

National Household Travel Survey  
Limpopo profile



**Statistics  
South Africa**



**transport**

Department:  
Transport  
REPUBLIC OF SOUTH AFRICA



# **NHTS Provincial Report**

## **Limpopo Profile**

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Pali Lehohla  
Statistician-General

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For technical enquiries, please contact:

Isabel Schmidt

Email: [IsabelSc@statssa.gov.za](mailto:IsabelSc@statssa.gov.za)

Copies are obtainable from: Printing and Distribution, Statistics South Africa

Tel: (012) 310 8619

(012) 310 8093

Email: [millies@statssa.gov.za](mailto:millies@statssa.gov.za)

[inadp@statssa.gov.za](mailto:inadp@statssa.gov.za)

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## Abbreviations and acronyms

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

## District Municipalities

Mopani	Mopani DM
Vhembe	Vhembe DM
Capricorn	Capricorn DM
Waterberg	Waterberg DM
Greater Sekhukhune	Sekhukhune DM

## Foreword

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

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

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

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

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

Since 2003, South Africans have become more mobile and more dependent on transport over time. The percentage of the population using taxis and buses for transport has increased, and taxis remain the dominant public transport mode used across all provinces. Trains are primarily used for work and education related travel in Western Cape and Gauteng. There has been a reduction in transfers between different modes of public transport, signifying that the transportation system may be becoming more efficient. Challenges that will continue to need the attention of urban and transport planners include the

increased travel times of especially metropolitan commuters, the cost of transport, the availability of buses, the poor condition of the roads and in some provinces such as Gauteng and Mpumalanga, the reckless driving by taxi drivers. The unavailability of public transport at specific times of the day or night is a problem in most areas, but was more specifically identified in Free State, KwaZulu-Natal and Limpopo.

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



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**Pali Lehohla**  
**Statistician-General: Statistics South Africa**

# 1. Key findings

## Introduction

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

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

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

## Gaining a better understanding of household transport needs and behaviour

### *General travel patterns*

The reference period for general travel patterns was seven days prior to the interview. About 4,2 million persons undertook trips in the province. The highest percentage of persons who undertook trips were in Vhembe DM (25%), followed by Mopani DM (21,2%), and Capricorn DM (20,6%). A larger proportion of residents in urban areas (81,4%) travelled than those in rural areas (76,2%).

Travel patterns differ according to age and sex. The report shows that males were more likely to travel than females from Monday to Saturday. However, on Sundays, a larger proportion of females than males travelled. As might be expected, children of school-going age, 5–6 years and 7–14 years, travelled more during the week, followed by the 15–19-year-old age group. The 0–2, 3–4, and 55 years and older age groups were the least likely to travel during the week.

In Limpopo, having no need to travel (38,4%) was the most commonly given reason, followed by other reasons (24,2%), and too old/young to travel (22,1%). Only 15,4% of persons mentioned financial reasons/too expensive as the reason for not travelling during the seven-day reference period.

## Education and education related travel

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

Of the 2,1 million learners attending an educational institution in Limpopo, 84% resided in rural areas and 16% in urban areas. About 97% of learners attending educational institutions attended classes while only 3,2% were distance learners.



Persons who attended an educational institution and used public transport were more likely to use taxis (71,7%) than buses (28,3%). Individuals who attended an FET college were more likely to use taxis (38,9%), while individuals who attended all other educational institutions were more likely to walk all the way to reach their educational institution.

### ***Learners' number of days and travel time***

Across all educational institutions, as would be expected, most learners travelled to their institutions of learning five days per week. Most learners (47,4%) travelled between 07:00 and 07:59 in the morning to their place of learning. In Sekhukhune DM, 62,9% of learners travelled at this time. A little more than a quarter (27,0%) of learners travelled between 06:00 and 06:59.

About 8% of learners travelled more than an hour to reach their educational institution. Those attending school (75,0%) were more likely to travel more than 60 minutes. About 75% of those who walked spent up to 30 minutes to reach their educational institution and 20% walked between 31 and 60 minutes.

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

#### ***Workers' geographic location***

Approximately two-thirds of all workers in Limpopo were found in urban areas and just above one-third lived rural areas. The largest percentage of workers classified as living in urban areas were found in Capricorn DM (37,5%) and Waterberg DM (34,6%), while the largest percentage in the rural areas were found in Vhembe DM (38%) and Mopani DM (23,4%).

#### ***Workers' mode of travel***

One-third (34,4%) of workers in Limpopo indicated that they walked all the way to work. Of those who were travelling with private transport, 24,8% were using a car/truck as driver. One in five workers reported using taxis (19,1%) when travelling to work, while one in ten workers reported to have used the bus (11,1%). Vhembe DM (46,2%) had the highest percentage of workers who walked all the way. Capricorn DM (30%) and Waterberg DM (30,6%) both had proportionally high percentages of workers who travelled by private transport, using a car/truck as driver. Buses were also most likely to be used by workers from Capricorn DM (23,5%).

In Limpopo, approximately 270 000 workers used public transport when travelling to work. Sixty-three per cent of those workers used taxis with the remaining 37% using buses. The same pattern was also true for all districts where most workers reported that they used taxis, followed by buses.

Out of 46 000 workers who were public transport users and who had made at least one transfer, 32% were living in Capricorn DM, and 23,4% in Vhembe DM. The percentage of bus users who made at least one transfer was slightly higher than that of the workers who used a taxi, at 10,4% and 9,1%, respectively. Most of the working population were working five days per week (53,4%). In both urban and rural areas, most workers were also much more likely to work five days per week.

#### ***Time workers leave for work***

A quarter of the workers (25,4%) left their residences before 06:00 to travel to work. One in five workers (20,4%) left their residences between 06:00 to 06:29 to travel to work. Those who left their residences between 07:00 to 07:59 in the morning for work were slightly more than a quarter (26,7%). Workers from rural areas tended to leave their place of residence earlier for work than those residing in urban areas. Approximately half of the worker population in rural areas (49,5%) left before 06:29 in the morning for work as opposed to 39,3% in urban areas.

**Workers received travel allowances from the employer**

In Limpopo, 3% of workers received a travel allowance. Workers from Vhembe DM (5,2%) and Waterberg DM (4,9%) were more likely to receive travel allowances as compared to the less likely Capricorn DM (0,9%).

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

About fifteen per cent (14,5%) of workers walked more than 15 minutes to get to their first public transport in the province, with the highest proportion of workers living in Sekhukhune DM (24,1%). Out of 251 000 workers who waited more than 15 minutes for their first public transport, 15,2% lived in Mopani DM. Compared to urban areas, workers in rural areas (9,1%) were more likely to wait for more than 15 minutes for their first public transport.

After having been dropped off by public transport, most workers walked to reach their workplace. A large proportion of these workers lived in Capricorn DM (21,6%) and Vhembe DM (13,7%).

**Business trips**

Business trips are trips taken by people aged 15 years and older as part of their duties. Business trips can be day or overnight trip(s), and were defined as trips 20 km or more from the usual place of work. In Limpopo, of the one million workers aged 15 years and older interviewed, only 104 000 indicated that they had undertaken business trips during the calendar month preceding the survey.

One-third of the business travellers were from Vhembe DM (32,1%), with 24,7% from Capricorn DM and 19,8% from Waterberg DM. The least amount of business travellers were from Mopani DM (10,6%). Most people travelled within Limpopo; however, when leaving the province, business travellers were most likely to travel to Gauteng.

Most business travellers (52,4%) drove themselves in a car/bakkie/truck. The second and third most used modes of travel were taxis (20,9%) and a car/bakkie/truck as passenger (15,5%).

**Other travel patterns****Day trips**

Municipalities with the highest percentages of day trip travellers were Sekhukhune DM (70,5%), followed by Vhembe DM (65,3%) and Capricorn DM (57,8%). Shopping for personal or business use (33,2%) was cited by the majority of travellers as their main purpose for travel, followed by those who had gone to visit the place that they considered home (17,4%).

**Overnight trips**

Provincially, the same patterns were followed, with visiting home as the most important reason (35,5%). Travelling to attend funerals was most common in Vhembe DM (25,1%), Sekhukhune DM (15,9%), and Mopani DM (14,6%). Religious trips were important in Sekhukhune DM (15,1%), Capricorn DM (13,9%) and Vhembe DM (12,6%).

## **Household travel patterns, attitudes and perceptions**

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

#### ***Urban***

Most households in urban areas indicated that when travelling they used taxis (67,4%). A very small percentage of households used trains (19,8%).

#### ***Rural***

Most households in rural areas also indicated that when travelling they used taxis (82%), and the mode of transport least used was trains (47,8%).

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

About four in five households indicated that they had used minibus taxis in the province (78,8) and only a small percentage of households used buses (41,6%) in the province.

### ***Walking for more than 30 minutes to the nearest bus station and walking more than 15 minutes to nearest taxi rank***

Slightly more than five per cent (5,2%) of households in the province walked more than 30 minutes to the nearest bus station, while 27,6% of households in Limpopo travelled for more than 15 minutes to reach the nearest taxi rank\route station

### ***Attitudes and perceptions about transport***

One in ten households (10,6%) indicated that they had no transport problems. The major problem was the poor condition of roads (18,2%). The municipalities that comprise a large percentage of households who have complaints about the poor condition of the roads are Vhembe DM (25,7%), Capricorn DM (19,9%) and Waterberg DM (15,4%). Provincially, seven per cent of households indicated the lack of buses as their main transport problem. Most of these complaints were lodged by households in Waterberg DM (11%), Mopani DM (9,1%) and Sekhukhune DM (7,7%).

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

One in ten households in Limpopo mentioned that taxis were too expensive. A large proportion of households who were very concerned about the cost of taxis was to be found in Mopani DM (14,9%), Vhembe DM (13,8%) and Sekhukhune DM (12,3%). Four per cent of households considered reckless driving by taxi drivers as a transport problem. Sekhukhune DM (6,6%) and Mopani DM (5,1%) had a large percentage of households who were concerned about reckless driving by taxi drivers.

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

Two in five (41,3%) households in the province were not satisfied with the level of crowding in buses. They were also dissatisfied with the facilities at bus stops, toilets and offices.

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

More than one-third (34,5%) of households indicated that travel time was the biggest determinant of transport mode choice, while the cost of travel (28,3%) was also an important factor. Few households mentioned flexibility (9,7%), and safety from accidents and comfort (6%).

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

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

Approximately 67 000 households owned at least one bicycle. Close to a quarter (24,6%) of households owned or had access to cars, and 2,5% had access to a company car.

In the province, 18,4% of persons aged 18 years and older were in possession of a driver's licence. Waterberg DM (22,5%) had the highest proportion of persons in possession of a driver's licence, followed by Capricorn DM (21,4%) and Vhembe DM (17,5%). Of those who possessed a driver's licence, 67% were male and 33% were female. About 88% of households with a driver's licence were black African. Households in urban areas (36,6%) were more likely to possess a driver's licence than in rural areas (13,8%).

### **To measure usage of non-motorised transport**

#### ***Use of non-motorised transport***

About a quarter of workers in the province walked all the way (32,3%), and 2,5% cycled all the way to work. The majority of those who walked all the way to work were found in rural areas (38,4%) as opposed to urban areas (21,2%). Those who cycled all the way were predominantly found in rural areas (2,1%) as opposed to urban areas (1,9%).

## 2. Introduction

### 2.1 Background

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

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

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

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

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

### 2.2 Objectives of the National Household Travel Survey 2013

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

These objectives were:

- a. To understand the transport needs and behaviour of households;
- b. To ascertain the cost of transport for households (to assess levels of affordability);
- c. To assess attitudes towards transport services and facilities;
- d. To measure the availability, ownership and use of motor cars;
- e. To understand the travel choices of different market segments;
- f. To determine accessibility to services such as workplaces, education facilities, social needs markets and others;
- g. To assess the effectiveness of the existing subsidy mechanisms;
- h. To assist in identifying the disadvantaged regions and transport needs for investment in transport infrastructure;
- i. To measure key performance indicators (KPIs) as required by the National Land Transport Act (Act No. 5 of 2009) and the National Land Transport Strategic Framework;
- j. To measure usage of non-motorised transport by households; and
- k. To assess accessibility of public transport for people with disabilities and the elderly in the communities.

## 2.3 Target population

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



### 3. General travel patterns

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

According to the National Land Transport Act (Act No. 5 of 2009), all the district municipalities must compile a Local Integrated Transport Plan (LITP) for all local municipalities according to their needs. The LITP also seeks to prioritise public transportation over private transportation by ensuring the provision of adequate public transport services, and applying travel demand management measures to discourage private transport.

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

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

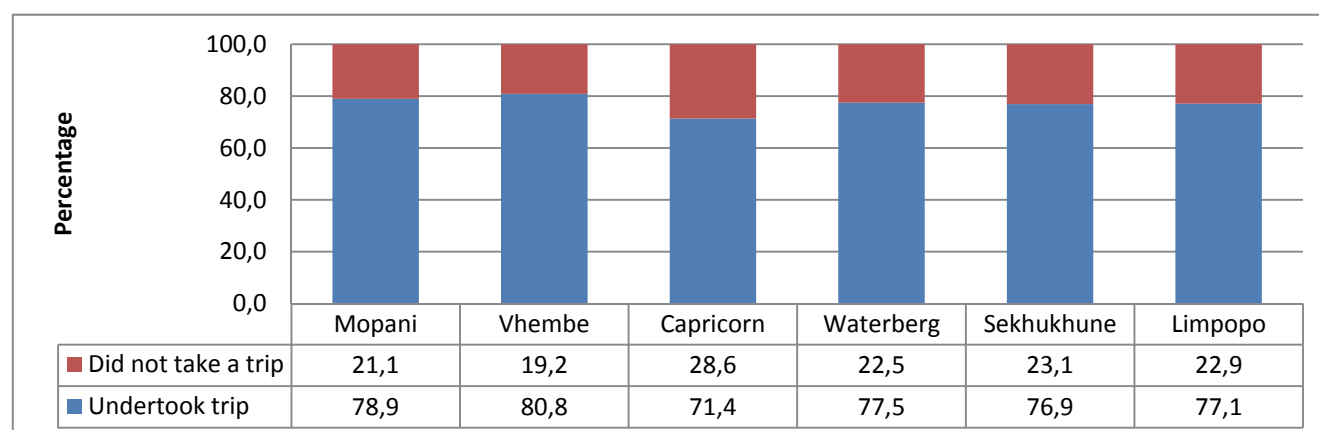
District municipality	Undertook trip		Population	
	Number ('000)	Percentage of Limpopo	Population ('000)	Percentage of Limpopo
Mopani	887	21,2	1 146	20,9
Vhembe	1 045	25,0	1 299	23,6
Capricorn	862	20,6	1 229	22,4
Waterberg	553	13,2	721	13,1
Sekhukhune	837	20,0	1 098	20,0
<b>Limpopo</b>	<b>4 183</b>	<b>100,0</b>	<b>5 493</b>	<b>100,0</b>

Totals exclude unspecified cases of trips.

Percentages calculated across district municipalities.

Table 3.1 shows the number of people who undertook trips seven days prior to the interview in Limpopo. Of the 5,5 million people who reside in Limpopo, 4,2 million people indicated that they undertook trips seven days prior to the interview. Most persons who undertook trips resided in Vhembe DM (25,0%), followed by Mopani DM (21,2%) and Capricorn DM (20,6%). Residents of Waterberg DM were the least likely to travel, with only 13,2%.

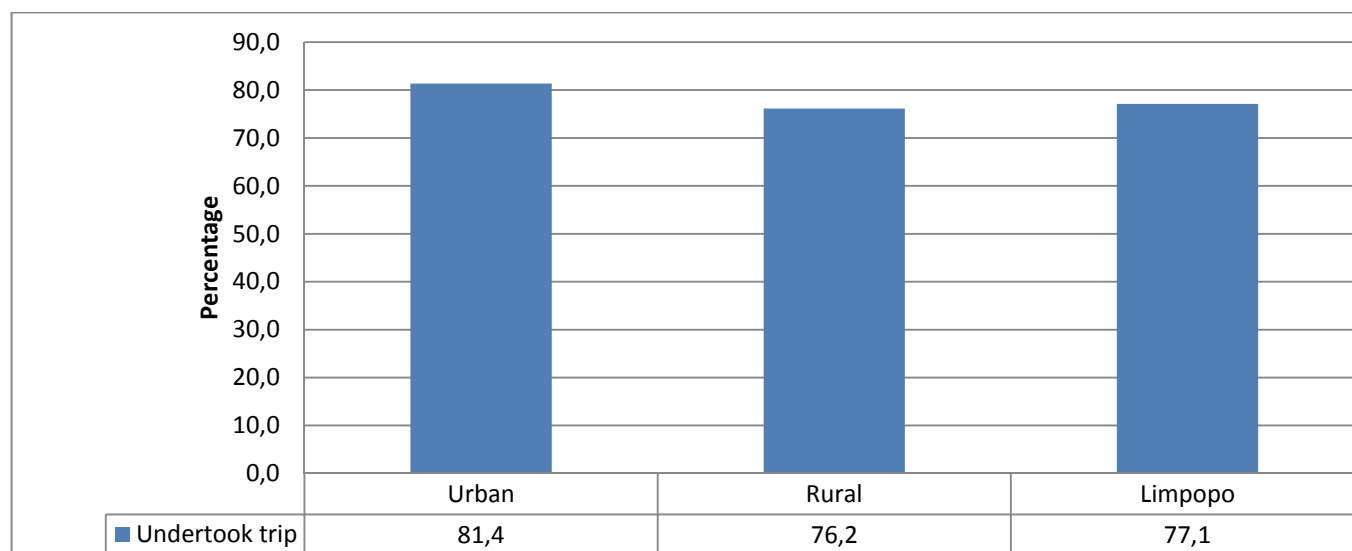
**Figure 3.1: Percentage of persons who travelled during the seven days prior to the interview by district municipality**



Percentage calculated within district municipalities.

Figure 3.1 shows that more than three-quarters (77,1%) of the persons in Limpopo undertook trips during the seven days prior to the interview. The largest proportions of persons who travelled lived in Vhembe DM (80,8%), followed by Mopani DM (78,8%) and Waterberg DM (77,5%). Individuals living in Capricorn DM (71,4%) were the least likely to travel.

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



Percentage calculated within geographic location.

According to Figure 3.2, more people in urban areas (81,4%) undertook trips than those in rural areas (76,2%) during the seven days prior to the interviews.

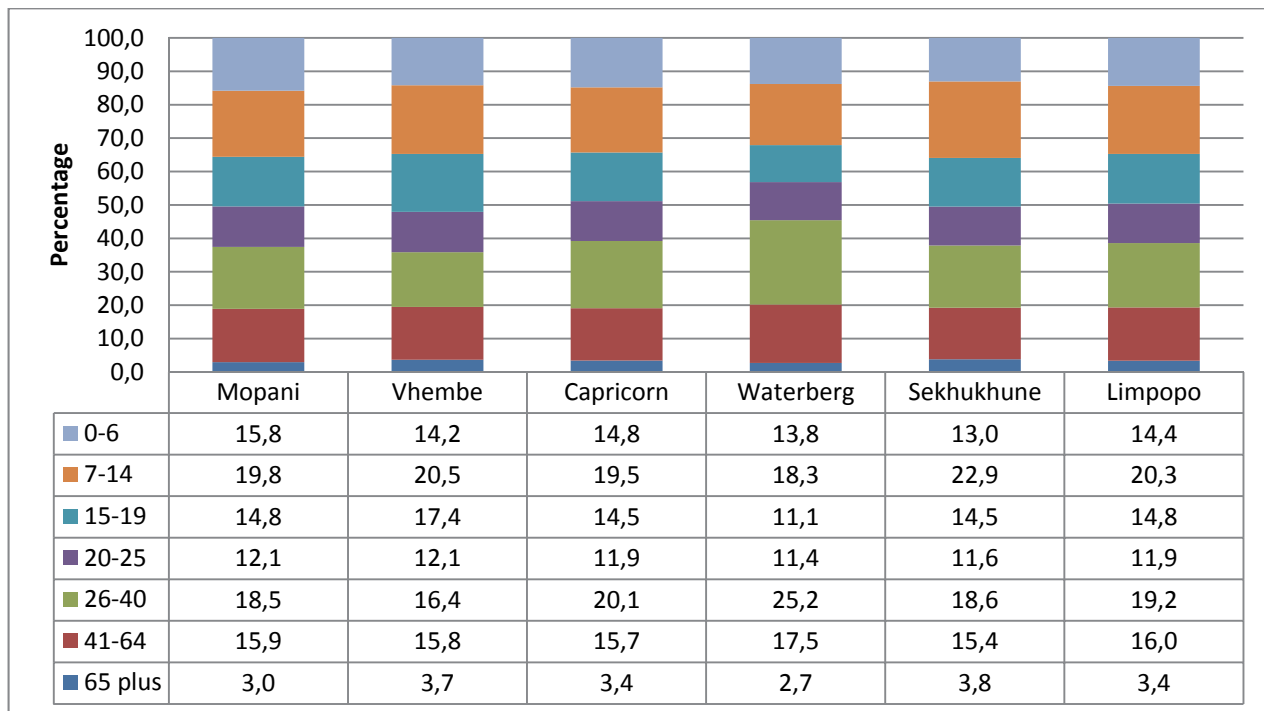
**Table 3.2: Persons who undertook trips in the seven days prior to the interview by district municipality and sex**

District municipality	Number of persons who undertook trips ('000)	Sex			
		Male		Female	
		Number ('000)	Percentage of municipality	Number ('000)	Percentage of municipality
Mopani	887	427	48,1	460	51,9
Vhembe	1 045	489	46,8	556	53,2
Capricorn	862	440	51,0	422	49,0
Waterberg	553	294	53,2	259	46,8
Sekhukhune	837	407	48,6	430	51,4
<b>Limpopo</b>	<b>4 183</b>	<b>2 056</b>	<b>49,1</b>	<b>2 128</b>	<b>50,9</b>

Percentage calculated within district municipalities.

Table 3.2 shows that females (50,9%) were more likely to travel than males (49,1%), although the difference in percentages is minimal. Most females who undertook trips resided in Vhembe DM (53,2%), Mopani DM (51,9%) and Sekhukhune DM (51,4%). Males who were more likely to undertake trips lived in Waterberg DM (53,2%) and Capricorn DM (51,0%).

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

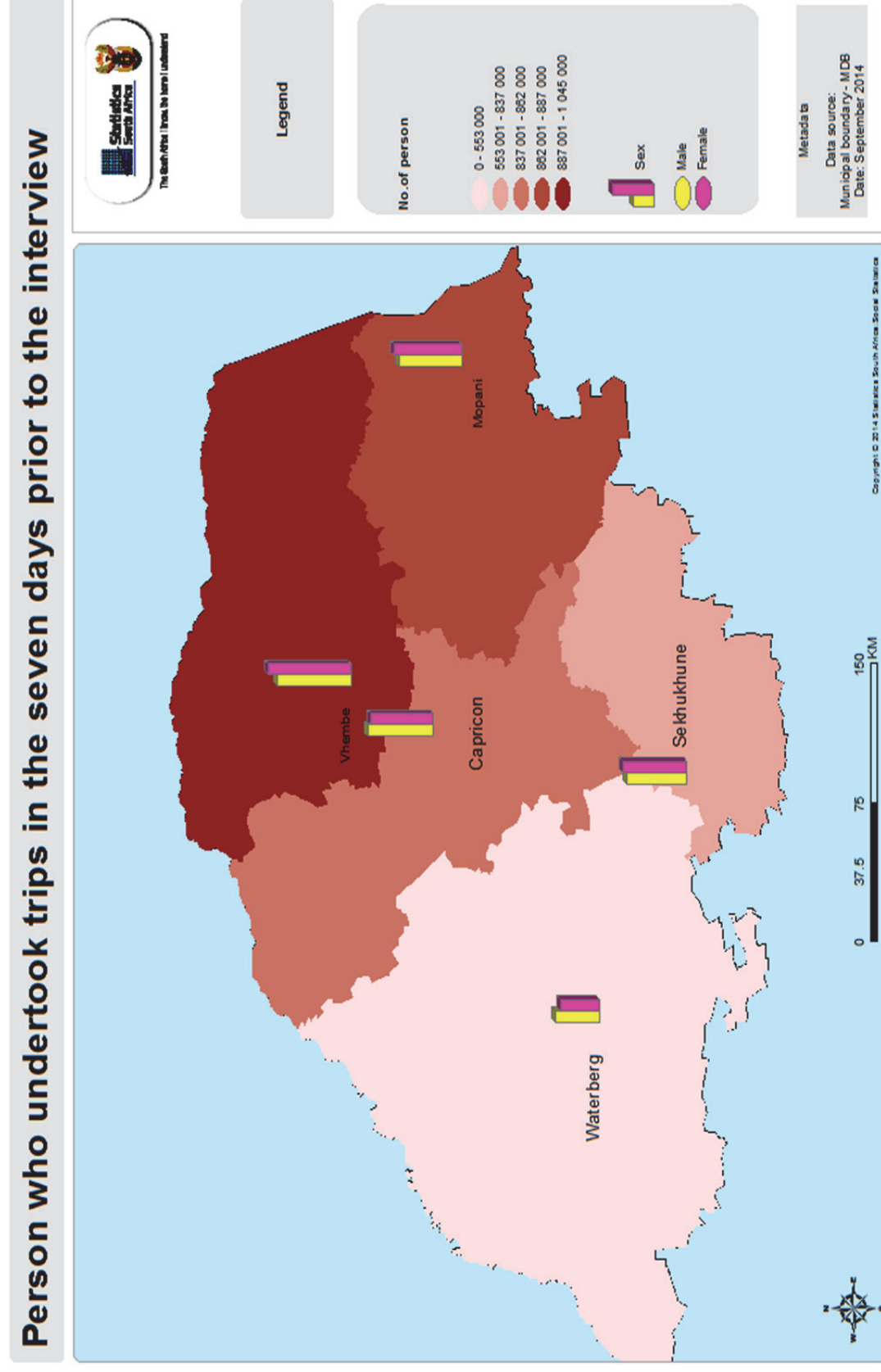


Percentage calculated within district municipalities, within Limpopo.

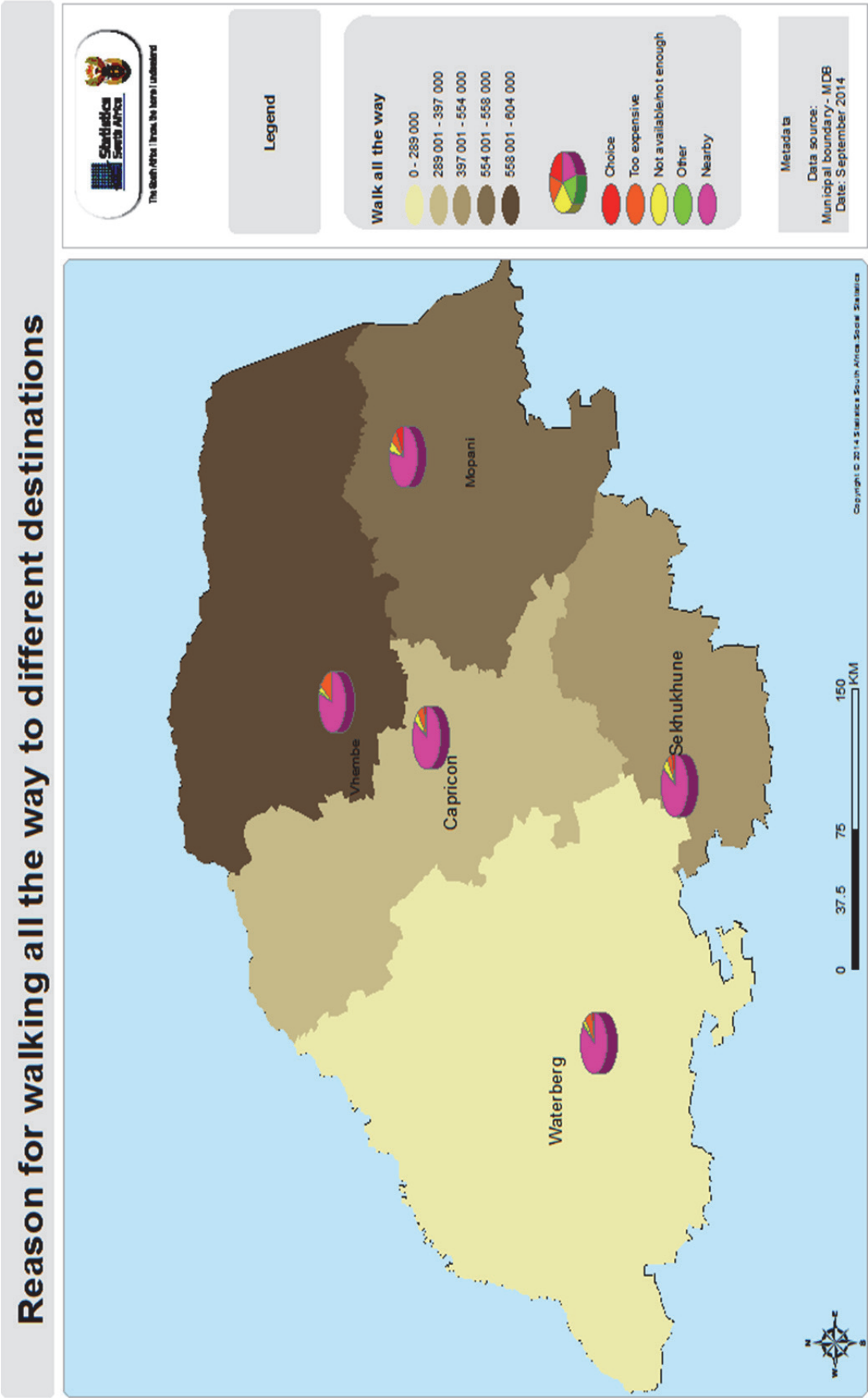
Figure 3.3 illustrates that persons aged 7–14 years (20,3%) were more likely to travel compared to other age groups in the seven days prior to the interviews. This was followed by persons aged 26–40 years (19,2%) and those aged 41–64 years (16,0%). Persons who are 65 years and older (3,4%) were the least likely to undertake trips.

In Sekhukhune DM, persons aged 7–14 years (22,9%) were more likely to travel compared to other age groups, followed by persons aged 26–40 years (18,6%). Persons aged 26–40 years (20,1%) in Capricorn DM were more likely to travel than other age groups, followed by persons aged 7–14 years (19,5%). Only 2,7% of persons aged 65 years and older in Waterberg DM undertook trips.

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



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



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

Age group	Statistics (numbers in thousands)	Days of the week						
		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Male	Number	1 981	1 975	1 989	1 966	1 965	1 001	1 250
	Per cent	77,2	77,0	77,5	76,7	76,6	39,4	49,2
Female	Number	1 899	1 872	1 902	1 844	1 876	949	1 509
	Per cent	66,3	65,4	66,5	64,6	65,5	33,4	53,1
Total	Number	3 880	3 847	3 891	3 810	3 841	1 950	2 760
	Per cent	71,5	70,9	71,7	70,3	70,8	36,3	51,2
<b>Age group</b>								
0–2 yrs	Number	143	139	141	134	136	74	163
	Per cent	36,3	35,4	35,9	34,2	34,7	19,1	41,7
3–4 yrs	Number	193	193	194	193	193	66	126
	Per cent	79,8	79,7	80,0	79,8	80,2	27,2	52,1
5–6 yrs	Number	226	226	225	226	225	62	120
	Per cent	95,6	95,6	95,5	95,7	95,2	27,0	51,5
7–14 yrs	Number	871	871	870	870	869	240	472
	Per cent	97,8	97,7	97,7	97,7	97,5	27,4	53,5
15–19 yrs	Number	634	636	637	636	636	235	347
	Per cent	92,7	93,1	93,1	92,9	92,9	34,8	51,6
20–25 yrs	Number	444	438	442	432	438	270	332
	Per cent	65,5	64,7	65,4	64,0	64,6	40,2	49,3
26–40 yrs	Number	698	692	708	684	692	525	570
	Per cent	63,0	62,6	64,0	61,9	62,6	47,7	51,8
41–54 yrs	Number	433	421	433	412	421	286	358
	Per cent	66,9	65,0	67,0	64,0	65,2	44,6	55,6
55 yrs and older	Number	239	231	242	223	230	191	273
	Per cent	43,3	41,9	44,0	40,4	41,7	34,7	49,6

Totals exclude unspecified cases of days of the week.

Percentage calculated within sex, within age group, and within days of the week.

Table 3.3 summarises the days of the week when people in Limpopo usually travel. Men were more likely to travel during the week than women were. During weekends, 39,4% of males travelled on Saturdays and 49,2% on Sundays. The only day of the week when women were more likely to travel than men was on Sundays, where 53,1% of women travelled and only 49,2% of men.

