National Household Travel Survey
Gauteng profile

Statistics South Africa

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The South Africa I know, the home I understand

NHTS Provincial Report
Gauteng Profile
June 2014

Statistics South Africa

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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
LM	Local district municipality
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

Sedibeng

West Rand

Ekurhuleni

City of Johannesburg

City of Tshwane

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 February and March 2013, and a total of 51 341 households and/or dwelling units were sampled, using a random stratified sample design. The findings are representative of the population of South Africa and can be analysed and reported on at provincial, municipal and Transport Analysis Zone (TAZ) levels.

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

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

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

Since 2003, South Africans have become more mobile and more dependent on transport over time. The percentage of the population using taxis and buses for transport has increased and taxis remain the dominant public transport mode used across all provinces. Trains are primarily used for work and education-related travel in Western Cape and Gauteng. There has been a reduction in transfers between different modes of public transport, signifying that the transportation system may be becoming more efficient. Challenges that will continue to need the attention of urban and transport planners include the increased travel times of especially metropolitan commuters, the cost of transport, the availability of buses, the poor condition of the roads and in some provinces such as Gauteng and Mpumalanga, the reckless driving by taxi drivers. The unavailability of public transport at specific times of the day or night is a problem in most areas, but was more specifically identified in Free State, KwaZulu-Natal and Limpopo.

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

Pali Lehohla
Statistics South Africa

1. Key findings

Introduction

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

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

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

Gaining a better understanding of household transport needs and behaviour

General travel patterns

Of the 12,6 million people who reside in Gauteng, 10,7 million people indicated that they undertook trips seven days prior to the interview. Most persons who undertook trips resided in City of Johannesburg (39,4%), followed by City of Tshwane (23,3%) and Ekurhuleni (23,1%). The smallest percentage of travellers were found in West Rand DM (6,8%).

Residents living in urban areas (87,7%) were more likely to travel than those who live in metropolitan (85,7%) and rural areas (83,1%). More males (51,7%) than females (48,3%) undertook trips and the same pattern emerged across all district municipalities. In the province, having no need to travel, followed by those who indicated that they were too old/young to travel and did not have a reason for travelling were the most common reasons given for not travelling.

Education and education-related travel

Learners' travel patterns and modes of transport

A total of 3,2 million learners were identified in Gauteng regardless of the type of institution attended. Individuals in metropolitan areas (83,7%) were more likely to attend educational institutions than those living in urban areas (14,0%) and rural areas (2,3%). Of the 2,1 million scholars, 842 000 were from City of Johannesburg and 539 000 were from City of Tshwane.

In terms of modes of transport used, 42,5% of the learners walked all the way to their educational institution, followed by those who used taxis (22,4%) and those who were passengers in a car/truck (21,2%). Only, 2,3% of learners used trains as their mode of travel in the province.

Most learners who attended pre-school and school walked all the way to reach educational institutions. Learners who attended higher educational institutions were more likely to use a car/ truck as driver (32,5%) and taxis (32,2%) to reach their educational institutions.

Learner's number of days and travel time

Most learners travelled for five days per week to their educational institutions regardless of the institution being attended.

The majority of learners (58,5%) left between 07:00 and 07:59 in the morning to thier place of learning. Slightly more than one in ten (13%) of learners travelled more than 60 minutes to reach their educational institutions. Learners in tertiary education (31,4%) were more likely to travel for more than 60 minutes. The majority of learners who walked all the way to their educational institution walked within 30 minutes (76,5%), followed by those who walked between 31 and 60 minutes (20,0%).

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

Workers' geographic location

About 85,2% of the workers in Gauteng were found in metropolitan areas, and close to 13% were in urban areas. The majority of the workers in rural areas were found in City of Tshwane (64,4%).

Workers' mode of travel

About 43% of the workers in the province used public transport as their main mode of transport to their workplace, whereas about 44% of workers used private transport and about 12,2% indicated that they walked all the way.

Out of about 2 million workers who used public transport, the majority used taxis (70,9%), followed by those who used trains (17,2%) and those who used buses (12,0%).

Close to 600 000 workers in Gauteng changed transport on their way to work, most transfers took place in City of Johannesburg (43,7%), Ekurhuleni (25,4%) and City of Tshwane (24,2%). Train and bus users were most likely to make transfers.

Time workers leave for work

About one-quarter (24,5%) of workers in Gauteng left their places of residences before 06:00, 26,4% of workers left between 07:00 and 07:59 to their workplace and 13,4% left 08:00 or later. The highest percentage of workers arrived at their workplace between 07:00 and 07:59 (42,1%), followed by those who arrived at 08:00 or later (31,5%).

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

The highest percentage of the workers who used public transport, walked for up to five minutes (43,6%) to get to their first public transport and about 17,2% walked for more than 15 minutes. Of 1,6 million workers in the province who indicated that they waited for their first public transport, about 56,6% waited for up to five minutes and 13% waited for more than 15 minutes. The workers who waited for more than 15 minutes were most likely to be from metropolitan and urban areas.

About 1,5 million workers in the province indicated that they walked at the end after being dropped by their public transport, 44% walked for up to five minutes and 16,4% walked for more than 15 minutes. The workers who were most likely to walk for more than 15 minutes were found in Ekurhuleni (18,4%), City of Tshwane (17,2%), City of Johannesburg (15,8%) and Sedibeng DM (15,7%).

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 2 km or more from the usual place of work. Of the 5 million workers that were interviewed, 616 000 indicated that they undertook business trips. City of Johannesburg (43,4%) had the highest proportion of workers who undertook business trips, followed by City of Tshwane (27,6%), while Sedibeng DM had the smallest proportion of workers (4,8%) who undertook a business trip.

More than half of the business trips were made using cars/trucks as drivers (58,8%). Aircraft (15,8%) were the second most common mode of travel used on business trips followed by taxis (11%). Taxis were mostly used in Ekurhuleni (14,1%) and West Rand DM (11,3%) for business trips.

Other travel patterns

Travel patterns refer to trips other than work, education and business-related trips. Day and/or overnight trips refer to periodical trips which are undertaken on a weekly, monthly or quarterly basis during the 12 months prior to the survey.

Day trips

About 5,9 million persons aged 15 years and older in Gauteng had undertook day trips. City of Johannesburg had the highest proportion of individuals who undertook day trips (45,4%), whilst West Rand DM had the smallest proportion of persons with 6%.

The most common reasons given by persons who undertook day trips in Gauteng were visiting home (33,2%), followed by shopping for business or personal purposes (27,6%) and visiting friends and/or family (19%). Persons who undertook day trips in the province, preferred using taxis (38,4%), followed by those who walked (22,6%) and car/bakkie/truck passengers (21,9%).

Overnight trips

About 4 million persons indicated that they undertook overnight trips. Of the overnight trips, most travellers in the province were from West Rand DM (68,9%) and Ekurhuleni (68,1%) and the least from City of Tshwane (50,4%).

The most common purpose stated by persons who undertook overnight trips was visiting home (63%), followed by visiting friends and/or family (16,8%) and attending funerals (8,6%) while the least common reason provided was travelling for shopping or personal business (3,0%).

More than half of the persons who undertook overnight trips used taxis (36,2%) as the mode of travel to their destinations. This was followed by car/bakkie/truck passenger (22,9%) and car/bakkie/truck driver (19,9%). Taxis were commonly used by travellers in West Rand DM (43,6%), followed by travellers in Sedibeng DM (43,0%) and Ekurhuleni (42,4%). Overnight trip travellers in City of Johannesburg (33,5%) and City of Tshwane (31,8%) were more likely to drive to their destinations compared to other district municipalities.

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

Ownership of bicycles and or access to cars

There were about 313 000 households with at least one bicycle in working order in the province, and 23 000 of those owned more than three bicycles and lived in metropolitan areas. About 39% of households had access to or owned cars and 4,4% had access to a company car.

Close to 40% of persons aged 18 years and older had driver's licences in the province and City of Tshwane (42,7%) had the highest proportion of persons with driver's licences. Approximately 3,5 million persons aged 18 years and older had light and heavy motor vehicle driver's licences and 60,3% of those were males whilst 39,7% were females. Roughly 201 000 persons 16 years and older had motorcycle driver's licences and about 44% of those were more than 50 years of age.

Household travel patterns, attitudes and perceptions

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

Travel times to services and facilities

Most of households who travelled to other shops (67,8%) travelled for 15 minutes or less, followed by those who travelled between 16 and 30 minutes (24,2%). Only 1,8% needed more than an hour. Even though nearly half (45%) households needed between 16 and 30 minutes to municipal offices, a small percentage indicated that they needed more than an hour (1,3%) to get there. Significantly, six in ten (58%) of households indicated that they needed more than an hour to travel to welfare offices and only 17,8% needed 15 minutes or less to get there.

Mode of travel used to get to services and facilities

In general, minibus taxis were mostly used to access services and public facilities. Nearly 38% of households used taxis to go to food or grocery shops and financial services.

Use of taxis, buses and trains

Taxis were the most prevalent mode of public transport used in the province (68,0%). Trains were the second most used mode of public transport (20,3%), followed by buses (15,0%).

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

Less than three per cent (2,3%) of households in the province walked for more than 30 minutes to the nearest bus station, while 25,4% walked for more than 30 minutes to train stations.

Households that indicated that they walked for more than 15 minutes to the nearest taxi rank in Gauteng were close to 21% and slightly more than a quarter were found in Ekurhuleni (25,9%).

Attitudes and perceptions about transport

No buses at specific times, reckless driving, taxis too expensive, congestion

The non-availability of buses (12,5%), reckless driving by taxi drivers (10,3%) and taxis too expensive (9,5%) were the three most important transport-related problems faced by households in the province. Non-availability of buses was mostly experienced in West Rand DM (19,9%), Ekurhuleni (17,8%) and the City of Johannesburg (11,8%). Reckless driving was a problem experienced by more than one in ten households: City of Johannesburg (12,3%) and City of Tshwane (10,7%).

Dissatisfaction with taxi, bus, and train services

About 58,4% of households that made use of taxis complained about the behaviour of the taxis drivers, followed by the facilities at the taxi ranks (58,1%). Households that made use of buses were more likely to be dissatisfied with facilities at bus stops (43,6%) and the level of crowding in the buses (38,3%). Of households who used train services, 81% of households indicated that they were not satisfied with the level of crowding in the trains, followed by those who complained about the punctuality of the trains (67,6%).

Factors influencing household's choice

Provincially, travel time, travel cost and flexibility were the top three factors influencing household's choice. Travel costs was mentioned by households in City of Johannesburg (27,4%), followed by City of Tshwane (26,2%) and Ekurhuleni (24,7%).

Usage of non-motorised transport

Use of non-motorised transport

In the province, about 12% of workers walked all the way to work (11,7%), while less than one per cent cycled all the way to work (0,8%). Workers living in rural areas were more likely to walk all the way than those in urban areas, while workers from urban areas were more likely to cycle all the way.

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 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 level of affordability);
c. To assess attitudes towards transport services and facilities;
d. To measure the availability, ownership and use of motor cars;
e. To understand the travel choices of different market segments;
f. To determine accessibility to services such as workplaces, education facilities, social needs markets and others;
g. To assess the effectiveness of the existing subsidy mechanisms;

h. To assist in identifying the disadvantaged regions and transport needs for investment in transport infrastructure;
i. To measure key performance indicators (KPIs) as required by the National Land Transport Act (Act No. 5 of 2009) and the National Land Transport Strategic Framework;
j. To measure usage of non-motorised transport by households; and
k. To assess accessibility of public transport for people with disabilities and the elderly in the communities.

2.3 Target population

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

3. General travel patterns

3.1 Trips undertaken during the seven days preceding the survey

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.

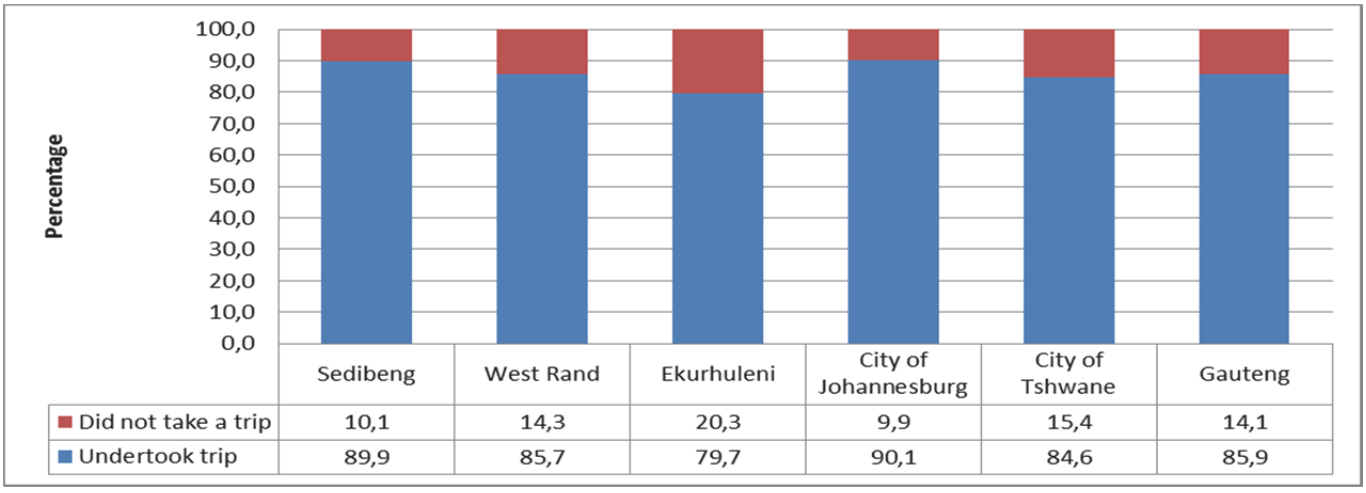
Table 3.1: Persons who undertook trips in the seven days prior to the interview by district municipality

District municipality	Undertook trip		Population	
	Number ('000)	Percentage of GP	Number ('000)	Percentage of GP
Sedibeng	795	7,4	894	7,1
West Rand	725	6,8	857	6,8
Ekurhuleni	2 464	23,1	3 154	25,0
City of Johannesburg	4 206	39,4	4 741	37,5
City of Tshwane	2 492	23,3	2 983	23,6
Gauteng	**10 682**	**100,0**	**12 628**	**100,0**

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

Table 3.1 shows the number of people who undertook trips seven days prior to the interview in Gauteng. Of the 12,6 million people who reside in Gauteng, 10,7 million people indicated that they undertook trips seven days prior to the interview. Most persons who undertook trips resided in City of Johannesburg (39,4%), followed by City of Tshwane (23,3%) and Ekurhuleni (23,1%). The smallest percentage of travellers were found in West Rand DM (6,8%).

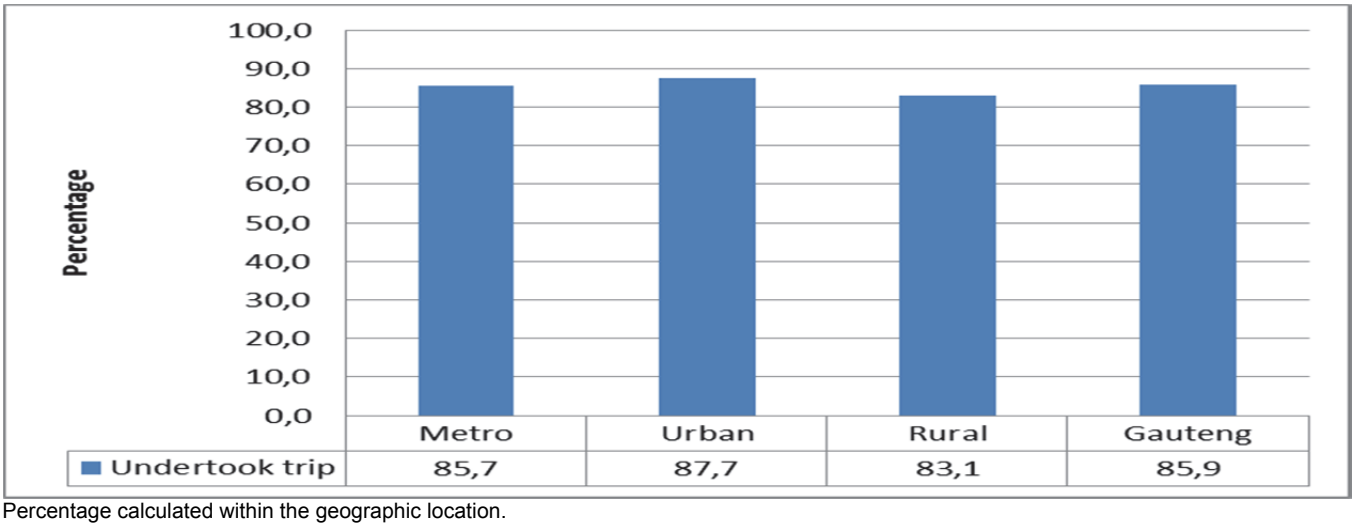
Figure 3.1: Percentage of persons who travelled during the seven days prior to the interview by district municipality



Percentage calculated within the district municipality.

