 7.19 shows the level of dissatisfaction with minibus taxi services by district municipality in the North West province. Almost sixty four percent (63,8%) of households indicated that the facilities at the taxi rank was their main concern in 2020, which was also the case in 2013 at 56,6%. Around (33,0%) of households were dissatisfied with the behaviour of the taxi drivers towards passengers in 2020, this slightly decreased from 38,6% in 2013 .

Other attributes that recorded significant percentages of dissatisfaction with the taxi service in the province were the security at the taxi rank (31,3%), the distance between the taxi rank and their homes (30,0%), safety from accidents (36,6%), and security on the walk to/from the taxi rank (30,1%).

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
Bojanala	85,7	13,7	0,7	*	**100,0**
Dr Kenneth Kaunda	*	*	*	*	*****
Dr Ruth Segomotsi Mompati	70,7	25,8	2,4	1,1	**100,0**
Ngaka Modiri Molema	74,6	22,4	1,5	1,5	**100,0**
North West	**81,2**	**17,2**	**1,1**	**0,5**	**100,0**

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

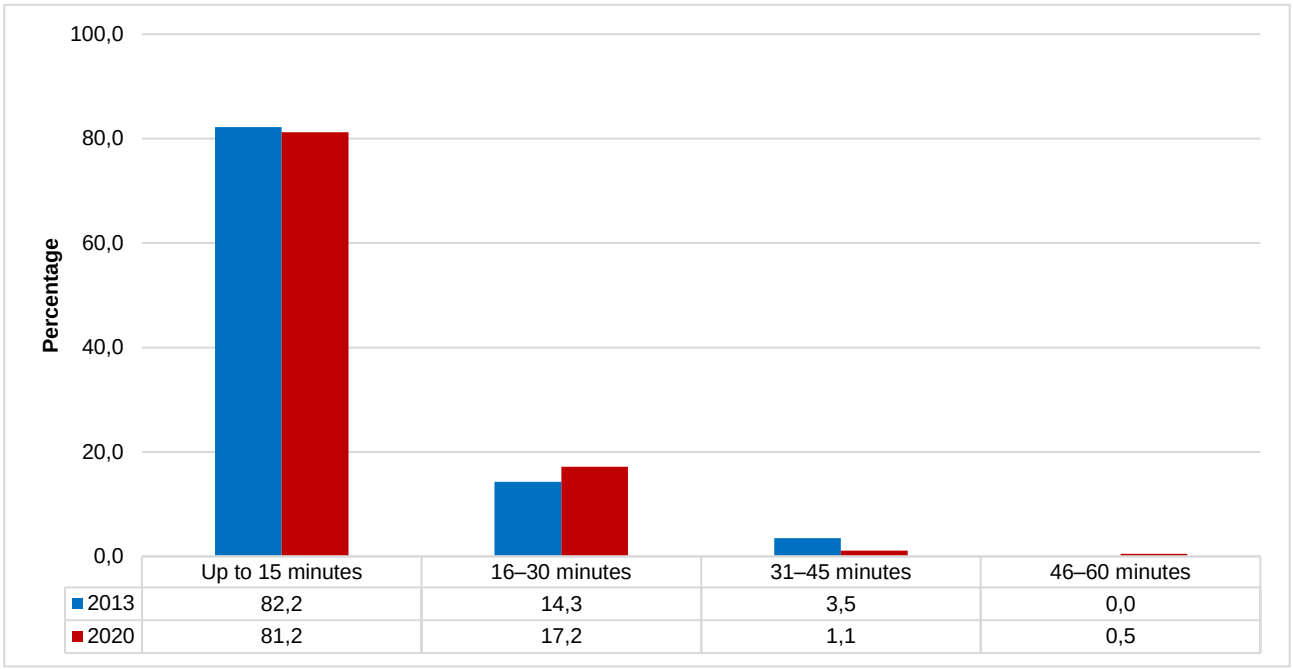
Table 7.20 illustrates the time taken to walk to the nearest bus stop/station by those who used buses. Around 8 in 10 (81,2%) households in the province walked less than 15 minutes to the nearest bus stop/station. Slightly above seventeen percent (17,2%) of households mentioned that they walked between 16 to 30 minutes to the nearest bus stop/station, and only a small percentage of households (1,1% and 0,5%) walked between 31 to 45 and 46 to 60 minutes respectively.