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



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

Main reason for not travelling	Statistics (numbers in thousands)	District municipality					
		Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	Limpopo
Did not need to travel	Number	104	83	135	72	61	<b>455</b>
	Per cent	47,8	35,1	40,8	46,3	24,8	<b>38,4</b>
Financial reasons/too expensive	Number	46	29	63	19	24	<b>182</b>
	Per cent	21,3	12,3	19,1	12,5	9,7	<b>15,4</b>
Not well enough to travel/sick	Number	11	4	13	6	9	<b>43</b>
	Per cent	5,1	1,8	4,0	3,6	3,6	<b>3,6</b>
Taking care of children/sick/elderly relative	Number	5	8	15	6	12	<b>46</b>
	Per cent	2,3	3,5	4,5	3,7	4,8	<b>3,8</b>
Too old/young to travel	Number	33	62	66	25	75	<b>262</b>
	Per cent	15,2	26,2	20,1	16,4	30,5	<b>22,1</b>
No particular reason	Number	7	33	22	17	57	<b>136</b>
	Per cent	3,4	14,1	6,6	10,7	23,0	<b>11,5</b>
Other reasons	Number	10	16	16	11	9	<b>62</b>
	Per cent	4,8	7,0	4,9	6,8	3,6	<b>5,2</b>
<b>Total</b>	<b>Number</b>	<b>217</b>	<b>237</b>	<b>331</b>	<b>155</b>	<b>246</b>	<b>1 187</b>
	<b>Per cent</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>

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

Percentages calculated within district municipalities.

Only one response was possible per person.

Totals exclude unspecified cases of main reasons for not taking trip.

Table 3.4 highlights the main reasons for not travelling in the seven days prior to the interviews. The most common reasons supplied by respondents were that they did not need to travel (38,4%), they were too old/young to travel (22,1%), and financial reasons/too expensive (15,4%).

The major reasons cited by persons in Mopani DM for not travelling were that they did not need to travel (47,8%), followed by financial reasons/too expensive (21,3%) and too old/young to travel (15,2%). Too old/young to travel (30,5%) was the main reason cited by persons who did not travel in Sekhukhune DM, followed by 24,8% who indicated that they did not need to travel.

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

Main reasons for not travelling	Statistics (numbers in thousands)	Age group								
		0–4	5–6	7–14	15–19	20–25	26–40	41–54	55+ years	Total
Did not need to travel	Number	38	5	23	36	85	121	63	84	<b>455</b>
	Per cent	15,7	39,2	66,3	62,6	48,7	42,5	41,9	36,6	<b>38,4</b>
Financial reasons/too expensive	Number	4	1	2	10	39	70	35	21	<b>182</b>
	Per cent	1,5	8,3	7,2	16,8	22,1	24,6	23,7	9,0	<b>15,4</b>
Not well enough to travel/sick	Number	1	*	*	*	5	10	11	13	<b>43</b>
	Per cent	0,6	*	*	*	3,0	3,5	7,6	5,7	<b>3,6</b>
Taking care of children/sick/elderly relative	Number	*	*	*	*	8	18	9	10	<b>46</b>
	Per cent	*	*	*	*	4,6	6,4	5,8	4,4	<b>3,8</b>
Too old/young to travel	Number	185	4	5	*	*	*	1	65	<b>262</b>
	Per cent	77,0	25,6	15,9	*	*	*	0,8	28,4	<b>22,1</b>
No particular reason	Number	10	2	2	6	29	42	19	25	<b>136</b>
	Per cent	4,2	16,6	7,0	10,4	16,5	14,9	12,8	10,9	<b>11,5</b>
Other reasons	Number	3	*	1	4	9	22	11	12	<b>62</b>
	Per cent	1,0	*	3,2	7,7	5,1	7,8	7,4	5,0	<b>5,2</b>
<b>Total</b>	<b>Number</b>	<b>241</b>	<b>14</b>	<b>35</b>	<b>57</b>	<b>175</b>	<b>286</b>	<b>150</b>	<b>230</b>	<b>1 187</b>
	<b>Per cent</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>

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

Percentages calculated within age groups.

Totals exclude unspecified cases of main reasons for not taking trip.

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

Table 3.5 indicates the main reasons for not travelling seven days prior to the interview by age group. In terms of age, the 0–6-year-old age group as well as the 55-plus age group indicated that they did not travel because they were too young/old to travel. Financial reasons were more likely to be cited in the 26–40-year-old and 41–54-year old age groups than in other age groups.

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## **4. Education and education related travel patterns**

### **4.1 Introduction**

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

This section deals with the learner use of modes of transport to different educational institutions from pre-school to higher education institutions. It underlines the use of public and private transport from the time the learners left their residential area, time spent on the way and the time they arrived at their educational institution across different municipalities.

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

Indicator	Statistics (numbers in thousands)	District municipality					Limpopo
		Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
Type of institution							
Pre-school	Number	42	45	58	29	30	205
	Per cent	9,5	7,7	11,9	12,4	6,9	9,4
School	Number	383	481	381	191	389	1 826
	Per cent	86,1	81,9	78,1	81,0	90,1	83,4
ABET and literacy classes	Number	5	12	3	1	1	22
	Per cent	1,1	2,0	0,6	0,6	0,3	1,0
Higher educational institution	Number	3	21	31	5	5	65
	Per cent	0,6	3,6	6,3	2,3	1,2	3,0
FET college	Number	9	21	9	6	6	52
	Per cent	2,1	3,5	1,8	2,7	1,4	2,4
Other	Number	3	8	6	3	*	20
	Per cent	0,7	1,3	1,3	1,1	*	0,9
Total	Number	445	588	488	236	432	2 189
	Per cent	100,0	100,0	100,0	100,0	100,0	100,0
Geographic location							
Urban	Number	18	58	156	106	30	368
	Per cent	3,9	9,6	30,1	41,2	6,7	16,0
Rural	Number	451	550	361	150	415	1 926
	Per cent	96,1	90,4	69,9	58,8	93,3	84,0
Household income quintiles							
Quintile 1 (Lowest income quintile)	Number	166	200	167	67	146	747
	Per cent	35,4	32,9	32,3	26,3	32,8	32,5
Quintile 2	Number	193	225	192	78	165	853
	Per cent	41,2	37,0	37,2	30,3	37,1	37,2
Quintile 3	Number	47	93	57	52	79	327
	Per cent	9,9	15,2	11,0	20,4	17,8	14,3
Quintile 4	Number	43	55	46	25	37	207
	Per cent	9,2	9,1	9,0	9,9	8,3	9,0
Quintile 5 (Highest income quintile)	Number	20	35	54	33	18	160
	Per cent	4,2	5,8	10,6	13,0	4,0	7,0

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

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

Table 4.1 shows that most of the learners in the province attended schools (83,4%), followed by pre-schools (9,4%), and higher educational institutions (3,0%). In terms of district municipalities, Vhembe DM had the highest number of learners attending educational institutions (588 000), followed by Capricorn DM (488 000) and Mopani DM (445 000). Waterberg DM had the least number of learners in the province (236 000). In terms of geographical location, the majority of learners (84%) resided in rural areas, and the remaining 16% resided in urban areas.

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

Indicator	Statistics (numbers in thousands)	Main mode						
		Bus	Taxi	Private transport		Walking all the way	Other	Total %
				Car/truck driver	Car/truck passenger			
Scholars and disability status								
Scholars	Number	45	127	5	128	1 462	4	1 772
	Per cent	2,6	7,2	0,3	7,2	82,5	0,2	100,0
Disabled scholars	Number	1	2	*	5	50	*	58
	Per cent	1,5	2,9	*	8,3	87,3	*	100,0
Geographic location of scholars								
Urban	Number	9	37	3	45	139	*	233
	Per cent	3,9	16,1	1,2	19,2	59,6	*	100,0
Rural	Number	36	90	2	84	1 323	4	1 539
	Per cent	2,4	5,8	0,2	5,4	86,0	0,2	100,0
Household income quintile of scholars								
Quintile 1 (Lowest income quintile)	Number	14	37	*	30	505	2	590
	Per cent	2,4	6,2	*	5,2	85,6	0,4	100,0
Quintile 2	Number	10	30	*	30	612	1	682
	Per cent	1,4	4,3	*	4,4	89,7	0,1	100,0
Quintile 3	Number	7	20	*	17	211	*	255
	Per cent	2,6	7,9	*	6,8	82,5	*	100,0
Quintile 4	Number	7	21	1	18	103	*	151
	Per cent	4,9	13,6	0,9	12,1	68,5	*	100,0
Quintile 5 (Highest income quintile)	Number	8	20	2	32	31	*	94
	Per cent	8,2	21,3	2,3	34,4	33,4	*	100,0

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

The totals used to calculate scholars included disabled scholars.

Other modes of transport include: Train, aircraft etc.

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

Table 4.2 illustrates the main mode of travel used by scholars to get to school. In Limpopo, 'walking all the way' was the primary method used by scholars to reach their school (82,5%). This is also true for disabled scholars (87,3%). Taxis or being the passenger in a car/truck (7,2%) was the second most used mode of travel by scholars, whilst disabled scholars (8,3%) indicated travelling by car/truck as a passenger as their second most used mode of travel.

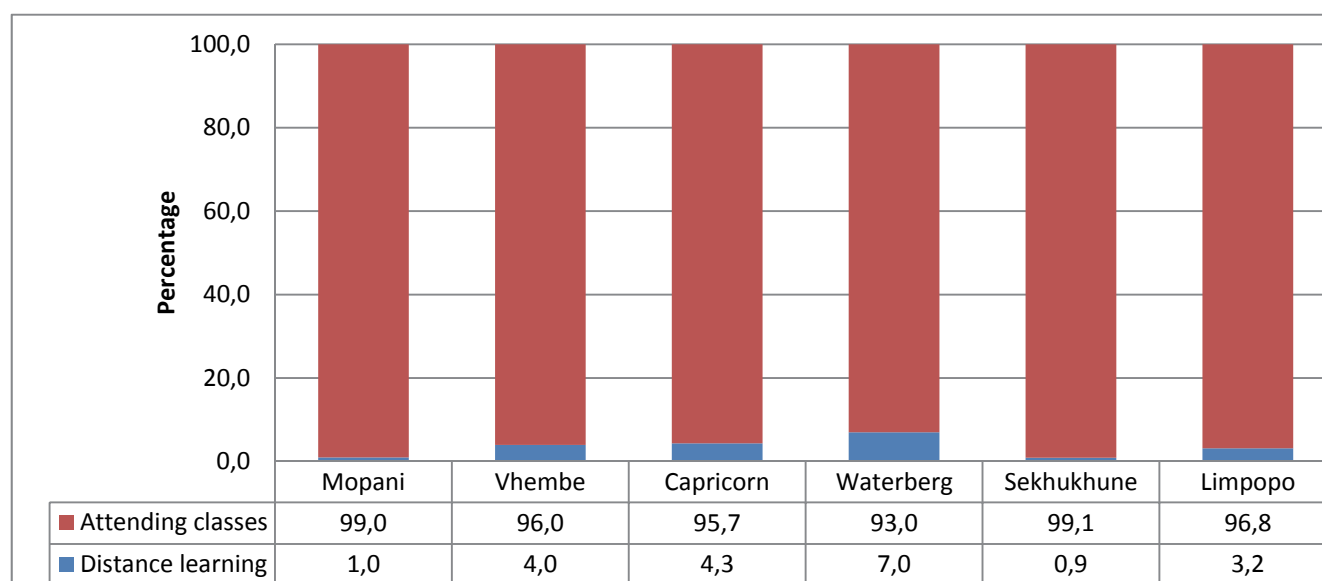
Irrespective of their geographic locations, 'walking all the way' was the primary method used by scholars to reach their educational institutions – 59,6% in urban areas and 86,0% in rural areas. Travelling by car/truck as passengers was the second most commonly used mode of travel for scholars in urban areas (19,2%), followed by taxis (16,1%). A significant percentage of scholars in rural areas (86,0%) walked all the way to school, followed by those who travelled to school by taxi (5,8%).

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

District municipality	Statistics (numbers in thousands)	Learners who completed question	Attending classes	Distance learning
Mopani	Number	451	446	4
	Per cent	20,2	20,6	6,1
Vhembe	Number	599	575	24
	Per cent	26,8	26,6	33,5
Capricorn	Number	492	470	21
	Per cent	22,0	21,8	30,1
Waterberg	Number	250	233	17
	Per cent	11,2	10,8	24,7
Sekhukhune	Number	441	437	4
	Per cent	19,8	20,2	5,5
<b>Limpopo</b>	<b>Number</b>	<b>2 233</b>	<b>2 162</b>	<b>71</b>
	<b>Per cent</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>

Please note that other sources such as for example the Census 2001 and Census 2011 indicate relative stable absolute numbers for attendees. The totals used excluded unspecified attending classes or distance learning.

According to Table 4.3, approximately 2,2 million learners were attending classes and 71 000 were studying through distance learning in the province. The largest proportion of learners attending classes came from Vhembe DM (26,6%), followed by Capricorn DM (21,8%), and Mopani DM (20,6%). More than one-third (33,5%) of learners in the province who studied through distance learning were from Vhembe DM, followed by Capricorn DM (30,1%), and Waterberg DM (24,7%).

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

Percentage calculated within district municipalities.

Figure 4.1 summarises the method of study of learners. Most learners in the province attended classes (96,8%) rather than studying through distance learning (3,2%). The same pattern can be observed across all district municipalities.



## 4.2 Education related travel mode

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

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

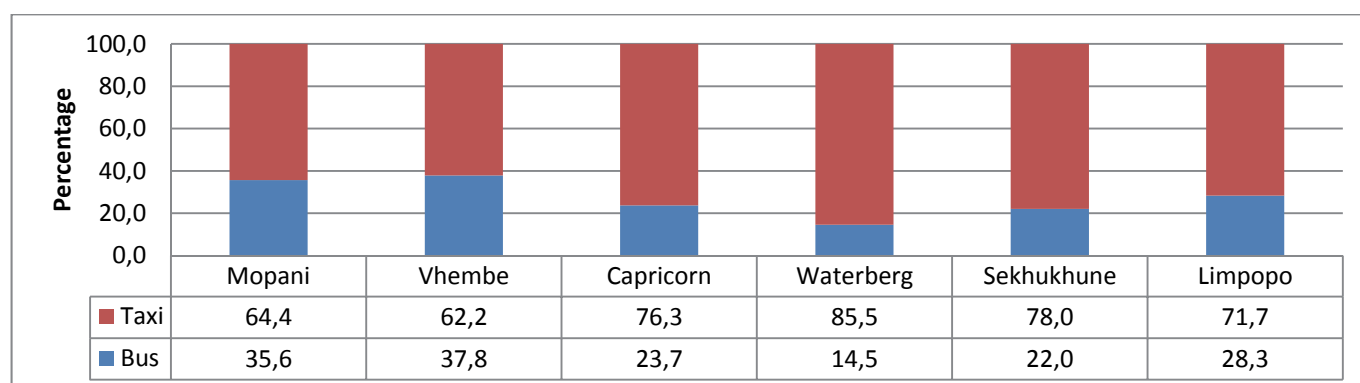
Educational institution and number of days		Statistics (numbers in thousands)	District municipality					Limpopo
			Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
Pre-school	5	Number	*	*	1	*	1	2
		Per cent	*	*	1,4	*	2,3	0,8
	1–4 or 6–7	Number	41	44	56	29	29	200
		Per cent	100,0	100,0	98,6	99,4	97,7	99,2
School	5	Number	12	46	16	4	9	88
		Per cent	3,2	9,7	4,4	2,1	2,3	4,9
	1–4 or 6–7	Number	365	431	357	187	379	1 719
		Per cent	96,8	90,3	95,6	97,9	97,7	95,1
Higher education institutions	5	Number	1	8	11	1	1	22
		Per cent	31,4	51,2	56,9	58,0	39,1	52,2
	1–4 or 6–7	Number	1	7	9	1	2	21
		Per cent	68,6	48,8	43,1	42,0	60,9	47,8
Other institutions	5	Number	7	13	7	3	2	31
		Per cent	40,0	38,6	38,8	26,3	23,8	36,2
	1–4 or 6–7	Number	10	21	11	8	6	55
		Per cent	60,0	61,4	61,2	73,7	76,2	63,8
Subtotal (All institutions)	5	Number	417	503	433	225	416	1 995
		Per cent	95,4	88,3	92,3	96,6	96,7	93,3
	1–4 or 6–7	Number	20	67	36	8	14	143
		Per cent	4,5	11,7	7,7	3,5	3,3	6,7
Unspecified		Number	24	19	28	16	11	97
<b>Total</b>		<b>Number</b>	<b>437</b>	<b>570</b>	<b>469</b>	<b>233</b>	<b>430</b>	<b>2 138</b>

Percentages calculated within district municipalities.

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

The totals excluded the unspecified cases of days of the week.

Table 4.4 shows that most learners in pre-school (99,2%) and school (95,1%) travelled five days a week to educational institutions. Of those who attended higher educational institutions, 47,8% travelled less than a week and more than half (52%) travelled for a week or more days.

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

Percentage calculated within district municipalities.

Figure 4.2 indicates that learners who used public transport were more likely to use taxis (71,7%) than buses (28,3%). The same pattern emerged in all the district municipalities.

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

Mode of travel		Statistics (numbers in thousands)	District municipality (per cent calculated within district municipality)					Limpopo
			Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
Bus	Number		15	29	15	6	8	73
	Per cent		3,4	5,1	3,1	2,3	1,9	3,4
Taxi	Number		28	48	48	33	28	185
	Per cent		6,1	8,3	9,9	13,8	6,6	8,5
Private transport	Car/truck driver	Number	6	2	6	1	2	17
		Per cent	1,3	0,3	1,3	0,4	0,4	0,8
	Car/truck passenger	Number	35	44	51	19	31	180
		Per cent	7,6	7,6	10,6	8,1	7,4	8,3
Walking all the way	Number		370	453	361	180	356	1 719
	Per cent		81,0	78,6	74,7	75,4	83,7	78,9
Other	Number		3	*	2	*	*	6
	Per cent		0,6	*	0,5	*	*	0,3
Total	Number		456	576	483	239	425	2 180
	Per cent		100,0	100,0	100,0	100,0	100,0	100,0

Other modes of transport include: Train, aircraft etc.

Percentage calculated across district municipalities, within Limpopo.

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

The totals excluded the unspecified cases of days of main mode of transport.

Table 4.5 indicates the main mode of travel used by learners to their educational institutions by municipality. In the province, more than seventy-eight per cent (78,9%) of learners walked all the way to their educational institution, followed by those who used taxis (8,5%) and those who were passengers in a car/truck (8,3%). The same pattern emerged in Waterberg DM and Vhembe DM. A slightly different pattern emerged in Capricorn DM, Mopani DM and Sekhukhune DM where learners walking all the way still constituted the largest proportion, but being a passenger in a car/truck constituted the second largest proportion of learners using transport, and taxis were indicated as the third most commonly used mode of travel.

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

Mode of travel	Statistics (numbers in thousands)	District municipality (per cent within district municipality)					Limpopo
		Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
Bus	Number	12	14	9	5	5	<b>45</b>
	Per cent	27,0	30,8	18,7	11,7	11,7	<b>100,0</b>
Taxi	Number	22	34	26	21	24	<b>127</b>
	Per cent	17,5	26,7	20,2	16,4	19,1	<b>100,0</b>
Car/truck passenger	Number	23	31	34	12	28	<b>128</b>
	Per cent	18,1	24,4	26,2	9,6	21,6	<b>100,0</b>
Walking all the way	Number	312	390	295	149	317	<b>1 462</b>
	Per cent	21,4	26,7	20,2	10,2	21,7	<b>100,0</b>
Other	Number	6	*	*	*	*	<b>9</b>
	Per cent	70,4	*	*	*	*	<b>100,0</b>
<b>Total</b>	<b>Number</b>	<b>376</b>	<b>469</b>	<b>364</b>	<b>188</b>	<b>375</b>	<b>1 772</b>
	<b>Per cent</b>	<b>21,2</b>	<b>26,5</b>	<b>20,5</b>	<b>10,6</b>	<b>21,1</b>	<b>100,0</b>

Other modes of transport include: Train, aircraft, etc.

Percentage calculated across district municipalities, within Limpopo.

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

The totals excluded the unspecified main mode of transport.

According to Table 4.6, learners who were attending school used different modes of travel to reach their educational institutions. More than 1,4 million scholars in the province walked all the way to their educational institutions, while 127 000 used taxis and 128 000 were passengers in a car/truck. Most scholars who used taxis came from Vhembe (26,7%) and Capricorn DM (20,2%). With regard to car/truck passengers, the same pattern emerged, the scholars from Capricorn DM (26,2%) and Vhembe DM (24,4%) using this mode of transport. Scholars using the bus were more likely to live in Vhembe DM (30,8%) and Mopani DM (27,0%).

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

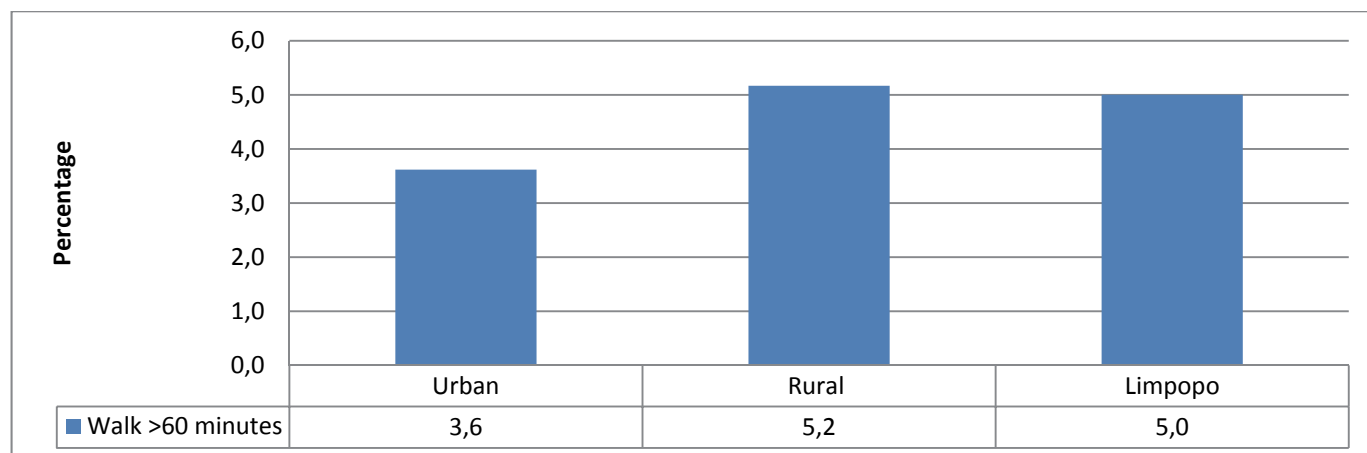
Modes of travel		Statistics (numbers in thousands)	Pre- school	School	Higher education institution	Further Education and Training College	Other institutions	Total
Bus		Number	2	45	10	10	2	70
		Per cent	0,9	2,6	24,1	24,0	6,2	3,3
Taxi		Number	13	127	9	17	6	172
		Per cent	6,7	7,2	23,3	38,9	15,2	8,2
Private transport	Car\truck driver	Number	*	5	7	*	*	14
		Per cent	*	0,3	18,4	*	*	0,7
	Car\ truck passenger	Number	34	128	2	*	6	170
		Per cent	17,5	7,2	4,2	*	14,8	8,1
Walking all the way		Number	146	1 462	12	14	23	1 657
		Per cent	74,5	82,5	30,0	33,3	60,0	79,3
Other		Number	*	4	*	*	*	6
		Per cent	*	0,2	*	*	*	0,3
Total		Number	196	1 772	40	43	38	2 089
		Per cent	100,0	100,0	100,0	100,0	100,0	100,0

Other modes of transport include: Train, aircraft, etc.

The totals excluded the unspecified cases of main mode of transport and type of educational institution.

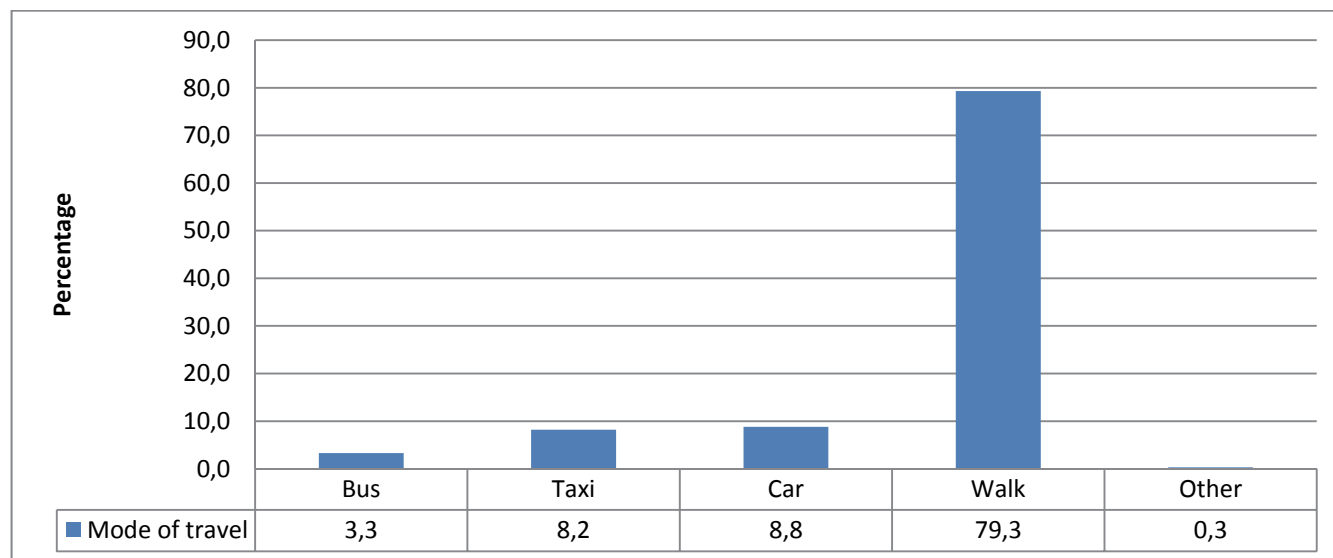
\*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

Table 4.7 shows the modes of travel used by learners to travel to their respective educational institutions. Of the 1,7 million learners who walked all the way to their educational institutions, most were scholars (1,5 million), followed by pre-scholars (146 000). For scholars, taxis and car/truck passenger shared the same proportion (7,2%) as the second most used mode of transport. Meanwhile, travelling by car/truck as a passenger (17,5%) and by taxi (6,7%) were the second and third most used mode of transport for pre-scholars.

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

Percentages calculated within a geographic location.

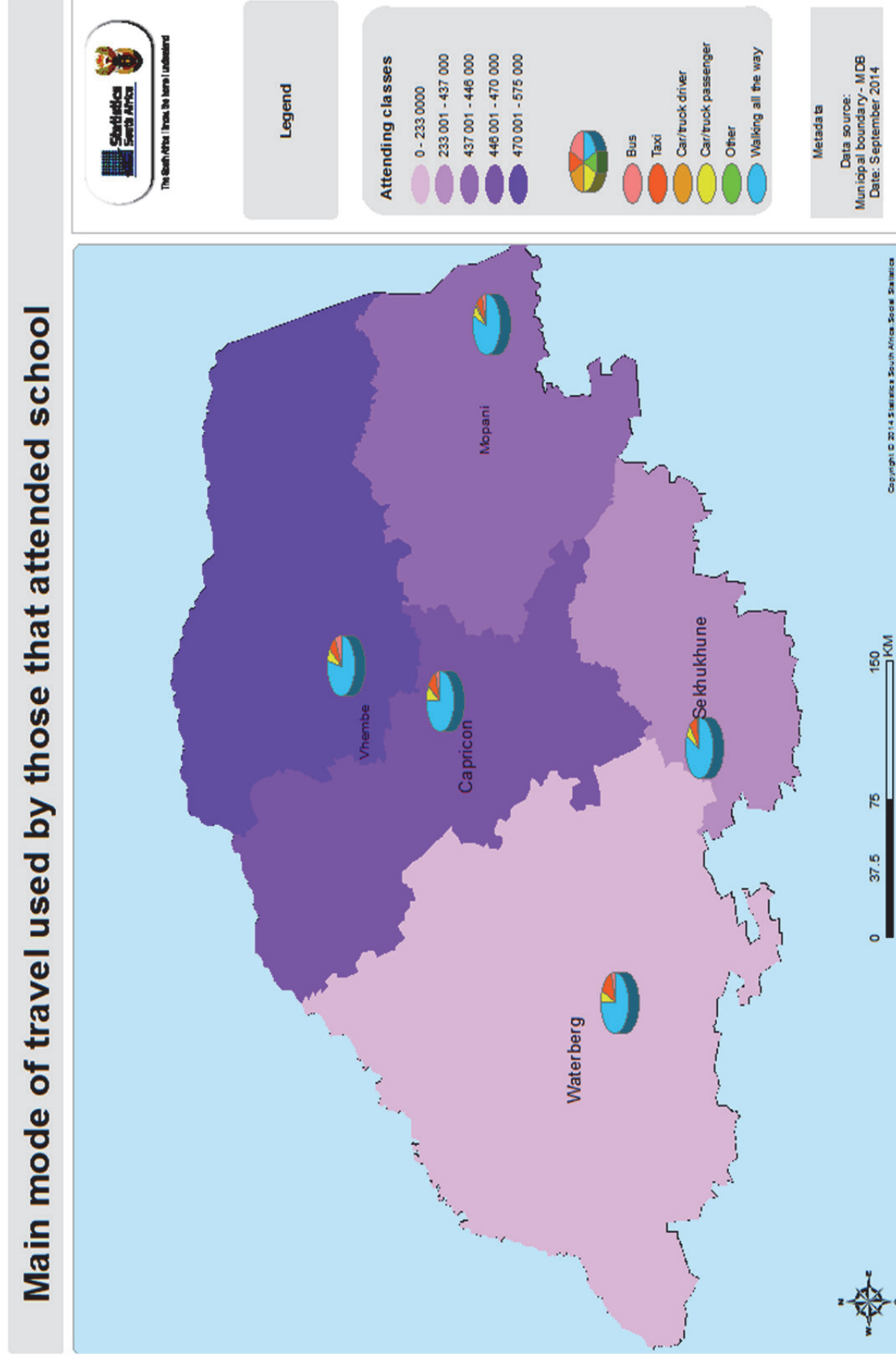
According to Figure 4.3, approximately 5% of learners walked for more than 60 minutes to their educational institution in Limpopo. In the rural areas, 5,2% of learners walked for more than 60 minutes, and in urban areas, 3,6% of learners walked for more than 60 minutes to their educational institution.

**Figure 4.4: Main mode of travel to educational institution**

'Car' includes a car/truck driver and car/truck passenger.

Figure 4.4 indicates that most learners walked all the way to their educational institution (79,3%), followed by 8,8% who were using cars and 8,2% who were using taxis.

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



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

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

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
Mopani	458	21,6	33,3	41,9	3,3	100,0
Vhembe	579	35,4	31,0	28,5	5,1	100,0
Capricorn	491	13,6	23,4	55,1	7,9	100,0
Waterberg	238	13,0	24,4	59,4	3,2	100,0
Sekhukhune	436	12,5	20,5	62,9	4,1	100,0
<b>Limpopo</b>	<b>2 202</b>	<b>20,7</b>	<b>27,0</b>	<b>47,4</b>	<b>5,0</b>	<b>100,0</b>

Percentages calculated within district municipalities.

Totals do not include unspecified cases of leaving time.

Table 4.8 demonstrates the time learners leave their place of residence to attend their educational institution. Of the 2,2 million learners who completed the question in the province, nearly half (47,4%) left their place of residence between 07:00 and 7:59, followed by those who left between 06:30 and 06:59 (27,0%) and those who left before 06:30 (20,7%).

Most learners in Sekhukhune DM (62,9%) left for their educational institution between 07:00 and 07:59, followed by those in Waterberg DM (59,4%), and Capricorn DM (55,1%). In Vhembe DM, 35,4% left before 06:30, 31% between 06:30 and 06:59, and 28,5% between 07:00 and 07:59.

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

District municipality	Number of learners who walk to their first transport ('000)	Travel time (per cent within district municipality)			
		Up to 15 min	16–30 min	> 31 min	Total
Mopani	70	95,9	3,7	0,4	100,0
Vhembe	110	92,5	6,8	0,7	100,0
Capricorn	114	98,2	1,2	0,6	100,0
Waterberg	49	96,2	3,8	*	100,0
Sekhukhune	63	87,5	10,2	2,3	100,0
<b>Limpopo</b>	<b>406</b>	<b>94,3</b>	<b>4,9</b>	<b>0,8</b>	<b>100,0</b>

Percentages calculated within district municipalities.

The totals excluded the unspecified cases of walking time.

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

Table 4.9 indicates the time spent on walking to the first transport by municipality. About 406 000 learners indicated that they had to walk to the location from where they would take their first transport. Most learners walked for up to 15 minutes to get to their first transport (94,3%), and 5,6% walked for more than 15 minutes.

The majority of DMs followed the same pattern: in Capricorn DM (98,2%) and Waterberg DM (96,2%), most learners were likely to walk for up to 15 minutes. Learners in Sekhukhune DM (12,5%) were more likely to walk for more than 15 minutes when compared to other DMs.



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

District municipality	Number of learners who wait for the first transport ('000)	Waiting time			
		Up to 15 minutes		More than 15 minutes	
		Number ('000)	Per cent	Number ('000)	Per cent
Mopani	65	64	97,8	1	2,2
Vhembe	102	92	89,7	11	10,3
Capricorn	111	106	96,1	4	3,9
Waterberg	48	44	92,8	3	7,2
Sekhukhune	61	58	94,3	4	5,7
<b>Limpopo</b>	<b>387</b>	<b>364</b>	<b>94,0</b>	<b>23</b>	<b>6,0</b>

Percentages calculated within district municipalities.