Figure 3.1 illustrates that about 86% of the persons in Gauteng undertook trips during the seven days prior to the interview. Individuals living in the following district municipalities were most likely to travel in the seven days prior to the interview: City of Johannesburg (90,1%), Sedibeng DM (89,9%) and West Rand DM.

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



Percentage calculated within the geographic location.

According to Figure 3.2, the largest percentage of people who undertook trips in the seven days prior to the interview resided in the urban areas (87,7%), followed by those residing in metro (85,7%) and rural areas (83,1%).

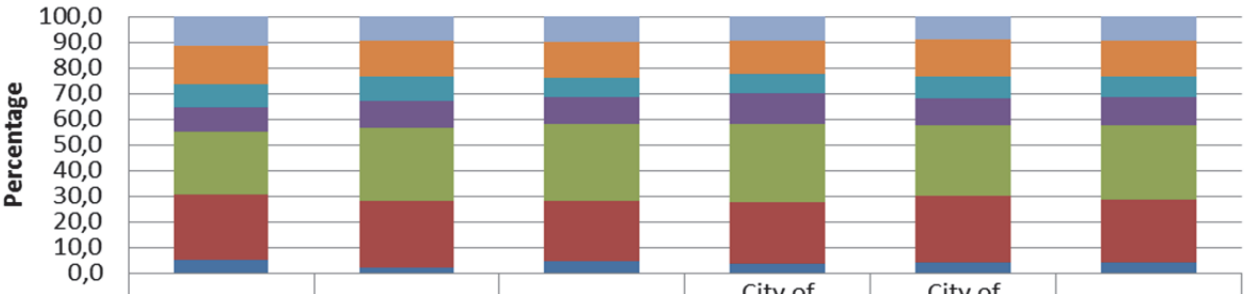
Table 3.2: Persons who undertook trips in the seven days prior to the interview by district municipality and sex

District municipality	Number of persons who undertook trips ('000)	Sex			
		Male		Female	
		Number ('000)	Percentage of district municipality	Number ('000)	Percentage of district municipality
Sedibeng	795	411	51,7	384	48,3
West Rand	725	388	53,5	337	46,5
Ekurhuleni	2 464	1 309	53,1	1 155	46,9
City of Johannesburg	4 206	2 137	50,8	2 069	49,2
City of Tshwane	2 492	1 273	51,1	1 219	48,9
Gauteng	**10 682**	**5 518**	**51,7**	**5 164**	**48,3**

Percentage calculated within the district municipality, within Gauteng.

Table 3.2 indicates that more males (51,7%) than females (48,3%) undertook trips seven days prior to the interview in the province. The same pattern can be observed across all municipalities.

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



	Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
0-6	11,2	9,6	10,0	9,5	9,1	9,7
7-14	15,3	14,1	13,7	12,8	14,2	13,6
15-19	8,9	9,0	7,9	7,8	8,6	8,2
20-25	9,4	10,7	10,2	11,8	10,4	10,8
26-40	24,5	28,6	29,9	30,7	27,7	29,2
41-64	25,8	26,0	23,8	23,9	26,0	24,6
65 plus	4,9	1,9	4,5	3,5	4,0	3,9

Percentages calculated within district municipalities.

Figure 3.3 shows that the highest percentage of people who undertook trips are in the age group 26–40 years (29,2%), followed by those aged 41–64 years (24,6%) and persons aged 7–14 years (13,6%). The age group least likely to travel were those aged 65 years and older (3,9%).

In City of Johannesburg, persons aged 26–40 years (30,7%) were more likely to travel compared to other age groups, followed by persons aged 41–64 years (23,9%). Persons aged 26–40 years (27,7%) in City of Tshwane were more likely to travel than other age groups, followed by persons aged 41–64 years (26,0%). Only less than two per cent of persons aged 65 years and older in West Rand DM (1,9%) undertook trips.

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

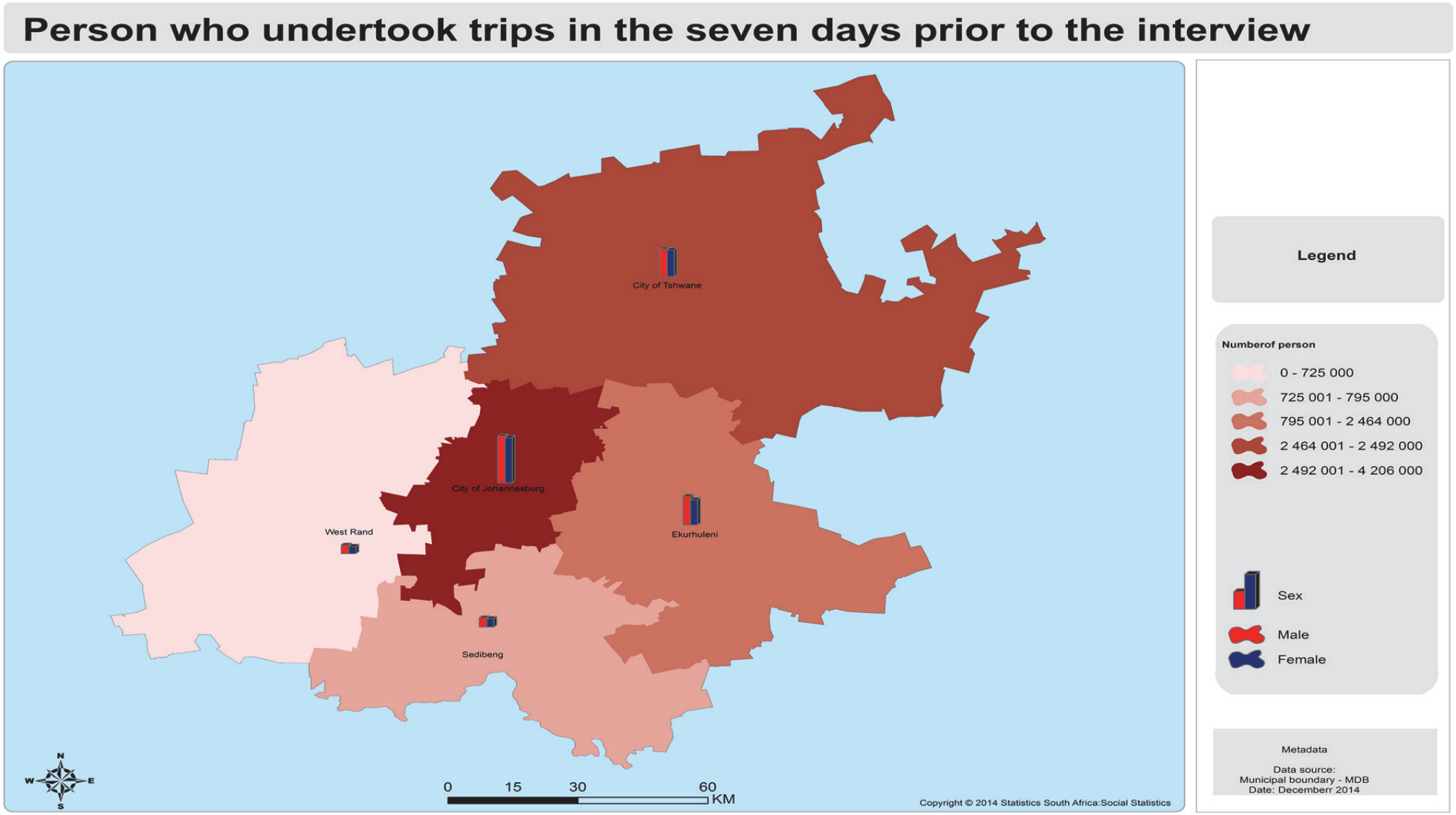
Age group	Statistics (numbers in thousands)	Days of the week						
		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Sex								
Male	Number	5 305	5 226	5 259	5 186	5 187	3 017	2 896
	Per cent	84,2	83,4	84,0	82,7	82,6	49,0	47,4
Female	Number	4 604	4 538	4 581	4 501	4 550	2 672	2 947
	Per cent	75,1	74,2	75,0	73,6	74,3	44,5	49,3
Total	**Number**	**9 909**	**9 764**	**9 839**	**9 687**	**9 737**	**5 689**	**5 843**
	Per cent	**79,7**	**78,8**	**79,6**	**78,2**	**78,5**	**46,8**	**48,3**
Age group								
0–2 yrs	Number	287	281	285	275	284	161	206
	Per cent	46,2	45,5	46,0	44,6	45,9	26,4	33,6
3–4 yrs	Number	299	297	297	298	296	104	145
	Per cent	76,9	76,6	76,7	76,6	76,5	27,4	38,0
5–6 yrs	Number	381	380	379	379	377	125	148
	Per cent	95,6	95,6	95,8	95,7	95,4	33,0	38,8
7–14 yrs	Number	1 496	1 486	1 480	1 484	1 486	477	615
	Per cent	97,7	97,5	97,5	97,4	97,6	32,6	41,9
15–19 yrs	Number	869	860	866	860	862	360	393
	Per cent	91,3	90,7	91,2	90,8	91,1	39,4	43,2
20–25 yrs	Number	1 057	1 042	1 055	1 027	1 028	678	656
	Per cent	77,2	76,6	77,2	75,3	75,1	50,7	49,2
26–40 yrs	Number	2 857	2 798	2 811	2 770	2 783	1 937	1 813
	Per cent	80,4	78,7	79,4	78,1	78,3	55,2	52,1
41–54 yrs	Number	1 711	1 682	1 701	1 660	1 682	1 139	1 080
	Per cent	81,0	79,8	80,9	78,5	79,4	54,8	52,5
55 yrs and older	Number	950	939	966	935	940	707	787
	Per cent	63,5	63,1	65,0	62,8	63,1	47,7	53,3

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

Table 3.3 summarises the days of the week when people usually travelled in Gauteng. More than 80% of males indicated that they travelled during weekdays. However, this figure decreases on Saturdays and Sundays. Slightly more than seven in ten women travelled on weekdays. However, on Sundays, females (49,3%) tended to travel more than males (47,4%).

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 the age group 0–2 years were the least likely to travel on any given day, followed by the 55 years and older age group.

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 reasons for walking all the way

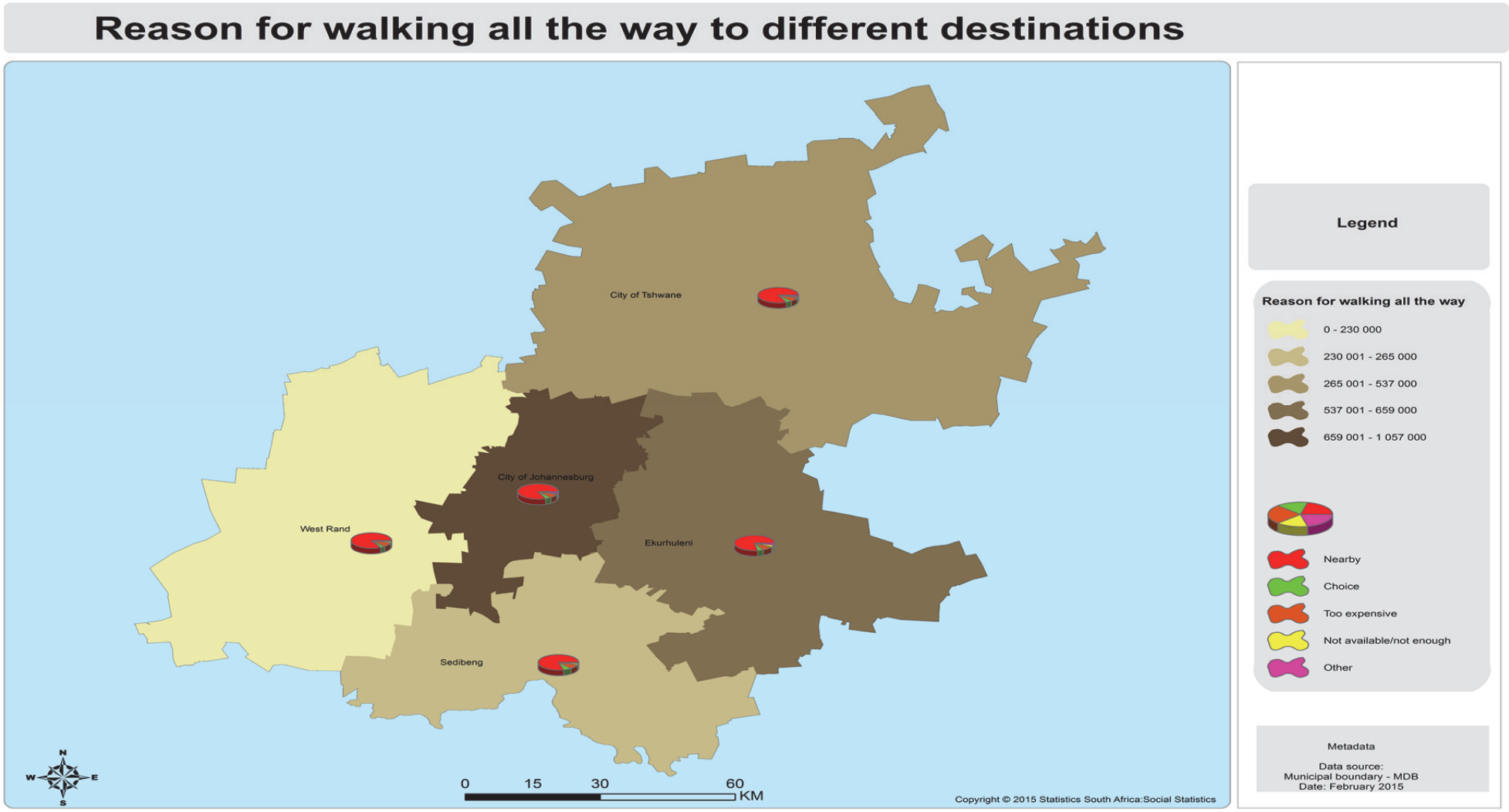


Table 3.4: Main reasons for not travelling in the seven days prior to the interview by district municipality

Main reason for not travelling	Statistics (numbers in thousands)	District municipality					
		Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
Did not need to travel	Number	23	56	222	183	183	**666**
	Per cent	27,1	47,9	36,6	43,3	42,2	**40,1**
Financial reasons/ too expensive	Number	15	7	105	56	48	**230**
	Per cent	17,6	5,8	17,2	13,2	11,2	**13,8**
Not well enough to travel/sick	Number	5	5	12	15	15	**51**
	Per cent	5,6	4,3	1,9	3,5	3,5	**3,1**
Taking care of children/ sick/elderly relative	Number	4	3	18	12	20	**56**
	Per cent	5,1	2,2	2,9	2,8	4,6	**3,4**
Not enough time to travel	Number	1	*	4	15	3	**24**
	Per cent	1,4	*	0,7	3,5	0,6	**1,4**
Disabled: transport inaccessible	Number	2	*	6	6	8	**22**
	Per cent	2,6	*	0,9	1,3	1,9	**1,3**
Too old/young to travel	Number	15	24	64	89	87	**279**
	Per cent	18,1	20,3	10,5	21,1	20,1	**16,8**
No particular reason	Number	10	17	144	34	53	**258**
	Per cent	12,0	14,6	23,7	8,1	12,2	**15,5**
Other reasons	Number	9	4	34	13	16	**76**
	Per cent	10,7	3,7	5,5	3,1	3,7	**4,6**
Total	**Number**	**84**	**116**	**608**	**423**	**432**	**1 663**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 3.4 shows the main reasons provided for not travelling in the seven days before the interview by municipality. Out of 1,7 million persons who did not travel, 40,1% said they did not need to travel, while 16,8% said they were too old/young to travel.