A significant percentage of households in Bojanala (85,7%), Ngaka Modiri Molema (74,6%) and Dr Ruth Segomotsi Mompati (70,7%) indicated that they walked less than 15 minutes to the nearest bus stop/station. Around a quarter (25,8%) of the households in Dr Ruth Segomotsi Mompati walked between 16 to 30 minutes to the nearest bus stop/station. Dr Ruth Segomotsi Mompati had the highest proportion of households who

walked between 31 to 45 minutes to the nearest bus stop/station (2,4%), while Ngaka Modiri Molema had the highest proportion of households who walked between 46 to 60 minutes to the nearest bus station (1,5%).

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

Figure 7.7: 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



	Up to 15 minutes	16–30 minutes	31–45 minutes	46–60 minutes
2013	82,2	14,3	3,5	0,0
2020	81,2	17,2	1,1	0,5

Figure 7.7 shows time taken to walk to the nearest bus stop/station by those who travelled by bus during the calendar month preceding the survey in 2013 and 2020. In the year 2020 most persons walked up to 15 minutes (81,2%), followed by 16 to 30 minutes (17,2%), 31 to 45 minutes (1,1%) then 46 to 60 minutes (0,5%). There was not much of a difference for persons who walked up to 15 minutes between the years 2013 and 2020 (82,2% and 81,2) respectively.

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)				
		Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	North West
2013	Not available	14,9	65,2	30,5	22,9	**29,4**
	Prefer taxi	22,2	11,2	16,0	21,4	**18,8**
	Prefer train	0,7	*	0,4	0,0	**0,4**
	Prefer private transport	9,9	8,8	7,0	9,3	**9,0**
	Can walk	3,6	1,0,	9,8	8,7	**5,5**
	Don't travel much	14,1	8,1	5,9	9,6	**10,4**
	Reasons relating to service attributes	33,5	5,7	30,2	26,4	**25,6**
	Other	1,1	*	0,2	1,6	**0,9**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
2020	Not available	24,0	64,0	43,4	30,1	**37,0**
	Prefer taxi	20,8	5,2	17,5	20,5	**16,8**
	Prefer train	0,7	*	0,5	0,3	**0,4**
	Prefer private transport	6,6	4,4	10,4	2,1	**5,5**
	Can walk	3,9	4,1	3,8	6,2	**4,5**
	Don't travel much	2,9	3,9	10,6	4,9	**4,6**
	Reasons relating to service attributes	37,2	17,3	12,5	31,6	**28,2**
	Other	3,9	1,1	1,4	4,4	**3,1**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Other includes buses too expensive, buses too crowded, buses are always late, ect.
*Unweighted numbers of 3 and below are too small to provide reliable estimates.

Table 7.21 summarises the reasons for households not having used a bus in North West province. Non-availability of buses was the main reason given for not using buses (37,0%). The second most popular reason for not using buses was related to service attributes (28,2%), followed by those who preferred using a taxi instead of the bus (16,8%).