The totals excluded the unspecified cases of waiting time.

Table 4.10 summarises the time that learners had to wait for their first transport. About 387 000 of learners in the province had to wait for their first transport. Provincially, about 94% of those who waited indicated that they waited for up to 15 minutes and 6% waited for more than 15 minutes.

Learners in Mopani DM (97,8%) waited for up to 15 minutes, followed by Capricorn DM (96,1%), and Sekhukhune DM (94,3%). Of those who waited more than 15 minutes, 10,3% were from Vhembe DM, followed by Waterberg DM (7,2%), and Sekhukhune DM (5,7%).

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

District municipality	Number of persons that walk at the end of the trip ('000)	Walking time (per cent within district municipality)			
		Up to 15 min	16–30 min	>31 min	Total
Mopani	71	79,4	11,8	8,8	100,0
Vhembe	105	94,7	3,6	1,7	100,0
Capricorn	111	87,1	9,6	3,4	100,0
Waterberg	51	91,0	5,0	4,0	100,0
Sekhukhune	61	85,2	11,4	3,3	100,0
<b>Limpopo</b>	<b>399</b>	<b>87,9</b>	<b>8,1</b>	<b>4,0</b>	<b>100,0</b>

Percentages calculated within district municipalities.

The totals excluded the unspecified cases of cases of walking time.

Table 4.11 depicts the time it took learners to walk to their educational institutions after disembarking from the transport vehicle. A large percentage (87,9%) of learners walked for up to 15 minutes after disembarking and 12,1% walked for more than 15 minutes. Learners in Vhembe DM (94,7%) were more likely to walk for up to 15 minutes after disembarking, while learners in Mopani DM tended to walk for more than 15 minutes (20,6%).

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

Mode and time travelled in minutes	District municipality					Limpopo
	Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
Bus						
Mean (minutes)	51	70	68	57	82	66
1–30	39,6	13,0	10,9	16,1	16,8	18,8
31–60	39,9	28,2	23,5	66,5	51,7	35,2
61 plus	20,5	58,8	65,6	17,4	31,5	46,0
Total	100,0	100,0	100,0	100,0	100,0	100,0
Taxi						
Mean (minutes)	46	43	46	40	43	44
1–30	47,1	48,1	44,1	41,9	45,9	45,5
31–60	36,0	32,4	37,4	48,1	34,6	37,4
61 plus	16,9	19,5	18,5	10,1	19,4	17,2
Total	100,0	100,0	100,0	100,0	100,0	100,0
Car\bakkie\truck driver						
Mean (minutes)	30	115	29	32	83	50
1–30	83,6	*	62,3	64,9	22,7	58,5
31–60	6,7	*	28,1	35,1	28,4	14,0
61 plus	9,7	100,0	9,5	*	48,9	27,4
Total	100,0	100,0	100,0	100,0	100,0	100,0
Car\bakkie\truck passenger						
Mean (minutes)	30	37	35	24	35	34
1–30	78,0	59,8	57,2	76,4	62,8	64,8
31–60	16,6	30,0	28,4	19,3	24,2	24,8
61 plus	5,5	10,2	14,4	4,2	13,0	10,4
Total	100,0	100,0	100,0	100,0	100,0	100,0
Walking all the way						
Mean (minutes)	32	29	26	30	30	29
1–30	71,4	75,3	81,6	68,0	75,3	75,0
31–60	23,6	18,5	14,7	28,6	19,1	19,9
61 plus	5,0	6,2	3,7	3,4	5,6	5,0
Total	100,0	100,0	100,0	100,0	100,0	100,0

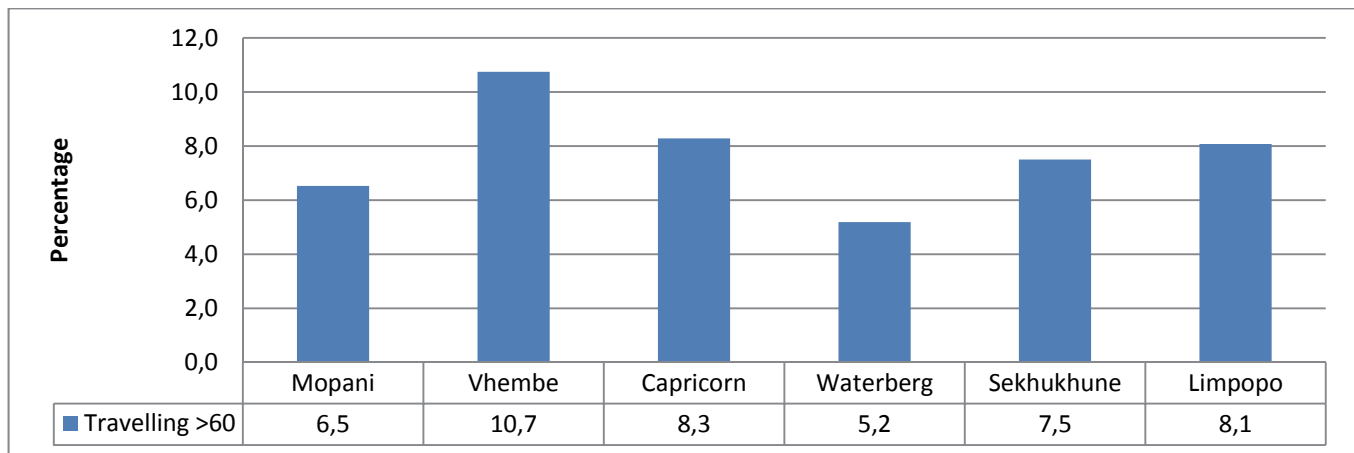
\*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.  
The totals excluded the unspecified cases of mode and travel time.

Table 4.12 illustrates the time it took learners to travel to their educational institutions by mode of transport. Provincially, learners using buses needed on average 66 minutes to get to their educational institutions. In Capricorn DM (65,6%), Vhembe DM (58,8%) and Sekhukhune DM (31,5%), the time taken to travel by bus was mostly more than 60 minutes.

In Limpopo, learners who used taxis needed on average 44 minutes to get to their educational institutions. About 45,5% needed 1 to 30 minutes, followed by those who needed 31 to 60 minutes (37,4%), while 17,2% needed more than 60 minutes. In Vhembe DM and Sekhukhune DM, learners who travelled by taxi were more likely to travel for more than an hour to reach their institutions (19,5% and 19,4% respectively).

Learners in the province who walked all the way to their educational institutions took on average 29 minutes to reach their destination. The most significant percentage of learners who walked all the way for 1 to 30 minutes were from Capricorn DM (81,6%), followed by Vhembe and Sekhukhune DMs (both at 75,3%).

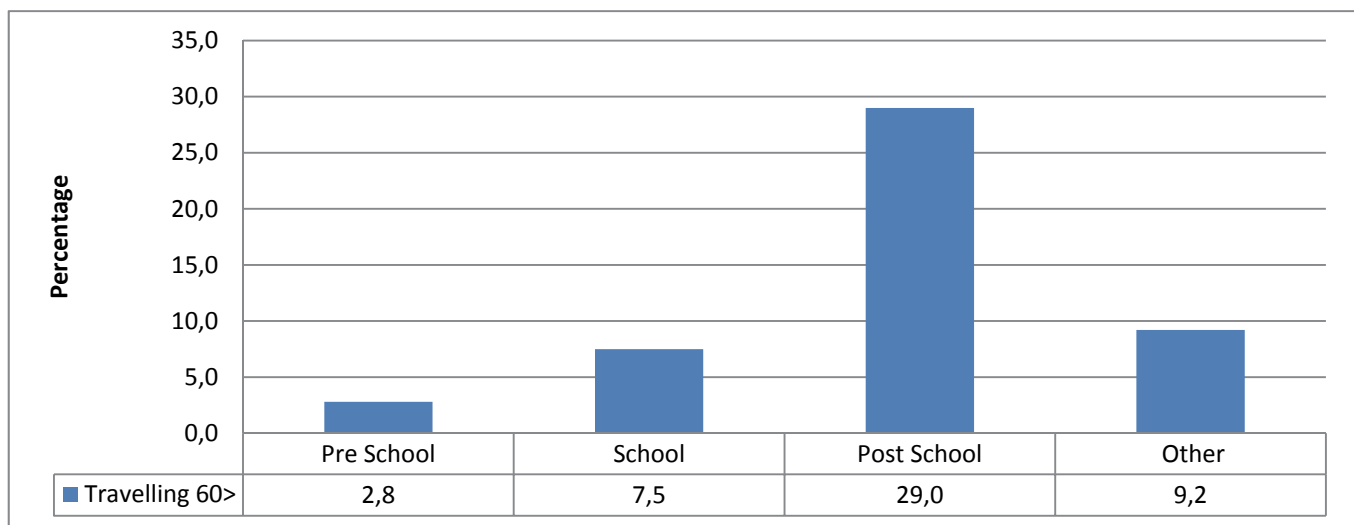
**Figure 4.5: Percentage of learners travelling more than 60 minutes to educational institution by district municipality**



Percentages calculated within district municipalities.

Figure 4.5 shows learners who travelled for more than an hour to their educational institutions. Vhembe DM (10,7%) had the highest percentage of learners travelling more than an hour to their educational institutions, followed by Capricorn DM (8,3%). Waterberg DM (5,2%) recorded the lowest percentage.

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



Percentages calculated within educational institution.

Other educational institutions include: ABET, literacy classes, etc.

Figure 4.6 illustrates that about three in ten (29%) post-school scholars were likely to travel for more than an hour while the percentage of pre-school scholars who travelled for more than an hour to their educational institutions amounted to just 2,8%.

## 4.4 Monthly cost of transport

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

Mode and monthly payment in rand	District municipality (Per cent within district municipality)					Limpopo
	Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
Bus						
Mean (Rand)	284	256	435	269	410	311
1–100	3,7	*	*	*	*	0,6
101–200	21,6	9,6	12,7	39,6	8,1	13,9
200+	74,7	90,4	87,3	60,4	91,9	85,5
Total	100,0	100,0	100,0	100,0	100,0	100,0
Taxi						
Mean (Rand)	235	307	347	227	257	289
1–100	21,3	10,8	7,6	0,8	6,5	9,3
101–200	11,6	21,7	15,4	32,3	32,5	21,9
200+	67,1	67,5	76,9	66,9	61,0	68,8
Total	100,0	100,0	100,0	100,0	100,0	100,0
Car\bakkie\truck\company car driver						
Mean (Rand)	362	143	1 980	*	1 200	1 116
1–100	58,5	*	*	*	*	14,8
101–200	14,4	100,0	*	*	*	26,1
200+	27,1	*	100,0	*	100,0	59,1
Total	100,0	100,0	100,0	*	100,0	100,0
Car\bakkie\truck passenger						
Mean (Rand)	121	177	241	150	204	188
1–100	65,1	6,0	7,6	58,9	15,7	22,9
101–200	18,3	64,0	33,2	20,4	42,2	39,8
200+	16,6	30,0	59,2	20,7	42,0	37,3
Total	100,0	100,0	100,0	100,0	100,0	100,0

The totals excluded the unspecified cases of mode and travel cost.

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

Of all the modes of travel, travelling by car/bakkie/truck as a passenger was the least expensive for learners to use with a mean (average) of R188 per month, while travelling by car/bakkie/truck as a driver was more expensive (R1 116).

Capricorn DM (76,9%), Vhembe DM (67,5%) and Mopani DM (67,1%) had the highest proportion of scholars who used taxis and spent more than R200 per month. The majority of learners who used buses to travel to their educational institutions and spent more than R200 per month, were located in Sekhukhune DM (91,9%), followed by Vhembe DM (90,4%), and Capricorn DM (87,3%).

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

### 5.1 Introduction

Workers across Limpopo use different modes of travel to get to work; from motorised to non-motorised modes. The Limpopo Department of Transport mandates municipalities to design and construct all public transport facilities with provisions for persons with disabilities. The department aims to provide an effective and efficient transport system to meet the needs of the disabled, commuters, the elderly, tourists, pensioners and long-distance passengers.

This section summarises work related travel patterns of people aged 15 years and older. The section will cover the modes of travel used, departure time, arrival time, travel time and monthly cost of travel.

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

Indicator	Statistics (numbers in thousands)	District municipality					Limpopo
		Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
Worker status							
Worker	Number	187	233	234	190	169	1 013
	Per cent	18,4	23,0	23,1	18,8	16,6	100,0
Disabled	Number	4	8	9	4	5	30
	Per cent	14,3	25,7	28,9	13,5	17,7	100,0
Geographic location							
Urban	Number	31	46	130	119	19	346
	Per cent	9,0	13,4	37,5	34,6	5,6	100,0
Rural	Number	156	187	105	71	149	668
	Per cent	23,4	28,0	15,7	10,6	22,4	100,0
Household income quintiles							
Quintile 1 (Lowest income quintile)	Number	2	12	5	1	12	31
	Per cent	5,9	38,7	14,8	3,7	37,0	100,0
Quintile 2	Number	53	65	42	27	34	221
	Per cent	23,9	29,5	18,9	12,3	15,3	100,0
Quintile 3	Number	49	66	43	44	49	252
	Per cent	19,6	26,2	17,3	17,6	19,4	100,0
Quintile 4	Number	46	45	66	49	43	250
	Per cent	18,3	18,2	26,6	19,7	17,3	100,0
Quintile 5 (Highest income quintile)	Number	37	45	78	68	31	259
	Per cent	14,3	17,2	30,1	26,3	12,1	100,0

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

The total used to calculate workers included disabled workers.

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

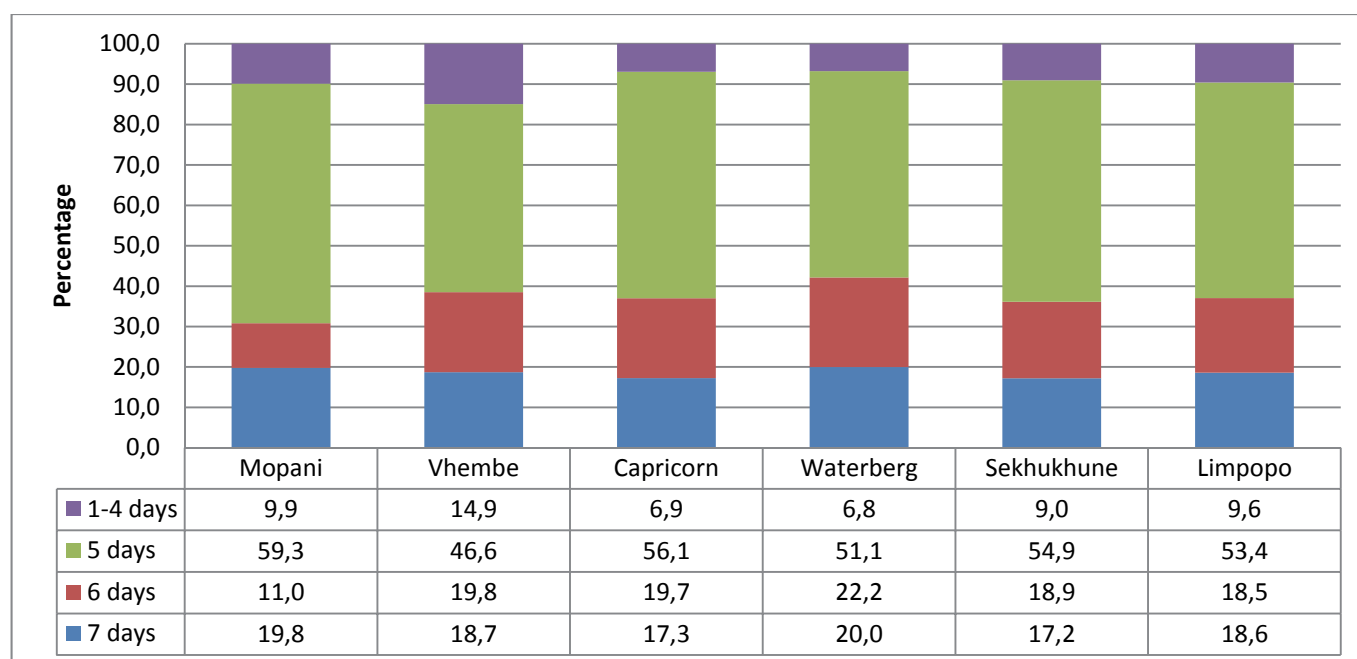
Percentages calculated within district municipalities.

Table 5.1 illustrates that, out of 1 million workers in Limpopo, 23,1% were found in Capricorn DM and 23,0% were located in Vhembe DM, while the smallest percentage of workers (16,6%) resided in Sekhukhune DM. Of the 30 000 disabled workers, 28,9% were found in Capricorn DM, followed by Vhembe DM (25,7%) and 17,7% in Sekhukhune DM. Waterberg DM recorded the smallest percentage of disabled workers at 13,5%.

Approximately 0,7 million workers resided in rural areas, with the largest proportion found in Vhembe DM (28%), followed by Mopani DM (23,4%). Close to 0,4 million workers were found in urban areas, with the highest percentage of workers living in Capricorn DM (37,5%) and Waterberg DM (34,6%).

Across most districts, the smallest percentage of workers were in the lowest income quintile category, except Vhembe DM (38,7%) and Sekhukhune DM (37%), where more than a third of workers were classified in the lowest income quintiles.

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



Percentages calculated within district municipalities.

According to Figure 5.1, most workers in Limpopo travelled to work for five days a week (53,4%), followed by those who travelled for seven days a week (18,6%). Only 9,6% worked for less than five days a week. In all district municipalities, most workers reported that they travelled to work for five days a week.

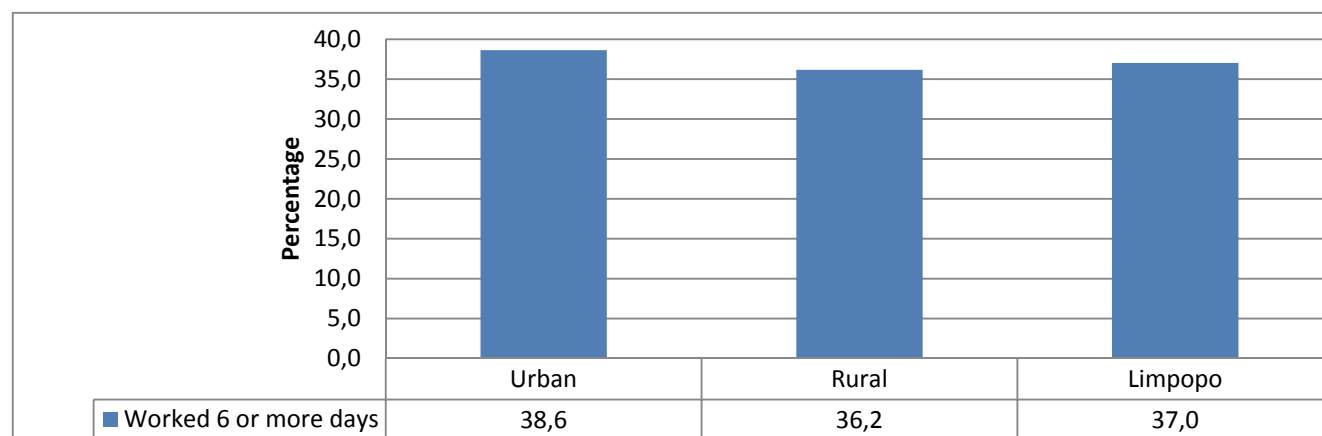
**Table 5.2: Number of days travelled to place of work per week by district municipality**

District municipality	Statistics (numbers in thousands)	Days worked			
		1–4 days	5 days	6 plus days	Total
Mopani	Number	17	104	54	176
	Per cent	9,9	59,3	30,8	100,0
Vhembe	Number	31	96	79	206
	Per cent	14,9	46,6	38,5	100,0
Capricorn	Number	15	119	79	212
	Per cent	6,9	56,1	37,0	100,0
Waterberg	Number	12	93	77	182
	Per cent	6,8	51,1	42,2	100,0
Sekhukhune	Number	14	83	55	152
	Per cent	9,0	54,9	36,1	100,0
<b>Limpopo</b>	<b>Number</b>	<b>89</b>	<b>496</b>	<b>344</b>	<b>928</b>
	<b>Per cent</b>	<b>9,6</b>	<b>53,4</b>	<b>37,0</b>	<b>100,0</b>
<b>Geographic location</b>					
Urban	Number	17	184	127	328
	Per cent	5,1	56,3	38,6	100,0
Rural	Number	72	311	217	600
	Per cent	12,0	51,8	36,2	100,0

Percentages calculated within district municipalities.

Totals exclude unspecified days of the week.

More than half (53,4%) of workers in the province worked five days a week and 37,0% worked for six days and more. Only 89 000 individuals indicated that they worked up to 4 days. Workers living in Mopani DM were the most likely to work for five days per week. Almost sixty per cent (59,3%) of workers in Mopani DM travelled for five days in a week, followed by 30,9% of workers who travelled to work for six days or more. The majority of people who lived in urban areas travelled to work five days per week (56,3%). More than half of those living in rural areas also travelled to work for five days per week (51,8%), followed by those worked for six days and more (36,2%).

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

Percentages calculated within geographic location.

Workers in urban areas (38,6%) were more likely to work six or more days per week compared to workers in rural areas (36,2%).



## 5.2 Modes of travel

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

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

Indicator	Main mode						
	Statistics ('000)	Bus	Taxi	Car/truck company car driver	Car/truck passenger	Walk all the way	Other
<b>District municipality</b>							
Mopani	Number	25	26	43	14	65	*
	Per cent	14,1	14,9	24,4	8,3	37,1	*
Vhembe	Number	24	27	40	11	88	*
	Per cent	12,5	14,2	21,2	5,9	46,2	*
Capricorn	Number	21	47	61	20	44	10
	Per cent	10,5	23,5	30,0	9,7	21,6	4,7
Waterberg	Number	8	37	54	14	58	6
	Per cent	4,7	21,1	30,6	7,8	32,6	3,4
Sekhukhune	Number	21	33	25	18	54	*
	Per cent	14,1	21,9	16,2	11,7	35,6	*
<b>Limpopo</b>	<b>Number</b>	<b>99</b>	<b>171</b>	<b>222</b>	<b>77</b>	<b>308</b>	<b>19</b>
	<b>Per cent</b>	<b>11,1</b>	<b>19,1</b>	<b>24,8</b>	<b>8,6</b>	<b>34,4</b>	<b>2,1</b>
<b>Workers and disability status</b>							
Total number of workers	Number	99	171	222	77	308	18
	Per cent	11,1	19,1	24,8	8,6	34,4	2,0
Disabled workers	Number	*	*	*	*	4	*
	Per cent	*	*	*	*	33,1	*
<b>Geographic location of workers</b>							
Urban workers	Number	16	76	129	25	71	5
	Per cent	5,1	23,5	40,2	7,6	22,0	1,6
Rural workers	Number	47	54	53	30	135	6
	Per cent	14,5	16,7	16,2	9,2	41,6	1,7
<b>Household income quintiles</b>							
Quintile 1 (Lowest income quintile)	Number	4	5	*	*	11	*
	Per cent	15,6	18,9	*	*	47,1	*
Quintile 2	Number	26	28	21	20	91	*
	Per cent	13,7	15,0	10,9	10,5	48,0	*
Quintile 3	Number	33	42	21	21	95	6
	Per cent	15,2	19,1	9,5	9,6	43,7	3,0
Quintile 4	Number	21	54	51	18	78	5
	Per cent	9,5	23,7	22,7	7,7	34,3	2,2
Quintile 5 (Highest income quintile)	Number	*	9	25	*	7	*
	Per cent	*	17,9	53,5	*	13,8	*

The totals used to calculate percentages excluded unspecified cases of mode of travel.

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

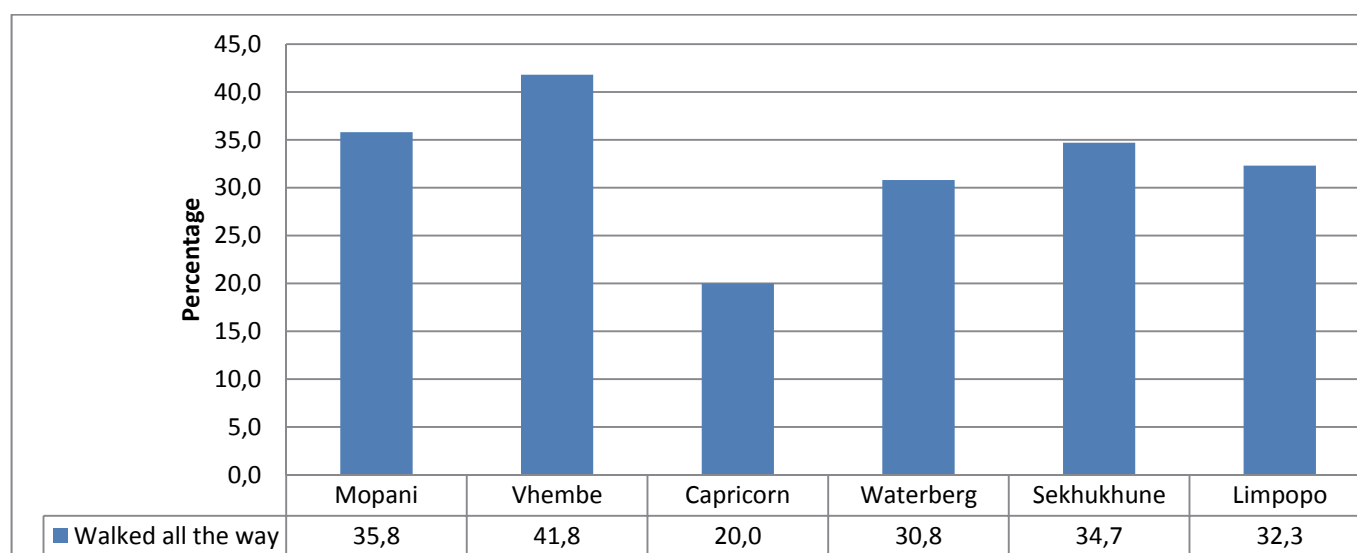
\*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

Table 5.3 shows the modes of transport used by workers when travelling to their workplace. In Limpopo, more than one-third (34,4%) of workers walked all the way to their workplace, followed by those who drove a car/truck/company car (24,8%) and 19,1% who travelled by taxi. In all the districts, walking all the way was mentioned as the main mode of travel, except in Capricorn DM where most workers drove a car/truck/company car (30,0%), followed by those who travelled by taxi (23,5%). In rural areas, the majority of workers walked all the way (41,6%) to their workplace, followed by those who used taxis (16,7%). Urban workers, on the other hand, were more likely to drive a car/truck/company car (40,2%) to their workplace than workers in rural areas.

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

District municipality	Total number of trips ('000)		
	Bus	Taxi	Total
Mopani	24	26	50
Vhembe	23	27	50
Capricorn	21	47	68
Waterberg	8	37	45
Sekhukhune	21	33	54
<b>Limpopo</b>	<b>99</b>	<b>170</b>	<b>270</b>
<b>% of public transport trips</b>	<b>37,0</b>	<b>63,0</b>	<b>100,0</b>

In Limpopo, approximately 270 000 workers used public transport when travelling to work. Sixty-three per cent of those workers travelled by taxi, while the remaining 37% travelled by bus. The same pattern was also true in all districts where most workers reported that they used taxis, followed by buses.

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

Percentages calculated within district municipalities.

A large percentage of workers who walked all the way to their workplace resided in Vhembe DM (41,8%), followed by Mopani DM (35,8%), and Sekhukhune DM (34,7%). Capricorn DM (20%) registered the lowest proportion of workers who walked all the way to their workplace at 20,0%.

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

District municipality	Walked to work			Cycled to work			Drove to work		
	Number ('000)	% within LP	% within district municipality	Number ('000)	% within LP	% within district municipality	Number ('000)	% within LP	% within district municipality
Mopani	65	21,1	35,8	2	13,5	1,9	41	21,7	35,8
Vhembe	88	28,6	41,8	*	*	*	34	18,1	27,9
Capricorn	44	14,2	20,0	9	54,0	5,0	56	29,7	33,8
Waterberg	58	18,7	30,8	4	27,1	3,4	34	18,0	27,1
Sekhukhune	54	17,5	34,7	1	5,3	0,8	24	12,5	23,5
<b>Limpopo</b>	<b>308</b>	<b>100,0</b>	<b>32,3</b>	<b>16</b>	<b>100,0</b>	<b>2,5</b>	<b>188</b>	<b>100,0</b>	<b>30,0</b>
<b>Geographic Location</b>									
Urban	71	23,0	21,2	5	31,6	1,9	109	57,9	42,1
Rural	237	77,0	38,4	11	68,4	2,9	79	42,1	21,5

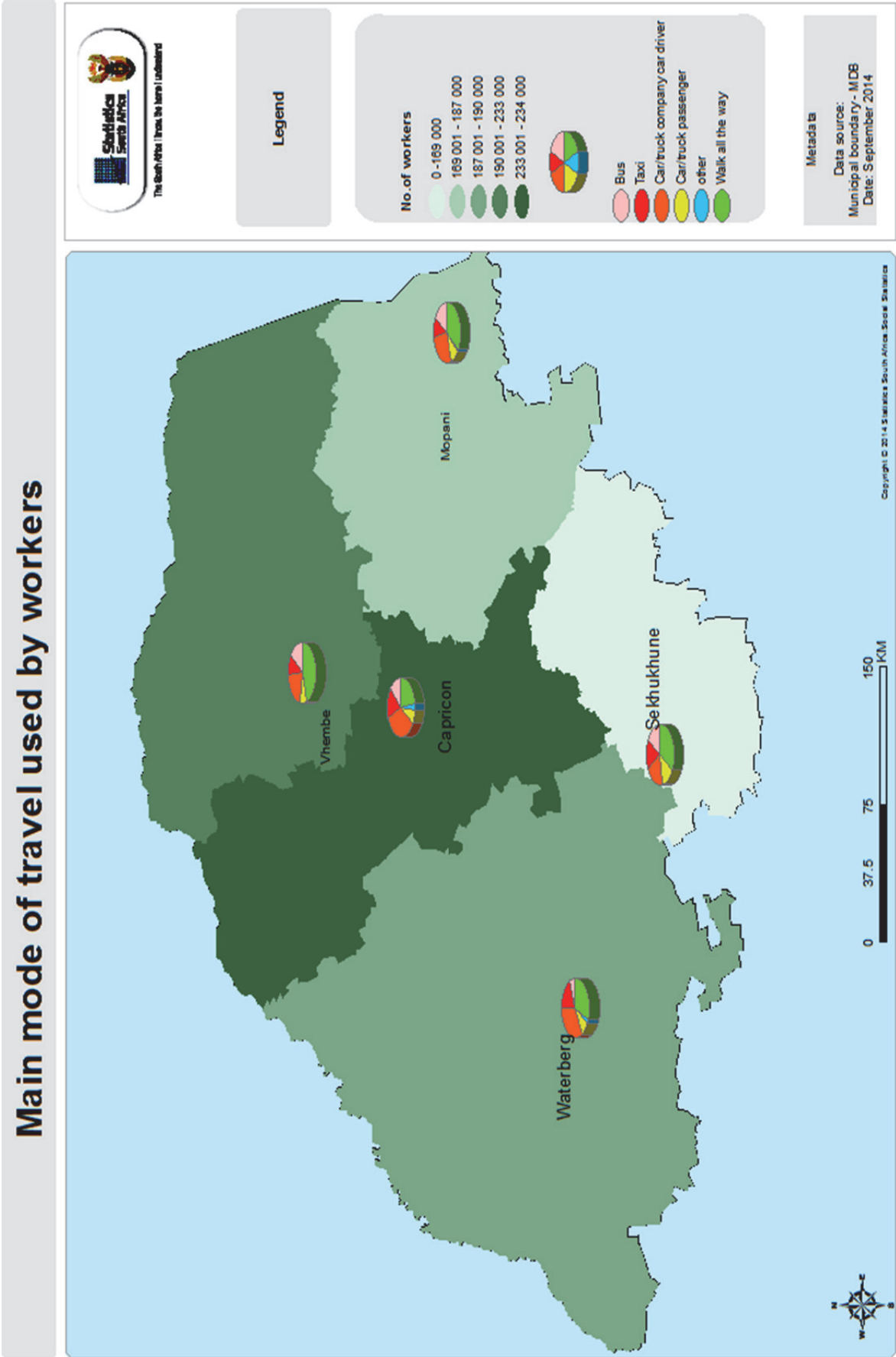
The totals used to calculate percentages excluded unspecified cases.