West Rand DM (47,9%) had the largest proportion of people who had no need to travel, while Sedibeng DM (27,1%) had the lowest. The main reasons provided by persons in City of Tshwane for not travelling were they did not need to travel (42,2%), followed by too old/young to travel (20,1%). Too old/young to travel (18,1%) and financial factors (17,6%) were the second and third most commonly given reasons in Sedibeng DM.

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

Main reasons for not travelling	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	82	5	22	31	90	205	118	113	**666**
	Per cent	25,5	28,1	34,4	44,4	44,3	48,0	48,2	36,2	**40,1**
Financial reasons/too expensive	Number	14	3	13	16	42	77	41	25	230
	Per cent	4,3	15,4	20,3	23,4	20,7	18,0	16,6	7,9	13,8
Not well enough to travel/sick	Number	*	*	3	3	*	9	10	24	**51**
	Per cent	*	*	4,7	4,1	*	2,1	4,1	7,8	**3,1**
Taking care of children/ sick/elderly relative	Number	*	*	*	2	9	26	13	5	**56**
	Per cent	*	*	*	3,3	4,5	6,0	5,3	1,7	**3,4**
Not enough time to travel	Number	3	*	*	*	5	6	3	5	**24**
	Per cent	1,1	*	*	*	2,7	1,5	1,3	1,6	**1,4**
Disabled: transport inaccessible	Number	*	*	*	*	*	7	5	6	**22**
	Per cent	*	*	*	*	*	1,6	2,1	2,0	**1,3**
Too old/young to travel	Number	191	3	7	*	*	*	2	74	**279**
	Per cent	59,0	15,4	10,5	*	*	*	0,9	23,7	**16,8**
No particular reason	Number	25	4	15	13	39	73	42	48	**258**
	Per cent	7,6	19,8	23,0	18,4	19,5	17,1	17,1	15,3	**15,5**
Other reasons	Number	7	3	3	2	15	23	11	12	**76**
	Per cent	2,1	14,2	4,2	3,4	7,2	5,5	4,5	3,9	**4,6**
Total	**Number**	**323**	**19**	**64**	**69**	**202**	**426**	**246**	**313**	**1 663**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 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 groups than in other age groups.

4. Education and education-related travel patterns

4.1 Introduction

Transport is important to make educational institutions accessible. Some of the objectives of the Gauteng Department of Roads and Transport are to make transportation safe and accessible to all. In addition, the province opts to make their transport system sustainable by encouraging Non-motorised Transport (NMT), especially walking. The 5-year Gauteng Transport Implementation Plan (2012) indicates that there was a programme called The Shova Kalula (Easy Ride) programme that focused on providing scholars with bicycles. Moreover, pedestrian paths were also built in order to address the number of pedestrian accidents that occurred across the province.

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

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

Indicator	District municipality						
	Statistics (numbers in thousands)	**Sedibeng**	**West Rand**	**Ekurhuleni**	**City of Johannesburg**	**City of Tshwane**	**Gauteng**
Type of institution							
Pre-school	Number	46	28	101	162	117	**453**
	Per cent	17,1	12,1	15,0	12,9	13,8	**13,8**
School	Number	186	164	468	842	539	**2 198**
	Per cent	69,5	71,4	69,9	66,9	63,6	**67,2**
ABET and literacy classes	Number	2	6	6	8	7	**28**
	Per cent	0,8	2,6	0,8	0,6	0,8	**0,9**
Higher educational institution	Number	16	17	42	159	124	**357**
	Per cent	6,0	7,4	6,2	12,7	14,6	**10,9**
FET college	Number	11	9	35	54	46	**155**
	Per cent	4,0	4,1	5,2	4,3	5,4	**4,7**
Other	Number	7	6	18	34	16	**81**
	Per cent	2,7	2,4	2,8	2,7	1,9	**2,5**
Total	**Number**	**268**	**229**	**669**	**1 258**	**848**	**3 272**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Geographic location							
Metro	Number	*	*	901	1 458	891	**3 250**
	Per cent	*	*	99,8	99,8	92,6	**83,7**
Urban	Number	285	258	*	*	*	**542**
	Per cent	98,7	96,4	*	*	*	**14,0**
Rural	Number	4	10	*	*	71	**89**
	Per cent	1,3	3,6	*	*	7,4	**2,3**
Household income quintiles							
Quintile 1 (Lowest income quintile)	Number	41	33	111	179	121	**485**
	Per cent	14,2	12,4	12,2	12,3	12,6	**12,5**
Quintile 2	Number	54	51	153	189	126	**573**
	Per cent	18,8	19,2	16,9	12,9	13,0	**14,8**
Quintile 3	Number	52	51	196	291	189	**780**
	Per cent	18,1	19,1	21,7	20,0	19,7	**20,1**
Quintile 4	Number	82	60	198	293	203	**836**
	Per cent	28,5	22,4	21,9	20,0	21,1	**21,5**
Quintile 5 (Highest income quintile)	Number	59	71	245	508	323	**1 207**
	Per cent	20,4	26,8	27,2	34,8	33,6	**31,1**

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

According to Table 4.1, it is evident that most learners in Gauteng were attending school (67,2%), followed by those who were attending pre-school (13,8%). The province had approximately 11% of learners who were attending higher education and 5% attending FET colleges.

As might be expected, the highest percentage of learners attending an educational institution were residing in the metropolitan areas (83,7%) followed by urban and rural areas (14,0% and 2,3% respectively). Approximately three in ten learners were falling in the highest income quintile (31,1%), and 21,5% in the fourth quintile, while 12,5% were found in the lower income quintile.

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

Indicator	Statistics (numbers in thousands)	Main mode							
		Public transport			Private transport		Walking all the way	Other	Total %
		Train	Bus	Taxi	Car/truck driver	Car/truck passenger			
Scholars and disability status									
Scholars	Number	24	155	437	21	471	1 001	27	**2 137**
	Per cent	1,1	7,3	20,5	1,0	22,1	46,8	1,3	**100,0**
Disabled scholars	Number	5	*	13	*	11	66	36	**66**
	Per cent	7,6	*	19,5	*	16,0	1,7	55,2	**100,0**
Geographic location of scholars									
Metro	Number	21	111	374	20	412	776	23	**1 737**
	Per cent	1,2	6,4	21,5	1,1	23,7	44,7	1,3	**100,0**
Urban	Number	2	32	57	*	55	184	4	**334**
	Per cent	0,5	9,5	17,0	*	16,4	55,2	1,3	**100,0**
Rural	Number	1	12	7	*	4	40	*	**66**
	Per cent	1,6	18,3	10,6	*	6,7	60,9	*	**100,0**
Household income quintile of scholars									
Quintile 1 (Lowest income quintile)	Number	3	15	49	*	14	192	1	**274**
	Per cent	1,0	5,6	17,8	*	5,0	70,1	0,5	**100,0**
Quintile 2	Number	6	34	49	*	18	257	1	**365**
	Per cent	1,7	9,3	13,4	*	5,0	70,4	0,2	**100,0**
Quintile 3	Number	5	37	101	*	33	280	2	**458**
	Per cent	1,1	8,0	22,0	*	7,3	61,2	0,4	**100,0**
Quintile 4	Number	8	36	138	14	79	198	10	**483**
	Per cent	1,6	7,5	28,5	3,0	16,3	40,9	2,1	**100,0**
Quintile 5 (Highest income quintile)	Number	2	33	101	7	327	74	14	**557**
	Per cent	0,3	5,9	18,1	1,3	58,8	13,2	2,4	**100,0**

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

Table 4.2 illustrates the main mode of travel used by scholars to get to school. In Gauteng, 'walking all the way' was the primary method used by scholars to reach their school (46,8%). This is also true for disabled scholars (55,2%). Travelling by car/truck as passenger (22,1%) was the second most used mode of travel by scholars, followed by taxis (20,5%). Disabled scholars (19,5%) indicated travelling by taxis as their second most used mode of travel.

In terms of geographic locations, 'walking all the way' was the primary method used by scholars to reach their educational institutions – 55,2% in urban areas and 44,7% in metro areas. Travelling by car/truck as passenger was the second most commonly used mode of travel for scholars in metro areas (23,7%), followed by taxis (21,5%). A significant percentage of scholars in rural areas (18,3%) used buses, followed by those who travelled to school by taxis (10,6%).

Most households walked all the way to their educational institutions, except for those households within the highest income quintile, who used car/truck as passenger as their main mode of travel.

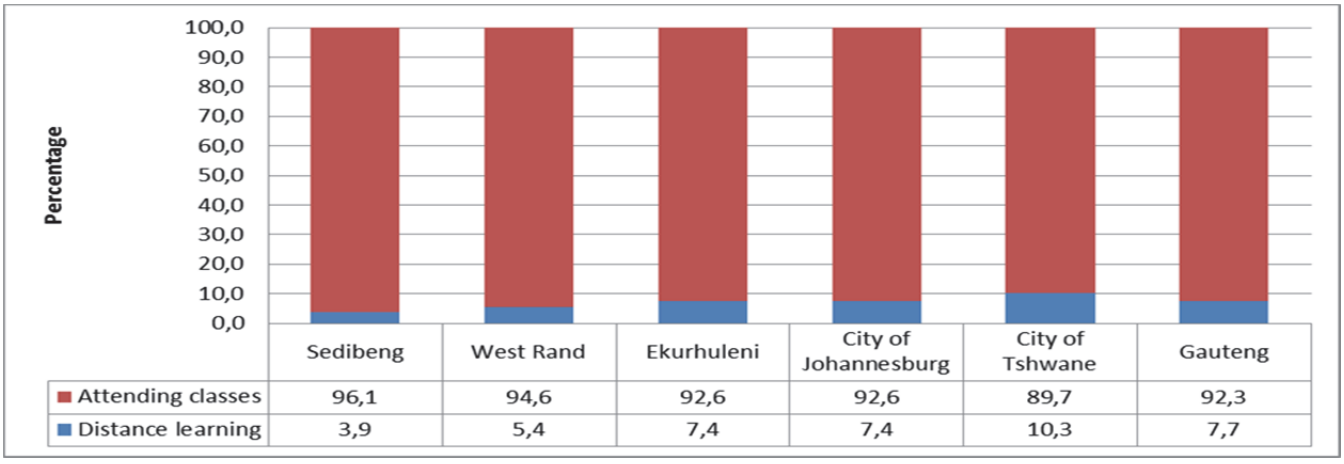
Table 4.3: Attendance of educational institution through attending classes or distance learning by district municipality

District municipality	Statistics (numbers in thousands)	Learners who completed question	Attending classes	Distance learning
Sedibeng	Number	284	273	11
	Per cent	7,9	8,2	4,0
West Rand	Number	242	229	13
	Per cent	6,7	6,9	4,7
Ekurhuleni	Number	850	787	63
	Per cent	23,5	23,6	22,5
City of Johannesburg	Number	1 345	1 246	100
	Per cent	37,2	37,3	35,7
City of Tshwane	Number	893	801	92
	Per cent	24,7	24,0	33,1
Gauteng	**Number**	**3 614**	**3 336**	**279**
	Per cent	**100,0**	**100,0**	**100,0**

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

Table 4.3 presents information on learners who attended classes and learned through distance learning. Of the 3,6 million learners, about 3,3 million attended classes and 279 000 learned through distance learning. Learners in City of Johannesburg counted the largest percentage of both learners who attended classes and distance learning (37,3% and 35,7%) respectively. City of Tshwane contributed about a quarter of learners who attended classes (24,0%) which was the second highest in the province; West Rand DM (6,9%) contributed the least percentage.

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



Percentages calculated within municipalities.

According to Figure 4.1, the majority of the learners in Gauteng were attending classes (92,3%) compared to those studying through distance learning (7,7%). The same pattern could 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.

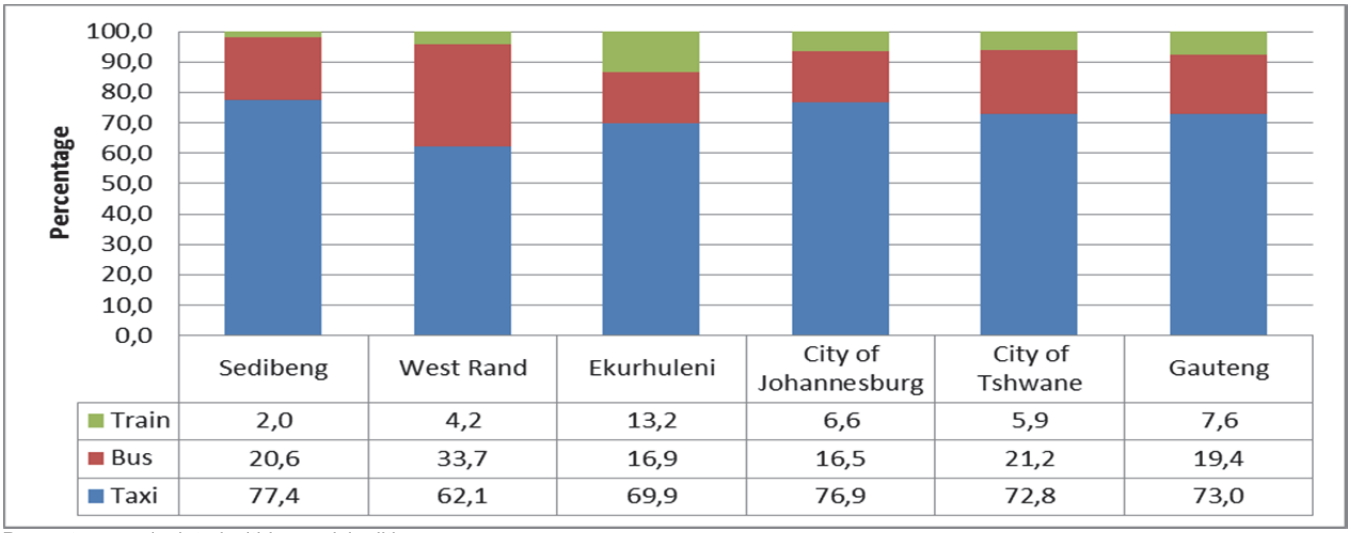
Table 4.4: Number of days per week travelled to educational institution by district municipality

Educational institution and number of days		Statistics (numbers in thousands)	District municipality					
			Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
Pre-school	5	Number	44	27	98	159	113	**441**
		Per cent	98,8	99,0	97,5	99,0	96,8	**98,1**
	1–4 or 6–7	Number	*	*	3	2	4	**9**
		Per cent	*	*	2,5	1,0	3,2	**1,9**
School	5	Number	178	153	451	812	523	**2 118**
		Per cent	95,8	96,1	97,6	97,2	97,9	**97,3**
	1–4 or 6–7	Number	8	6	11	23	11	**60**
		Per cent	4,2	3,9	2,4	2,8	2,1	**2,7**
Higher education institutions	5	Number	8	8	10	73	47	**146**
		Per cent	71,4	67,1	36,8	57,1	47,3	**52,6**
	1–4 or 6–7	Number	3	4	17	55	52	**131**
		Per cent	28,6	32,9	63,2	42,9	52,7	**47,4**
Other institutions	5	Number	12	13	35	47	43	**150**
		Per cent	70,9	70,9	68,3	54,5	66,4	**63,1**
	1–4 or 6–7	Number	5	5	16	40	22	**88**
		Per cent	29,1	29,1	31,7	45,5	33,6	**36,9**
Subtotal (All institutions)	5	Number	242	201	594	1 250	726	**2 855**
		Per cent	93,4	93,1	92,7	91,2	89,1	**90,8**
	1–4 or 6–7	Number	17	15	47	120	89	**288**
		Per cent	6,6	6,9	7,3	8,8	10,9	**9,2**
Unspecified		Number	20	38	219	193	108	**577**
Total		**Number**	**279**	**254**	**860**	**1 563**	**923**	**3 720**

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

Table 4.4 shows the number of days per week that learners travelled to their educational institution by municipality. Across all different educational institutions, the majority of learners travelled for five days per week. Only a small proportion of learners travelled for less than five or between six and seven days per week. In Ekurhuleni (63,2%) and City of Tshwane (52,7) most learners in higher education indicated that they travelled for less than five or between six and seven days per week.

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



Percentages calculated within municipalities.