In Dr Kenneth Kaunda, non-availability of buses was the main concern compared to other municipalities (64,0%). Mainly, households in Bojanala (20,8%) and Ngaka Modiri Molema (20,5%) preferred using taxis to buses. Around one in ten (10,4%) of the households in Dr Ruth Segomotsi Mompati mentioned that they preferred using private transport as the reason 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)				
	Bojanala	Dr Kenneth Kaunda	Dr Ruth Segomotsi Mompati	Ngaka Modiri Molema	North West
The distance between the bus stop and your home	31,8	*	6,1	62,2	**100,0**
The travel time by bus	34,4	*	6,2	59,4	**100,0**
Security on the walk to/from the bus stop	33,9	*	2,4	63,7	**100,0**
Security at the bus stop	42,3	*	2,1	55,6	**100,0**
Security on the buses	31,2	*	2,2	66,7	**100,0**
The level of crowding in the bus	53,9	*	2,7	43,3	**100,0**
Safety from accidents	40,9	*	3,7	55,4	**100,0**
The frequency of buses during peak period	34,4	*	4,8	60,7	**100,0**
The frequency of buses during off-peak period	44,9	*	3,5	51,5	**100,0**
The punctuality of buses	41,5	*	5,1	53,5	**100,0**
The bus fares	28,8	*	3,5	67,7	**100,0**
The facilities at the bus stop, e.g. toilets, offices	54,6	*	3,8	41,6	**100,0**
Behaviour of the bus drivers towards passengers	32,3	*	2,2	65,4	**100,0**
The bus service overall	33,9	*	6,1	60,0	**100,0**
Availability of information	39,0	*	8,3	52,8	**100,0**
Attributes of the bus service	**District municipality (per cent within district municipality)**				
	Bojanala	**Dr Kenneth Kaunda**	**Dr Ruth Segomotsi Mompati**	**Ngaka Modiri Molema**	**North West**
The distance between the bus stop and your home	21,7	*	31,4	60,8	**38,4**
The travel time by bus	28,9	*	39,2	63,8	**44,1**
Security on the walk to/from the bus stop	24,3	*	11,8	60,0	**36,3**
Security at the bus stop	33,6	*	13,7	68,5	**44,1**
Security on the buses	19,7	*	9,8	61,5	**34,5**
The level of crowding in the bus	54,6	*	27,5	66,2	**55,0**
Safety from accidents	30,3	*	23,5	61,5	**41,4**
The frequency of buses during peak period	26,3	*	31,4	63,8	**41,7**
The frequency of buses during off-peak period	44,1	*	29,4	70,0	**52,0**
The punctuality of buses	36,2	*	39,2	59,2	**45,6**
The bus fares	19,1	*	19,6	65,4	**37,2**
The facilities at the bus stop, e.g. toilets, offices	84,9	*	51,0	90,8	**82,0**
Behaviour of the bus drivers towards passengers	20,4	*	11,8	60,8	**34,8**
The bus service overall	27,0	*	47,1	64,6	**44,7**
Availability of information	36,2	*	68,6	62,3	**51,4**

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

In reference to the data in the table concerning percentages within the province, most households were dissatisfied with the facilities at the bus stop (82,0%), the level of crowding in the bus (55,0%), and the frequency of buses during off-peak periods (52,0%). The facilities at the bus station were a problem for over ninety percent (90,8%) of households in Ngaka Modiri Molema. The level of crowding in the buses were cited in Bojanala by more than one in half households (54,6%).

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

Attributes of the bus service	North West (per cent within NW)	
	2013	2020
Dissatisfaction		
The distance between the bus stop and your home	26,0	38,4
The travel time by bus	31,9	44,1
Security on the walk to/from the bus stop	37,3	36,3
Security at the bus stop	36,1	44,1
Security on the buses	33,4	34,5
The level of crowding in the bus	50,6	55,0
Safety from accidents	28,4	41,4
The frequency of buses during peak period	33,4	41,7
The frequency of buses during off-peak period	38,4	52,0
The punctuality of buses	32,1	45,6
The bus fares	22,9	37,2
The facilities at the bus stop, e.g. toilets, offices	53,6	82,0
Behaviour of the bus drivers towards passengers	30,6	34,8
The bus service overall	34,7	44,7
Availability of information	35,5	51,4

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

Table 7.23 shows the level of dissatisfaction with bus services in the North West. About 82,0% of households indicated that the facilities at the bus stop was their main concern in 2020 which was also dominant in 2013 at 53,6%. While (55,0%) households were dissatisfied with the level of crowding in the bus, which increased from 50,6% in 2013. Approximately 52,0% of households were dissatisfied with the frequency of buses during off-peak period and the security at the bus stop (44,1%).

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.