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

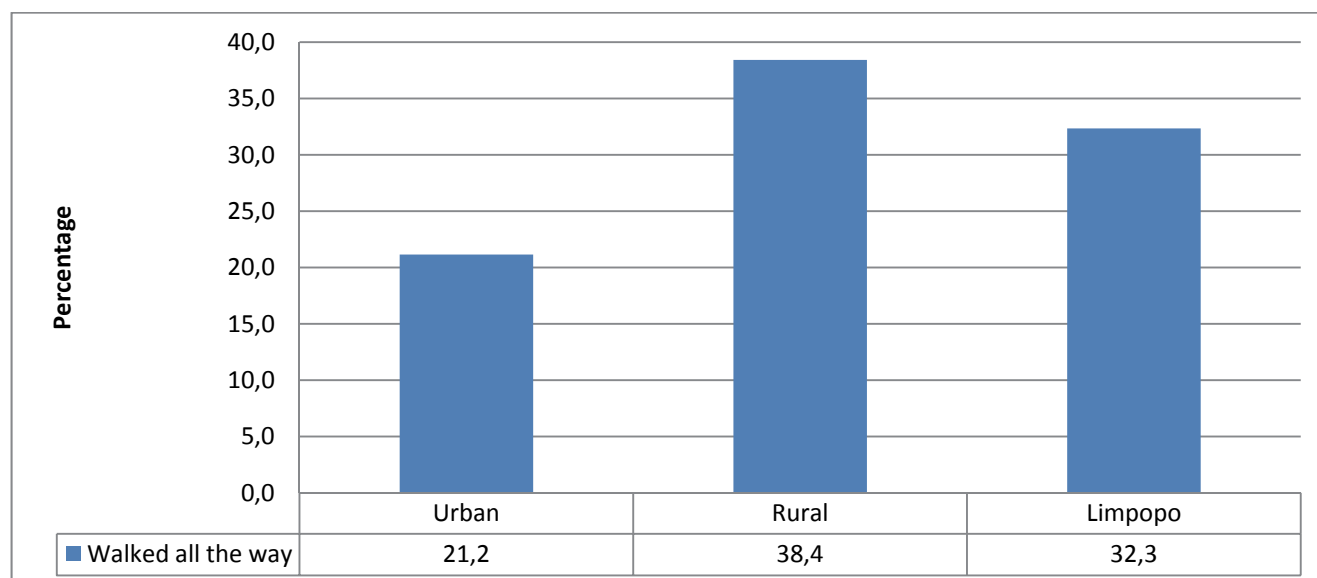
Table 5.5 shows the number of workers who walked all the way, cycled, and drove to work. Of the 308 000 workers who walked all the way to work, 28,6% lived in Vhembe DM, followed by 21,1% who lived in Mopani DM, while the smallest percentage (14,2%) lived in Capricorn. Most workers who cycled to work were located in Capricorn DM (54,0%), followed by Waterberg DM (27,1%). Approximately 0,2 million workers drove all the way to work, of which the largest percentages were to be found in Capricorn DM (29,7%), followed by Mopani DM (21,7%), and Vhembe (18,1%). The smallest percentage of workers who drove all the way to work lived in Sekhukhune DM (12,5%).

Geographically, a vast number of workers who walked all the way to work were from rural areas (77,0%) as opposed to those urban areas (23,0%). Also, rural areas had more workers who cycled to work (68,4%) compared to the 31,6% from urban areas. Urban areas were largely populated with workers who drove all the way to work (57,9%).

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



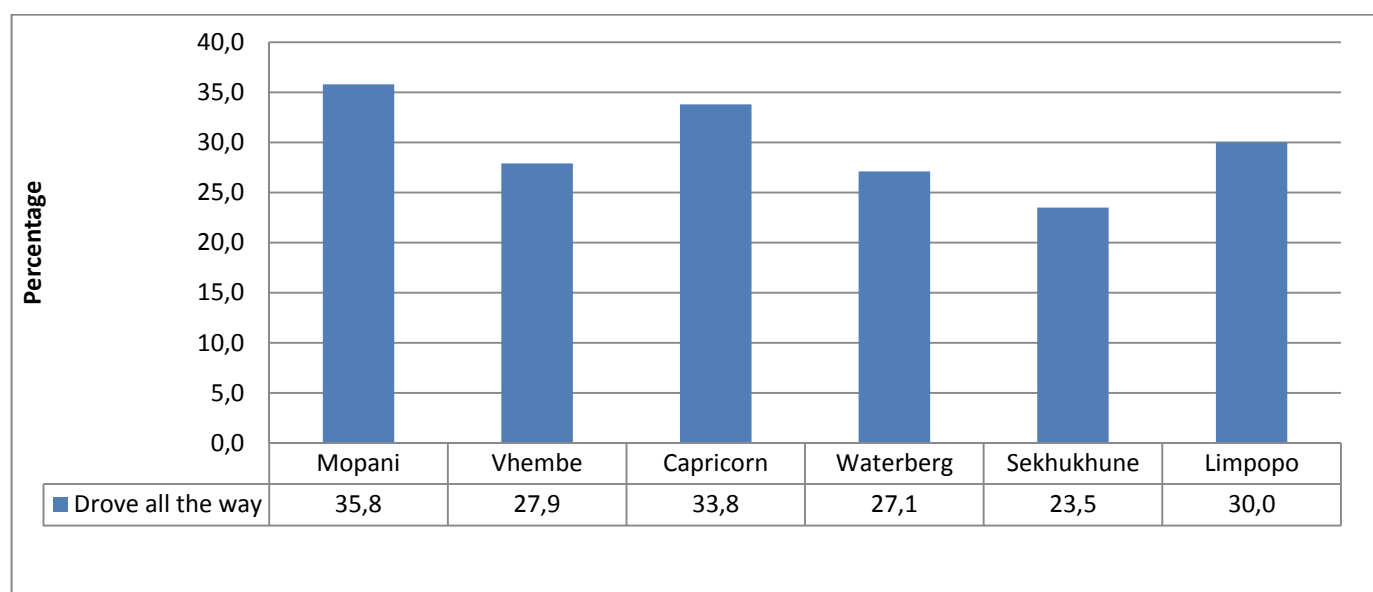
**Figure 5.4: Percentage of workers who walked all the way to place of work by geographic location**



Percentages calculated within geographic location.

Figure 5.4 illustrates the percentage of workers who walked all the way to work by geographical location. About one-third (32,3%) of the workers in Limpopo walked all the way to work. A large percentage of workers who indicated that they walked all the way to work were found in rural areas (38,4%), while 21,2% came from urban areas.

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



Percentages calculated within district municipalities.

Figure 5.5 depicts the percentage of workers who drove all the way to work within districts. In Limpopo, 30,0% of them drove all the way to work. The districts where workers were most likely to drive all the way to work were Mopani DM (35,8%) and Capricorn DM (33,8%). Sekhukhune DM had the smallest proportion of workers who drove all the way to work (23,5%).

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

District municipality	Statistics (numbers in thousands)	Mode of travel			
		Car/bakkie	Minibus (private)	Other	Total
Mopani	Number	37	*	2	<b>38</b>
	Per cent	95,7	*	4,3	<b>100,0</b>
Vhembe	Number	30	2	*	<b>34</b>
	Per cent	88,9	5,9	*	<b>100,0</b>
Capricorn	Number	50	*	1	<b>54</b>
	Per cent	92,3	*	1,9	<b>100,0</b>
Waterberg	Number	30	*	1	<b>33</b>
	Per cent	93,2	*	3,5	<b>100,0</b>
Sekhukhune	Number	20	2	*	<b>23</b>
	Per cent	88,4	6,6	*	<b>100,0</b>
<b>Limpopo</b>	<b>Number</b>	<b>167</b>	<b>8</b>	<b>7</b>	<b>182</b>
	<b>Per cent</b>	<b>92,1</b>	<b>4,2</b>	<b>3,7</b>	<b>100,0</b>

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

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

Other modes of transport include: Truck/lorry, motorcycle/scooter, etc.

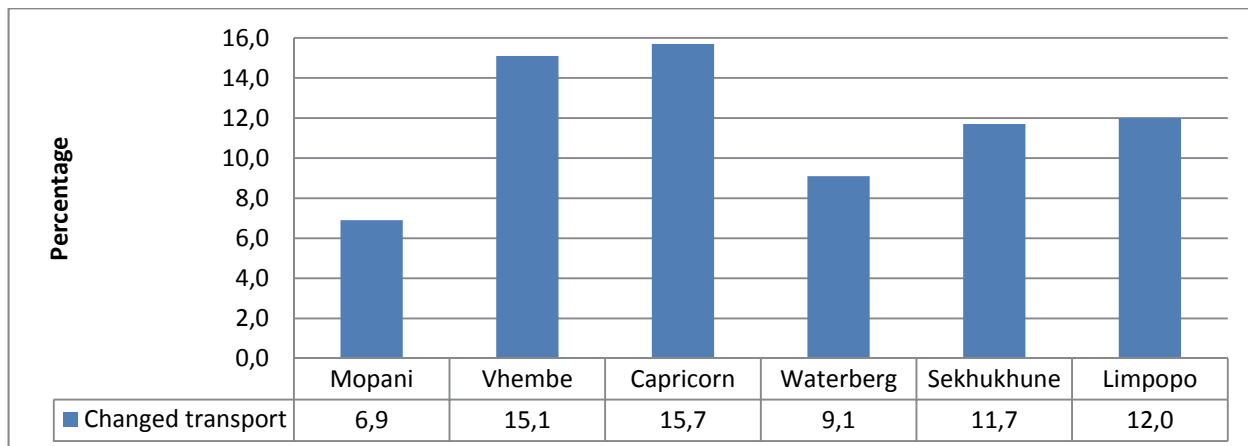
Table 5.6 summarises the number of workers who drove all the way to work by mode of transport in the province. Of the 182 000 workers who drove all the way to work, 167 000 used a car/bakkie, while 8 000 travelled by minibus. The same patterns were observed across all districts.

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

District municipality	Number who did not drive all the way to work ('000)	Changed transport		
		Number ('000)	Per cent within district municipality	Per cent within Limpopo
Mopani	66	5	6,9	<b>9,9</b>
Vhembe	71	11	15,1	<b>23,4</b>
Capricorn	94	15	15,7	<b>32,0</b>
Waterberg	81	7	9,1	<b>16,1</b>
Sekhukhune	73	9	11,7	<b>18,6</b>
<b>Limpopo</b>	<b>386</b>	<b>46</b>	<b>12,0</b>	<b>100,0</b>

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

Table 5.7 shows the number of workers who changed transport on their way to work by municipality. Of the 46 000 workers who changed transport on the way to work, about one-third were from Capricorn DM (32,0%), followed by Vhembe DM (23,4%), while on the other hand, Mopani DM (9,9%) had the lowest percentage of workers who changed transport on the way to work.

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

Percentages calculated within district municipalities.

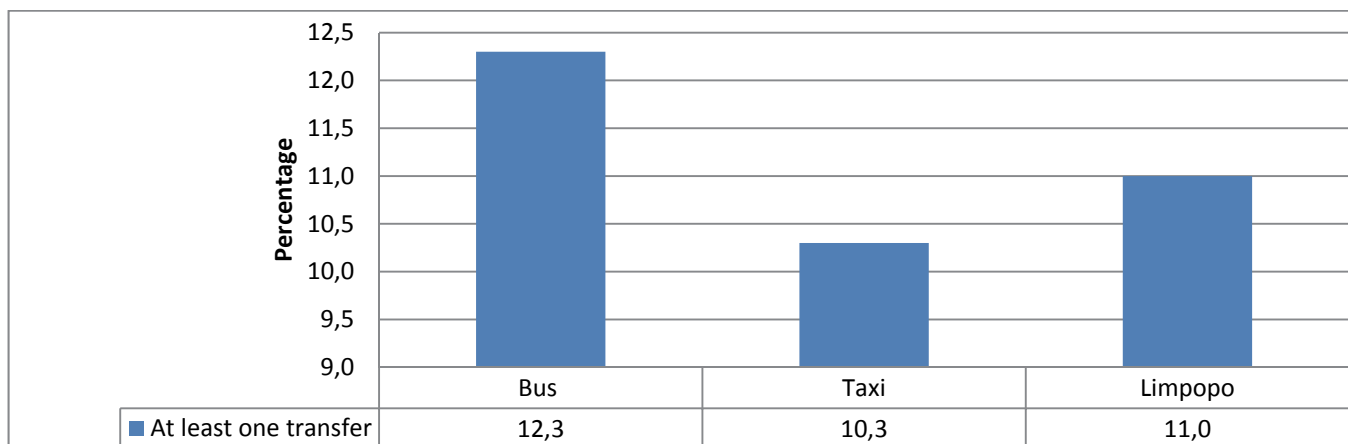
Figure 5.6 illustrates that 12,0% of workers changed transport on their way to work. Capricorn DM (15,7%), Vhembe DM (15,1%) and Sekhukhune DM (11,7%) had the highest percentage of workers who changed transport, while Mopani DM (6,9%) had the lowest proportion of workers who changed transport on their way to work.

**Table 5.8: Number of transfers made by public transport users**

Main mode of travel	No of transfers (percentage of trips)			
	0	1	2	3
Bus	87,7	10,4	0,9	1,0
Taxi	89,7	9,1	0,2	1,0
<b>Total</b>	<b>89,0</b>	<b>9,6</b>	<b>0,5</b>	<b>1,0</b>

Percentages calculated within mode of travel.

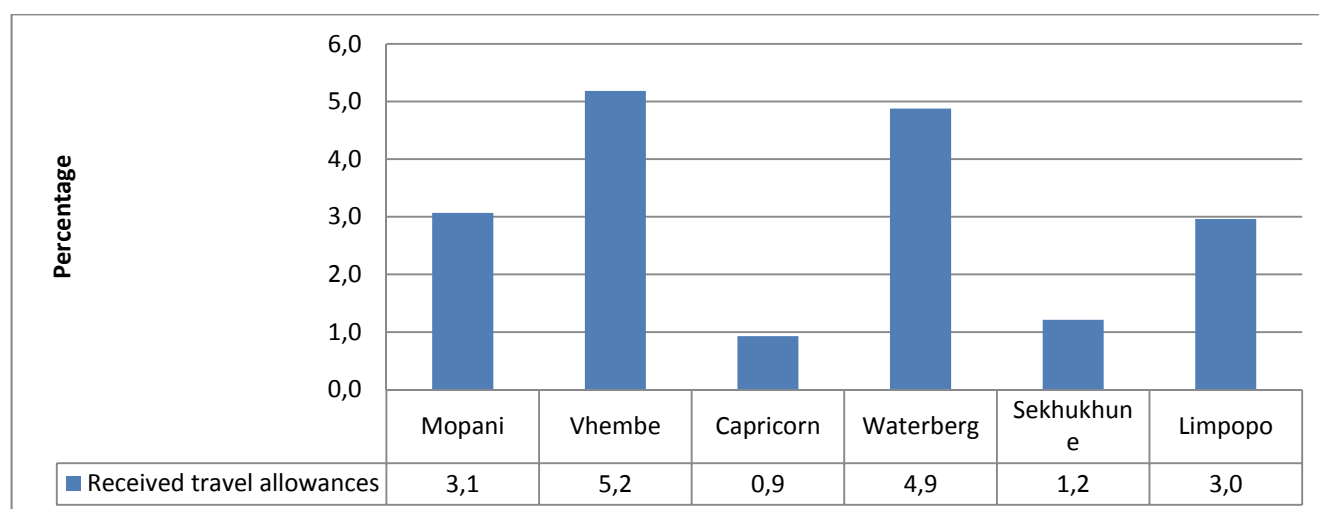
Table 5.8 shows that nine in ten (89%) workers did not make transfers when travelling by public transport. Close to 10% of workers made at least one transfer while travelling by public transport.

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

Percentages calculated within mode of travel.

Only 11% of workers who used public transport made at least one transfer. Workers travelling by bus (12,3%) were more likely to make transfers than workers travelling by taxi (10,3%).



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

Percentages calculated within district municipalities.

Figure 5.8 shows that 3% of workers in Limpopo received travel allowances from their employees for public transport. Workers in Vhembe DM (5,2%) and Waterberg DM (4,9%) were more likely to receive travel allowances than other districts.

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

Section 5.3 describes findings in relation to the time workers leave for their different workplaces, waiting times for their first transport and general trip duration.

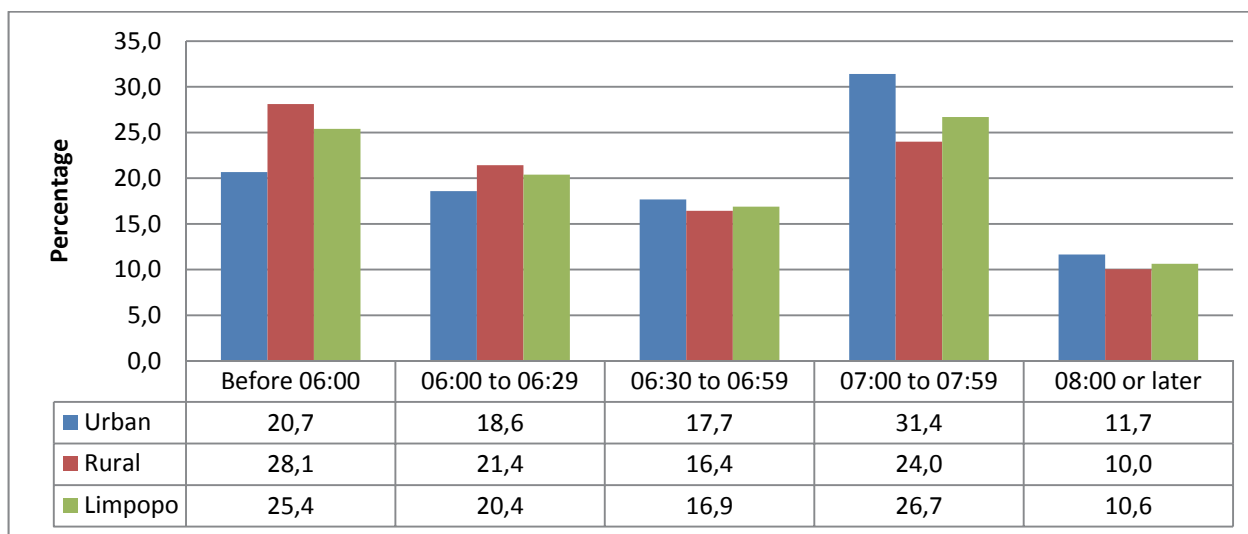
**Table 5.9: Time workers leave for work by district municipality**

District municipality	Number of workers who completed the question ('000)	Time workers leave (Percentage of workers within district municipality)					Total
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	
Mopani	170	27,8	25,1	18,4	20,9	7,8	100,0
Vhembe	183	25,8	16,5	15,2	28,0	14,5	100,0
Capricorn	200	18,3	21,9	16,0	30,2	13,5	100,0
Waterberg	174	25,6	21,1	19,3	27,8	6,1	100,0
Sekhukhune	149	31,4	16,9	15,5	25,6	10,5	100,0
<b>Limpopo</b>	<b>877</b>	<b>25,4</b>	<b>20,4</b>	<b>16,9</b>	<b>26,7</b>	<b>10,6</b>	<b>100,0</b>
<b>Geographic location</b>							
Urban	319	20,7	18,6	17,7	31,4	11,7	100,0
Rural	558	28,1	21,4	16,4	24,0	10,0	100,0

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

Table 5.9 shows that in Limpopo, 26,7% of workers left their home between 07:00 and 07:59 for work, followed by those who left before 06:00 (25,4%). Only 10,6% left at 08:00 or later.

Three in ten workers (30,2%) from Capricorn DM left between 07:00 and 07:59 for work, followed by 21,9% who left between 06:00 and 06:29 and 18,3% who left before 06:00. In Sekhukhune DM, 31,4% of workers left before 06:00 for work, followed by 25,6% who left between 07:00 and 07:59.

**Figure 5.9: Percentage of workers in urban and rural areas by leaving time to place of work**

Percentages calculated within geographic location and Limpopo.

In urban areas, 31,4% of workers left their home between 07:00 and 07:59 for work, followed by those who left before 06:00 (20,7%), while 18,6% left between 06:00 and 06:29. About 28% of workers in rural areas left their homes for their workplace before 06:00, while 24,0% left between 07:00 and 07:59.

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

District municipality	Number of workers who completed the question ('000)	Time workers arrive (Percentage of workers within district municipality)					Total
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	
Mopani	170	5,9	12,5	16,0	49,4	16,2	100,0
Vhembe	183	10,9	10,0	13,1	41,0	25,1	100,0
Capricorn	200	6,2	7,0	14,9	49,5	22,4	100,0
Waterberg	174	10,8	7,0	19,6	48,7	13,9	100,0
Sekhukhune	149	11,6	11,3	13,2	38,1	25,9	100,0
<b>Limpopo</b>	<b>877</b>	<b>8,9</b>	<b>9,4</b>	<b>15,4</b>	<b>45,6</b>	<b>20,7</b>	<b>100,0</b>
<b>Geographic location</b>							
Urban	319	7,8	8,4	13,9	49,3	20,5	100,0
Rural	558	9,6	10,0	16,2	43,5	20,8	100,0

Percentages calculated within district municipalities.

The totals used to calculate percentages excluded unspecified cases for arrival time.

Approximately 46% of workers in Limpopo arrived between 07:00 and 07:59 at their place of work, followed by 20,7% of workers who arrived at 08:00 or later. About half of the workers in Capricorn DM (49,5%) arrived between 07:00 and 07:59, followed by 22,4% who arrived later than that. About 38% of workers in Sekhukhune DM arrived between 07:00 and 07:59, followed by 25,9% who arrived at 08:00 or later, while 11,3% arrived between 06:00 and 06:29.

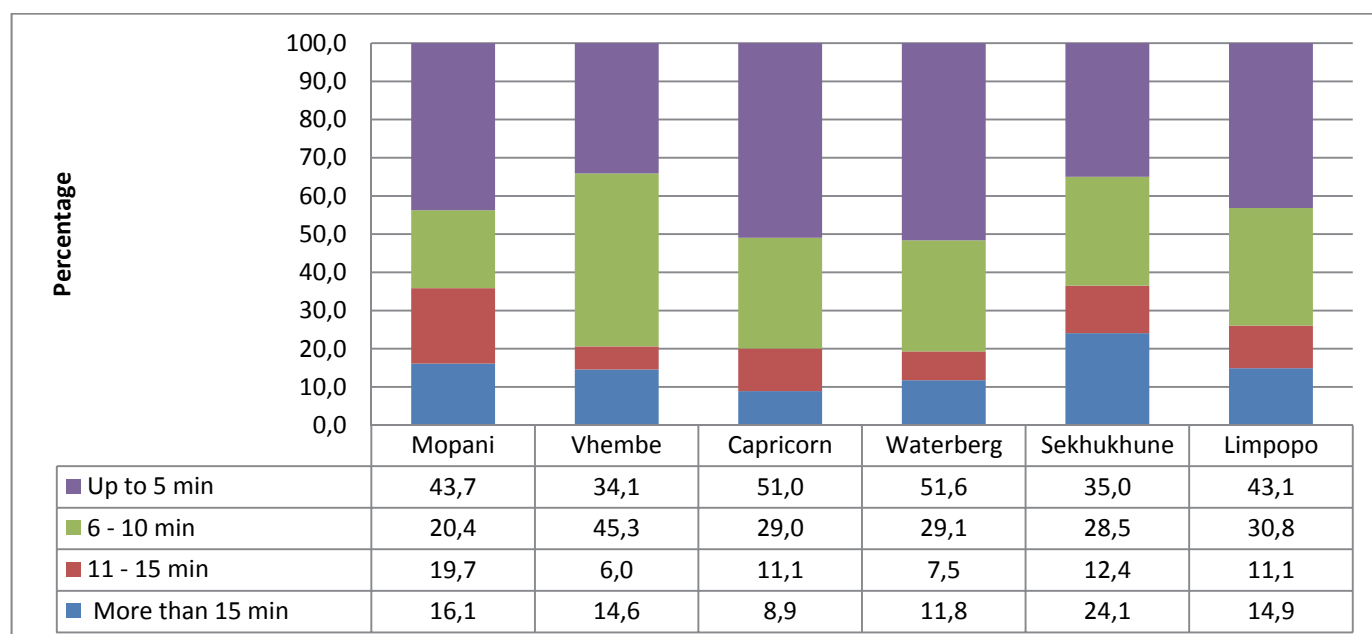
Close to half of the workers in urban areas (49,3%) arrived between 07:00 and 07:59 at their place of work, followed by 20,5% who arrived at 08:00 or later and 13,9% who arrived between 06:30 and 06:59. Similarly, in rural areas, the highest proportion of workers arrived between 07:00 and 07:59 (43,5%), followed by 20,8% who arrived at 08:00 or later and 16,2% who arrived between 06:30 and 06:59.

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

District municipality	Number of workers who walked to first public transport ('000)	District municipality (per cent calculated within district municipality )				
		Up to 5 min	6–10 min	11–15 min	>15 min	Total
Mopani	38	43,7	20,4	19,7	16,1	100,0
Vhembe	47	34,1	45,3	6,0	14,6	100,0
Capricorn	61	51,0	29,0	11,1	8,9	100,0
Waterberg	41	51,6	29,1	7,5	11,8	100,0
Sekhukhune	51	35,0	28,5	12,4	24,1	100,0
<b>Limpopo</b>	<b>237</b>	<b>43,1</b>	<b>30,8</b>	<b>11,1</b>	<b>14,9</b>	<b>100,0</b>

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

Table 5.11 shows workers' walking time to the first public transport. Slightly more than a half of the workers in Waterberg DM (51,6%) walked for up to 5 minutes to their first transport; approximately three in ten (29,1%) workers walked between 6 and 10 minutes, and 11,8% walked for more than 15 minutes. In Sekhukhune DM, 35% of workers walked for up to five minutes, 28,5% walked 6–10 minutes and 24,1% walked for more than 15 minutes.

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

Percentages calculated within district municipalities.

Figure 5.10 indicates that 43,1% of workers in Limpopo walked for up to 5 minutes to their first public transport, followed by 30,8% who walked between 6 and 10 minutes and 14,9% who walked more than 15 minutes.

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

Mode of travel	Number of workers who used public transport and completed walking time question ('000)	Walking time (per cent calculated within mode)				Total
		Up to 5 min	6–10 min	11–15 min	>15 min	
Bus	84	35,0	29,6	11,5	23,9	100,0
Taxi	153	47,6	31,4	11,0	10,0	100,0
<b>Total</b>	<b>237</b>	<b>43,1</b>	<b>30,8</b>	<b>11,1</b>	<b>14,9</b>	<b>100,0</b>

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

Table 5.12 presents workers' walking time to the first public transport by mode of transport. Significantly more of the taxi users (47,6%), as opposed to bus users (35%), said that they walked up to five minutes to get to their first transport. A significant percentage of bus users (23,9%) indicated that they walked for more than 15 minutes to their first public transport.

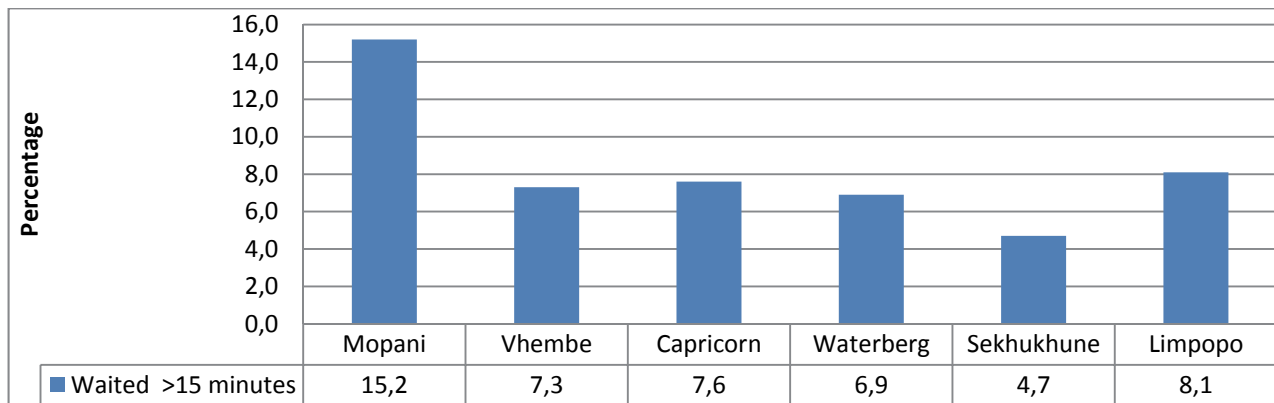
**Table 5.13: Waiting time for first public transport (bus and taxi) by district municipality**

District municipality	Number of workers who waited for public transport ('000)	Waiting time (per cent calculated within district municipality)				Total
		Up to 5 min	6–10 min	11–15 min	>15 min	
Mopani	38	49,5	29,8	5,5	15,2	100,0
Vhembe	47	65,8	22,0	4,9	7,3	100,0
Capricorn	58	66,6	20,7	5,1	7,6	100,0
Waterberg	38	57,4	24,5	11,3	6,9	100,0
Sekhukhune	50	60,0	29,4	5,9	4,7	100,0
<b>Limpopo</b>	<b>231</b>	<b>60,6</b>	<b>25,0</b>	<b>6,3</b>	<b>8,1</b>	<b>100,0</b>

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

Table 5.13 indicates that six in ten workers in Limpopo (60,6%) who used public transport waited for up to five minutes for their first public transport, a quarter (25,0%) waited 6–10 minutes and 8,1% waited for more than 15 minutes. In Capricorn DM, 66,6% of workers waited for up to five minutes, 20,7% waited 6–10 minutes and 7,6% waited for more than 15 minutes. Close to half of the workers in Mopani DM (49,5%) waited up to five minutes, 29,8% waited between 6 and 10 minutes and 15,2% waited for more than 15 minutes.

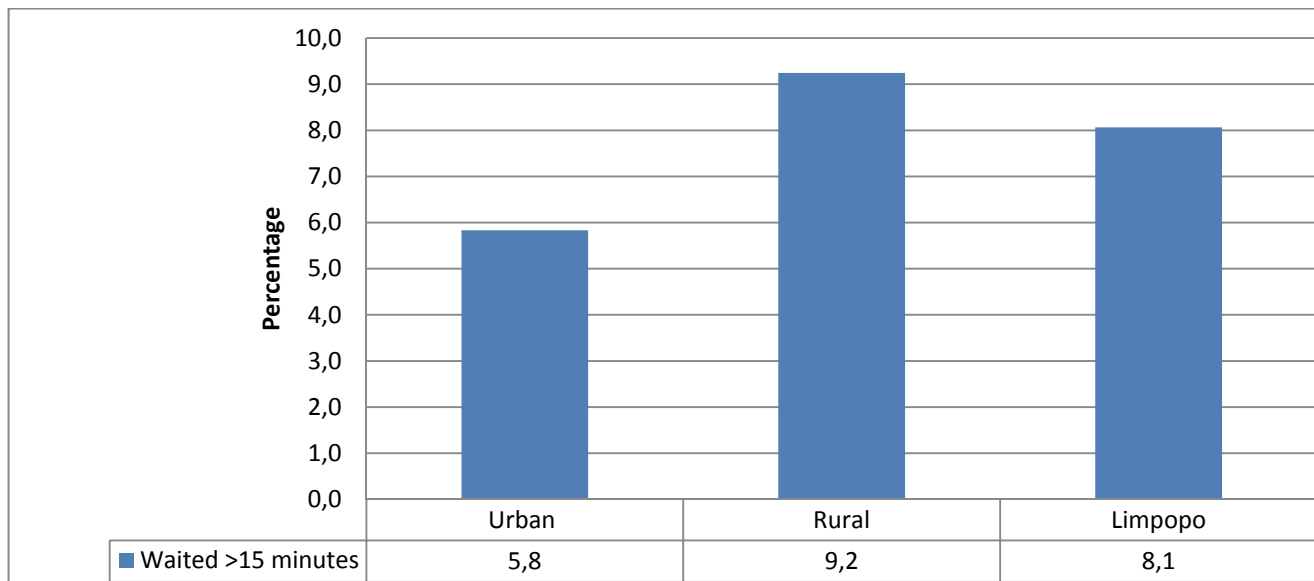
**Figure 5.11: Percentage of workers who waited for more than 15 minutes for the first public transport by municipality**



Percentages calculated within district municipalities.

Approximately 8% of workers who used public transport waited for more than 15 minutes for their first public transport. Mopani DM (15,2%) had the highest proportion of workers who waited for more than 15 minutes, followed by Capricorn DM (7,6%) and Vhembe DM (7,3%).

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



Percentages calculated within geographic location.

Figure 5.12 shows that 9,2% of workers in rural areas and 5,8% in urban areas waited for more than 15 minutes for the first public transport in Limpopo.

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

District Municipality	Mode of travel									
	Bus					Taxi				
	Total ('000)	Per cent in Limpopo				Total ('000)	Per cent in Limpopo			
		Up to 5 min	6–10 min	11–15 min	>15 min		Up to 5 min	6–10 min	11–15 min	>15 min
Mopani	17	16,5	26,0	20,4	31,2	21	12,3	15,0	9,2	31,6
Vhembe	21	26,2	22,6	15,8	44,9	26	20,0	13,9	15,6	7,1
Capricorn	18	25,3	17,1	25,3	19,7	40	28,4	23,8	16,0	25,2
Waterberg	6	8,2	6,5	10,6	4,2	32	19,0	23,6	45,8	18,2
Sekhukhune	19	23,8	27,8	27,9	*	30	20,3	23,6	13,5	17,9
<b>Limpopo</b>	<b>82</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>149</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>

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

Percentage calculated across district municipalities, within Limpopo.

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

Table 5.14 presents the findings for workers who used public transport and the times they waited for their taxis and buses. It is evident that there were more taxi (149 000) than bus (82 000) commuters. Three in ten workers who waited for more than 15 minutes for their first taxis were from Mopani DM (31,6%), a quarter came from Capricorn DM (25,2%) and 18,2% resided in Waterberg DM. Waterberg DM (45,8%) had the highest proportion of workers who waited between 11 and 15 minutes for the first taxis, followed by Capricorn DM (16,0%) and Vhembe DM (15,6%).