Figure 4.2 indicates that learners who used public transport were more likely to use taxis (73,0%) than buses (19,4%) and trains (7,6%). A similar pattern was followed across all 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					
			Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
Public transport	Train	Number	1	3	37	26	17	84
		Per cent	0,5	1,4	4,5	1,9	1,9	2,3
	Bus	Number	16	28	47	64	59	214
		Per cent	5,7	11,2	5,7	4,7	6,7	6,0
	Taxi	Number	59	52	194	296	204	804
		Per cent	21,4	20,5	23,7	21,7	23,0	22,4
Private transport	Car/truck driver	Number	2	8	37	66	39	153
		Per cent	0,9	3,1	4,6	4,9	4,4	4,3
	Car/truck passenger	Number	46	45	150	313	208	763
		Per cent	16,7	17,8	18,4	23,0	23,5	21,2
Walking all the way		Number	146	115	345	573	345	1 524
		Per cent	52,9	45,4	42,2	42,2	39,0	42,5
Other		Number	5	*	6	23	13	48
		Per cent	1,9	*	0,8	1,7	1,4	1,3
Total		**Number**	**276**	**253**	**816**	**1 360**	**885**	**3 590**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 4.5 indicates the main mode of travel used by learners to their educational institutions by municipality. In the province, 42,5% of learners walked all the way to their educational institution, followed by those who used taxis (22,4%) and those who were passengers in a car/truck (21,2%). Only 2,3% of learners used trains as their mode of travel.

A similar pattern was observed for City of Tshwane and City of Johannesburg. A slightly different pattern emerged in Ekurhuleni, Sedibeng DM and West Rand DM where learners walking all the way still constituted the largest proportion, taxis the second largest proportion, and being passengers in a car/truck 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)					
			Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
Public transport	Train	Number	1	1	11	7	4	**24**
		Per cent	4,5	4,1	45,6	30,5	15,3	**100,0**
	Bus	Number	12	26	36	39	43	**155**
		Per cent	7,5	16,6	23,0	25,0	27,9	**100,0**
	Taxi	Number	34	24	99	168	112	**437**
		Per cent	7,7	5,4	22,7	38,5	25,7	**100,0**
Private transport	Car/truck driver	Number	*	*	14	5	2	**21**
		Per cent	*	*	64,3	23,0	9,6	**100,0**
	Car/truck passenger	Number	31	25	73	210	133	**471**
		Per cent	6,6	5,2	15,5	44,5	28,1	**100,0**
Walking all the way		Number	106	82	211	378	225	**1 001**
		Per cent	10,5	8,2	21,1	37,7	22,5	**100,0**
Other		Number	3	*	*	14	8	**27**
		Per cent	9,7	*	*	49,8	28,5	**100,0**
Total		**Number**	**186**	**159**	**445**	**820**	**527**	**2 137**
		Per cent	**8,7**	**7,4**	**20,8**	**38,4**	**24,6**	**100,0**

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

According to Table 4.6, learners who were attending school used different modes of travel to reach their educational institutions. Slightly more than 1 million scholars in the province walked all the way to their educational institutions, while 471 000 were passengers in a car/truck and 437 000 used taxis.

Most scholars who used taxis resided in metropolitan areas – City of Johannesburg, City of Tshwane and Ekurhuleni. With regard to car/truck passengers, trains and buses, the same patterns were observed across all district municipalities.

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

Modes of travel		Statistics (numbers in thousands)	Institution					
			Pre-school	School	Higher Education institution	Further Education and Training College	Other institutions	Total
Public transport	Train	Number	*	24	15	22	6	**67**
		Per cent	*	1,1	6,0	17,2	6,5	**2,2**
	Bus	Number	4	155	16	7	4	**186**
		Per cent	0,9	7,3	6,5	5,3	4,6	**6,1**
	Taxi	Number	51	437	79	65	32	**664**
		Per cent	11,8	20,5	32,2	49,4	36,2	**21,9**
Private transport	Car/truck driver	Number	2	21	80	12	15	**129**
		Per cent	0,4	1,0	32,5	9,3	16,4	**4,3**
	Car/truck passenger	Number	129	471	29	9	5	**644**
		Per cent	29,6	22,1	11,7	6,6	6,2	**21,2**
Walking all the way		Number	242	1 001	26	16	25	**1 310**
		Per cent	55,4	46,8	10,7	12,1	28,8	**43,1**
Other		Number	8	27	*	*	*	**37**
		Per cent	1,8	1,3	*	*	*	**1,2**
Total		**Number**	**437**	**2 137**	**245**	**131**	**88**	**3 039**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 4.7 shows the modes of travel used by learners to travel to their respective educational institutions. Of the 1,3 million learners who walked all the way to their educational institutions, most were scholars (1 million), followed by pre-scholars (242 000). For scholars, car/truck passenger (22,1%) was the second most used mode of transport, followed by taxis (20,5%).

Meanwhile, travelling by car/truck as a passenger (29,6%) and by taxis (11,8%) were the second and third most used mode of transport for pre-scholars. The mode of travel used by most learners attending a higher education institution was car/truck driver (32,5%), followed by taxis (32,2%) and car/truck passenger (11,7%).

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

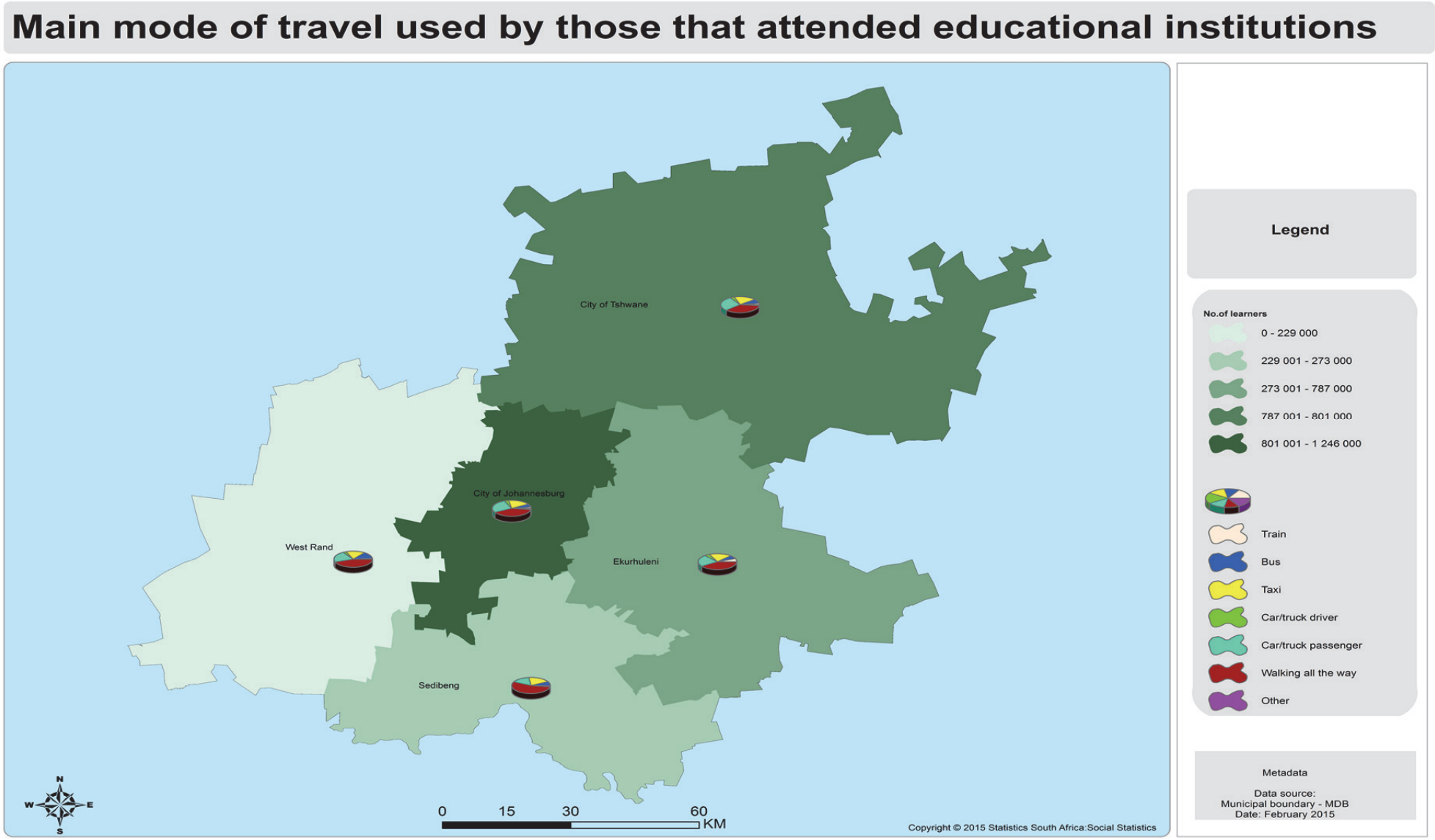
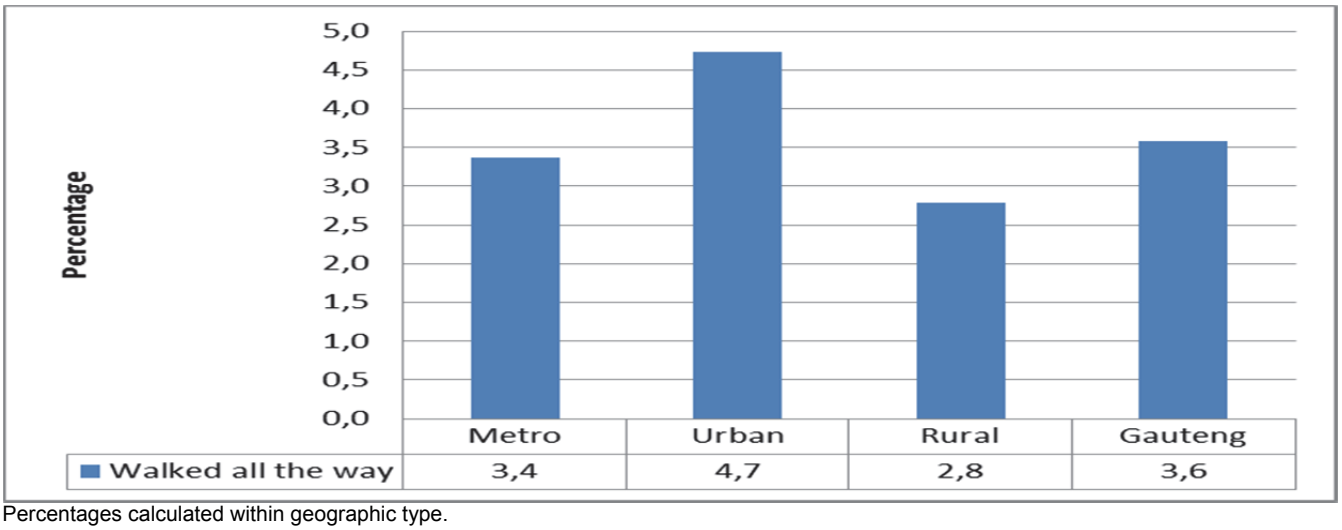


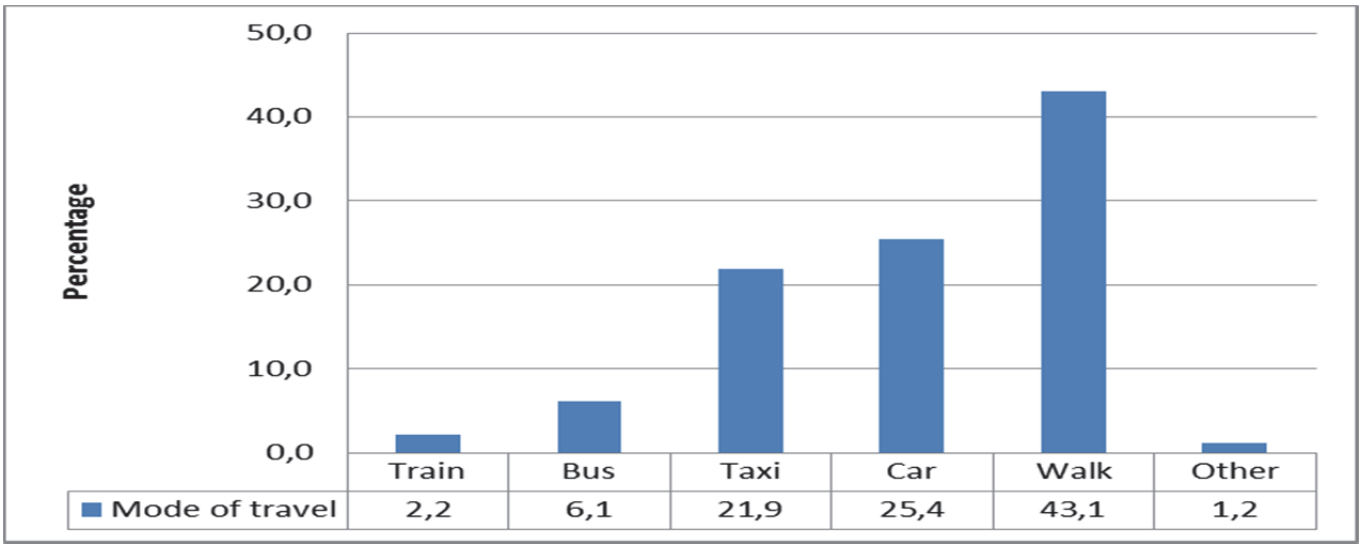
Figure 4.3: Percentage of learners walking all the way, for more than 60 minutes, to their educational institution by geographic location



Percentages calculated within geographic type.

About four per cent of Gauteng learners walked for more than 60 minutes to reach their educational institution. In urban areas, 4,7% of learners walked for more than 60 minutes, and in metro areas 3,4% of learners walked for more than 60 minutes to their educational institution. Only 2,8% of learners walked for more than 60 minutes to their educational institution in rural areas.

Figure 4.4: Main mode of travel to educational institution



Car category includes car/truck driver and car/truck passenger.
Other category includes bicycles etc.
Percentages calculated across mode of travel.

According to Figure 4.4, the majority of learners walked all the way to their educational institution (43,1%), followed by those who used cars (25,4%) and 21,9% used taxis.

4.3 Departure, waiting, arrival and total travel times

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

District municipality	Number of persons who completed the question ('000)	Attendees' time of leaving to educational institution (per cent within district municipality)				
		Before 06:30	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Sedibeng	274	11,5	20,0	59,9	8,6	**100,0**
West Rand	238	14,9	24,7	53,1	7,3	**100,0**
Ekurhuleni	815	10,9	20,1	60,8	8,2	**100,0**
City of Johannesburg	1 318	12,8	16,7	59,9	10,6	**100,0**
City of Tshwane	871	14,1	21,5	55,1	9,3	**100,0**
Gauteng	**3 516**	**12,7**	**19,5**	**58,5**	**9,3**	**100,0**

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 institutions. Approximately 59% of learners left their place of residence between 07:00 and 07:59, followed by those who left between 06:30 and 06:59 (19,5%) and 12,7% of them left before 06:30.

Most learners in Ekurhuleni (60,8%) left for educational institutions between 7:00 and 07:59, followed by those in Sedibeng DM and City of Cape Town (59,9% respectively).

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	> 30 min	Total
Sedibeng	119	93,3	5,2	1,5	**100,0**
West Rand	115	96,7	2,9	0,3	**100,0**
Ekurhuleni	403	88,0	9,3	2,7	**100,0**
City of Johannesburg	664	93,7	4,3	2,0	**100,0**
City of Tshwane	484	94,6	4,4	1,1	**100,0**
Gauteng	**1 785**	**92,8**	**5,4**	**1,8**	**100,0**

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

Table 4.9 illustrates that about 1,8 million learners indicated that they walked to catch their first transport across the province. The majority of learners (92,8%) walked for up to 15 minutes to get to their first transport, 5,4% walked between 16–30 minutes and 1,8% walked more than 15 minutes.

The majority of DMs followed the same pattern: in West Rand DM and City of Johannesburg, most learners were likely to walk up to 15 minutes. Learners in Ekurhuleni were more likely to walk between 16 and 30 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 min		16–30 min		More than 30 min	
		Number ('000)	Per cent	Number ('000)	Per cent	Number ('000)	Per cent
Sedibeng	116	107	92,7	8	6,6	*	*
West Rand	114	109	95,3	5	4,1	*	*
Ekurhuleni	386	365	94,6	16	4,2	*	*
City of Johannesburg	658	630	95,7	22	3,4	6	0,9
City of Tshwane	477	458	96,1	13	2,7	5	1,1
Gauteng	**1 751**	**1 669**	**95,3**	**64**	**3,6**	**18**	**1,0**

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

Table 4.10 indicates that in Gauteng, 1,8 million learners waited for their first transport to arrive. About 95,3% of learners across the province waited up to 15 minutes, followed by 3,6% who waited between 16 and 30 minutes while just one per cent waited for more than 30 minutes.