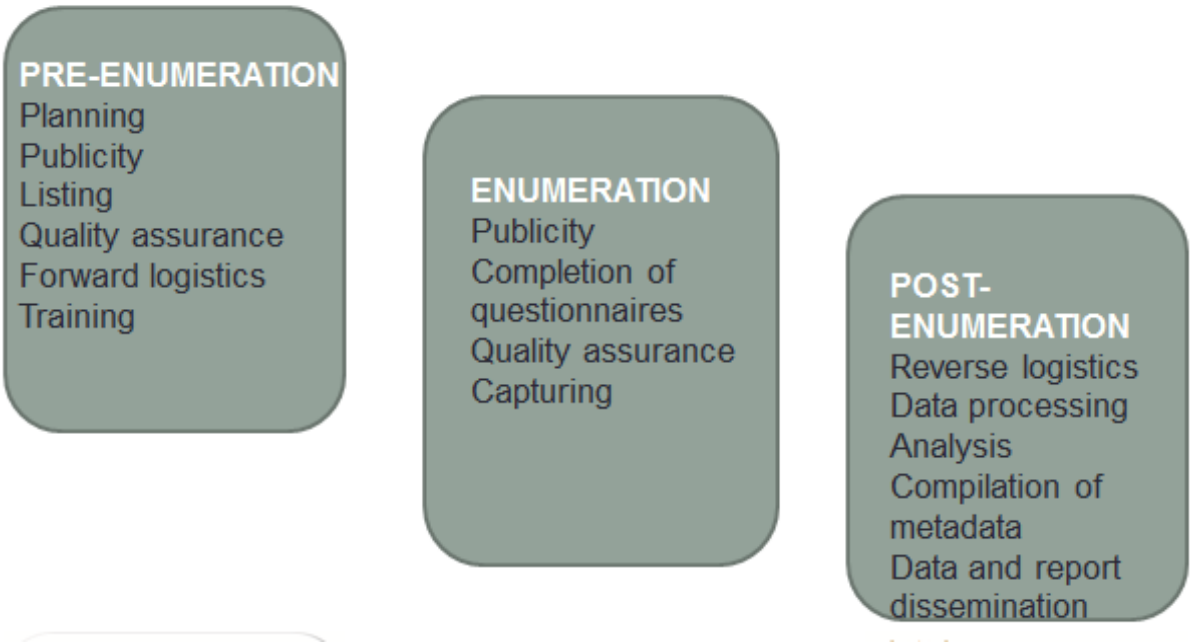
Table 8.1: Sample distribution by province

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.

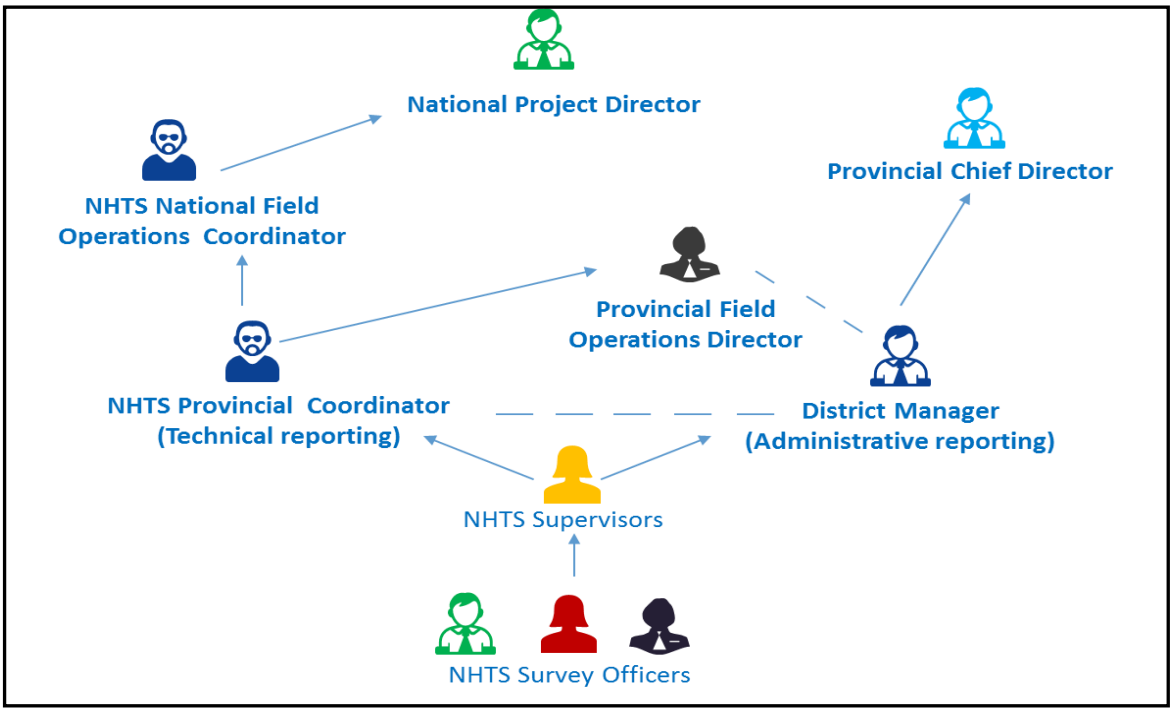
Figure 8.1: Phases of data collection



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): Provinces *District councils* *-Category A (Eight Metros – stand alone, i.e. Tshwane, Johannesburg, City of Cape Town, Ekurhuleni, Nelson Mandela, Buffalo City, Mangaung and eThekwini)* *-Category C (spanning several local councils)* *Local Councils* *-Category B* *-District Management Areas (DMAs)* *Place names* *-Cities, towns, suburbs, townships* *-Administrative areas, tribal authorities, wards, villages* *Enumeration areas*
Commuter	According to the Concise Oxford Dictionary, a commuter 'travels daily, especially by train or car to or from work in the city'. This definition does not clarify the position of those who walk to work. Furthermore, in South Africa, common usage associates the word commuter with those who travel to work by public transport. For the purpose of the NHTS a 'commuter' is defined as any person who regularly travels to and from work whether on foot or by motorised transport.
Destination	The end point of a trip.