About 45% of workers who waited more than 15 minutes for their first buses were from Vhembe DM, 31,2% were from Mopani DM and 19,7% were from Capricorn DM. Approximately 28% of workers who waited between 11 and 15 minutes for their first buses were from Sekhukhune DM, a quarter came from Capricorn DM (25,3%) and 20,4% resided in Mopani DM.

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

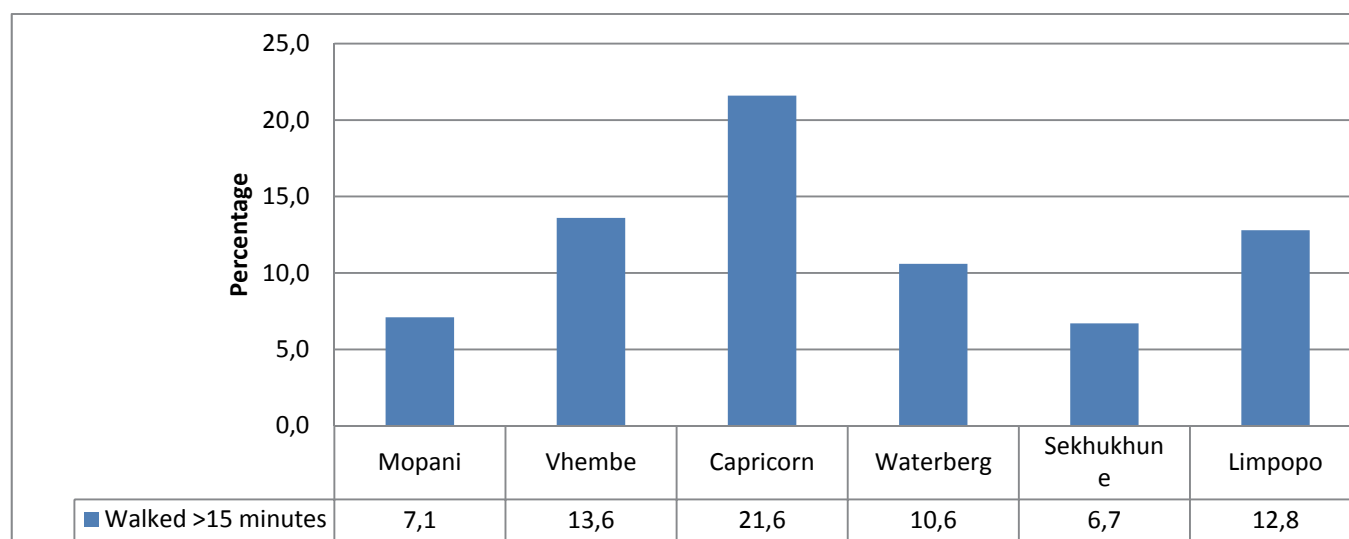
District municipality	Number of workers who walked at the end of the work trip ('000)	Walking time (per cent calculated within district municipality)				
		Up to 5 min	6–10 min	11–15 min	>15 min	Total
Mopani	34	70,2	17,4	5,2	7,1	100,0
Vhembe	46	66,7	14,3	5,3	13,7	100,0
Capricorn	56	41,9	27,7	8,8	21,6	100,0
Waterberg	38	70,5	13,8	5,1	10,6	100,0
Sekhukhune	42	71,3	13,2	8,8	6,7	100,0
<b>Limpopo</b>	<b>216</b>	<b>62,3</b>	<b>18,0</b>	<b>6,8</b>	<b>12,8</b>	<b>100,0</b>

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

Percentages calculated within district municipalities.

Table 5.15 summarises the walking time at the end of the work trip using public transport. The table shows that in Limpopo, 62,3% of workers walked up to five minutes, 18% between 6 and 10 minutes, and 12,8% walked for more than 15 minutes. About 42% of workers in Capricorn DM walked for up to five minutes at the end of the work trip, 27,7% walked between 6 and 10 minutes and 21,6% walked for more than 15 minutes. In Sekhukhune DM, 71,3% walked for up to five minutes, 13,2% walked for between 6 and 10 minutes, whilst only 6,7% walked for more than 15 minutes.

**Figure 5.13: Percentage of workers who used public transport and walked for more than 15 minutes at the end of a trip to reach the place of work by district municipality**



Percentages calculated within district municipalities.

Figure 5.13 shows that Capricorn DM (21,6%) had the highest percentage of workers who walked for more than 15 minutes at the end of their work trip, followed by Vhembe DM (13,6%) and Waterberg DM (10,6%).

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

District municipality	Transport mode									
	Bus					Taxi				
	Number of workers who walked at the end of the work trip ('000)	Percentage				Number of workers who walked at the end of the work trip ('000)	Percentage			
		Up to 5 min	6–10 min	11–15 min	>15 min		Up to 5 min	6–10 min	11–15 min	>15 min
Mopani	11	16,9	20,7	15,2	7,4	22	17,5	11,9	8,7	9,6
Vhembe	21	32,6	29,5	14,7	32,3	26	19,6	9,8	18,9	15,8
Capricorn	17	11,9	38,3	41,6	39,4	39	19,6	41,1	26,6	47,0
Waterberg	6	11,9	1,6	*	14,6	31	22,5	20,3	23,4	14,3
Sekhukhune	14	26,8	9,9	28,4	6,1	28	20,8	16,9	22,2	13,3
<b>Limpopo</b>	<b>69</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>146</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>

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

Percentages calculated across district municipalities, within Limpopo.

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

Close to 40% of workers who used buses and walked more than 15 minutes at the end of the work trip to reach their work place were from Capricorn DM (39,4%), followed by those from Vhembe DM (32,3%) and Waterberg DM (14,6%). Four in ten workers who travelled by bus and walked between 11 and 15 minutes to reach their workplace were from Capricorn DM (41,6%) and Sekhukhune DM (28,4%).

Of those workers who travelled by taxi and walked for more than 15 minutes to reach their workplace, 47% were from Capricorn DM, followed by Vhembe DM at 15,8%, and 14,3% were from Waterberg DM.

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

Main mode of travel and total time in minutes ('000)	Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	Limpopo
<b>Bus</b>						
Mean (minutes)	66	85	75	82	83	77
1–30	20,7	20,5	16,1	19,5	29,2	21,4
31–60	42,0	19,2	37,4	22,2	19,4	29,2
61+	37,3	60,3	46,4	58,3	51,5	49,4
<b>Total</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>
<b>Taxi</b>						
Mean (minutes)	55	46	55	49	53	52
1–30	33,7	49,4	33,8	25,8	39,0	35,5
31–60	37,8	35,0	44,4	61,5	39,7	44,7
61+	28,5	15,5	21,8	12,7	21,2	19,7
<b>Total</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>
<b>Car driver</b>						
Mean (minutes)	40	42	36	46	54	42
1–30	60,4	67,5	64,6	53,1	50,0	59,9
31–60	31,0	15,2	27,6	27,9	27,8	26,2
61+	8,6	17,3	7,8	18,9	22,2	14,0
<b>Total</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>
<b>Car Passenger</b>						
Mean (minutes)	51	39	50	49	56	50
1–30	42,9	61,8	43,9	50,2	31,7	44,7
31–60	31,4	24,8	34,5	29,7	33,8	31,5
61+	25,7	13,5	21,5	20,2	34,5	23,8
<b>Total</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>
<b>Walk all the way</b>						
Mean (minutes)	38	33	32	34	38	35
1–30	63,8	72,1	70,1	68,7	65,4	68,3
31–60	24,8	18,8	22,8	24,9	23,4	22,6
61+	11,4	9,1	7,1	6,4	11,2	9,1
<b>Total</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>

Totals used to calculate percentages excluded unspecified cases for travel mode and time (in minutes).

Table 5.17 illustrates that bus users needed more time than users of any other mode to reach their workplace. They needed on average 77 minutes to travel to work, and about a half of them (49,4%) took more than an hour to reach their workplace. Those who travelled by taxi took 52 minutes on average to reach the workplace and 44,7% spent between 31 and 60 minutes travelling to reach their workplace in the province.

Meanwhile, those travelling by car/truck as driver and by car/truck as the passenger had an average time of 42 minutes and 52 minutes respectively to travel to their workplace. Workers who walked all the way to work needed on average 35 minutes to travel to their workplace.



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

Main mode and monthly payment in rand ('000)	District municipality (per cent calculated within municipality)					Limpopo
	Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
Bus						
Mean (Rand)	495	312	663	454	472	456
1–100	5,4	*	6,9	4,3	21,5	7,4
101–20	*	11,5	1,9	25,0	7,1	6,3
200+	94,6	88,5	91,2	70,7	71,4	86,4
Total	100,0	100,0	100,0	100,0	100,0	100,0
Taxi						
Mean (Rand)	488	415	595	605	682	565
1–100	*	1,6	0,7	1,9	2,8	1,4
101–20	2,9	7,5	0,9	2,6	3,9	3,2
200+	97,1	90,8	98,3	95,6	93,3	95,4
Total	100,0	100,0	100,0	100,0	100,0	100,0
Car driver						
Mean (Rand)	500	4 423	2 593	1 258	400	2 011
1–100	*	*	*	*	*	*
101–20	*	*	*	*	*	*
200+	100,0	100,0	100,0	100,0	100,0	100,0
Total	100,0	100,0	100,0	100,0	100,0	100,0
Car passenger						
Mean (Rand)	510	588	1 129	561	425	622
1–100	*	*	3,9	*	*	0,8
101–20	8,8	58,0	4,1	*	5,0	11,1
200+	91,2	42,0	92,0	100,0	95,0	88,1
Total	100,0	100,0	100,0	100,0	100,0	100,0

Totals used to calculate percentages excluded unspecified cases for travel mode and cost.

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

Driving cars appeared to be the most expensive mode of travel in Limpopo with an average monthly cost of R2 011, followed by travelling by car as a passenger (R622) and by taxi (R565). Buses were the cheapest with an average monthly cost of R456.

## 6. Business trips

Business trips are trips undertaken by people aged 15 years and older, as part of the execution of their duties as workers. For examples, these trips can be undertaken 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. Business trips can be day or overnight trip(s).

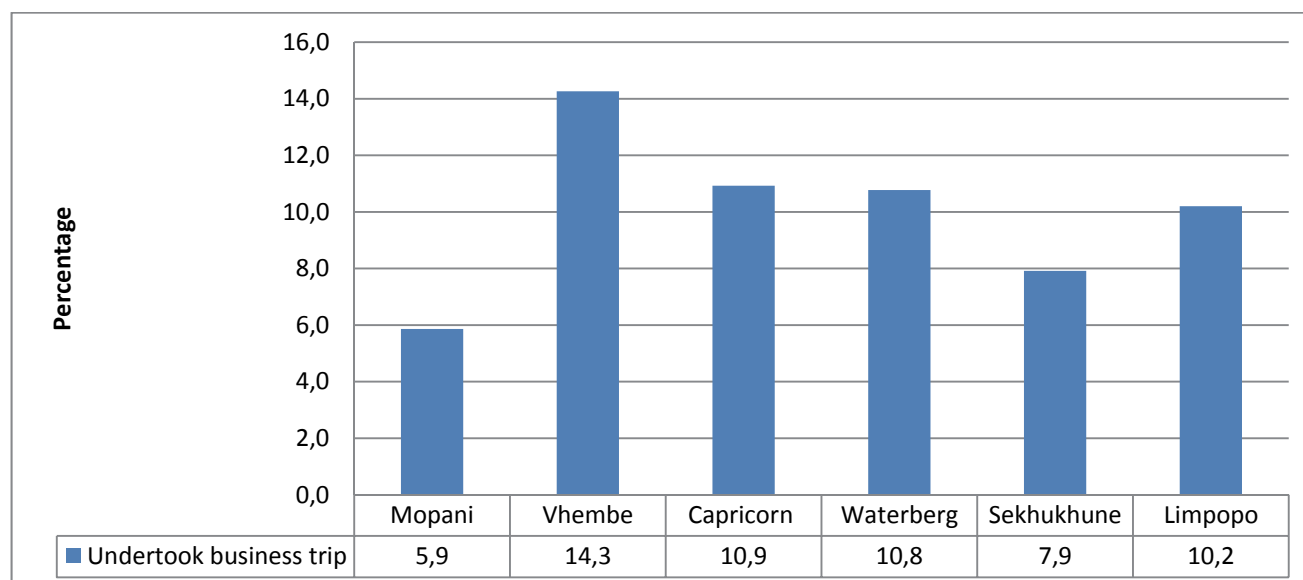
This section explores business related travel behaviour and more specifically the geographic location of the business travellers, frequency of trips, the mode of travel used and their destinations.

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

District municipality	Workers aged 15 years and older ('000)	Business trips amongst workers 15 years and older		
		Number ('000)	Per cent within municipality	Per cent within Limpopo
Mopani	187	11	5,9	10,6
Vhembe	233	33	14,3	32,1
Capricorn	234	26	10,9	24,7
Waterberg	190	20	10,8	19,8
Sekhukhune	169	13	7,9	12,9
<b>Limpopo</b>	<b>1 013</b>	<b>104</b>	<b>10,2</b>	<b>100,0</b>
<b>Geographic location</b>				
Urban	346	50	14,6	32,5
Rural	668	53	8,0	67,5

Percentages calculated across district municipalities, within Limpopo.

Table 6.1 shows the distribution of people who undertook business trips during the calendar month preceding the survey. Of the 1 million workers aged 15 years and older, 104 000 indicated that they had undertaken business trips during the calendar month preceding the survey. Most of them were from Vhembe DM (32,1%), followed by Capricorn DM (24,7%) and Waterberg DM (19,8%). The lowest percentage of business trip takers were from Mopani DM (10,6%).

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

Percentages calculated within district municipalities.

Figure 6.1 illustrates the percentage of workers 15 years and older who undertook business trips by municipality. According to the figure, 10,2% of all workers 15 years and older in the province undertook business trips. Workers in Vhembe DM (14,3%) were more likely to undertake business trips, followed by those in Capricorn DM (10,9%) and Waterberg DM (10,8%). Workers residing in Mopani DM (5,9%) were the least likely to undertake business trips.

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

District municipality	Number of workers who undertook business trips ('000)	Number of business trips (per cent calculated within district municipality)					Total
		1–5 trips	6–10 trips	11–15 trips	16–20 trips	>20 trips	
Mopani	10	78,9	10,9	*	10,2	*	100,0
Vhembe	32	87,5	4,0	1,7	2,4	4,4	100,0
Capricorn	23	83,8	3,8	2,6	5,0	4,8	100,0
Waterberg	19	67,5	15,4	7,6	7,3	2,2	100,0
Sekhukhune	13	80,9	8,4	5,1	1,2	4,4	100,0
<b>Limpopo</b>	<b>98</b>	<b>80,9</b>	<b>7,5</b>	<b>3,4</b>	<b>4,6</b>	<b>3,6</b>	<b>100,0</b>

Totals exclude unspecified cases of trips.

Percentages calculated within district municipalities.

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

Table 6.2 shows that the majority of workers (80,9%) who undertook business trips, had undertaken one to five trips during the month prior to the interview. This is followed by those who took 6–10 trips (7,5%) and 16–20 trips (4,6%). Most of the workers in the province who undertook business trips were from Vhembe DM. About 88% of them undertook 1–5 business trips, followed by those who undertook more than 20 trips (4,4%) and 6–10 trips (4,0%).

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

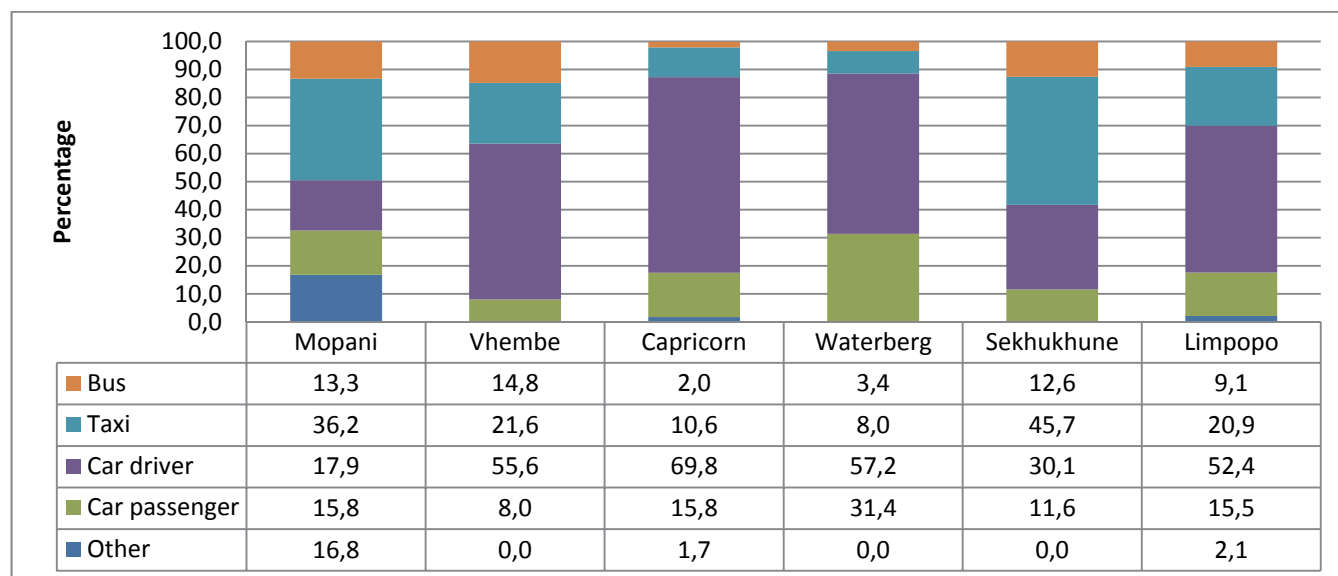
Mode of travel		Statistics (numbers in thousands)	District municipality (per cent calculated within district municipality)					Limpopo
			Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
Bus	Number		1	5	*	*	2	9
	Per cent		13,3	14,8	*	*	12,6	9,1
Taxi	Number		4	7	3	1	6	21
	Per cent		36,2	21,6	10,6	8,0	45,7	20,9
Private transport	Car/bakkie/truck driver	Number	2	19	17	10	4	51
		Per cent	17,9	55,6	69,8	57,2	30,1	52,4
	Car/bakkie/truck passenger	Number	*	3	4	6	1	15
		Per cent	*	8,0	15,8	31,4	11,6	15,5
Other modes	Number		*	*	*	*	*	2
	Per cent		*	*	*	*	*	2,2
Total	Number		10	33	25	18	12	98
	Per cent		100,0	100,0	100,0	100,0	100,0	100,0

Totals exclude unspecified cases of main mode of travel.

Other modes of transport include: Train, aircraft, etc.

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

Table 6.3 presents the number of business trips made and the mode of travel used. Provincially, most trips were made using a car/bakkie/truck as driver (52,4%), followed by those who used taxis (20,9%) and a car/bakkie/truck as passenger (15,5%). A similar pattern was followed across municipalities, except for Sekhukhune DM and Mopani DM, where the largest proportion of business travellers used taxis, followed by a car/bakkie/truck as driver.

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

Percentages calculated within district municipalities.

According to Figure 6.2, travelling by car as a driver (52,4%) was the most commonly used mode of travel for business trips, followed by taxis (20,9%) and travelling by car as a passenger (15,5%). Travelling by car as a driver was most likely to be used for these trips by workers living in Capricorn DM (69,8%).

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

Percentages calculated within geographic location.

Figure 6.3 shows that most business trips in urban and rural areas were undertaken using cars as a mode of travel (85,5% and 52,0% respectively). Travelling by taxi was undertaken by 8,4% of users living in urban areas and 32,1% living in rural areas.

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

District municipality of origin	Province of destination ('000)			
	WC	GP	MP	LP
Mopani	1	*	*	2
Vhembe	*	2	*	18
Capricorn	1	3	*	8
Waterberg	*	5	*	8
Sekhukhune	*	1	1	5
<b>Limpopo</b>	<b>2</b>	<b>11</b>	<b>1</b>	<b>41</b>

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

Table 6.4 gives a presentation of the travel patterns of workers from their municipalities to the province of destination. The majority of business trips undertaken were within the province of residence, with 41 000 travellers that do business in Limpopo. Eleven thousand business travellers made trips to Gauteng province, with most of these workers living in Waterberg DM (5 000).

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

District municipality of origin	District municipality of destination ('000)					
	Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	Total
Mopani	2	*	1	*	*	2
Vhembe	1	13	3	*	1	18
Capricorn	2	1	6	*	*	9
Waterberg	1	*	1	6	*	8
Sekhukhune	*	*	1	*	4	5
<b>Limpopo</b>	<b>5</b>	<b>14</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>42</b>

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

Table 6.5 shows that most of business trips were undertaken from Vhembe DM (14 000), followed by Capricorn DM (12 000) and Waterberg (7 000). An equal number of business travellers travelled to Mopani DM and Sekhukhune DM (5 000) in the province. Of those who travelled to Vhembe DM, the majority came from the same district (13 000).

## 7. Other travel patterns

### 7.1 Introduction

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

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

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

### 7.2 Day trips

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

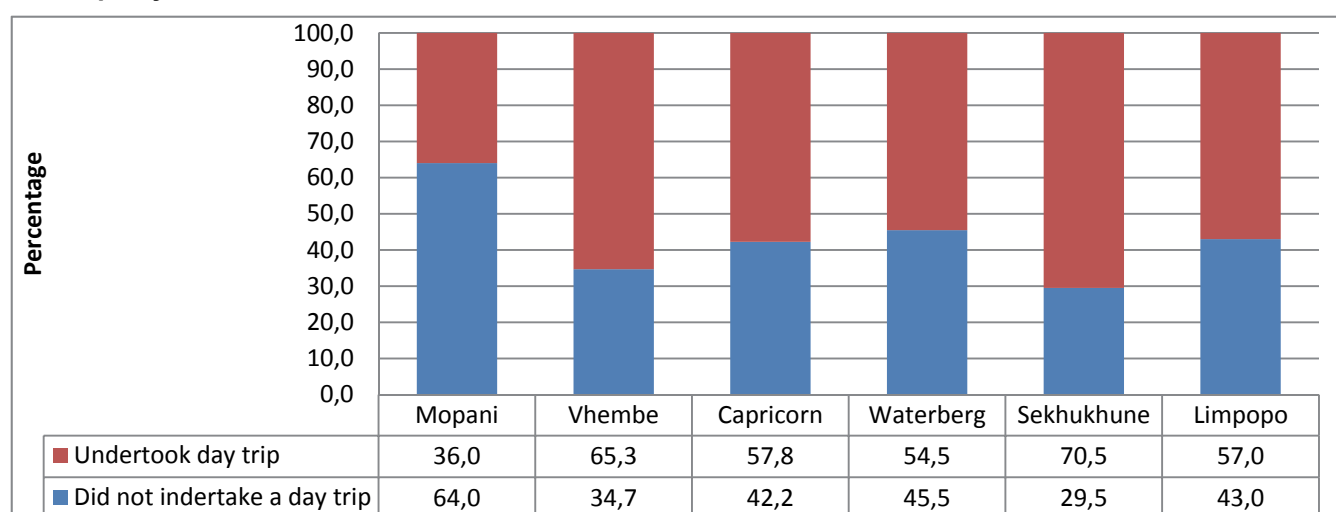
District municipality	Number of persons aged 15 years and older ('000)	Trips taken away from usual home/place of residence	
		Number ('000)	Per cent in Limpopo
Mopani	776	279	13,2
Vhembe	868	567	26,9
Capricorn	829	479	22,7
Waterberg	507	276	13,1
Sekhukhune	724	510	24,2
<b>Limpopo</b>	<b>3 704</b>	<b>2 112</b>	<b>100,0</b>

Totals exclude unspecified cases of trips.

Percentages calculated across district municipalities, with Limpopo.

Table 7.1 summarises the incidence of day trips during the 12 months preceding the survey. A total of 3,7 million persons aged 15 years and older, were asked whether they had undertaken day trips. These trips were defined as travelling away from one's usual home in the past twelve months, and returning on the same day. About 2,1 million individuals indicated that they had undertaken day trips.

Vhembe DM and Sekhukhune DM had the highest proportion of persons who had undertaken day trips with 26,9% and 24,2% respectively. Almost twenty-three per cent (22,7%) of persons in Capricorn DM indicated that they had undertaken day trips. Approximately thirteen per cent of persons in Mopani DM (13,2%) and Waterberg DM (13,1%) had undertaken day trips in the twelve months preceding the survey.

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

Percentages calculated within district municipalities.

Figure 7.1 shows that individuals 15 years and older who live in Sekhukhune DM (70,5%) were most likely to undertake day trips, followed by Vhembe DM (65,3%). Mopani DM had only a few persons undertaking day trips (36,0%) as compared to other districts.

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

Main purpose of trip	District municipality (per cent calculated within district municipality)					Limpopo
	Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
Visited home	13,1	7,2	17,5	39,5	19,1	17,4
Shopping – for business or personal	32,8	41,8	40,5	21,6	23,0	33,2
Sporting – as a spectator or participant	0,8	1,6	1,4	2,3	2,6	1,8
Visit friends and or family	20,5	14,4	15,0	10,3	28,1	18,1
Funeral	16,8	13,8	11,9	9,0	9,3	12,0
Medical	5,0	4,1	1,6	3,3	3,0	3,3
Religious	5,0	8,0	6,3	7,5	6,7	6,8
Other purposes	6,0	9,3	5,7	6,5	8,3	7,4
<b>Total</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>

Other purposes include: Wellness, wedding, leisure/holiday, home for leisure/holiday, etc.

Percentages calculated within district municipalities.

The reasons provided for undertaking day trips are summarised in Table 7.2. Provincially, the most common reasons that were provided were shopping for personal or business purposes (33,2%), followed by visiting friends and/or family (18,1%) and visiting home (17,4%). Twelve per cent of day trips were made to attend funerals, and 6,8% of the day trips were undertaken for religious purposes.

When considering municipality distributions, shopping for personal or business purposes was popular in Vhembe DM (41,8%) among persons who undertook day trips, followed by Capricorn DM (40,5%). Individuals in Waterberg DM, who undertook day trips, were more likely to travel to visit their homes (39,5%) than shopping for personal or business purposes (21,6%).

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

Mode		Statistics (numbers in thousands)	District municipality (per cent calculated within district municipality)					Limpopo
			Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
Bus		Number	49	120	45	19	27	<b>260</b>
		Per cent	18,3	21,5	9,6	7,0	5,3	<b>12,5</b>
Taxi		Number	143	265	266	138	322	<b>1 133</b>
		Per cent	53,8	47,2	56,1	51,4	63,5	<b>54,6</b>
Private transport	Car\ bakkie\ truck driver	Number	17	43	54	35	22	<b>172</b>
		Per cent	6,5	7,7	11,5	13,0	4,4	<b>8,3</b>
	Car\ bakkie\ truck passenger	Number	29	59	79	48	47	<b>262</b>
		Per cent	10,8	10,5	16,6	17,9	9,4	<b>12,6</b>
Walking all the way		Number	27	69	25	24	86	<b>231</b>
		Per cent	10,1	12,3	5,4	8,8	17,0	<b>11,1</b>
Other		Number	1	5	4	5	2	<b>17</b>
		Per cent	0,5	0,8	0,8	1,9	0,4	<b>0,8</b>
Total		Number	<b>266</b>	<b>561</b>	<b>473</b>	<b>268</b>	<b>506</b>	<b>2 075</b>
		Per cent	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>

Totals exclude unspecified cases of main mode of travel.

Percentages calculated within district municipalities.

Table 7.3 shows that persons who went on day trips mostly used taxis (54,6%) as their mode of travel. Using a car/bakkie/truck as a passenger (12,6%) was the second most used mode of travel. About 11,1% of day trip travellers walked all the way to their destinations.

Taxis were commonly used by travellers in Sekhukhune DM (63,5%), followed by Capricorn DM(56,1%). Sekhukhune DM had the highest proportion of persons who walked all the way to their destination at 17,0%, followed by Vhembe DM (12,3%) and Mopani DM (10,1%).

## 7.3 Overnight trips

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

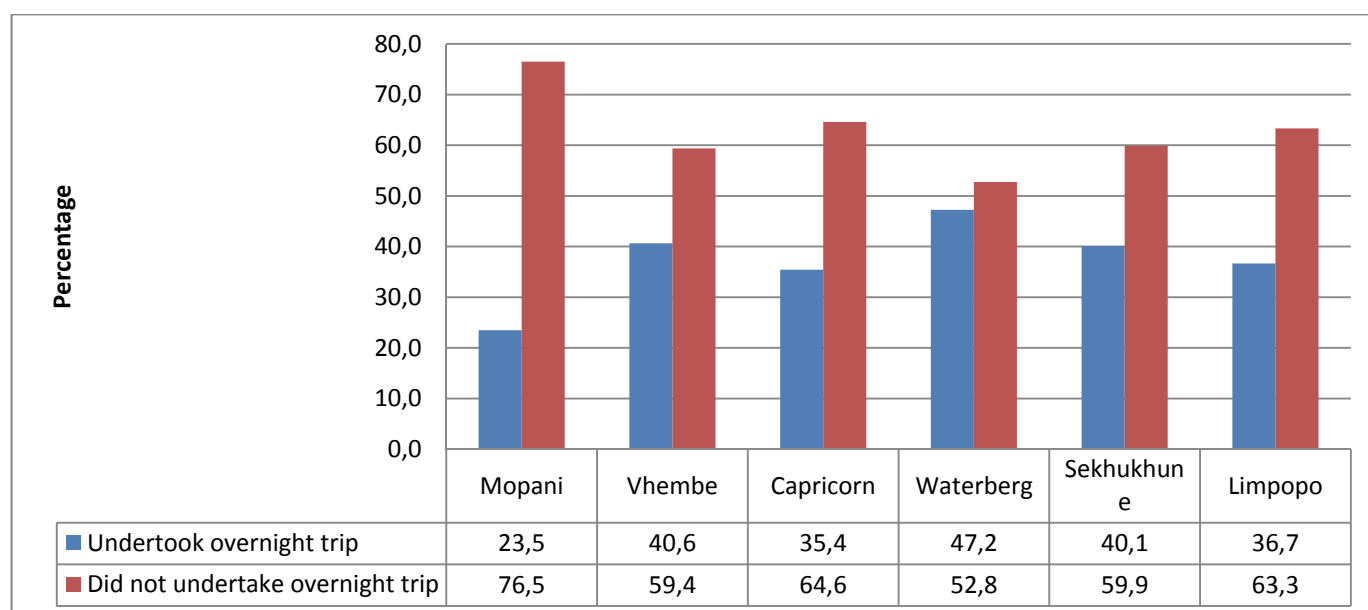
District municipality	Number of persons aged 15 years and older ('000)	Undertook overnight trips	
		Number ('000)	Per cent
Mopani	776	182	13,4
Vhembe	868	353	26,0
Capricorn	829	294	21,6
Waterberg	507	240	17,6
Sekhukhune	724	290	21,4
<b>Limpopo</b>	<b>3 704</b>	<b>1 359</b>	<b>100,0</b>

Totals exclude unspecified cases of trips.

Percentages calculated across district municipalities, within Limpopo.

Table 7.4 shows that, of the 3,7 million persons aged 15 years and older, close to 1,4 million indicated that they had undertaken overnight trips from their usual place of residence during the preceding twelve months. Vhembe DM (26,0%) had the highest proportion of persons across the province who undertook overnight trips, while Mopani DM (13,4%) had the smallest.



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

Percentage calculated within district municipalities.

Figure 7.2 shows the percentage of individuals who went on overnight trips. Provincially, 36,7% of persons undertook overnight trips, with those living in Waterberg DM (47,2%) reporting the highest percentage. Residents of Mopani DM (23,5%) were the least likely to undertake overnight trips.

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

Main purpose of trip	District municipality (per cent calculated within district municipality)					Limpopo
	Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
Visited home	31,9	20,2	40,2	56,6	34,5	<b>35,5</b>
Shopping – personal or business	1,9	1,4	2,1	1,4	1,8	<b>1,7</b>
Sporting –as a spectator or participant	0,1	1,0	0,9	0,2	0,4	<b>0,6</b>
Visit friends and or family	39,1	30,9	24,2	13,1	22,5	<b>25,7</b>
Funeral	14,6	25,1	12,3	13,9	15,9	<b>17,0</b>
Medical	1,3	2,1	0,8	1,2	0,9	<b>1,3</b>
Religious	7,2	12,6	13,9	10,3	15,1	<b>12,3</b>
Other purposes	3,9	6,9	5,6	3,3	8,8	<b>6,0</b>
<b>Total</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>

Other purposes include: Wellness, wedding, leisure/holiday, home for leisure/holiday, etc.

Totals exclude unspecified cases of main purpose of trips.

Table 7.5 shows the purpose of overnight trips. The most common purpose was visiting home (35,5%), followed by visiting a friends and/or family (25,7%). The same patterns were followed by visiting home as the most important purpose of overnight travel in all DMs, except in Vhembe and Mopani DM. Visiting friends and/or family were the most common purpose of overnight trips in Mopani DM (39,1%) and Vhembe DM (30,9%).