It was evident that across all municipalities the majority of learners waited up to 15 minutes for their first public transport, with more than 90% in all district municipalities. Approximately one per cent of learners in City of Tshwane (1,1%) and City of Johannesburg (0,9%) mentioned that they waited for more than 30 minutes for their first public transport.

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	>30 min	Total
Sedibeng	107	96,8	3,0	0,2	**100,0**
West Rand	103	95,9	3,2	0,9	**100,0**
Ekurhuleni	374	92,4	5,4	2,2	**100,0**
City of Johannesburg	643	95,4	3,8	0,9	**100,0**
City of Tshwane	458	95,3	3,8	0,9	**100,0**
Gauteng	**1 685**	**94,8**	**4,1**	**1,1**	**100,0**

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

Table 4.11 illustrates that 1,7 million learners still had to walk a distance after being dropped by their transport to reach their educational institution. In Gauteng, 94,8% of learners walked up to 15 minutes to reach their educational institutions after being dropped by their transport. Only a small percentage of learners in the province had to walk for more than 30 minutes after being dropped by their transport (1,1%).

Roughly 97% of learners in Sedibeng cited that they walked up to 15 minutes after being dropped by their transport, followed by those who walked between 16 to 30 minutes (3%). A significant per cent of learners in Ekurhuleni walked from 16 to 30 minutes after being dropped by their transport (5,4%) and about 2% walked for more than 30 minutes.

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					
	Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
Train						
Mean (minutes)	74	75	87	80	80	**83**
1–30	29,0	14,3	16,5	11,5	22,2	**16,3**
31–60	*	25,7	17,0	29,0	20,1	**21,3**
61 plus	71,0	60,0	66,4	59,4	57,8	**62,4**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Bus						
Mean (minutes)	66	46	62	67	69	**64**
1–30	20,9	29,2	21,0	22,4	13,7	**20,4**
31–60	21,2	54,5	46,7	33,6	38,7	**39,8**
61 plus	58,0	16,3	32,3	44,1	47,7	**39,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi						
Mean (minutes)	51	47	51	55	57	**54**
1–30	36,5	46,9	37,1	32,4	32,9	**34,9**
31–60	35,2	35,6	40,3	40,4	40,1	**39,6**
61 plus	28,4	17,5	22,5	27,2	27,0	**25,5**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/bakkie/truck driver						
Mean (minutes)	39	62	45	41	44	**44**
1–30	68,6	28,6	31,1	51,9	48,5	**45,1**
31–60	18,8	23,5	58,3	32,7	40,4	**40,1**
61 plus	12,5	47,9	10,5	15,4	11,0	**14,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Carbakkietruck passenger						
Mean (minutes)	29	25	26	27	28	**30**
1–30	78,7	71,3	71,8	69,8	72,0	**71,4**
31–60	13,0	14,6	20,4	23,1	21,7	**21,1**
61 plus	8,4	14,1	7,9	7,2	6,3	**7,5**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Walking all the way						
Mean (minutes)	30	30	25	48	44	**28**
1–30	72,0	81,6	78,2	78,3	72,0	**76,5**
31–60	22,0	15,6	18,9	18,1	24,5	**20,0**
61 plus	6,0	2,8	2,9	3,6	3,5	**3,6**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

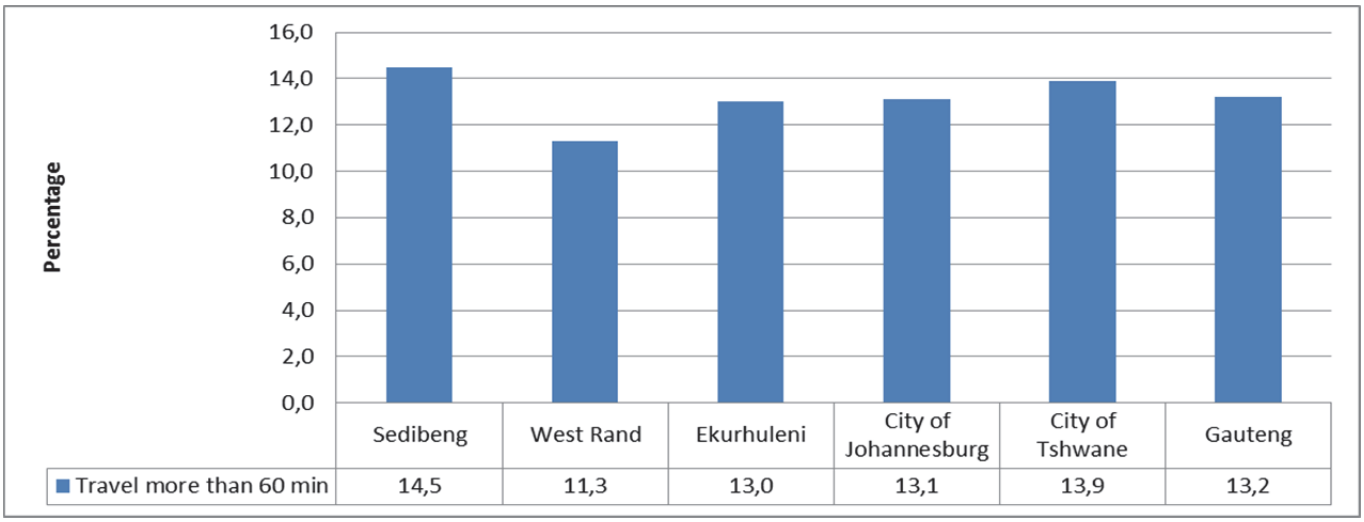
Table 4.12 illustrates the time it took learners to travel to their educational institutions by mode of transport. Provincially, learners using trains needed on average 83 minutes to get to their educational institutions. Those using buses needed on average 64 minutes.

In the province, learners who used taxis needed on average 54 minutes to get to their educational institutions. About 34,9% needed 1 to 30 minutes, followed by those who needed 31 to 60 minutes (39,6%) and 25,5% needed more than 60 minutes.

Learners who were drivers in a car/truck needed more than 44 minutes to get to their educational institution. West Rand DM had the highest percentage of learners who travelled more than an hour as drivers in a car/truck. Those who were passengers in a car/truck needed more than 30 minutes to get to their educational institution.

Those who walked all the way to their educational institutions needed on average 28 minutes to reach their destination. Notwithstanding, the majority (72,4%) needed 1 to 30 minutes, followed by those who needed 31 to 60 minutes (22,0%), while 5,5% needed more than 60 minutes.

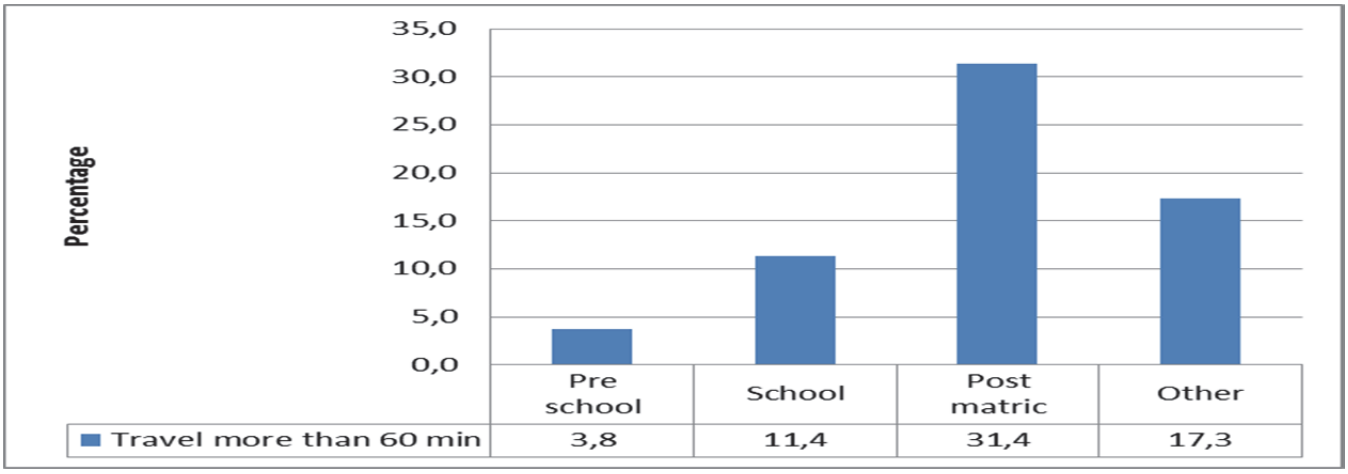
Figure 4.5: Percentage of learners travelling more than 60 minutes to educational institution by district municipality



Percentages calculated within municipalities.

About 13,2% of learners needed more than 60 minutes to get to their educational institution, as indicated in Figure 4.5. Learners who travelled for more than 60 minutes were most likely to be found in Sedibeng DM (14,5%), City of Tshwane DM (13,9%), City of Johannesburg (13,1%) and Ekurhuleni (13,0%).

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



Percentages calculated within education type.
'Other' includes ABET centres, Literacy classes, FET, etc.

Figure 4.6 illustrates the information of learners who travelled more than 60 minutes to their various educational institutions. The highest percentage of learners who travelled more than an hour were post-matric (31,4%),followed by scholars (11,4%) and 3,8% for per-scholars.

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)					
	Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
Train						
Mean (Rand)	446	419	562	684	393	**557**
1–100	20,5	*	7,5	6,3	2,7	**6,0**
101–200	16,0	17,1	50,0	40,9	49,3	**44,9**
200+	63,4	82,9	42,5	52,9	48,0	**49,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Bus						
Mean (Rand)	532	303	498	458	452	**457**
1–100	51,7	*	3,0	5,1	5,3	**6,8**
101–200	10,6	9,6	1,7	14,2	24,5	**14,0**
200+	37,7	90,4	95,3	80,6	70,2	**79,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi						
Mean (Rand)	388	437	428	430	408	**422**
1–100	1,6	4,3	0,7	1,9	0,7	**1,4**
101–200	3,7	12,1	9,1	8,7	10,8	**9,2**
200+	94,7	83,6	90,1	89,4	88,5	**89,4**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/bakkie/truck/company car driver						
Mean	1 895	2 357	1 272	1 135	1 193	**1 291**
1–100	*	*	2,5	3,9	0,9	**2,3**
101–200	*	*	*	*	2,8	**0,9**
200+	100,0	100,0	97,5	96,1	96,3	**96,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/bakkietruck passenger						
Mean (Rand)	751	926	549	511	677	**604**
1–100	*	*	4,7	1,7	4,2	**2,8**
101–200	14,7	5,2	11,2	11,6	20,2	**13,0**
200+	85,3	94,8	84,1	86,7	75,6	**84,2**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Travelling by car/bakkie/truck as a driver was the most expensive mode of travel for learners in Gauteng, with a mean of R1 291 as indicated in Table 4.13. Taxis were the least expensive mode of travel compared to other modes, with a mean of R422. Travellers using taxis and living in Sedibeng DM (94,7%), City of Johannesburg (90,1%) and Ekurhuleni (89,4%) were more likely than travellers living in other DMs to pay more than R200 per month for transport.

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

5.1 Introduction

Workers across the country use different modes of travel, from motorised to non-motorised and public to private, to reach their places of work. In metropolitan areas, roads are often congested during peak hours when people are on their way to work from their place of residence or returning home after work. The vision of the Department of Transport in their Public Transport Strategy (2007) is to phase in a lasting legacy of Integrated Rapid Transport Service Networks in metropolitan cities, smaller cities and rural districts that will ensure sustainable, equitable and uncongested mobility in liveable cities and districts.

This section covers work-related travel patterns of people aged 15 years and older. Also covered are the distribution of workers by their district municipality and different modes of travel used by workers to their workplaces and the cost thereof.

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

		District municipality					
Indicator	Statistics ('000)	Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
Worker status							
Workers	Number	325	349	1 202	1 965	1 184	**5 025**
	Per cent	6,5	7,0	23,9	39,1	23,6	**100,0**
Disabled workers	Number	5	2	30	49	30	**116**
	Per cent	4,2	1,9	26,1	42,2	25,5	**100,0**
Geographic location							
Metro	Number	*	*	1 198	1 963	1 120	**4 281**
	Per cent	*	*	28,0	45,8	26,2	**100,0**
Urban	Number	316	329	*	*	*	**645**
	Per cent	49,0	51,0	*	*	*	**100,0**
Rural	Number	9	20	4	*	64	**99**
	Per cent	8,8	20,3	4,0	*	64,4	**100,0**
Household income quintiles							
Quintile 1 (Lowest income quintile)	Number	*	3	15	18	16	**52**
	Per cent	*	5,0	28,3	35,2	30,3	**100,0**
Quintile 2	Number	34	26	82	103	69	**314**
	Per cent	10,8	8,2	26,1	33,0	21,9	**100,0**
Quintile 3	Number	55	60	189	296	162	**762**
	Per cent	7,2	7,9	24,8	38,9	21,2	**100,0**
Quintile 4	Number	111	99	344	525	311	**1 390**
	Per cent	8,0	7,1	24,7	37,8	22,4	**100,0**
Quintile 5 (Highest income quintile)	Number	124	162	572	1 022	627	**2 507**
	Per cent	4,9	6,5	22,8	40,8	25,0	**100,0**

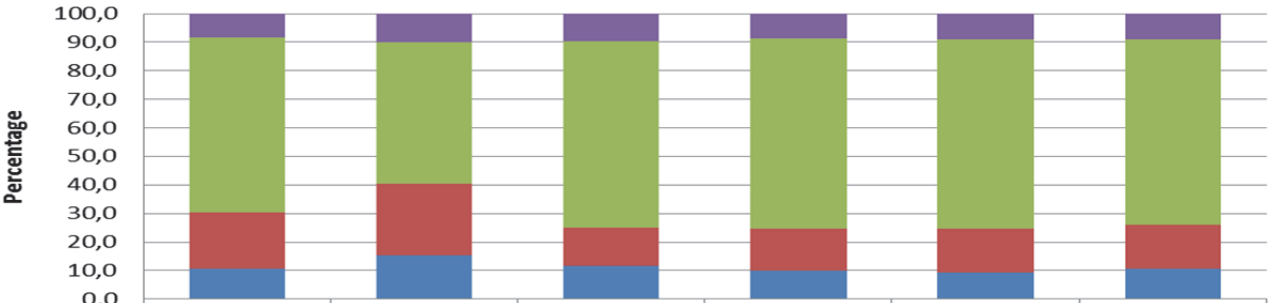
The totals used to calculate percentages excluded unspecified cases.
The numbers differ from the official employment statistics as a less sophisticated series of questions were used to establish work status.
*Unweighted numbers of 3 and below are too small to provide reliable estimates.

Table 5.1 illustrates that, out of 5 million workers in Gauteng, more than a third of workers were located in City of Johannesburg (2 million), followed by 1,2 million workers in Ekurhuleni and City of Tshwane. Out of the 116 000 disabled workers, 42,2% were found in City of Johannesburg, followed by Ekurhuleni (26,1%) and 25,5% were found in City of Tshwane. West Rand DM recorded the least percentage of disabled workers at 1,9%.

In terms of geographic location, a large number of workers (4,2 million) stayed in metropolitan areas, 645 000 in urban areas and about 99 000 workers in rural areas.

Over 2,5 million workers fall under the highest quintile in Gauteng and 1,4 million in the fourth quintile. Across all districts, the smallest numbers of workers were in the lowest income quintile category.

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



	Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
1-4 days	8,5	10,1	9,5	8,6	8,9	9,0
5 days	61,0	49,6	65,5	66,8	66,4	64,8
6 days	19,9	24,8	13,3	14,5	15,3	15,5
7 days	10,6	15,5	11,7	10,1	9,4	10,7

Percentages calculated within district municipality.