Concept	Definition
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. 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).

Concept	Definition
Household	A household is defined as a person, or group of persons, who has occupied a common dwelling unit (or part of it) for **at least four nights in a week** on average during the past four weeks prior to the survey interview. **This is described as the '4x4' (four-by-four) rule.** Basically, **they live together and share resources as a unit.** Other explanatory phrases can be 'eating from the same pot' and 'cook and eat together'. Persons who occupy the same dwelling unit but **do not share** food or other essentials, are regarded as **separate households.** For example, people who share a dwelling unit, but buy food separately, and generally provide for themselves separately, are regarded as separate households within the same dwelling unit. **Conversely, a household may occupy more than one structure. If persons on a plot, stand or yard eat together but sleep in separate structures (e.g. a room at the back of the house for single young male members of a family), all these persons should be regarded as one household.**
Household head/Acting household head	The head of the household is the person identified by the household as the head of that household and must (by definition of 'household') be a member of the household. If there is difficulty in identifying the head, the head must be selected in order of precedence as the person who either: • Owns the household accommodation, • Is responsible for the rent of the household accommodation, • Has the household accommodation as an allowance (entitlement), etc. • Has the household accommodation by virtue of some relationship to the owner, lessee, etc. who is not in the household, or • Makes the most decisions in the household. If two or more persons have equal claim to be head of the household, or if people state that they are joint heads or that the household has no head, **then denote the eldest as the head.** Remember that the person who responds may not necessarily be the head of the household. You must ask the respondent who the head of the household is, and record it as that given to you. If the head of the household is an absentee head, i.e. does not reside at the dwelling unit for at least four nights a week, the acting head of the household (as indicated by the respondent) should be recorded as such on page 1 (Question A) of the questionnaire. If only children are found in a household (child-headed household), interview the eldest or the one taking responsibility.
Household members	Household members include all those that reside at the property for at least four nights a week. Do not include domestic workers as part of the household unless they are paid in kind.
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.

Concept	Definition
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 A = Big motorbike B = Light motor vehicle (LMV) C = Heavy motor vehicle (HMV) Rigid 16000 kg>= C1 = HMV, 3 500 kg up to 16 000 kg EC1 = Heavy duty vehicle EC = Extra - heavy duty EB = LMV with trailer exceeding 750 kg
Main destination	The place that was visited in order to accomplish the main purpose of the trip.
Main mode of travel	The main mode of travel is the highest mode of travel used in the following hierarchy of travel modes: 1. Train 2. Bus 3. Taxi 4. Car driver 5. Car passenger 6. Walking all the way 7. Other
Main purpose of trip	This is the purpose in the absence of which the trip would not have been made to the given destination or such destination would not have been visited. A travel party, that is, a group of people making a trip together, has by convention only one main purpose for the trip. E.g. a person accompanying his/her spouse on a business trip, but the main purpose still being business.
Metered taxi	A sedan, a cab or minibus which contains a meter which enables the operator to charge a passenger a rate per kilometre travelled.
Metropolitan	Covers the six metropolitan municipalities defined by the Municipal Structures Act, namely the entire jurisdictions of Cape Town, Ekurhuleni, eThekwini, Nelson Mandela Bay, Buffalo City, Mangaung, Johannesburg and Tshwane.
Minibus-taxi	A 10- to 16-seater vehicle which operates an unscheduled public transport service for reward. Most minibus-taxis operate to or from a rank.
Mode of travel	Type/means of transport used for travel purposes. This includes non-motorised transport, e.g. walking all the way, cycling or animal-drawn vehicles.