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

Main mode		Statistics (numbers in thousands)	District municipality (per cent calculated within district municipality)					Limpopo
			Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
Bus	Number		42	84	35	18	29	<b>208</b>
	Per cent		23,6	24,2	12,0	7,7	10,2	<b>15,5</b>
Taxi	Number		90	186	155	131	194	<b>757</b>
	Per cent		51,2	53,7	53,6	55,4	67,7	<b>56,7</b>
Private transport	Car/bakkie/truck driver	Number	10	27	28	29	12	<b>105</b>
		Per cent	5,4	7,8	9,7	12,1	4,2	<b>7,9</b>
	Car/bakkie/truck passenger	Number	29	31	61	47	31	<b>199</b>
		Per cent	16,5	8,9	21,1	19,7	10,9	<b>14,9</b>
Walking all the way	Number		5	13	6	8	19	<b>51</b>
	Per cent		2,7	3,7	2,0	3,5	6,7	<b>3,8</b>
Other modes	Number		*	6	5	4	*	<b>16</b>
	Per cent		*	1,6	1,6	1,6	*	<b>1,2</b>
Total	Number		<b>177</b>	<b>346</b>	<b>290</b>	<b>236</b>	<b>287</b>	<b>1 336</b>
	Per cent		<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>

Other modes of transport include: Train, aircraft, etc.

Percentages calculated within district municipalities.

Totals exclude unspecified cases of main mode of travel.

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

The majority of persons who undertook overnight trips used taxis (56,7%) as the main mode of travel, followed by buses (15,5%). Almost 15% of overnight travellers used a car/bakkie/truck as passenger to reach their main destinations. The district municipality analysis shows a similar pattern to that of the provincial picture in Mopani DM and Vhembe DM. The top three main modes of travel for Capricorn DM, Waterberg DM and Sekhukhune DM were taxis, cars/bakkies/trucks as passenger, and buses.

## 8. Possession of a driver's licence

A driver's licence is an official document stating that a person may operate a vehicle, such as a motorcycle, car, truck, or a bus, on a public roadway. The minimum driving age in South Africa is 18, except for small motorcycles, which may be driven from the age of 15. This is similar to other countries such as Morocco, Egypt, Ghana and Kenya, to mention a few. There are various classes that determine the type of motor vehicle that can be driven. For instance, Code A1 or Code A is for motorcycles, Codes B or EB are for cars, and Codes C, C1, EC, or EC1 are for heavy vehicles.

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

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

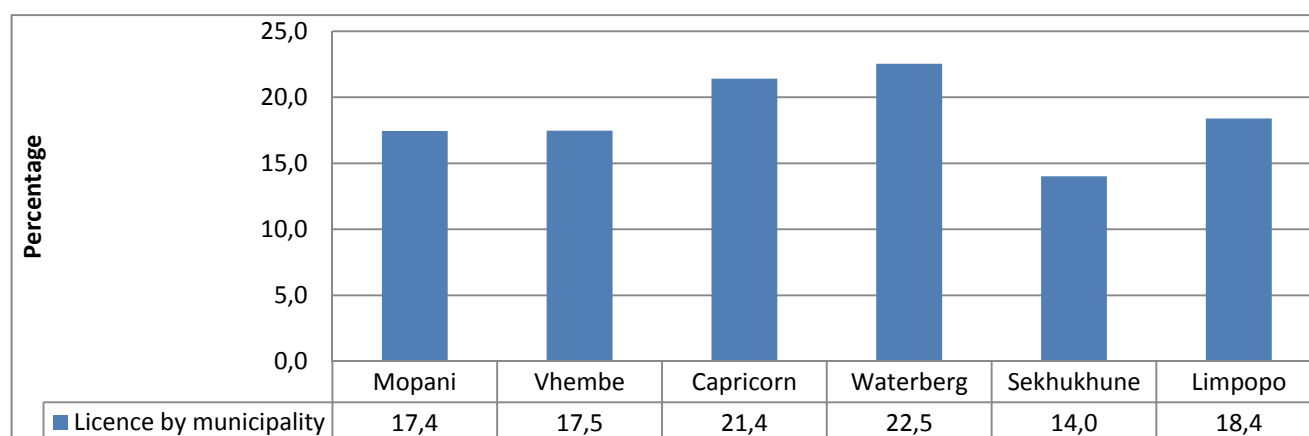
District municipality	Possession of driver's licence			
	Number 18 years and older with licence ('000)	Per cent with licence across district municipality	Number 18 years and older without licence ('000)	Per cent without licence across district municipality
Mopani	120	20,0	567	21,3
Vhembe	130	21,7	615	23,1
Capricorn	157	26,2	577	21,6
Waterberg	103	17,2	355	13,3
Sekhukhune	90	15,0	551	20,7
<b>Limpopo</b>	<b>601</b>	<b>100,0</b>	<b>2 666</b>	<b>100,0</b>

Totals exclude unspecified cases possession of driver's licence.

The largest percentage of people who have indicated to be in a possession of driver's licence were from Capricorn DM (26,2%), followed by Vhembe DM (21,7%), while Sekhukhune DM (15,0%) had the least number of people with a driver's licence.

The table further indicates that the percentage of people in all municipalities of Limpopo without a driver's licence were the highest in Vhembe DM (23,1%), followed by Capricorn DM (21,6%) and Mopani DM (21,3%).

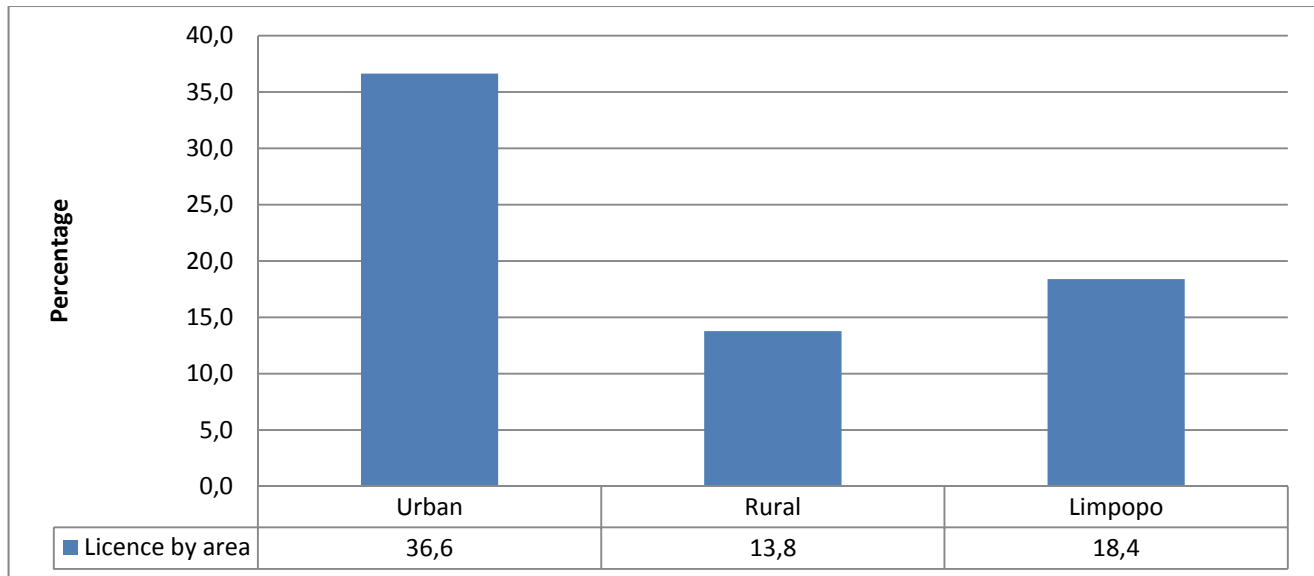
**Figure 8.1: Percentage of persons aged 18 years and older with a driver's licence by district municipality**



Percentages calculated within district municipalities.

Figure 8.1 indicates that the percentage of the population 18 years and older that had a driver's licence in Limpopo was 18,4%. Persons 18 years and older living in Waterberg DM (22,5%) and Capricorn DM (21,4%) were significantly more likely to have driver's licence.

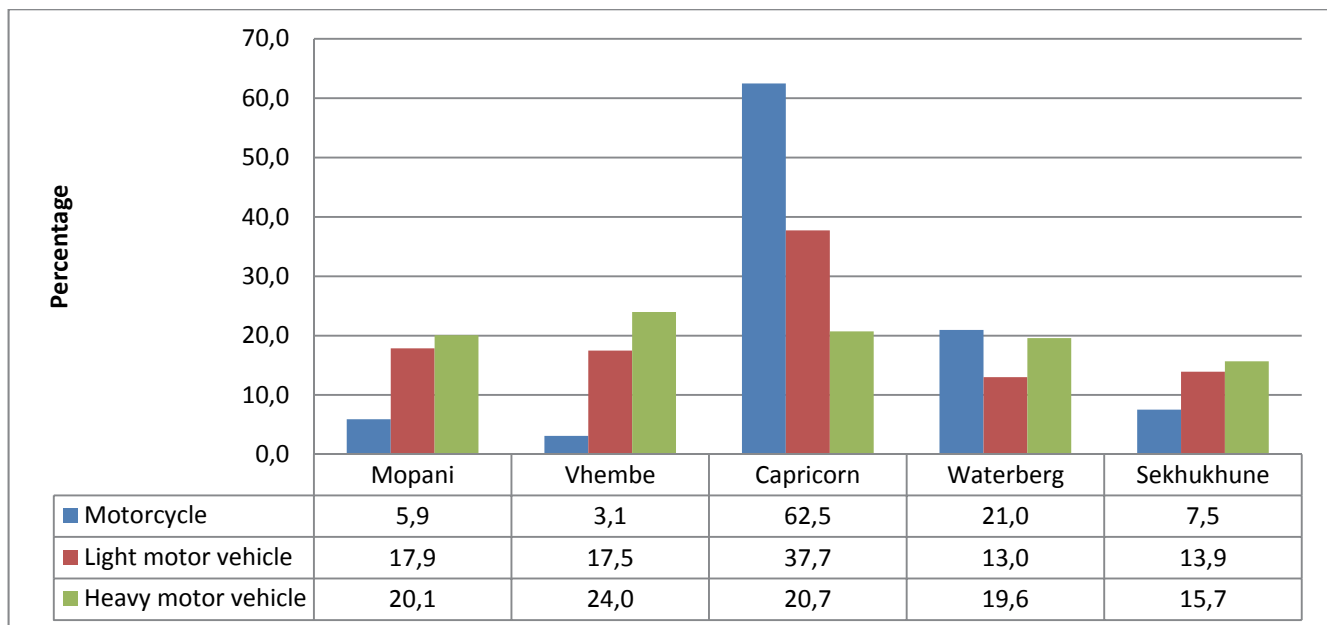
**Figure 8.2: Possession of a driver's licence among those 18 years and older by geographic location**



Percentages calculated within geographic location.

Figure 8.2 shows that the highest proportion of persons aged 18 years and older with a driver's licence were located in urban areas (36,6%). Rural areas (13,8%) had the lowest proportion of persons in possession of a driver's licence.

**Figure 8.3: Percentage of persons in possession of a driver's licence by type of driver's licence and district municipality**



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

Percentages calculated within type of driver's licence.

Figure 8.3 shows the percentage of persons in possession of a driver's licence by type of driver's licence and district municipality. Capricorn DM (62,5%) had the highest percentage of persons with a motorcycle driver's licence, followed by Waterberg DM (21,0%). Vhembe DM (24,0%) had the highest percentage of persons in possession of heavy motor vehicle licence, followed by Capricorn DM (20,7%).

**Table 8.2: Number of persons aged 18 years and older with a light motor vehicle driver's licence by age group and district municipality**

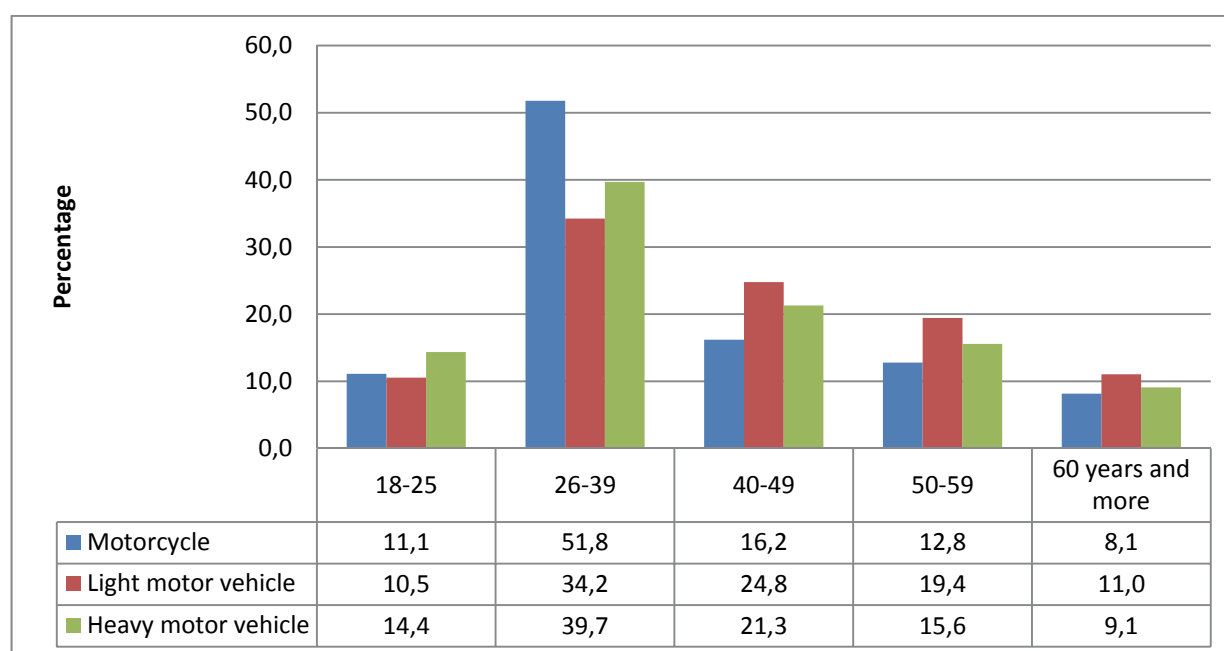
Age group	Statistics (numbers in thousands)	District municipality					Limpopo
		Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
18–25	Number	4	4	6	*	3	19
26–39	Number	12	9	25	9	7	61
40–49	Number	8	10	14	4	8	44
50–59	Number	3	5	12	7	7	35
60 years and more	Number	5	3	9	2	*	20
<b>Total</b>	<b>Number</b>	<b>32</b>	<b>31</b>	<b>67</b>	<b>23</b>	<b>25</b>	<b>178</b>

Note: Car (Codes B, EB).

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

Totals exclude unspecified cases age group.

Table 8.2 summarises the number of persons aged 18 years and older who were in possession of a light motor vehicle driver's licence. Provincially, there were 178 000 individuals aged 18 years and older who were in possession of a light motor vehicle licence. The table also indicates that the highest number of persons with a light motor vehicle driver's licence were in the age group 26–39. Persons in the age category 18–25 years had the least number of persons with a light motor vehicle licence.

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

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

Percentages calculated within type of driver's licence.

Figure 8.4 shows that the age group 26–39 years dominated as far as the possession of all types of driver's licences were concerned, followed by age group 40–49. The age group 18–25 years had the lowest percentage of light motor vehicle licence holders (10,5%).

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

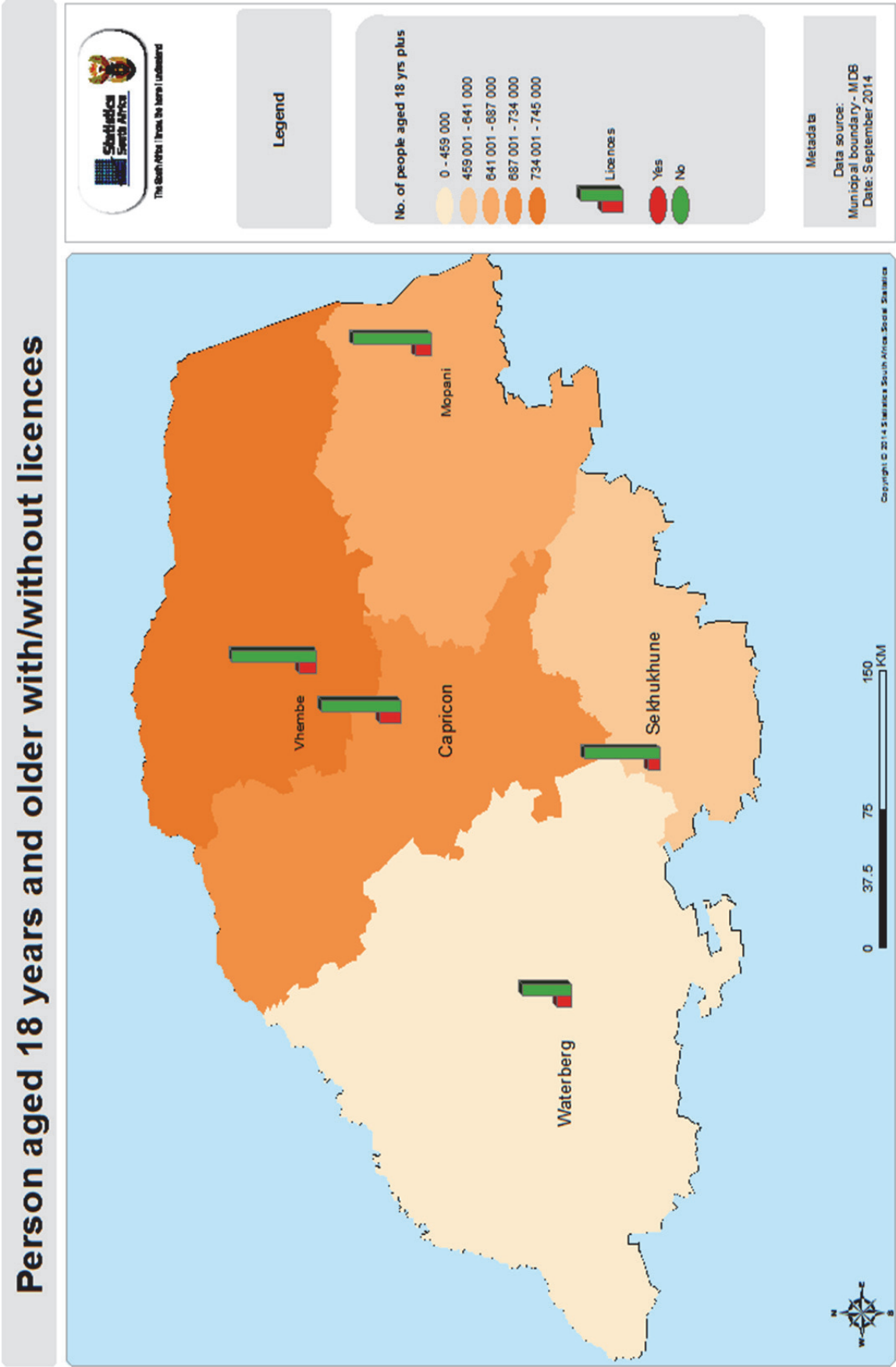
Age group	Statistics (numbers in thousands)	District municipality					Limpopo
		Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
18–25	Number	16	17	10	8	8	<b>59</b>
26–39	Number	34	35	34	36	25	<b>163</b>
40–49	Number	15	22	23	15	13	<b>87</b>
50–59	Number	11	16	12	13	12	<b>64</b>
60 years and more	Number	7	9	6	9	7	<b>37</b>
<b>Total</b>	<b>Number</b>	<b>82</b>	<b>98</b>	<b>85</b>	<b>80</b>	<b>64</b>	<b>411</b>

Totals exclude unspecified cases of age group.

The above table shows the number of persons aged 18 years and older who were in a possession of a heavy motor vehicle driver's licence. The number of persons aged 18 years and older with a heavy motor vehicle driver's licence were significantly more in the age group 26–39 in all DMs, followed by the age group 40–49. The age group 60 years and more recorded the least number of persons with a heavy motor vehicle driver's licence.

Vhembe DM (98 000) had the most people aged 18 years and older with a heavy motor vehicle driver's licence, followed by Capricorn DM (85 000). Sekhukhune DM (64 000) had the least number of persons with a heavy motor vehicle driver's licence.

Map 8.1: Number of individuals aged 18 years and older per district municipality with or without a driver's licence



**Table 8.4: Number of persons aged 18 years and older with a drivers' licence (light motor and heavy motor) by sex and district municipality**

Sex	Statistics (numbers in thousands)	District municipality					Limpopo
		Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
Male	Number	79	86	105	67	66	<b>403</b>
	Per cent	65,8	66,2	66,9	65,0	73,3	<b>67,1</b>
Female	Number	41	44	53	36	24	<b>198</b>
	Per cent	34,2	33,8	33,8	35,0	26,7	<b>32,9</b>
Total	<b>Number</b>	<b>120</b>	<b>130</b>	<b>157</b>	<b>103</b>	<b>90</b>	<b>601</b>
	<b>Per cent</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>

Females in Sekhukhune DM (26,7%) were less likely to have a light or heavy motor driver's licence as compared to the other DMs. Waterberg DM (35,0%) had the highest proportion of females in the province with a light and/or heavy motor driver's licence.

**Table 8.5: Number of persons aged 18 years and older with a drivers' licence (light motor and heavy motor) by population group and district municipality**

Population group	Statistics (numbers in thousands)	District municipality					Limpopo
		Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
Black African	Number	103	120	140	83	87	<b>532</b>
	Per cent	85,8	92,3	89,2	80,6	96,7	<b>88,5</b>
Other races	Number	17	10	18	21	3	<b>68</b>
	Per cent	14,2	7,7	11,5	20,4	3,3	<b>11,3</b>
Total	<b>Number</b>	<b>120</b>	<b>130</b>	<b>157</b>	<b>103</b>	<b>90</b>	<b>601</b>
	<b>Per cent</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>

Other races include: Whites, coloureds, Indians/Asians

Table 8.5 shows that the black African population was more likely to be in possession of a light motor and/or heavy motor driver's licence than other races. The majority of black Africans aged 18 years and older that had a driver's licence were from Sekhukhune DM (96,7%), followed by Vhembe DM (92,3%).



## 9. Households

### 9.1 Introduction

The NHTS questionnaire was divided into two parts: questions that were directed at all individuals considered part of the household, and questions that related to households. This part of the report summarises the findings related to the household section of the questionnaire (Section 7), which primarily dealt with the general household socio-economic profile and the ownership of bicycles, motor vehicles and animal-drawn vehicles.

This part also included questions about modes of transport used to reach selected services and public facilities, questions related to attitudes and perceptions about transport in general, as well as the modes of transport usually used by the household. The final part covered the use and levels of satisfaction with public transport (taxis, buses).

### 9.2 Socio-economic circumstances of households

**Table 9.1: Dwelling type of household, by district municipality**

Dwelling type	District municipality (per cent calculated within district municipality)					Limpopo
	Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
Formal dwellings	88,7	87,5	95,0	86,4	89,8	<b>89,8</b>
Informal dwellings	1,3	1,4	4,2	12,7	5,3	<b>4,4</b>
Traditional dwellings	9,9	11,1	0,7	0,3	4,0	<b>5,5</b>
Other	0,2	*	0,2	0,5	0,9	<b>0,3</b>
<b>Total</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>

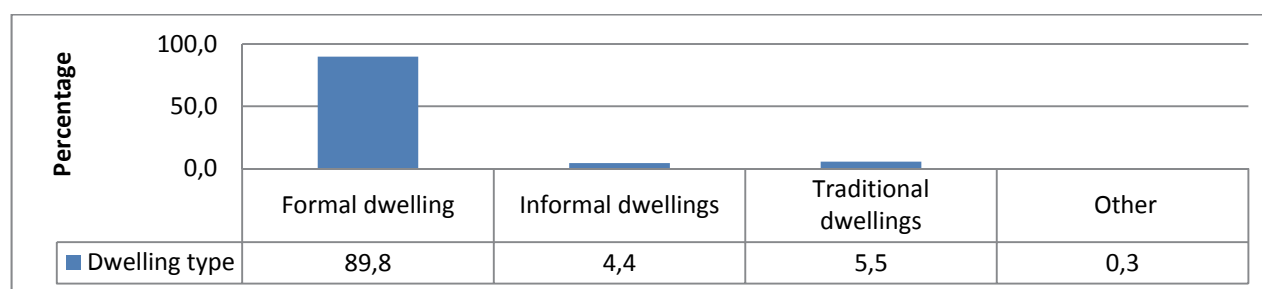
\*Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

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

Totals exclude unspecified cases of dwelling.

Table 9.1 shows the types of household dwellings in Limpopo by district municipality. Nine in ten (89,8%) households lived in formal dwellings, with the highest percentage of households found in Capricorn DM (95,0%), followed by Sekhukhune DM (89,8%), and Mopani DM (88,7%). With regard to informal dwellings, Waterberg DM (12,7%) had the largest percentage of households, followed by Sekhukhune DM (5,3%). Traditional dwellings were primarily found in Vhembe DM (11,1%) and Mopani DM (9,9%).

**Figure 9.1: Dwelling type of household**



Percentages calculated across dwelling types.

Figure 9.1 reveals that most households (89,8%) in Limpopo lived in formal dwellings. This is followed by traditional dwellings at 5,5%, and informal dwellings (4,4%).

**Table 9.2: Source of household income, by district municipality**

Source of household income	District municipality (per cent calculated within income source category)					Limpopo
	Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
Salaries\wages\commission	19,4	22,5	23,5	18,8	15,9	<b>100,0</b>
Income from a business	16,8	30,2	20,1	11,3	21,6	<b>100,0</b>
Remittances\including child maintenance	23,1	16,6	27,5	9,1	23,7	<b>100,0</b>
Pensions	19,1	13,6	27,1	25,6	14,6	<b>100,0</b>
Grants	20,7	25,4	21,2	11,1	21,6	<b>100,0</b>
Sales of farming products and services	17,8	43,8	13,4	15,1	9,9	<b>100,0</b>
Income from UIF	10,0	15,5	20,3	35,3	18,9	<b>100,0</b>
Other income sources	4,0	71,0	8,8	9,0	7,2	<b>100,0</b>
Source of household income	District municipality (per cent calculated within district municipality)					Limpopo
	Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
Salaries\wages\commission	49,6	52,4	53,4	69,3	43,6	<b>52,8</b>
Income from a business	6,9	11,2	7,3	6,7	9,4	<b>8,4</b>
Remittances\including child maintenance	16,8	11,0	17,8	9,8	18,5	<b>15,1</b>
Pensions	6,6	4,3	8,3	13,0	5,4	<b>7,1</b>
Grants	55,1	60,9	50,0	43,0	61,2	<b>54,7</b>
Sales of farming products and services	0,8	1,9	0,6	1,0	0,5	<b>1,0</b>
Income from UIF	0,8	1,9	0,6	1,0	0,5	<b>1,0</b>
Other income sources	1,0	15,1	1,8	3,1	1,8	<b>4,9</b>

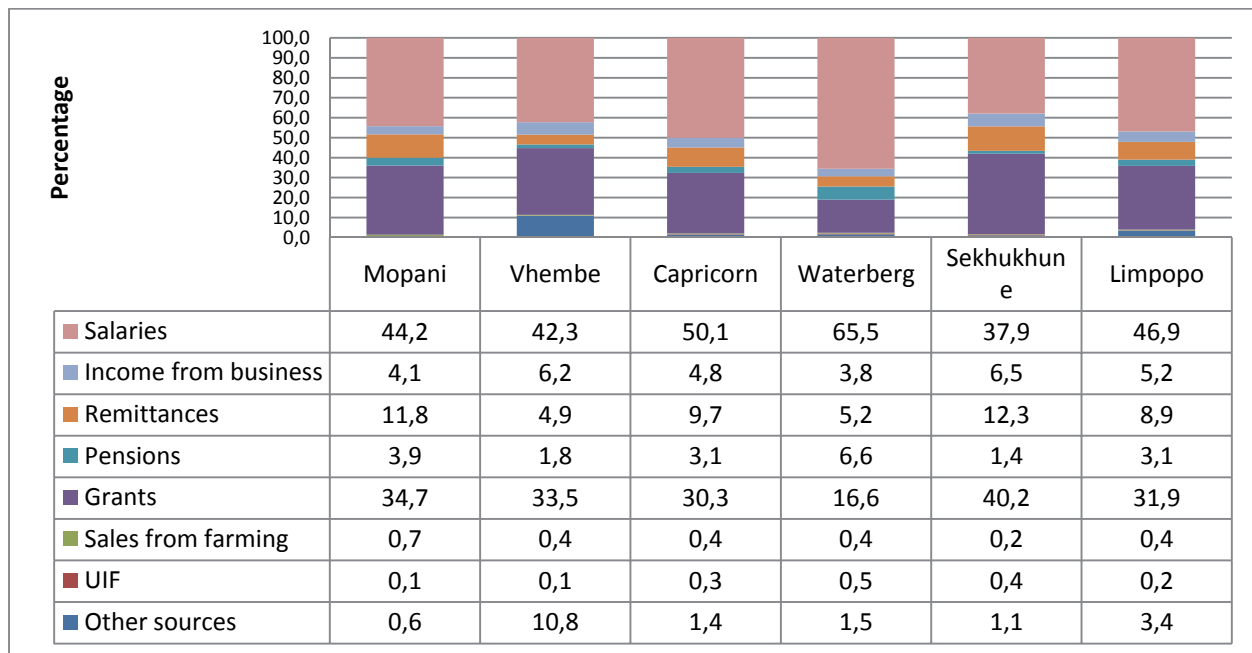
Other sources of income include: Rental income, interest, etc.

Totals exclude unspecified cases of sources of income.

Respondents could select more than one source of income.

Table 9.2 illustrates the main source of household income by district municipality. Most households received grants (54,7%), followed by salaries\wages\commission (52,8%), and remittances at 15,1%. Only 1,0% of households received income from the UIF and sales of farming products and services. Households in Sekhukhune DM (61,2%), Vhembe DM (60,9%) and Mopani DM (55,1%) were most likely to receive grants. Households who received income from salaries were primarily found in Waterberg DM (69,3%), followed by Capricorn DM (53,4%) and Vhembe DM (52,4%).

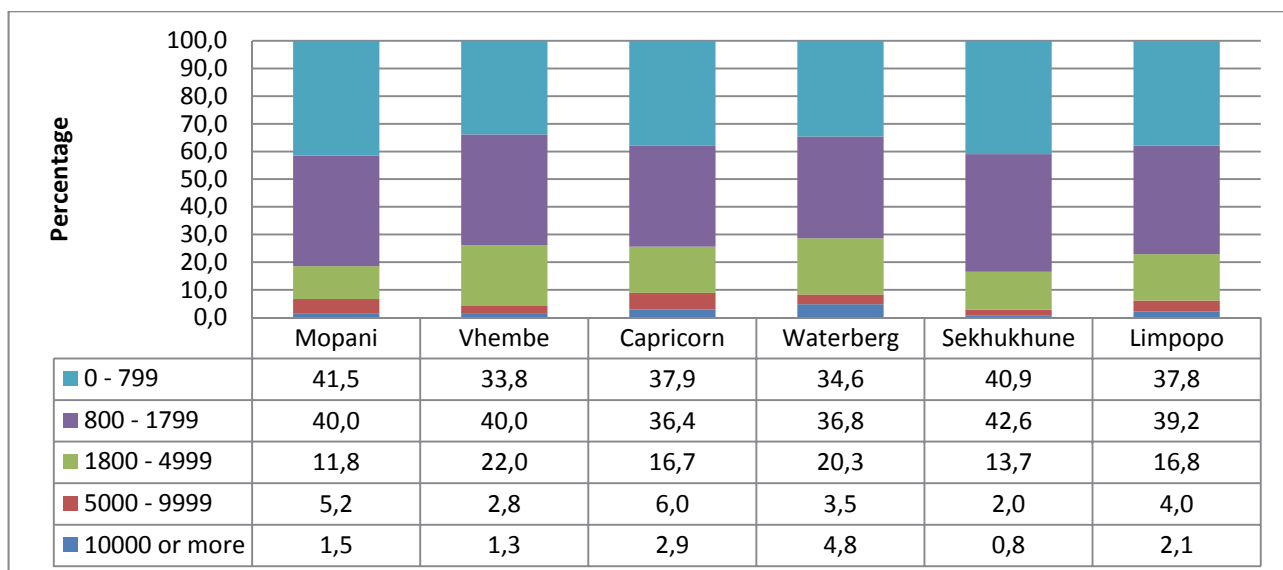
More than twenty per cent of households in Limpopo who received income from salaries/wages (23,4%), remittance (25,7%), and pensions (25,1%), lived in Capricorn DM. Most households that benefitted from grants were from Vhembe DM (25,4%), followed by Sekhukhune DM (21,6%) and Capricorn DM (21,2%).

**Figure 9.2: Main source of household income by district municipality**

Percentages were calculated within district municipalities.

Other sources of income include: Rental income, interest, etc.

Figure 9.2 shows the household's main source of income by district municipality. A large percentage of households received their main source of income from salaries (46,9%), followed by grants (31,9%) and remittances (8,9%). About two-thirds of households in Waterberg DM (65,5%) followed by Capricorn DM (50,1%) and Mopani DM (44,2%) were dependent on salaries as their main source of income. Sekhukhune DM (40,2%) had a significant percentage of households who indicated that their main source of income was grants, followed by Mopani DM (34,7%), and Vhembe DM (33,5%). Only 0,4% of the households in Limpopo received their main income from sales from farming.

**Figure 9.3: Monthly household expenditure, by district municipality**

Percentages were calculated within district municipalities.