According to Figure 5.1, most workers in Gauteng travelled to work for five days a week (64,8%), followed by those who travelled for six days a week (15,5%) and those who travelled for seven days a week (10,7%). Only 9,0% 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

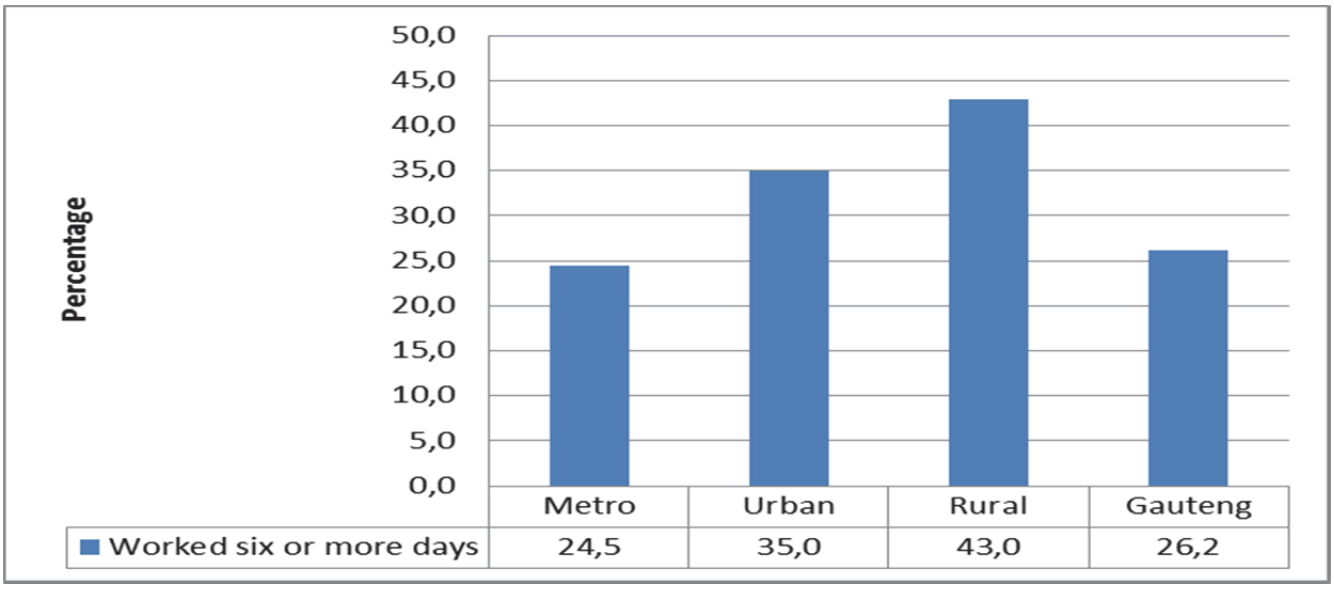
District municipality	Statistics ('000)	Days worked			
		1– 4 days	5 days	6 plus days	Total
Sedibeng	Number	25	181	91	**297**
	Per cent	8,5	61,0	30,5	**100,0**
West Rand	Number	32	159	129	**321**
	Per cent	10,1	49,6	40,3	**100,0**
Ekurhuleni	Number	107	735	280	**1 122**
	Per cent	9,5	65,5	25,0	**100,0**
City of Johannesburg	Number	156	1 203	444	**1 803**
	Per cent	8,6	66,8	24,6	**100,0**
City of Tshwane	Number	96	719	267	**1 083**
	Per cent	8,9	66,4	24,7	**100,0**
Gauteng	**Number**	**416**	**2 997**	**1 211**	**4 624**
	Per cent	**9,0**	**64,8**	**26,2**	**100,0**
Geographic location					
Metro	Number	349	2 627	964	**3 940**
	Per cent	8,9	66,7	24,5	**100,0**
Urban	Number	57	329	207	**592**
	Per cent	9,5	55,5	35,0	**100,0**
Rural	Number	10	42	39	**91**
	Per cent	11,1	45,9	43,0	**100,0**

Percentages calculated within district municipalities.
Total excludes unspecified days worked.

Table 5.2 illustrates the number of days travelled per week to place of work. Approximately 65% of people in Gauteng travelled five days per week to their place of work (64,8%). Only a small percentage of workers travelled 1–4 days per week to their place of work (9,0%). The majority of workers in City of Johannesburg travelled five days per week (66,8%), while as many as four in ten (40,3%) workers in West Rand DM travelled six days per week to their place of work.

Slightly more than two-thirds of workers (66,7%) in metro areas and more than half of workers (55,5%) in urban areas travelled to their place of work for five days per week, compared to 45,9% workers in the rural areas. Compared to their metro and rural counterparts, workers in rural areas were more likely to travel for six days or more to their place of work (43,0%).

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



Percentages calculated within geographic location.

Figure 5.2 represents workers who worked six or more days per week by geographic location. Workers in rural areas (43,0%) were more likely to work six or more than six days per week compared to workers in metropolitan and urban areas.

5.2 Modes of travel

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

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

Indicator	Statistics (numbers in thousands)	Main mode						
		Public transport			Private transport		Walk all the way	Other
		Train	Bus	Taxi	Car/truck company car driver	Car/truck passenger		
District municipality								
Sedibeng	Number	9	18	83	105	25	49	11
	Per cent	3,0	6,0	27,7	35,1	8,2	16,3	3,7
West Rand	Number	5	10	89	107	22	83	3
	Per cent	1,6	3,2	27,9	33,6	6,9	26,0	0,9
Ekurhuleni	Number	113	17	384	406	56	138	10
	Per cent	10,0	1,6	34,1	36,1	5,0	12,3	0,9
City of Johannesburg	Number	125	105	568	683	107	198	11
	Per cent	7,0	5,8	31,6	38,0	6,0	11,0	0,6
City of Tshwane	Number	88	87	279	457	62	94	11
	Per cent	8,1	8,0	25,9	42,4	5,8	8,8	1,0
Gauteng	**Number**	**340**	**237**	**1 402**	**1 757**	**272**	**561**	**45**
	Per cent	**7,4**	**5,1**	**30,4**	**38,1**	**5,9**	**12,2**	**1,0**
Workers and disability status								
Total number of workers	Number	340	237	1 402	1 757	272	561	45
	Per cent	7,4	5,1	30,4	38,1	5,9	12,2	1,0
Disabled workers	Number	10	6	33	29	7	15	*
	Per cent	9,7	5,9	32,4	28,8	6,7	15,3	*
Geographic location of workers								
Metro workers	Number	325	194	1 218	1 531	223	414	30
	Per cent	8,2	4,9	31,0	38,9	5,7	10,5	0,8
Urban workers	Number	14	28	170	206	44	116	14
	Per cent	2,3	4,7	28,7	34,9	7,5	19,5	2,3
Rural workers	Number	1	15	14	20	4	32	1
	Per cent	1,7	17,0	16,1	22,8	4,8	36,2	1,4
Household income quintiles								
Quintile 1 (Lowest income quintile)	Number	5	*	14	8	2	13	*
	Per cent	12,5	*	31,8	19,6	3,8	31,3	*
Quintile 2	Number	30	17	111	26	10	77	10
	Per cent	10,7	6,0	39,3	9,2	3,6	27,5	3,6
Quintile 3	Number	79	54	307	90	34	132	8
	Per cent	11,2	7,6	43,6	12,8	4,8	18,8	1,1
Quintile 4	Number	127	88	549	236	66	194	15
	Per cent	10,0	6,9	43,1	18,5	5,1	15,2	1,2
Quintile 5 (Highest income quintile)	Number	98	78	422	1 397	160	145	13
	Per cent	4,3	3,4	18,3	60,4	6,9	6,3	0,5

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

Table 5.3 shows the modes of transport used by workers when travelling to their workplace. In Gauteng, slightly more than thirty-eight per cent of workers drove a car/truck/company car to their workplace (38,1%), followed by those who travelled by taxis (30,4%) and 12,2% who walked all the way.

Similar patterns were observed across all the districts and geographical locations; car/truck/company car as a driver was mentioned as the main mode of travel, followed by those who travelled by taxis and those who walked all the way.

A significant percentage of workers from households with higher income quintiles drove a car/truck/company car to their places of work (60,4%), while workers from households with lower income quintiles were more likely to use taxis to their place of work (31,8%) and walk all the way (31,3%).

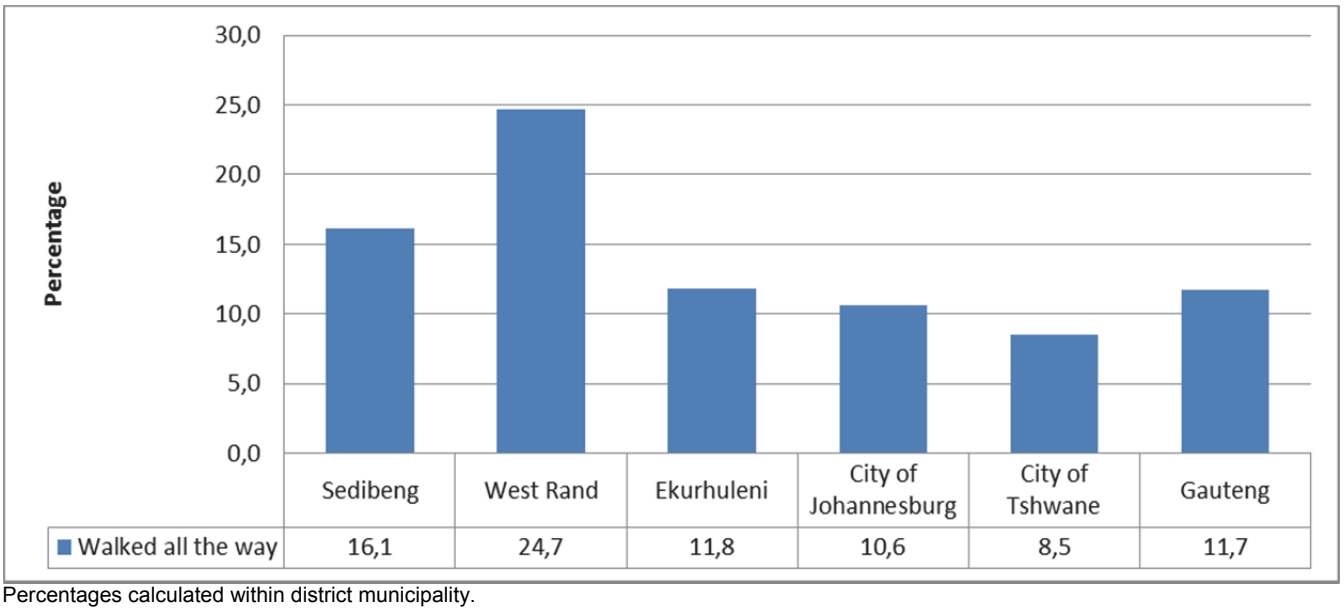
Table 5.4: Total number of trips to work using public transport by district municipality

District municipality	Total number of trips ('000)			
	Train	Bus	Taxi	Total
Sedibeng	8	17	82	**109**
West Rand	4	10	88	**103**
Ekurhuleni	112	17	384	**514**
City of Johannesburg	125	104	567	**797**
City of Tshwane	87	86	278	**453**
Gauteng	**339**	**236**	**1 402**	**1 978**
% of all public transport trips	17,2	12,0	70,9	**100,0**

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

Table 5.4 describes the total number of trips workers undertook to work using public transport. A total of 2 million trips were made by workers in Gauteng using public transport to travel to work. Slightly more than seventy per cent of workers in the province used taxis (70,9%), followed by those who used trains (17,2%) and those who used buses (12,0%).

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



Percentages calculated within district municipality.

A large percentage of workers who walked all the way to their workplace resided in West Rand DM (24,7%), followed by Sedibeng DM (16,1%), and Ekurhuleni (11,8%). City of Tshwane registered the lowest proportion of workers who walked all the way to their workplace at 8,5%.

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 GP	% within municipality	Number ('000)	% within GP	% within municipality	Number ('000)	% within GP	% within municipality
Sedibeng	49	8,6	16,1	10	27,6	3,8	96	5,7	39,3
West Rand	83	14,7	24,7	3	7,8	1,1	100	6,0	40,4
Ekurhuleni	138	24,6	11,8	7	18,7	0,6	387	23,0	37,8
City of Johannesburg	198	35,2	10,6	9	24,6	0,5	659	39,1	39,7
City of Tshwane	94	16,8	8,5	8	21,4	0,7	442	26,2	43,7
Gauteng	**561**	**100,0**	**11,7**	**35**	**100,0**	**0,8**	**1 685**	**100,0**	**40,2**
Geographic location									
Metro	414	73,7	10,1	22	61,9	0,6	1 475	87,6	40,5
Urban	116	20,6	18,9	12	35,2	2,5	193	11,4	39,9
Rural	32	5,7	34,4	1	2,9	1,7	17	1,0	28,1

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

Table 5.5 shows the number of workers who walked all the way, cycled, and drove to work. Of the 561 000 workers who walked all the way to work, 35,2% resided in City of Johannesburg, followed by West Rand DM (24,6%), while the smallest percentage (8,6%) lived in Sedibeng DM.

Most workers who cycled to work were located in Sedibeng DM (27,6%), followed by City of Johannesburg (24,6%). Approximately 1,7 million workers drove all the way to work, of which the largest percentages were to be found in City of Johannesburg (39,1%), followed by City of Tshwane (26,2%), and Ekurhuleni (23,0%). The smallest percentage of workers who drove all the way to work lived in Sedibeng DM (5,7%).

Geographically and in terms of absolute number, workers who walked all the way, cycled, and drove to work were more likely to be from metro areas as opposed to those in urban and rural areas.

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

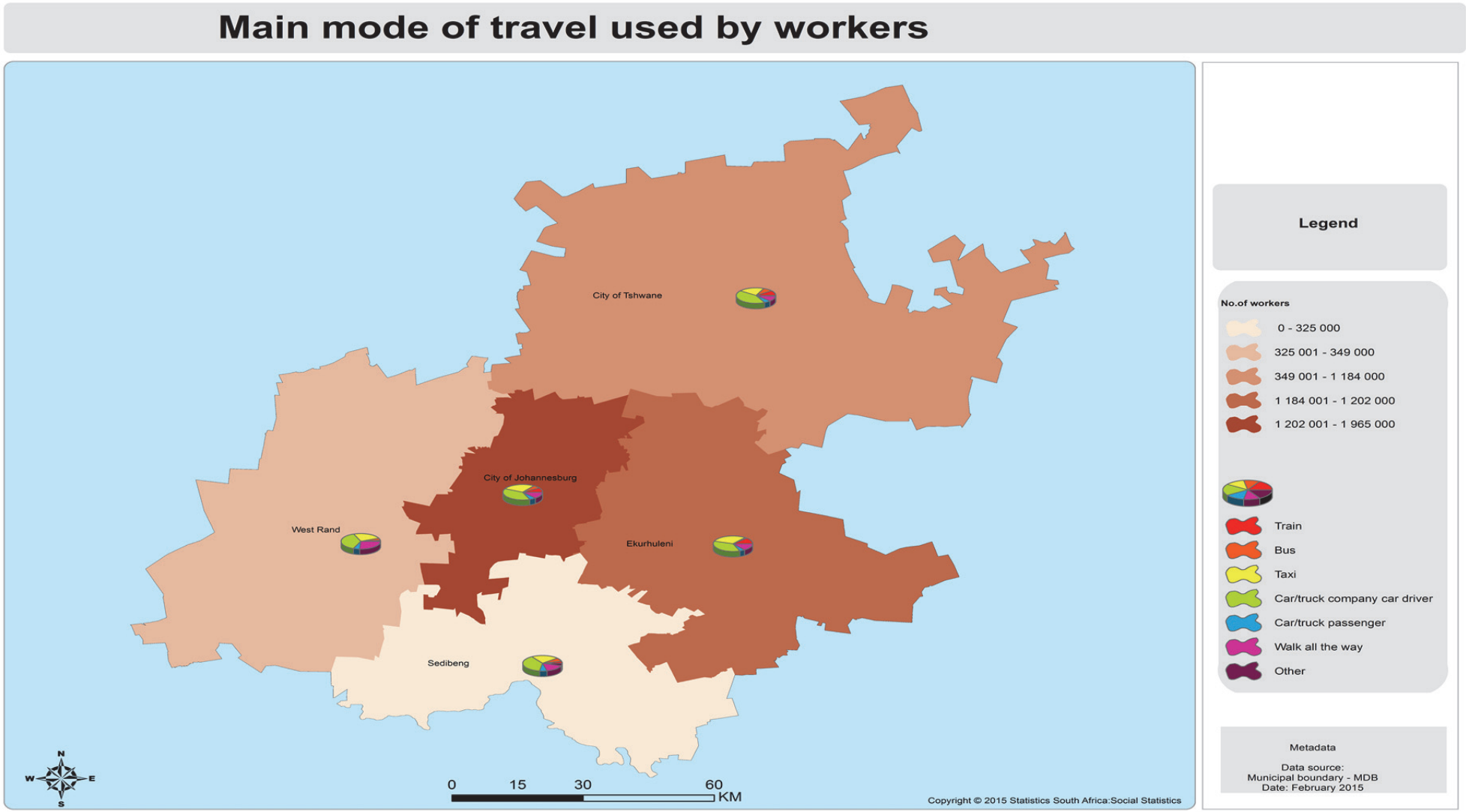
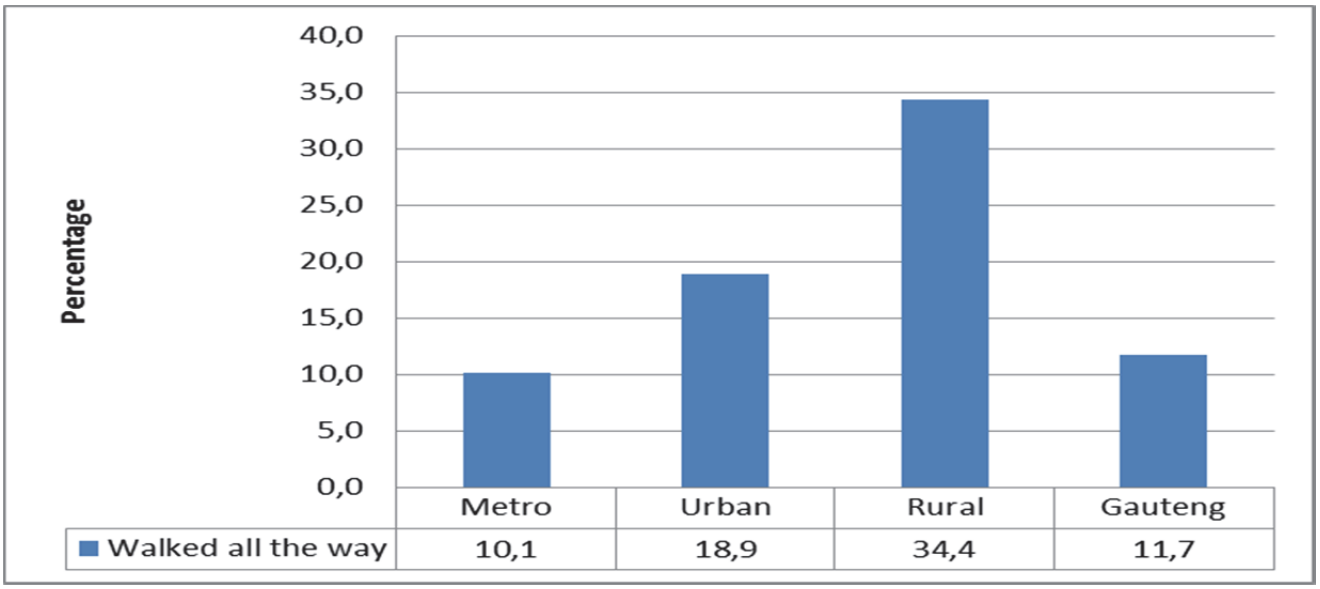