Concept	Definition
Multiple household	Multiple households occur when two or more households live in one sampled dwelling unit. **Note: If there are two or more households in the selected dwelling unit and they do not share resources, all households are to be interviewed**. The dwelling unit as a whole has been given one chance of selection, and all households located there must be interviewed. **Note**: A separate set of forms must be completed for each household. The cover of the questionnaire requires you to record each household separately. If some members of the selected dwelling unit have moved out of the main dwelling to occupy the backroom within the same yard and no longer share resources with occupants of the selected dwelling, **they should be enumerated as a separate (extra) household, provided the dwelling they are occupying is not listed separately, i.e. given a chance of selection.** It is also important to first confirm through the listing that other dwellings that form part of the sampled dwelling have not been listed separately.
Non-motorised transport	Any mode of travel without a motor to provide the motive force for the movement of the vehicle.
Overnight trip	A trip where one night or more is spent away from the dwelling unit. Focus was on trips 20 km or more away from the usual place of residence.
Private transport	All forms of motorised transport which were used by individuals in travel modes other than public transport. Thus private transport includes car drivers, car passengers and company vehicles.
Public transport	All transport services for which passengers made payment, including trains, buses and taxis.
Recreational land	This is land that is usually used for entertainment purposes. It includes state parks, golf courses, caravan parks, nature reserves, forest areas, state land, public entertainment areas, parks and botanical gardens.
Respondents	This is a person (or persons) responding to questions in the selected dwelling unit. The person should be a member (members) of the household and be in a position to answer the questions. This will preferably be any responsible adult. If you find only children in a household (child-headed household), interview the eldest or the one taking responsibility.
Responsible adult	If the household head is not available for interview, it is possible to speak to another responsible adult in the household.
Rural	A geographic classification based on the Census 2001 classification. In this case the settlement type is associated with commercial farming areas (rural formal) and land designated as tribal or traditional.
Sedan taxi	An unmetered two- or four-door sedan car, which offers a public transport service to paying customers, often as a feeder or distributor service to trains, buses and minibus-taxis.
Sketch map	A sketch map is a hand-drawn map of an area. It is usually constructed in a relatively short time and with the aid of simple tools. Sketch maps do not possess the high order of accuracy contained in topographic maps.

Concept	Definition
Special dwellings	Special dwellings (SDs) are dwellings or structures not privately occupied by a household but rather meant for individuals with one or more common characteristics. Occupants are usually provided with communal meals served from a common kitchen. Other facilities such as bathrooms and laundries are also shared. These dwellings include institutions such as hospitals, prisons, homes for special care citizens (e.g. aged, disabled, juvenile offenders, etc.), boarding schools and some workers' hostels. They are sometimes called *non-private dwellings*. SDs can constitute one complete EA, but are often found in mixed EAs. *Examples of special dwellings:* Hotels, motels — applies only to the guests Hospitals/nursing homes — applies only to the patients or nurses Prisons/reformatories — applies only to the inmates Old-age homes — applies only to the aged Retirement villages — applies only to those in frail care Boarding schools — applies only to the students
Traditional dwelling	A dwelling made of clay, mud, reeds or other locally available materials. This is a general term, which includes huts, rondavels, etc. Such dwellings can be found as single units or in clusters.
Transfer	A movement from one mode to another or from one vehicle to another, if the transfer is between one train and another or any similar movement.
Transport Analysis Zone	Transport analysis zones are small area subdivisions that serve as the smallest geographic basis for travel demand model forecasting systems.
Travel day	One randomly selected day of the week for which the detailed travel patterns of household members will be recorded.
Travel time	Time between departure from home and arrival at the destination, in other words the door-to-door travel time.
Tribal or traditional settlements	This is communally owned land under the jurisdiction of a traditional leader. The appearance and organisation of villages in tribal areas varies in different parts of the country. Tribal authorities are found in tribal settlements.
Trip	A one-way movement from an origin to a destination, to fulfil a specific purpose or undertake an activity.
Unoccupied dwelling	A dwelling whose inhabitants are absent at the time of enumeration, e.g. on holiday or migrant workers.
Urban	All areas classified as urban formal or urban informal according to the Census 2001 geographic classification. It excludes areas classified as metropolitan by the Municipal Demarcation Board as per the 2011 classification.
Urban settlements	Urban settlements (formal) occur on land that has been proclaimed as residential. A formal urban settlement is usually structured and organised. Plots or erven make up a formal and permanent arrangement. A local council or district council controls development in these areas. Services such as water, sewage, electricity and refuse removal are provided; roads are formally planned and maintained by the council. This includes suburbs and townships.

Concept	Definition
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.