Figure 9.3 shows the monthly household expenditure patterns by municipality in the province. Approximately forty per cent (39,2%) of households spent between R800 and R1 799 monthly. A large proportion of these households were found in Sekhukhune DM (42,6%) and Mopani and Vhembe DMs (40%). About thirty-eight per cent (37,8%) of households spent between R0 and R799 monthly, followed by those who spent between R1 800 and R4 999 (16,8%) and 4% who spent between R5 000 and R9 999 monthly. Only 2,1% of households in Limpopo spent more than R10 000 monthly.

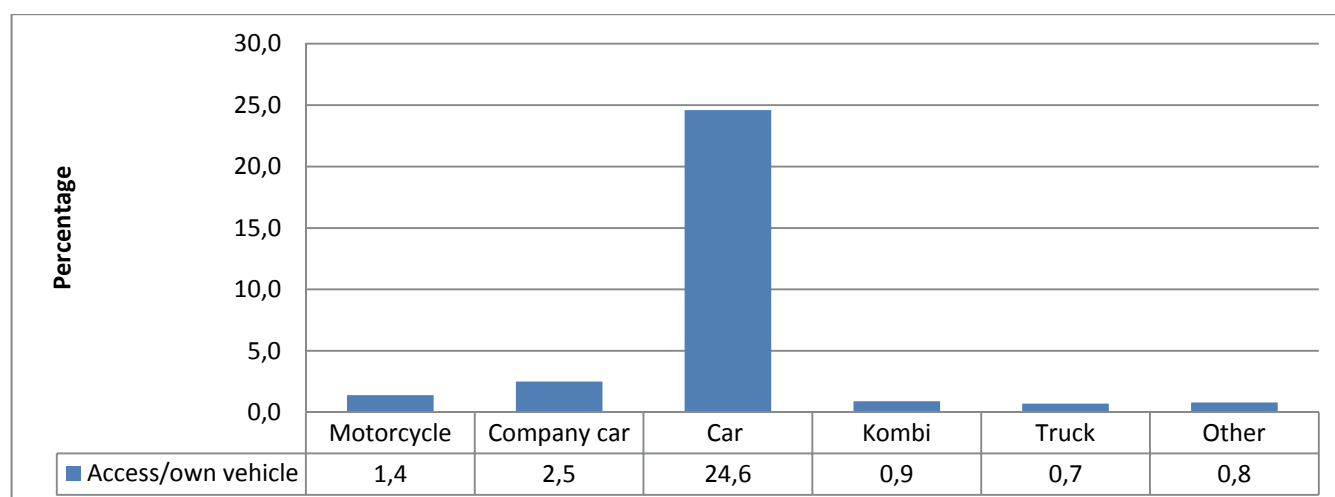
**Table 9.3: Bicycles in working order owned by households, by district municipality**

District municipality	Number of bicycles (per cent calculated across district municipality)				Number (‘000)
	0		1 plus		
	Number (‘000)	Per cent	Number (‘000)	Per cent	
Mopani	270	20,6	16	23,5	286
Vhembe	300	22,9	14	20,2	314
Capricorn	295	22,5	16	24,1	312
Waterberg	186	14,2	13	19,9	200
Sekhukhune	258	19,7	8	12,4	267
Limpopo	1 310	100.0	67	100.0	1 377

Totals exclude unspecified cases of bicycles.

Table 9.3 indicates the ownership of bicycles in Limpopo. Sixty-seven thousand households owned at least one bicycle. A large proportion of those households lived in Capricorn DM (24,1%), Mopani DM (23,5%), and Vhembe DM (20,2%). Sekhukhune DM (12,4%) had the lowest proportion of households who owned at least a bicycles.

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



Percentages calculated within mode of transport.

Figure 9.4 shows that about a quarter of households (24,6%) owned or had access to cars, followed by those who had access to company cars (2,5%) and 1,4% who owned or had access to motorcycles. Kombis and trucks, at 0,9% and 0,7% respectively, were the least likely to be owned/accessed by the surveyed households.

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

District municipality	Type of vehicles (per cent calculated across district municipality)						
	Motor-cycle	Company car/bakkie/station wagon/4x4	Household car/bakkie/station wagon/4x4	Relative's/ friend's car/bakkie/station wagon/4x4	Minibus/kombi	Truck	Other
Mopani	31,8	14,6	16,0	6,9	4,6	11,5	25,2
Vhembe	18,3	25,9	23,5	65,7	31,2	59,4	*
Capricorn	27,3	27,0	27,2	10,9	26,1	13,0	13,3
Waterberg	10,6	30,8	16,0	6,8	16,7	11,9	*
Sekhukhune	12,0	1,8	17,4	9,6	21,4	4,2	61,5
<b>Limpopo</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>
District municipality	Type of vehicles owned (per cent calculated within district municipality)						
	Motor-cycle	Company car/bakkie/station wagon/4x4	Household car/bakkie/station wagon/4x4	Relative's/ friend's car/bakkie/station wagon/4x4	Minibus/kombi	Truck	Other
Mopani	2,2	1,8	14,7	1,9	0,2	0,4	0,2
Vhembe	1,1	2,9	19,5	16,2	1,2	1,8	*
Capricorn	1,7	3,0	22,6	2,7	1,0	0,4	0,1
Waterberg	1,0	5,4	20,9	2,7	1,1	0,6	*
Sekhukhune	0,9	0,2	17,1	2,8	1,0	0,2	0,5
<b>Limpopo</b>	<b>1,4</b>	<b>2,5</b>	<b>19,0</b>	<b>5,6</b>	<b>0,9</b>	<b>0,7</b>	<b>0,2</b>

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

Table 9.4 shows households who own and use at least one type of vehicle. Two in five (19,0%) households in the province owned a household car/bakkie, followed by those who had access to a relative's/friend's car/bakkie (5,6%), while only 0,7% had access to a truck. Households who had access to a company car/bakkie/station wagon/4x4 accounted for only 2,5%.

Compared to other districts, households in Capricorn DM (22,6%), Waterberg DM (20,9%) and Vhembe DM (19,5%) were most likely to own a household car/bakkie/station wagon/4x4.

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

**Table 9.5: Household travel time to services and facilities**

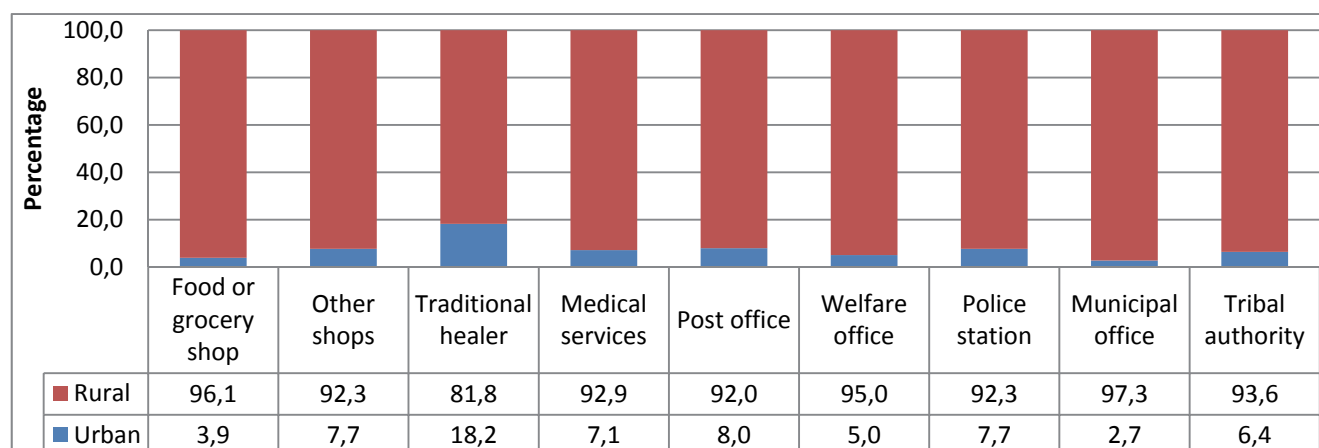
Facility	Travel time (per cent of households calculated within facility category)				Total
	1–15 min	16–30 min	31–60 min	>60 min	
Food or grocery shops	21,0	36,9	33,6	8,5	100,0
Other shops	62,4	22,2	11,5	3,8	100,0
Traditional healer	34,8	29,5	23,1	12,6	100,0
Church	50,6	33,6	12,8	3,0	100,0
Medical services	34,4	39,0	22,0	4,6	100,0
Post office	36,2	39,4	20,7	3,8	100,0
Welfare office	15,0	24,1	17,8	43,1	100,0
Police station	27,1	40,5	27,1	5,2	100,0
Municipal office	22,5	37,7	32,3	7,5	100,0
Tribal authority	39,4	36,8	20,4	3,4	100,0
Financial services/banks	19,9	39,0	33,3	7,8	100,0

Totals exclude unspecified cases of travel time.

Table 9.5 shows the travel time by households to services and facilities. Over sixty per cent (62,4%) of households travelled up to 15 minutes to shops. More than two out of ten households travelled between 16 and 30 minutes to services or facilities such as food or grocery shops, traditional healers, church, and medical services, to mention a few.

Slightly over three in ten (32,3%) households travelled between 31 and 60 minutes to municipal offices and financial services. The results further show that 43,1% of households in the province travelled more than an hour to welfare offices.

**Figure 9.5: Percentage of urban and rural households who travel more than 60 minutes to selected services**



Percentages calculated across geographic location.

Figure 9.5 shows households who travelled more than 60 minutes to their selected services. More than ninety per cent of households in rural areas indicated that they travelled more than 60 minutes to reach selected services. Most of them travelled to municipal offices (97,3%), followed by 96,1% who went to food or grocery shops (96,1%) and welfare offices (95,0%). Households in urban areas were more likely to travel for more than an hour to traditional healers (18,2%), followed by the post office (8%), and also to the police station (7,7%).

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

Mode	Service/facility (per cent calculated within service facility category)										
	Food or grocery shops	Other shops	Traditional healer	Church	Medical service	Post office	Welfare office	Police station	Municipal office	Tribal authority	Financial services/ banks
Walk	11,5	62,1	9,2	58,4	38,7	27	13,4	19,4	9,6	39,5	6,8
Bus	8,9	3	0,8	1,2	4,3	4	5,6	5,3	6,1	3,5	7,7
Minibus taxi	60,4	18,7	5,5	9,6	31,9	28,3	38,3	44,1	42,5	17,1	60,0
Metered taxi	1,6	1,1	0,2	0,3	1,1	1	1,2	1,2	1,4	0,7	1,4
Car/ bakkie/ minibus	16,1	9,7	2,4	10,4	12,7	10,6	8,3	11,8	12,5	4,4	14,2
Do not need to get there	1,1	4,8	80,5	19,1	10,4	28,1	32,5	17,5	27,3	33,6	9,3
Other	0,2	0,5	1,4	1,0	1,1	1,0	0,8	0,7	0,6	1,0	0,6
Total	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0	100,0

Other modes of transport include: Train, truck/tractor, bicycle, animal transport, etc.

Table 9.6 shows that a high proportion households in the province walked to other shops (62,1%) and to church (58,4%). Minibus taxis were most commonly used when travelling to food and grocery shops (60,4%), financial services/banks (60,0%) and police stations (44,1%). The modes of travel that were scarcely utilised for travelling to various facilities were metered taxis and other modes.

Approximately eight in ten (80,5%) households indicated that they did not need to travel to traditional healers and 33,6% of the households did not need to travel to tribal authorities.

## 9.4 Attitudes and perceptions about transport

**Table 9.7: Most important transport related problems experienced by households, by municipality**

Transport related problems	Municipality (per cent of problems calculated within municipality)					Limpopo
	Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
<b>General problems</b>						
No transport problems	9,2	11,3	8,4	15,0	10,6	10,6
Poor condition of roads	13,8	25,7	19,9	15,4	14,0	18,2
Rude drivers	3,7	1,8	3,4	3,7	1,5	2,8
Overload	4,9	10,0	2,5	1,5	2,7	4,7
Congestion	0,4	0,9	1,9	1,2	4,9	1,8
Crime	1,5	0,5	0,8	1,1	0,6	0,9
Toll fees	0,1	0,1	0,3	0,8	0,3	0,3
Parking	0,3	0,5	0,1	0,5	0,0	0,3
Other	0,3	1,1	0,7	0,9	0,5	0,7
<b>Taxi</b>						
Taxis too expensive	14,9	13,8	9,7	9,9	12,3	12,3
Reckless driving by taxi drivers	5,1	2,1	4,6	3,6	6,6	4,3
No taxis at specific times, e.g. late at night	7,7	7,2	14,8	14,2	6,8	9,9
Taxis too far	8,4	5,9	5,7	4,8	10,4	7,1
No taxis available	4,0	4,6	2,9	4,0	2,5	3,6
<b>Bus</b>						
No buses available	9,1	2,4	5,3	10,8	7,7	6,7
No buses at specific times, e.g. late at night	6,6	5,8	12,6	10,3	10,6	9,0
Buses too far	5,8	2,9	3,2	2,1	4,9	3,8
Buses too expensive	1,7	2,8	1,3	0,1	1,3	1,6
Reckless driving by bus drivers	2,5	0,6	1,8	0,2	1,9	1,5
<b>Total</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>

Table 9.7 summarises 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 poor condition of roads (18,2%) was the most important transport related problem experienced in the province. Vhembe DM (25,7%), Capricorn DM (19,9%) and Waterberg DM (15,4%) reported the poor condition of the roads as the most important transport related problem.

Taxis being too expensive (12,3%) was also mentioned as one of households' transport related problems. Households in Mopani DM (14,9%), Vhembe DM (13,8%) and Sekhukhune DM (12,3%) complained mostly about taxis being too expensive, while 14,8% of households in Capricorn DM and 14,2% in Waterberg DM stated the unavailability of taxis at specific times as their most significant transport related problem.

With regard to buses, the most common problem was unavailability of buses at specific times. The most affected districts were Capricorn DM (12,6%), Sekhukhune DM (10,6%) and Waterberg DM (10,3%).



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

Factors influencing household's choice of mode of travel	District municipality (per cent calculated within district municipality)					Limpopo
	Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
Travel time	29,7	28,8	41,4	33,0	38,9	<b>34,5</b>
Travel cost	26,0	30,1	22,5	30,0	34,5	<b>28,3</b>
Flexibility	9,3	22,6	5,1	9,7	0,7	<b>9,7</b>
Safety from accidents	12,9	4,0	5,8	8,7	1,5	<b>6,4</b>
Comfort	7,4	4,5	7,7	4,6	6,9	<b>6,3</b>
Reliability	1,8	1,5	2,5	1,8	11,5	<b>3,8</b>
Distance from home to transport	8,7	2,7	6,6	5,1	1,9	<b>5,0</b>
Security from crime	1,0	0,7	0,7	2,0	1,0	<b>1,0</b>
Drivers attitude	2,1	0,4	4,1	4,4	2,4	<b>2,6</b>
Timetable not available/information inaccurate	0,8	1,7	2,7	0,1	0,2	<b>1,2</b>
Other	0,3	3,0	0,9	0,5	0,4	<b>1,1</b>
<b>Total</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>

Table 9.8 shows that in Limpopo, most households highlighted travel time (34,5%) as the biggest determinant of modal choice, followed by travel cost (28,3%) and flexibility (9,7%).

Households in Capricorn DM (41,4%), Sekhukhune DM (38,9%) and Waterberg DM (33%) noted travel time as a major factor influencing households' choice of mode of travel, followed by travel time (17,8%). The cost of travelling was another factor of concern to households in Sekhukhune DM (34,5%), Vhembe DM (30,1%), and Waterberg DM (30%).

Households in Vhembe DM (22,5%), Waterberg DM (9,7%), and Mopani DM (9,3%) mentioned flexibility as the most important factor influencing their choice with regard to mode of travel. Other factors included:

- Safety from accidents (6,4%)
- Comfort (6,3%)
- Distance from home to transport (5%)
- Reliability (3,8%)
- Security from crime (1%)

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

District municipality	Factors prioritised	% of households within district municipality
Mopani	Travel time	29,7
	Travel cost	26,0
	Safety from accidents	12,9
Vhembe	Travel cost	30,1
	Travel time	28,8
	Security from crime	22,6
Capricorn	Travel time	41,4
	Travel cost	22,5
	Comfort	7,7
Waterberg	Travel time	33,0
	Travel cost	30,0
	Flexibility	9,7
Sekhukhune	Travel time	38,9
	Travel cost	34,5
	Reliable	11,5
Limpopo	<b>Travel time</b>	<b>34,5</b>
	<b>Travel cost</b>	<b>28,3</b>
	<b>Flexibility</b>	<b>9,7</b>
<b>Geographic location</b>		
Urban	Travel time	35,4
	Travel cost	24,6
	Flexibility	13,1
Rural	Travel time	34,2
	Travel cost	29,4
	Flexibility	8,8

Table 9.9 compares the factors influencing households' choices of mode of travel. Travel time came out on top in many districts, such as Capricorn DM (41,4%), Sekhukhune DM (38,9%), and Waterberg DM (33%). Travel cost was another factor mentioned by households, with large percentages to be found in Sekhukhune DM (34,5%), Vhembe DM (30,1%), and Waterberg DM (30%). Households in urban areas were influenced mostly by travel time and travel costs (35,4% and 24,6% respectively), as was also the case with rural households (34,2% and 29,4% respectively).

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

Mode of travel	District municipality (per cent calculated within district municipality)					Limpopo
	Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
Bus	30,6	27,8	21,9	14,2	15,5	22,6
Taxi	43,7	46,3	46,8	41,1	49,6	45,8
Car/bakkie/truck driver	4,4	5,6	8,5	11,3	4,7	6,7
Car/bakkie/truck passenger	5,7	5,0	9,4	9,6	6,2	7,1
Walk all the way	12,9	14,4	11,5	21,2	23,2	16,2
Other	2,6	0,9	1,7	2,6	0,8	1,7
<b>Total</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>

Other modes include: Train, long distance train, scooter/motorcycle, bicycle, etc.

Table 9.10 displays the main mode of travel most often used by households. Taxis were the main mode with 45,8%, followed by buses (22,6%), and then walking all the way at 16,2%. Taxis were mainly used in all districts – Sekhukhune DM at 49,6%, Capricorn DM at 46,8%, and Vhembe DM at 46,3%. Buses, however, were more common in Mopani DM (30,6%), Vhembe DM (27,8%), and Capricorn DM (21,9%).

## 9.5 Household use of public transport at a glance

This section explores and compares the usage of modes transport within the province, and reasons that constrain households from using public transport are summarised in Table 9.11.

**Table 9.11: Overview of household use of public transport during the month preceding the survey by district municipality**

District municipality	Mode of travel (per cent calculated within district municipality)	
	Taxis	Buses
Mopani	79,9	53,2
Vhembe	76,5	48,6
Capricorn	75,2	33,4
Waterberg	75,0	29,8
Sekhukhune	87,2	40,3
<b>Limpopo</b>	<b>78,7</b>	<b>41,7</b>
<b>Geographic region</b>		
Urban	67,3	19,8
Rural	82,0	47,9
<b>Reasons for non-use of service by non-users</b>		
Not available	12,3	15,9
Service related reasons	30,7	35,7
Prefer private transport	21,4	9,7
Can walk	9,8	6,6
Don't travel much	15,1	7,9
Other reasons	10,7	24,2

Other reasons include: Prefer other public transport, poor conditions of the roads, etc.

Table 9.11 shows the use of public transport by households in Limpopo. A large proportion of households were using taxis (78,7%) as public transport, followed by buses (41,7%). The very same patterns were observed within all municipalities where most households indicated that they used taxis as their mode of public transport, followed by buses.

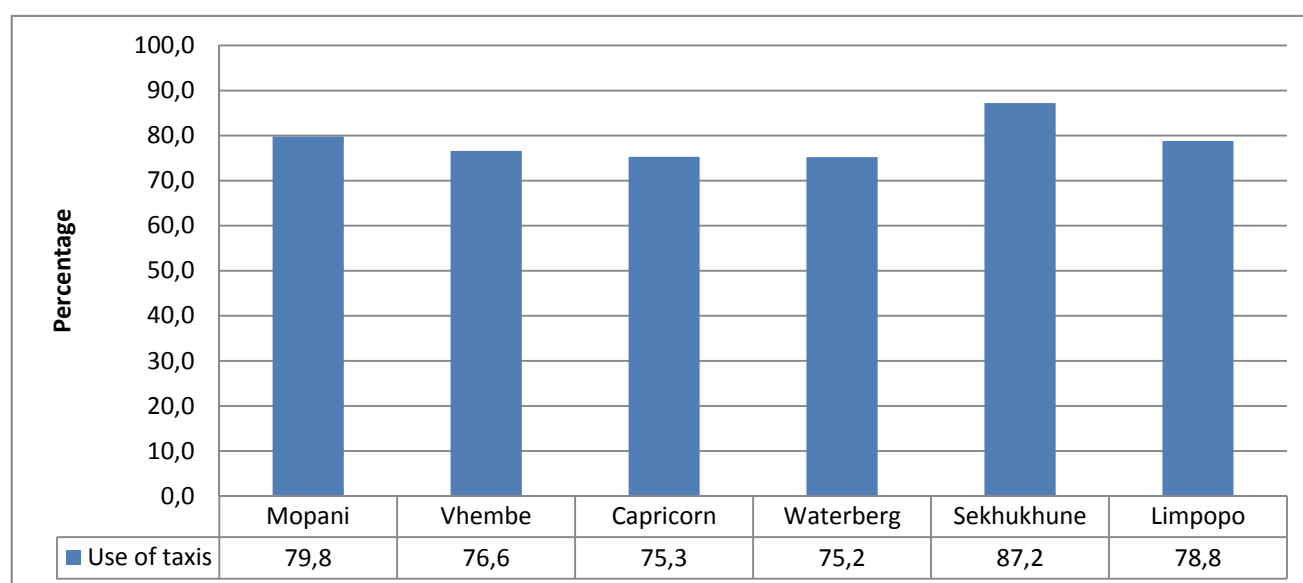
In both urban and rural areas, most households reported to have used taxis (to a greater extent) and buses (to a lesser extent) as their mode of public transport in the calendar month preceding the survey.

There were fewer variations in reasons supplied by non-users for not having used public transport. Service related reasons was the major and most common reason pertaining to both modes of transport for households who did not use public transport (taxis at 30,7% and buses at 35,7%). The second most common reason for not using a taxi was that travellers preferred private transport to taxis (21,4%) while their second most common reason for not travelling by bus was 'other reasons' (24,2%).

## 9.6 Use of minibus taxis

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

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



Percentages calculated within district municipalities.

Figure 9.6 shows the use of minibus taxis by municipality. About four in five households indicated that they had used minibus taxis in the province (78,8%). More than 75% of households in all the districts also reported to have used minibus taxis. The largest proportion of households were found in Sekhukhune DM (87,2%), Mopani DM (79,8%), and Vhembe DM (76,6%).

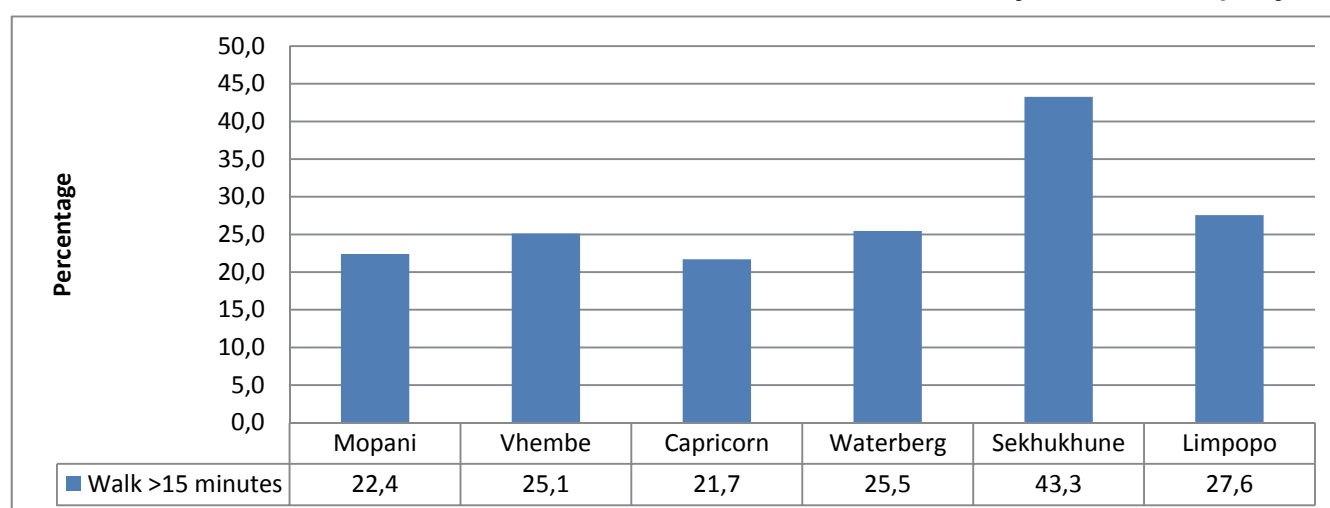
**Table 9.12: Time taken to walk to the nearest taxi rank/route station by those who used taxis during the calendar month preceding the survey**

District municipality	Time category (per cent calculated within district municipality)				Total
	1–15 min	16–30 min	31–60 min	60 min and more	
Mopani	77,6	17,5	4,3	0,6	100,0
Vhembe	74,9	20,5	3,7	1,0	100,0
Capricorn	78,3	15,2	5,5	0,9	100,0
Waterberg	74,5	21,3	3,6	0,6	100,0
Sekhukhune	56,7	29,1	12,5	1,6	100,0
<b>Limpopo</b>	<b>72,4</b>	<b>20,6</b>	<b>6,0</b>	<b>1,0</b>	<b>100,0</b>
Urban	81,6	15,8	2,4	0,2	100,0
Rural	70,3	21,7	6,8	1,2	100,0

Totals exclude unspecified cases of walking time.

Table 9.12 shows the time taken by households to reach the nearest taxi rank/route station during the calendar month preceding the survey. The majority of households in Limpopo (72,4%) walked for up to 15 minutes to get to the nearest taxi rank/route station. One in five households (20,6%) walked between 16 and 30 minutes, and seven per cent walked more than 30 minutes to get to the nearest taxi rank/route station. A similar pattern was also observed in geographical locations where most households indicated that they walked for up to 15 minutes, followed by those who walked between 16 and 30 minutes, and lastly those who walked for more than 30 minutes.

In all districts, most households indicated that they walked for up to 15 minutes to get to the nearest taxi rank/route station. Sekhukhune DM (12,5%) was the only district with a relatively large percentage of households that walked for 30 minutes or more to get to the nearest taxi rank/route station.

**Figure 9.7: Percentage of households who used taxis during the calendar month preceding the survey who walked for more than 15 minutes to reach their nearest taxi rank/route station by district municipality**

Percentages calculated within district municipalities.

Figure 9.7 shows that 27,6% of households in Limpopo travelled for more than 15 minutes to reach the nearest taxi rank/route station. Sekhukhune DM (43,3%), and Vhembe DM (25,1%) had the highest percentage of households who walked for more than 15 minutes to reach their nearest taxi rank/route station when compared to other districts.

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

Percentage of non-users	District municipality (per cent calculated within district municipality, all reasons combined)					Limpopo
	Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
Not available	10,4	21,4	10,4	17,5	40,1	17,8
Prefer bus	10,6	7,2	9,9	*	2,5	6,8
Prefer private transport	25,1	17,1	28,7	39,0	11,4	24,9
Can walk	6,5	1,9	5,9	9,1	2,3	5,2
Don't travel much	12,4	14,2	23,3	4,6	18,8	15,2
Reasons relating to service attributes	34,9	35,5	20,7	26,2	24,5	28,5
Other reasons	*	2,6	1,1	3,6	0,4	1,6
<b>Total</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>

Other reasons include: Taxis too expensive, reckless driving by taxi drivers, poor conditions of the roads, etc.

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

Table 9.13 illustrates the reasons that led to households not using minibus taxis during the calendar month preceding the survey, by district municipality. The most common reasons for not having used taxis in Limpopo during the calendar month preceding the survey were reasons relating to taxi service attributes (28,5%), and because travellers preferred private transport (24,5%). Mopani DM (34,9%) and Vhembe DM (35,5%) had the largest percentage of households that indicated service attributes as reasons for not using minibus taxis. A large proportion of the households in Waterberg DM (39,0%) and Capricorn DM (28,7%) preferred private transport. Households in Sekhukhune DM (40,1%) mentioned taxis not being available as the major reason for not having used taxis.

Table 9.14 shows the levels of dissatisfaction with minibus taxi services in Limpopo province. Amongst other attributes, facilities at the rank (50,4%), taxi fares (43,9%), and the waiting time for taxis (36,7%) were the factors that were most likely to create dissatisfaction amongst users. Facilities at taxi ranks were also the most important source of dissatisfaction in all municipalities, except in Mopani DM, where the most important reason provided was taxi fares.

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

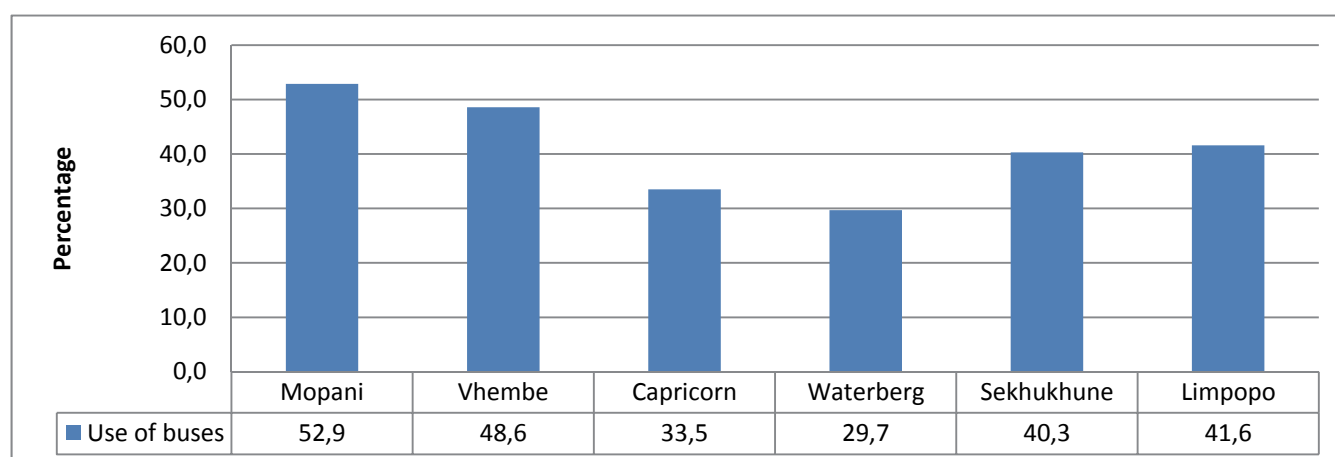
Attributes of the minibus taxi services	District municipality (per cent calculated across district municipalities)					Limpopo
	Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
The distance between the taxi rank/ route and your home	16,7	22,5	25,3	11,7	23,8	100,0
The travel time by taxi	14,3	23,2	28,0	13,0	21,5	100,0
Security on the walk to/from the taxi rank	16,2	27,2	26,8	9,7	20,1	100,0
Security at the taxi ranks	14,2	29,7	26,9	9,9	19,3	100,0
Security on the taxis	16,0	26,7	25,7	9,9	21,7	100,0
The level of crowding in the taxis	16,6	32,9	22,0	8,5	20,0	100,0
Safety from accidents	14,8	32,7	26,4	12,4	13,8	100,0
The frequency of taxis during peak period	17,3	18,1	28,6	17,2	18,8	100,0
The frequency of taxis during off-peak period	14,3	18,5	31,0	14,6	21,6	100,0
The waiting time for taxis	13,8	21,7	28,6	16,7	19,3	100,0
The taxi fares	15,7	29,3	23,6	14,1	17,3	100,0
The facilities at the taxi ranks, e.g. toilets, offices	9,5	31,3	25,9	16,4	16,9	100,0
Roadworthiness of taxis	14,9	28,9	26,6	13,0	16,6	100,0
Behaviour of the taxi drivers towards passengers	12,3	19,7	24,6	18,4	25,1	100,0
The taxi service overall	15,5	17,5	32,4	19,3	15,3	100,0
Attributes of the minibus taxi services	District municipality (per cent calculated within district municipalities)					Limpopo
	Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
The distance between the taxi rank/ route and your home	24,7	31,1	35,2	25,9	35,2	30,8
The travel time by taxi	15,9	24,5	29,6	21,6	23,4	23,2
Security on the walk to/from the taxi rank	21,6	39,5	33,8	19,3	30,1	29,4
Security at the taxi ranks	17,2	39,4	31,4	18,4	26,1	26,9
Security on the taxis	16,5	30,5	25,9	15,5	25,3	23,1
The level of crowding in the taxis	20,0	37,4	25,0	15,0	23,5	25,0
Safety from accidents	21,9	45,6	37,0	27,1	19,8	30,8
The frequency of taxis during peak period	20,8	21,0	33,1	31,5	22,7	25,5
The frequency of taxis during off-peak period	19,1	23,7	39,5	29,6	28,8	28,1
The waiting time for taxis	24,4	36,1	47,7	43,9	33,3	36,7
The taxi fares	33,0	58,4	47,0	44,6	35,6	43,9
The facilities at the taxi ranks, e.g. toilets, offices	22,5	73,6	59,3	59,1	40,1	50,4
Roadworthiness of taxis	23,3	42,5	39,2	30,4	25,2	32,4
Behaviour of the taxi drivers towards passengers	18,1	24,7	36,6	38,9	32,4	29,5
The taxi service overall	20,3	21,8	40,4	38,7	19,6	27,4

Respondents could select more than one attribute for percentage calculated within district municipalities.