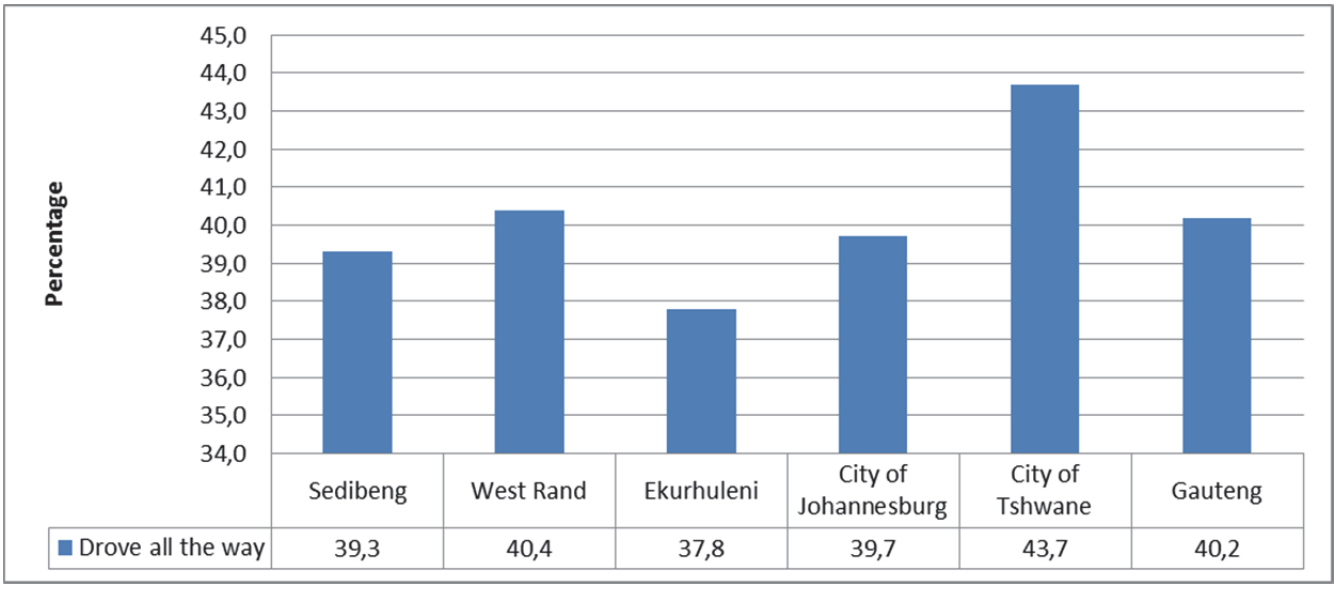
Figure 5.4: Percentage of workers who walked all the way to place of work by geographic location



Percentages calculated within geographic location.

Figure 5.4 illustrates the percentage of workers who walked all the way to work by geographical location. About twelve per cent (11,7%) of the workers in Gauteng 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 (34,4%), while 18,9% came from urban areas and 10,1% from metro areas.

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



Percentages calculated within district municipality.

Figure 5.5 shows the percentage of workers who drove all the way to work within districts. In the province, 40,2% of them drove all the way to work. The districts where workers were most likely to drive all the way to work were City of Tshwane (43,7%) and West Rand DM (40,4%). Ekurhuleni had the smallest proportion of workers who drove all the way to work (37,8%).

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					
		Truck/ lorry	Car/ bakkie	Motor-cycle/ scooter	Minibus (private)	Other	Total
Sedibeng	Number	*	91	2	*	*	95
	Per cent	*	95,9	2,5	0,6	0,6	100,0
West Rand	Number	*	93	*	*	*	96
	Per cent	*	97,0	*	*	*	100,0
Ekurhuleni	Number	3	355	8	4	5	375
	Per cent	0,9	94,7	2,2	1,0	1,2	100,0
City of Johannesburg	Number	8	601	6	13	1	630
	Per cent	1,3	95,4	1,0	2,1	0,2	100,0
City of Tshwane	Number	*	412	8	6	4	430
	Per cent	*	95,8	1,8	1,3	0,8	100,0
Gauteng	**Number**	**13**	**1 552**	**26**	**24**	**10**	**1 625**
	Per cent	**0,8**	**95,5**	**1,6**	**1,5**	**0,6**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
The totals used to calculate percentages excluded unspecified cases.
Percentages calculated within district municipalities, and across Gauteng.

Table 5.6 presents the number of workers who drove all the way to work by mode of transport in the province. Of the 1,6 million workers who drove all the way to work, 1,5 million used cars/bakkies, while 26 000 travelled by motorcycle and 24 000 travelled by minibus (private).

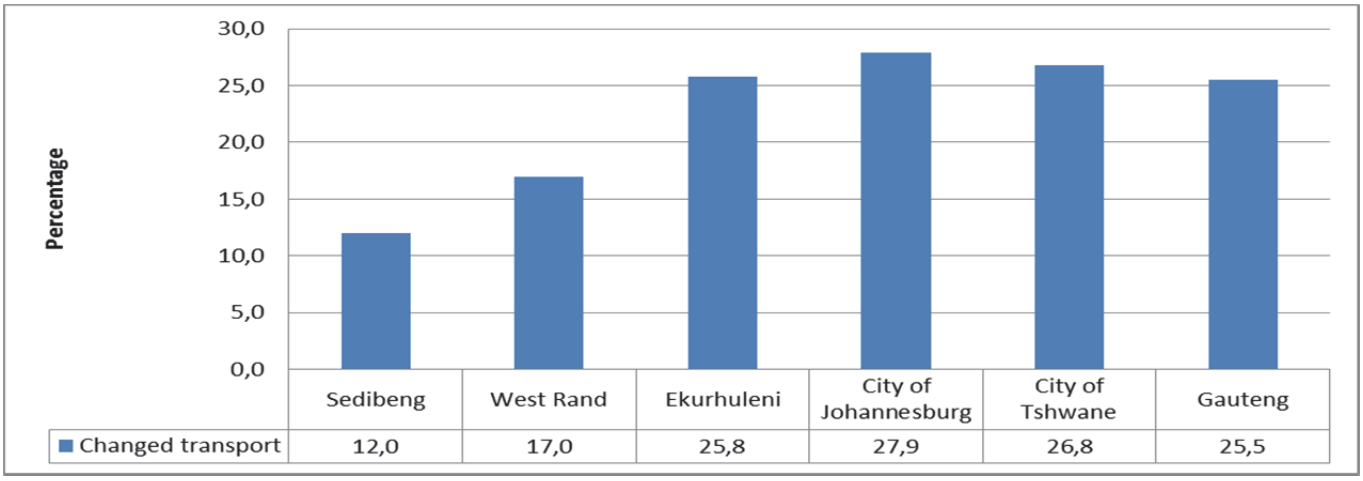
Table 5.7: Workers who changed transport on the way to work by district municipality

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 GP
Sedibeng	145	17	12,0	2,9
West Rand	131	22	17,0	3,7
Ekurhuleni	588	152	25,8	25,4
City of Johannesburg	934	261	27,9	43,7
City of Tshwane	539	145	26,8	24,2
Gauteng	**2 337**	**597**	**25,5**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Totals used excluded unspecified cases for respondents who did not drive all the way to work.

Table 5.7 depicts the number of workers who had to connect once or more when travelling to work. About 597 000 indicated that they had to connect at least once when going to work. City of Johannesburg recorded the highest number of workers who changed transport (261 000), followed by Ekurhuleni (152 000) and City of Tshwane (145 000). Sedibeng DM had the lowest number of workers who changed transport (17 000).

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



Percentages calculated within district municipality.

Figure 5.6 illustrates that 25,5% of workers changed transport on their way to work. City of Johannesburg (27,9%), City of Tshwane (26,8%) and Ekurhuleni (25,8%) had the highest percentage of workers who changed transport, while Sedibeng DM (12,0%) had the lowest proportion of workers who changed transport on their way to work.

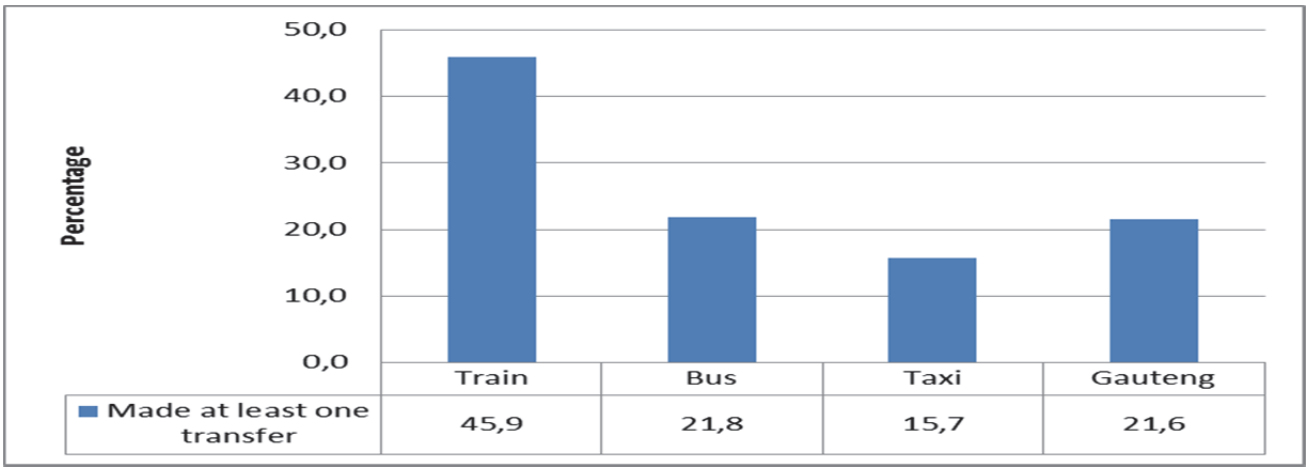
Table 5.8: Number of transfers made by public transport users

Main mode of travel	No of transfers (percentage of trips)			
	0	1	2	3
Train	54,2	40,5	4,7	0,7
Bus	78,2	19,3	2,3	0,2
Taxi	84,3	13,6	1,4	0,7
Total	**78,4**	**18,9**	**2,1**	**0,6**

Percentages calculated within mode of travel.

Table 5.8 demonstrates transfers made by public transport users. The majority of taxi (84,3%), bus (78,2%) and train (54,2%) users did not need to make any transfers while travelling. More than one in four (40,5%) of train users had to transfer at least once during their trips to work.

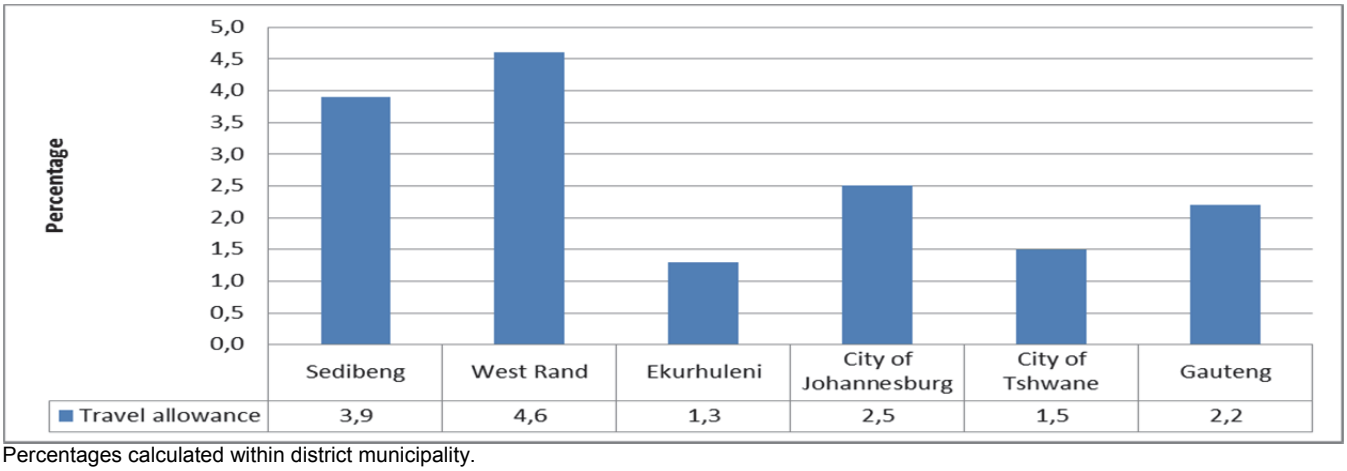
Figure 5.7: Percentage of public transport users who made at least one transfer



Percentages calculated within mode of travel.

Only approximately 22% of workers who used public transport made at least one transfer in the province. Workers travelling by train (45,9%) were more likely to make transfers than workers travelling by bus (21,8%) and taxi (15,7%).

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



Percentages calculated within district municipality.

Figure 5.8 shows that 2,2% of workers in Gauteng received travel allowances from their employers for public transport. Workers in West Rand DM (4,6%) and Sedibeng DM (3,9%) were more likely to receive travel allowances than other districts.