## 9.7 Use of buses

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

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



Percentages calculated within district municipalities.

Figure 9.8 shows the percentage of households who used buses in the month preceding the survey. About two in five households (41,6%) reported to have used buses. The largest proportion of households who used buses were found in Mopani DM (52,9%), followed by Vhembe DM (48,6%). Waterberg DM (29,7%) had the lowest proportion of households that used buses.

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

District municipality	Time category (per cent calculated within district municipality)			Total
	1–15 minutes	16–30 minutes	> 30 minutes	
Mopani	76,0	17,5	6,5	100,0
Vhembe	75,8	21,7	2,4	100,0
Capricorn	79,6	15,3	5,1	100,0
Waterberg	76,4	18,5	5,1	100,0
Sekhukhune	70,8	22,0	7,2	100,0
<b>Limpopo</b>	<b>75,6</b>	<b>19,3</b>	<b>5,1</b>	<b>100,0</b>
<b>Geographic location</b>				
Urban	78,4	17,8	3,7	100,0
Rural	75,3	19,4	5,2	100,0

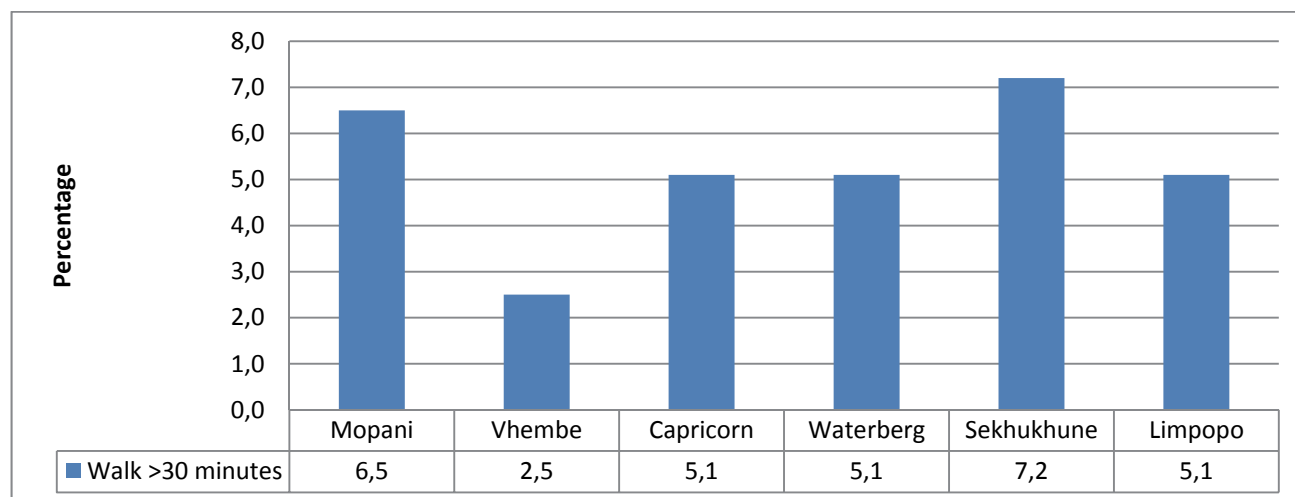
Totals excluded unspecified case of walking time.

Table 9.15 displays the time taken by households to get to the nearest bus stop/station during the calendar month preceding the survey. Most of the bus commuters (75,6%) indicated that they walked for up to 15 minutes to reach their nearest bus station, followed by 19,3% who walked between 16 and 30 minutes and 5,1% who walked for more than 30 minutes to reach the bus station. The same patterns were observed in all districts.



With geographic location, similar patterns emerged, with most of the households walking for up to 15 minutes, followed by those who walked between 16 and 30 minutes and those who walked for more than 30 minutes to get to the nearest bus station.

**Figure 9.9: Percentage of households who used buses during the calendar month preceding the survey who walked for more than 30 minutes to the nearest bus station by district municipality**



Percentages calculated within district municipalities.

Figure 9.9 depicts the percentage of households who used buses and who walked for more than 30 minutes to get to the nearest bus station in the month preceding the survey. Sekhukhune DM (7,2%) and Mopani DM (6,5%) had the highest percentages of households who walked for more than 30 minutes to the nearest bus stop, while Vhembe DM (2,5%) recorded the lowest percentage.

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

Reasons	District municipality (per cent within district municipality, all reasons combined)					Limpopo
	Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
Not available	14,1	13,9	12,7	24,0	15,4	15,9
Prefer taxi	19,2	34,0	24,9	18,2	18,8	23,1
Prefer private transport	8,1	9,7	11,0	13,5	5,4	9,7
Can walk	6,5	6,9	5,7	11,7	2,2	6,6
Don't travel much	11,0	9,3	6,6	3,9	9,3	7,9
Reasons relating to service attributes	40,6	24,6	38,7	27,0	47,9	35,7
Other	0,5	1,5	0,4	1,8	1,0	1,0
<b>Total</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>	<b>100,0</b>

Other reasons include: Prefer train, etc.

Table 9.16 summarises the main reasons why buses were not used during the calendar month preceding the survey. The main reasons that led to households not using buses were reasons relating to service attributes (35,7%), followed by prefer taxi (23,1%), and the unavailability of buses (15,9%). Within districts, the largest percentage of households that indicated reasons related to service attributes were found in Sekhukhune DM (47,9%), followed by Mopani DM (40,6%), and Capricorn DM (38,7%). A large percentage of those who highlighted that they preferred taxis were found in Vhembe DM (34,0%), followed by Capricorn DM (24,9%), and Mopani DM (19,2%)

**Table 9.17: Dissatisfaction with bus services by district municipality**

Attributes of the bus service	District municipality (per cent calculated across district municipalities)					Limpopo
	Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
The distance between the bus stop and your home	23,6	28,3	24,1	7,7	16,4	100,0
The travel time by bus	16,5	35,1	22,2	7,2	18,9	100,0
Security on the walk to/from the bus stop	19,4	31,5	25,9	5,7	17,4	100,0
Security at the bus stops	16,5	34,0	26,6	6,2	16,7	100,0
Security on the buses	17,3	34,7	23,9	7,1	17,0	100,0
The level of crowding in the bus	13,9	40,3	22,9	5,9	17,1	100,0
Safety from accidents	15,0	49,3	23,0	4,7	8,0	100,0
The frequency of buses during peak period	17,5	34,5	23,3	7,7	17,1	100,0
The frequency of buses during off-peak period	13,1	32,8	27,3	6,8	19,9	100,0
The punctuality of buses	17,5	32,8	24,9	4,9	20,0	100,0
The bus fares	20,3	34,3	29,3	4,1	12,0	100,0
The facilities at the bus stop, e.g. toilets, offices	13,0	37,3	23,5	8,6	17,6	100,0
Behaviour of the bus drivers towards passengers	20,1	32,4	27,5	6,6	13,4	100,0
The bus service overall	15,6	29,2	28,2	8,4	18,6	100,0
Availability of information	16,5	15,8	39,0	7,8	20,9	100,0
Attributes of the bus service	District municipality (per cent calculated within district municipality)					Limpopo
	Mopani	Vhembe	Capricorn	Waterberg	Sekhukhune	
The distance between the bus stop and your home	23,3	28,1	33,9	20,7	23,6	26,4
The travel time by bus	19,2	40,7	36,0	22,5	31,8	30,7
Security on the walk to/from the bus stop	18,4	37,2	35,4	14,9	26,5	27,2
Security at the bus stops	15,1	39,6	35,3	15,7	24,7	26,6
Security on the buses	13,3	33,7	26,0	14,5	20,7	21,9
The level of crowding in the bus	21,7	63,1	50,7	24,3	38,1	41,3
Safety from accidents	14,1	46,9	31,0	11,8	11,0	25,2
The frequency of buses during peak period	18,2	36,0	34,1	20,9	25,6	27,5
The frequency of buses during off-peak period	13,6	34,0	39,9	18,5	29,3	27,3
The punctuality of buses	15,6	29,3	31,2	11,4	25,8	23,6
The bus fares	15,4	25,6	30,7	8,3	12,9	19,8
The facilities at the bus stop, e.g. toilets, offices	24,0	74,9	62,1	43,0	50,9	50,9
Behaviour of the bus drivers towards passengers	15,0	24,9	30,0	13,7	14,5	20,2
The bus service overall	13,3	20,9	37,7	17,9	19,9	21,2
Availability of information	13,6	13,7	48,3	18,2	27,7	23,0

Respondents could select more than one attribute for percentage calculated within district municipalities.

Table 9.17 shows the level of dissatisfaction with bus services in the province. More than half of the households in Limpopo (50,9%) were dissatisfied with the facilities at the bus stop, followed by the level of crowding in buses (41,3%) and security on the walk to/from the bus stop (30,7%).

Facilities at the bus stop posed a huge problem for households in Vhembe DM (74,9%), followed by Capricorn DM (62,1%) and Sekhukhune DM (50,9%). The level of crowding in buses was another reason for dissatisfaction among households in Vhembe DM (63,1%), followed by Capricorn DM (50,7%) and Sekhukhune DM (38,1%). Security on the walk to/from the bus stop affected many households in Vhembe DM (40,7%), followed by Capricorn DM (36%) and Sekhukhune DM (31,8%).

## 10. Technical notes

### 10.1 The questionnaire

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

**Table 10.1: Contents of the questionnaire**

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

### 10.2 Transport Analysis Zones

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

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

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

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

### 10.3 Sampling and weighting

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

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

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

**Table 10.2: Sample distribution across provinces**

Province	Number of PSUs	Average number of dwelling units per PSU	Total number of dwelling units
Western Cape	559	10	5 528
Eastern Cape	710	11	7 497
Northern Cape	206	10	2 103
Free State	350	10	3 601
KwaZulu-Natal	965	10	9 806
North West	388	9	3 628
Gauteng	1 025	10	10 683
Mpumalanga	366	10	3 794
Limpopo	443	11	4 107
<b>South Africa</b>	<b>5 012</b>	<b>10</b>	<b>51 341</b>

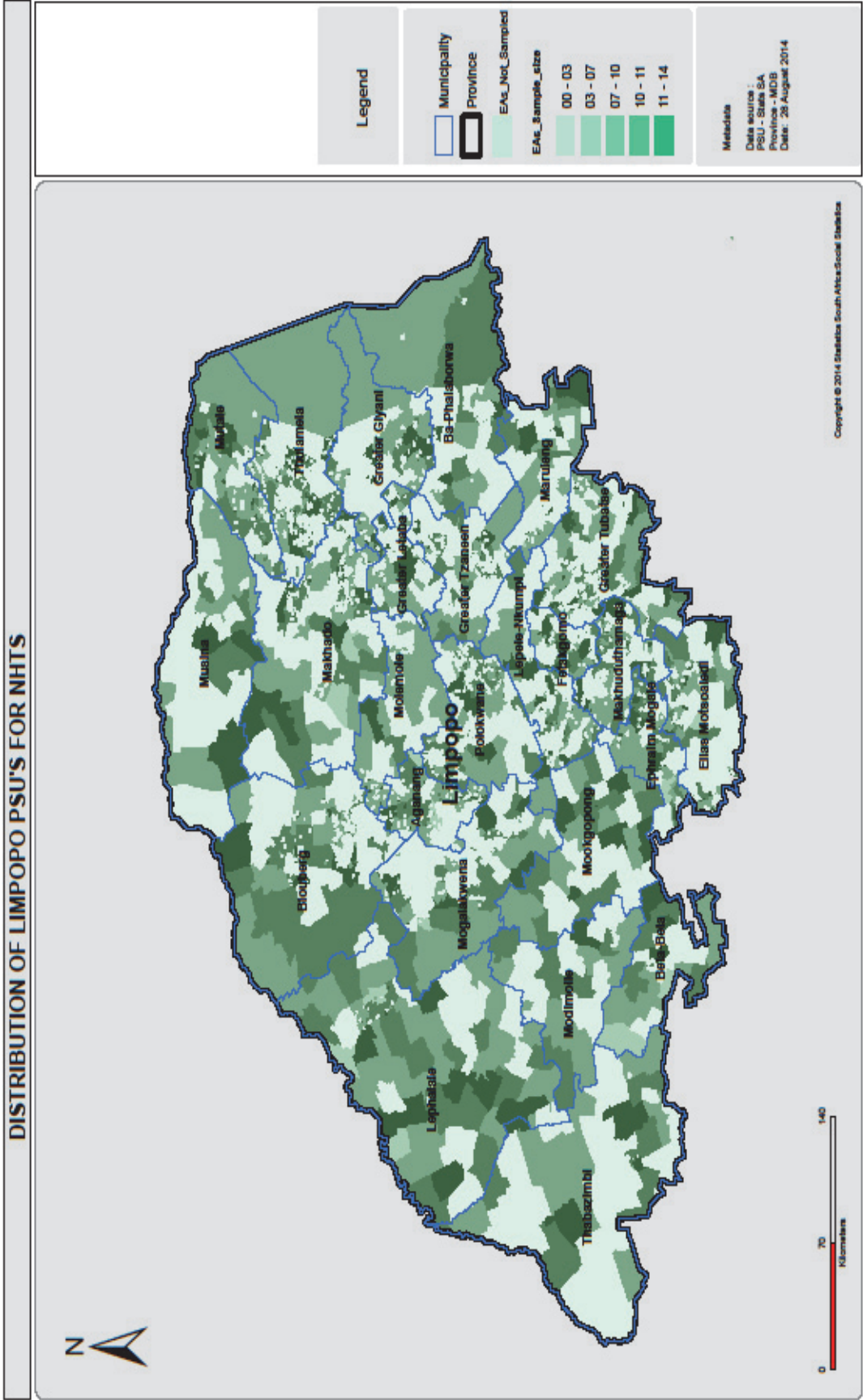
**Table 10.3: Sample distribution across municipality**

<b>Municipality</b>	<b>Number of PSUs</b>	<b>Average number of dwelling units per PSU</b>	<b>Total number of dwelling units</b>
Mopani	86	11	929
Vhembe	80	11	841
Capricorn	117	10	1226
Waterberg	74	11	791
Sekhukhune	86	11	914
<b>Limpopo</b>	<b>443</b>	<b>11</b>	<b>4 107</b>

#### 10.4 Data collection

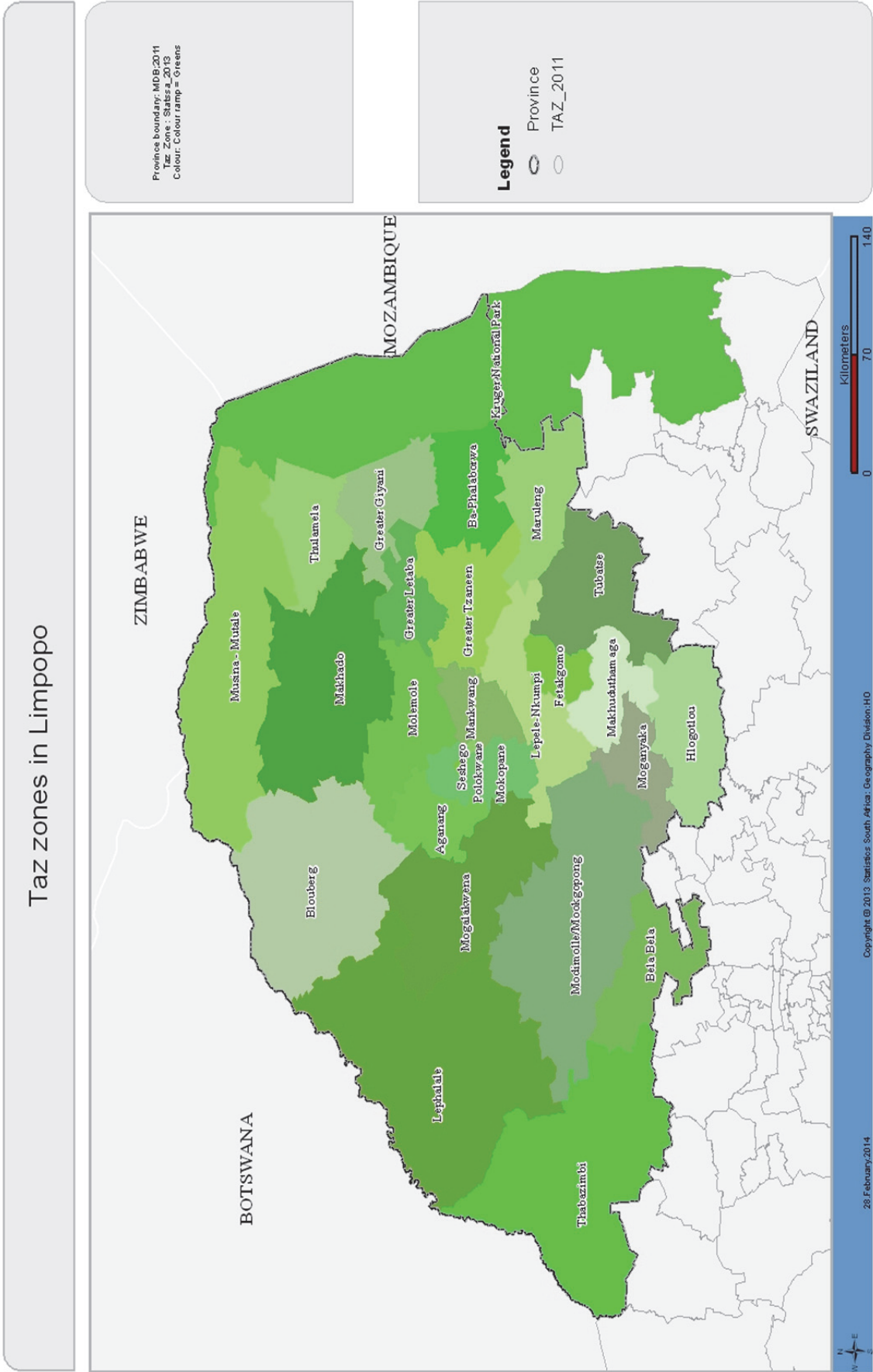
Data collection consisted of three phases: pre-enumeration, enumeration and post-enumeration as depicted in Figure 10.1. The primary activities during pre-enumeration are planning and publicity. The main purpose of publicity is to inform the potential respondents and stakeholders of the upcoming survey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

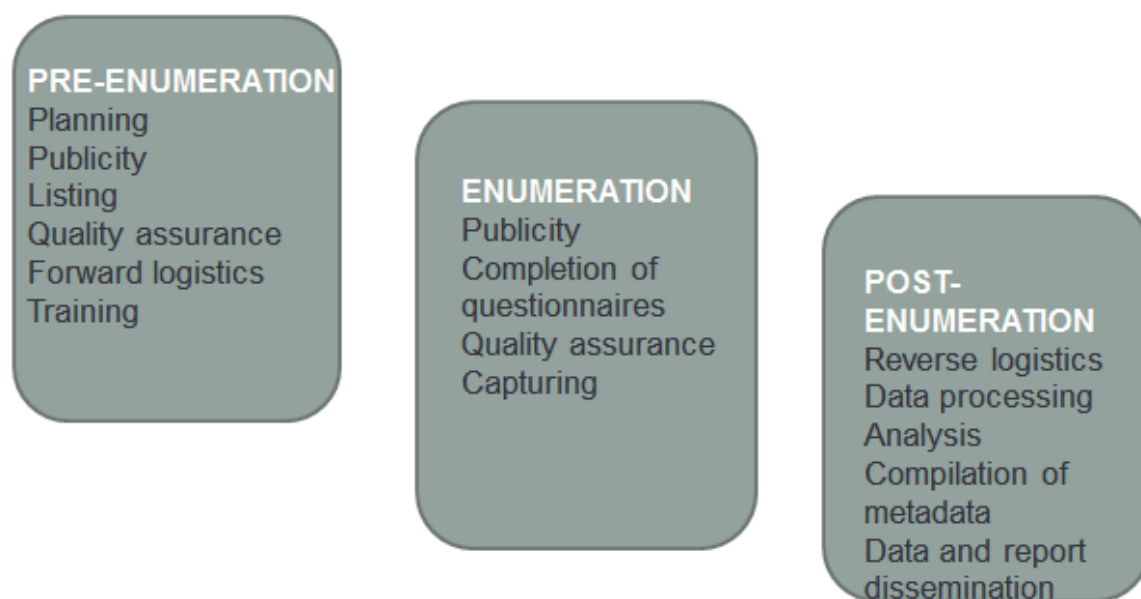
Map 10.1: PSU sample distribution





Map 10.2: TAZ zones in Limpopo



**Figure 10.1: Phases of data collection**

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

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

National training was conducted from 28 January to 1 February 2013 in Pretoria, and was attended by 65 trainers representing all nine provinces. They were responsible for provincial training which took place from 5 to 10 February 2013. Each training venue had sub-training venues, comprising 40 to 50 trainees per venue.

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

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

Data collection took place from 18 February to 20 March 2013. The data collection structure consisted of four levels as summarised in Table 10.4 below.

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



The following were the key roles of Quality Assurers:

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

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

**Table 10.4: Data collection staffing framework with roles and responsibilities**

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

**Table 10.5: Contract fieldwork force**

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

## 10.5 Response rates

The mapping of the 'final result' to the three response status categories ('Resp\_Code') is provided in Table 10.6, where response code 1 = Respondent, 2 = Non-respondent, and 3 = Out-of-scope. The table also shows the percentage of households in each category.

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

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

Table 10.6 summarises the response rates obtained nationally and in each province. The national response rate is slightly lower than that of the NHTS 2003, which was 86,6%. However, the decrease is in line with a general decrease in response rates for household surveys noted over the same time period.

**Table 10.7: National and provincial level response rates**

Province	NHTS 2013
Western Cape	85,1
Eastern Cape	90,4
Northern Cape	91,5
Free State	90,4
KwaZulu-Natal	90,3
North West	92,8
Gauteng	85,7
Mpumalanga	88,4
Limpopo	92,7
<b>South Africa</b>	<b>98,1</b>

## 10.6 Limitations of the study

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

## 10.7 Comparability with previous surveys

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

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

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

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

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

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

## Glossary

Concept	Definition
<b>Bakkie</b>	A light delivery vehicle (LDV), which is a truck of one ton or less.
<b>Bakkie taxi</b>	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.
<b>BRT bus</b>	Bus Rapid Transit system bus.
<b>Bus</b>	A road-based public transport vehicle which can carry more than about 18 passengers.
<b>Business trip</b>	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.
<b>Car</b>	A passenger motor vehicle owned by a private individual for his/her own convenience.
<b>Census geography</b>	<p>This term refers to the spatial divisions into which the country is demarcated for the purpose of NHTS enumeration as well as to facilitate data processing and analysis, and the reporting of results. The geography is essentially a hierarchical system of areas that vary according to the level of required information. The lowest level of the hierarchy is the enumeration area (EA). These are aggregated upwards into spatial units of varying sizes. The hierarchy is built as follows (from bottom to top, provinces being the top layer):</p> <p>Provinces</p> <p><i>District councils</i></p> <ul style="list-style-type: none"> <li>- <i>Category A (Eight Metros – stand alone, i.e. Tshwane, Johannesburg, City of Cape Town, Ekurhuleni, Nelson Mandela Bay, Buffalo City, Mangaung and eThekweni)</i></li> <li>- <i>Category C (spanning several local councils)</i></li> </ul> <p><i>Local Councils</i></p> <ul style="list-style-type: none"> <li>- <i>Category B</i></li> <li>- <i>District Management Areas (DMAs)</i></li> </ul> <p><i>Place names</i></p> <ul style="list-style-type: none"> <li>- <i>Cities, towns, suburbs, townships</i></li> <li>- <i>Administrative areas, tribal authorities, wards, villages</i></li> </ul> <p><i>Enumeration areas</i></p>
<b>Commuter</b>	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.
<b>Day trip</b>	A trip taken in the past twelve months, other than for educational, work and business purposes. Also consider a 2km or more away from usual home.
<b>Destination</b>	The end point of a trip.
<b>Domestic workers</b>	A domestic worker is a person employed <b>by a private household</b> 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 <b>cash</b> (as a wage) <b>or in kind</b> (food, clothes, accommodation may be provided in lieu of a cash wage). Also note the distinction ' <b>by a private household</b> ', this is important, since domestic-type work (e.g. cleaning, gardening etc.) that is

	undertaken by persons for a <b>private business</b> or government, is NOT domestic work.
Concept	Definition
<b>Dwelling under construction</b>	A dwelling that has not been built completely as yet.
<b>Dwelling unit</b>	A dwelling unit is a structure, part of a structure or group of structures that can be occupied by a household(s).
<b>Enumeration area</b>	An EA is the smallest geographical unit into which the country has been divided for census and survey purposes.
<b>Enumeration area type</b>	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.
<b>Facility</b>	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.
<b>Farms</b>	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.
<b>Gautrain</b>	An 80-kilometre (50 mi) mass rapid transit railway system in Gauteng, South Africa, which links Johannesburg, Pretoria, Ekurhuleni and OR Tambo International Airport.
<b>Home</b>	The residential base of a household. In some circumstances individuals may have a second home (migrant labour).
<b>Hostels</b>	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).
<b>Household</b>	A household is defined as a person, or group of persons, who has occupied a common dwelling unit (or part of it) for <b>at least four nights in a week</b> on average during the past four weeks prior to the survey interview. <b>This is described as the '4x4' (four-by-four) rule.</b> Basically, <b>they live together and share resources as a unit.</b> Other explanatory phrases can be 'eating from the same pot' and 'cook and eat together'. Persons who occupy the same dwelling unit but <b>do not share</b> food or other essentials, are regarded as <b>separate households</b> . 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.

Concept	Definition
<b>Household head/Acting household head</b>	<p>The household head 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:</p> <ul style="list-style-type: none"> <li>• Owns the household accommodation;</li> <li>• Is responsible for the rent of the household accommodation;</li> <li>• Has the household accommodation as an allowance (entitlement) etc.;</li> <li>• Has the household accommodation by virtue of some relationship to the owner, lessee, etc. who is not in the household; or</li> <li>• Makes the most decisions in the household.</li> </ul> <p>If two or more persons have equal claim to be the household head, or if people state that they are joint heads or that the household has no head, <b>then denote the eldest as the head</b>. Remember that the person who responds may not necessarily be the household head. You must ask the respondent who the household head is, and record it as that given to you. If the household head is an absentee head, i.e. does not reside at the dwelling unit for at least four nights a week, the acting household head (as indicated by the respondent) should be recorded as such on page 1 (Question A) of the questionnaire.</p> <p>If you find only children in a household (child-headed household), interview the eldest or the one taking responsibility.</p>
<b>Household members</b>	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.
<b>Informal dwelling</b>	A makeshift structure not erected according to approved architectural plans, for example, shacks.
<b>Informal settlements</b>	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.
<b>Institutions</b>	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.
<b>IRT bus</b>	Integrated Rapid Transit system bus.
<b>Learner</b>	A person who regularly attends a pre-school institution, a school, a college, a technikon or any other tertiary education or training institution.
<b>Licence codes</b>	<p>A1 = Small motor bike  A = Big motor bike  B = Light motor vehicle (LMV)  C = Heavy motor vehicle (HMTV) Rigid 16000 kg&gt;=  C1 = HMTV, 3500 kg up to 16000 kg  EC1 = Heavy duty vehicle  EC = Extra-heavy duty  EB = LMV with trailer exceeding 750 kg</p>
<b>Main destination</b>	The place that was visited in order to accomplish the main purpose of the trip.

Concept	Definition
<b>Main mode of travel</b>	The main mode of travel is the highest mode of travel used in the following hierarchy of travel modes: <ol style="list-style-type: none"> <li>1. Train</li> <li>2. Bus</li> <li>3. Taxi</li> <li>4. Car driver</li> <li>5. Car passenger</li> <li>6. Walking all the way</li> <li>7. Other</li> </ol>
<b>Main purpose of trip</b>	This is the purpose in the absence of which the trip would not have been made to the given destination or would not have been visited. A travel party, that is, a group of people making a trip together, has by convention only one main purpose for the trip e.g., a person accompanying his/her spouse on a business trip, but the main purpose still being business.
<b>Metered taxi</b>	A sedan, a cab or minibus which contains a meter which enables the operator to charge a passenger a rate per kilometre travelled.
<b>Metropolitan</b>	Covers the eight metropolitan local municipalities defined by the Municipal Structures Act, namely the entire jurisdictions of Cape Town, Ekurhuleni, eThekweni, Nelson Mandela Bay, Buffalo City, Mangaung, Johannesburg and Tshwane.
<b>Minibus-taxi</b>	A 10 to 16-seater vehicle which operates an unscheduled public transport service for reward. Most minibus-taxis operate to or from a rank.
<b>Mode of travel</b>	Type/means of transport used for travel purposes. This includes non-motorised transport, e.g. walking all the way, cycling or animal-drawn vehicles.
<b>Multiple household</b>	Multiple households occur when two or more households live in one sampled dwelling unit. <b>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.</b> The dwelling unit as a whole has been given one chance of selection and all households located there must be interviewed. <b>Note:</b> 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, <b>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.</b> 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.
<b>Non-motorised transport</b>	Any mode of travel without a motor to provide the motive force for the movement of the vehicle.
<b>Overnight trip</b>	A trip where one night or more is spent away from usual home. The trip has to be 2 km or further from usual home.
<b>Private transport</b>	All forms of motorised transports which were made by individuals in travel modes other than public transport. Thus private transport included car drivers, car passengers and company vehicle.
<b>Public transport</b>	All transport services for which passengers made payment, including trains, buses and taxis.
<b>Recreational land</b>	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.
<b>Respondent</b>	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.



Concept	Definition												
<b>Responsible adult</b>	If the household head is not available for the interview, it is possible to speak to another responsible adult in the household.												
<b>Rural</b>	A geographic classification applied by Stats SA for the population census, to differentiate the settlement type applicable to households. In this case the settlement type is associated with farming areas, traditional land and other non-urban dwelling places.												
<b>Sedan taxi</b>	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.												
<b>Sketch map</b>	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.												
<b>Special dwellings</b>	<p>Special dwellings (SDs) are dwellings or structures not privately occupied by a household but rather meant for individuals with one or more common characteristics. Occupants are usually provided with communal meals served from a common kitchen. Other facilities such as bathrooms and laundries are also shared. These dwellings include institutions such as hospitals, prisons, homes for special-care citizens (e.g. aged, disabled, juvenile offenders, etc.), boarding schools and some workers' hostels. They are sometimes called <i>non-private dwellings</i>. SDs can constitute one complete EA, but are often found in mixed EAs.</p> <p><i>Examples of special dwellings:</i></p> <table> <tr> <td>Hotels, motels</td><td>applies only to the guests</td></tr> <tr> <td>Hospitals/nursing homes</td><td>applies only to the patients or nurses</td></tr> <tr> <td>Prisons/reformatories</td><td>applies only to the inmates</td></tr> <tr> <td>Old-age homes</td><td>applies only to the aged</td></tr> <tr> <td>Retirement villages</td><td>applies only to those in frail-care</td></tr> <tr> <td>Boarding schools</td><td>applies only to the students</td></tr> </table>	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
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<b>Traditional dwelling</b>	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.												
<b>Transfer</b>	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.												
<b>Transport Analysis Zone</b>	Transport analysis zones are small area subdivisions that serve as the smallest geographic basis for travel demand model forecasting systems.												
<b>Travel day</b>	One randomly selected day of the week for which the detailed travel patterns of household members will be recorded.												
<b>Travel time</b>	Time between departure from home and arrival at the destination, in other words the door-to-door travel time.												
<b>Tribal settlements</b>	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.												
<b>Trip</b>	A one-way movement from an origin to a destination, to fulfil a specific purpose or undertake an activity.												
<b>Unoccupied dwelling</b>	A dwelling whose inhabitants are absent at the time of enumeration, e.g. on holiday or migrant workers.												
<b>Urban</b>	All areas classified as urban formal or urban informal according to the Census 2001 geographic classification, excluding areas classified as metropolitan by the Municipal Demarcation Board.												

Concept	Definition
<b>Urban settlements</b>	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.
<b>Vacant dwelling</b>	A dwelling that is uninhabited, i.e. no sign that anyone lives there.
<b>Vacant stand</b>	A stand, fenced or unfenced, which has no observable structure erected on it.
<b>Vacation trip</b>	Day/overnight trips taken for the purpose of holiday or leisure. Also considered to be 20 km or more away from household.
<b>Walking all the way</b>	Walking all the way from the dwelling unit to a destination. It could be a place of work or educational institutions, etc.
<b>Worker</b>	In the case of the NHTS, this term applies to any person who works. No distinction is made between occupational categories or classes.
<b>Workers' hostel</b>	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.

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**Enquiries:**

**Printing and distribution User Information Services**

Tel: 012 310 8358 or 012 310 8600

Fax: 012 321 7381 or 012 310 8500/8495

Email: [magdaj@statssa.gov.za](mailto:magdaj@statssa.gov.za) or [info@statssa.gov.za](mailto:info@statssa.gov.za)