5.3 Departure, waiting, arrival and total travel times

Table 5.9: Time workers leave for work by district municipality

District municipality	Number of workers who completed the question ('000)	Time workers leave (Percentage of workers within district municipality)					
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Sedibeng	293	21,4	20,4	18,9	31,3	8,0	**100,0**
West Rand	307	21,4	15,1	19,0	31,5	12,9	**100,0**
Ekurhuleni	1 089	26,5	19,8	15,8	25,0	12,9	**100,0**
City of Johannesburg	1 738	22,2	20,1	14,2	26,9	16,7	**100,0**
City of Tshwane	1 045	28,0	21,4	16,4	24,1	10,1	**100,0**
Gauteng	**4 471**	**24,5**	**20,0**	**15,7**	**26,4**	**13,4**	**100,0**
Geographic location							
Metro	3 810	24,8	20,4	15,2	25,6	13,9	**100,0**
Urban	576	21,8	17,8	18,5	31,1	10,8	**100,0**
Rural	85	26,7	16,9	20,3	26,9	9,2	**100,0**

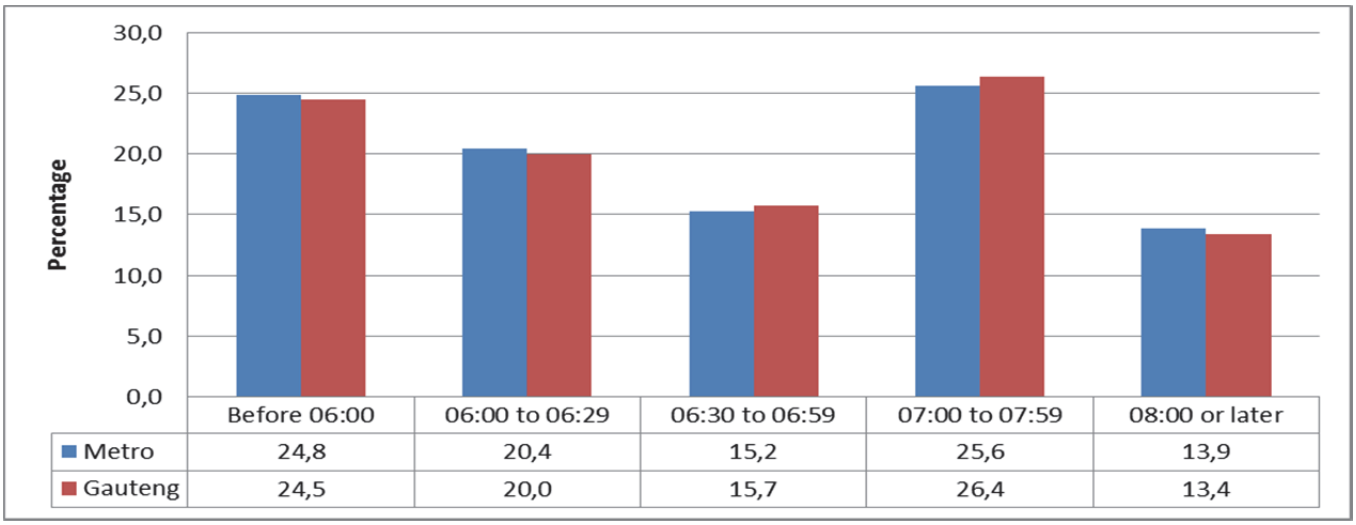
The totals used to calculate percentages excluded unspecified cases for the time the working population leaves for work.

Table 5.9 above indicates the time workers left for work. More than a quarter 26,4% of workers in the province left for work between 07:00 and 07:59, 24,5% left earlier than 06:00 in the morning and 20,0% left place of residence between 06:00 and 06:29.

Almost 31% of workers from Sedibeng DM left between 07:00 and 07:59 for work, followed by 21,4% who left before 06:00 and 8,0% who left after 08:00. In City of Johannesburg, 26,9% of workers left between 07:00 and 07:59 for work, followed by 22,2% who left before 06:00 and 20,1% who left between 06:00 and 06:29.

Amongst workers in metropolitan area, 25,6% left for work between 07:00 and 07:59, followed by those who left earlier than 06:00 (24,8%) and 20,4% who left between 06:00 and 06:29.

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



Percentages calculated within the metro and the province.

According to Figure 5.9, more than 60% of workers in the province and metro areas were likely to leave before 07:00 (60,4% and 60,2% respectively). Approximately 13% of the workers in the province left their home at 08:00 or later, while the percentage for the metro areas is almost 14%.

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)					
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Sedibeng	293	7,9	6,4	18,9	45,4	21,4	**100,0**
West Rand	307	12,0	5,5	11,4	41,5	29,5	**100,0**
Ekurhuleni	1 089	9,5	7,8	15,5	38,2	29,0	**100,0**
City of Johannesburg	1 738	5,3	5,4	10,8	41,2	37,3	**100,0**
City of Tshwane	1 045	5,8	7,0	12,3	47,0	27,9	**100,0**
Gauteng	**4 471**	**7,1**	**6,4**	**12,9**	**42,1**	**31,5**	**100,0**
Geographic location							
Metro	3 810	6,6	6,6	12,5	41,9	32,5	**100,0**
Urban	576	10,0	6,1	15,1	43,0	25,9	**100,0**
Rural	85	6,3	2,9	15,8	47,5	27,6	**100,0**

Percentages calculated within district municipalities.
Total excludes unspecified arrival time.

Table 5.10 indicates the arrival time of workers at their place of work. In Gauteng, more than 42% of the workers' arrival time was from 07:00 to 07:59 (42,1%) in the morning, followed by almost one-third who arrived at 08:00 or later (31,5%) and 12,9% arrived between 06:30 and 06:59.

Irrespective of geographic locations, most workers reached their workplace between 07:00 and 07:59 in the mornings. Notwithstanding, significantly more than a quarter of workers in rural areas reached their places of work at 08:00 or later in the morning (27,6%).

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

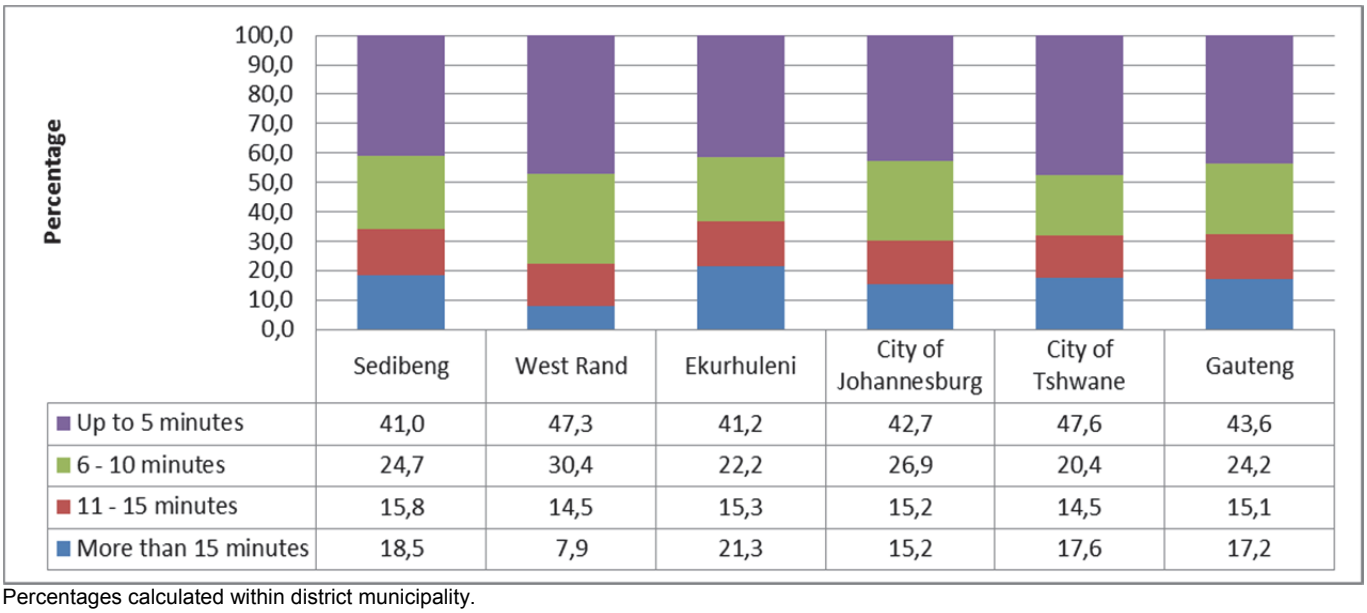
District municipality	Number of workers who walked to first public transport ('000)	Walking time to first public transport (per cent within district municipality)				
		Up to 5 min	6–10 min	11–15 min	>15 min	Total
Sedibeng	101	41,0	24,7	15,8	18,5	**100,0**
West Rand	82	47,3	30,4	14,5	7,9	**100,0**
Ekurhuleni	452	41,2	22,2	15,3	21,3	**100,0**
City of Johannesburg	685	42,7	26,9	15,2	15,2	**100,0**
City of Tshwane	394	47,6	20,4	14,5	17,6	**100,0**
Gauteng	**1 714**	**43,6**	**24,2**	**15,1**	**17,2**	**100,0**

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

Roughly 44% of workers in Gauteng walked up to five minutes to their first public transport, followed by 24,2% of those who walked between six minutes to ten minutes. Approximately seventeen per cent of workers walked for more than 15 minutes to get to their first public transport.

In City of Tshwane (47,6%) and West Rand DM (47,3%), most workers walked up to five minutes for the first public transport. Table 5.11 further depicts that slightly more than 20% of the workers in Ekurhuleni walked more than 15 minutes to their first public transport.

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



Percentages calculated within district municipality.

Figure 5.9 illustrates that more than four in ten workers walked up to five minutes (43,6%) to their first public transport, (24,2%) walked 6–10 minutes and 17,2% walked more than 15 minutes, while, 15,1% walked between 11 and 15 minutes.

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

Mode of travel	Number of workers who used public transport and completed walking time question ('000)	Walking time (per cent within mode)				Total
		Up to 5 min	6–10 min	11–15 min	>15 min	
Train	300	23,6	20,1	18,2	38,1	**100,0**
Bus	194	36,6	27,0	18,6	17,8	**100,0**
Taxi	1 220	49,6	24,8	13,7	11,9	**100,0**
Total	**1 714**	**43,6**	**24,2**	**15,1**	**17,2**	**100,0**

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

The findings in Table 5.12 confirm that approximately half of workers who used taxis as a mode of travel had to walk up to five minutes to catch their first taxi (49,6%). About 37% of bus users had to walk up to five minutes to reach their first public transport, whereas almost 24% of train commuters had to walk up to five minutes (23,6%).

There is a significant percentage of workers (38,1%) using trains as a mode of travel who had to walk more than five minutes. They were followed by those who used buses (17,8%) to get to their first public transport.

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

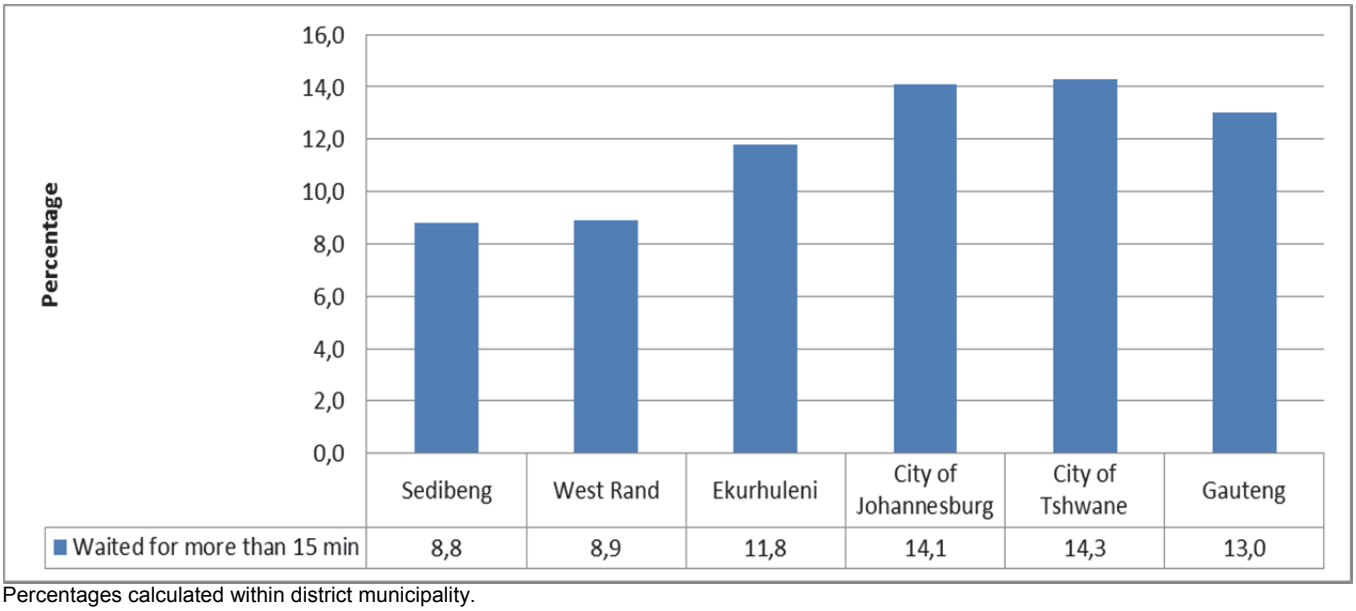
District municipality	Number of workers who waited for public transport ('000)	Waiting time (per cent within district municipality)				Total
		Up to 5 min	6–10 min	11–15 min	>15 min	
Sedibeng	93	51,0	27,2	13,1	8,8	**100,0**
West Rand	77	66,1	16,3	8,7	8,9	**100,0**
Ekurhuleni	422	60,8	20,1	7,2	11,8	**100,0**
City of Johannesburg	624	54,2	23,3	8,4	14,1	**100,0**
City of Tshwane	361	55,3	19,9	10,5	14,3	**100,0**
Gauteng	**1 577**	**56,6**	**21,6**	**8,9**	**13,0**	**100,0**

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

Table 5.13 indicates that more than five in ten workers in Gauteng (56,6%) who used public transport waited for up to five minutes for their first public transport, less than a quarter (21,6%) waited 6–10 minutes and 13,0% waited for more than 15 minutes.

In West Rand DM, 66,1% of workers waited for up to five minutes, 16,3% waited 6–10 minutes and 8,9% waited for more than 15 minutes. Close to sixty-one per cent of the workers in Ekurhuleni (60,8%) waited up to five minutes, 20,1% waited between 6 and 10 minutes and 11,8% waited for more than 15 minutes.

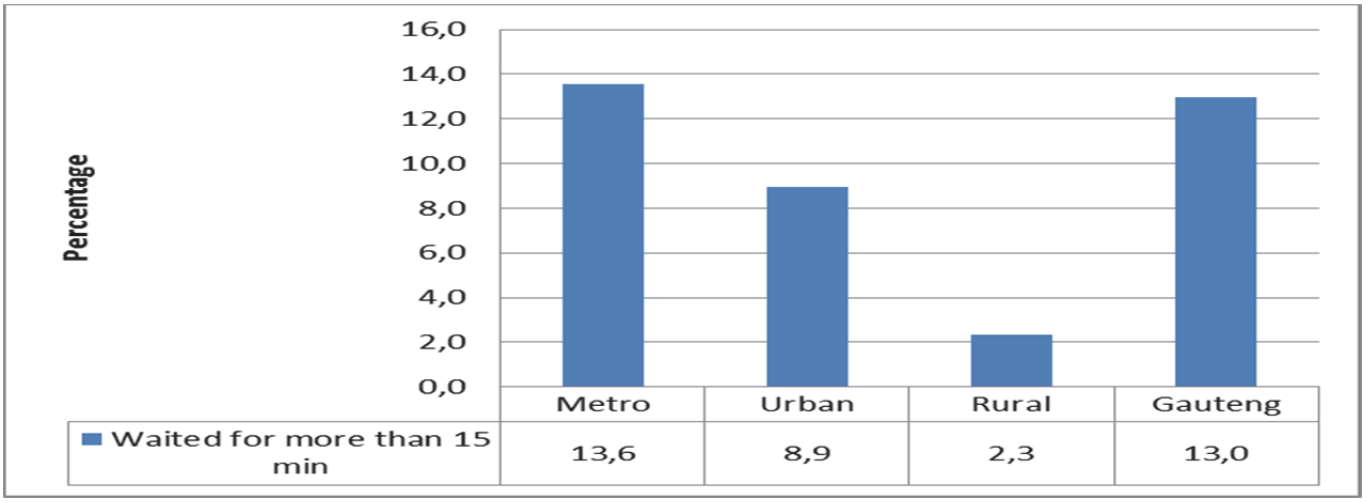
Figure 5.11: Percentage of workers who waited for more than 15 minutes for the first public transport by district municipality



Percentages calculated within district municipality.

Thirteen per cent of workers who used public transport waited for more than 15 minutes for their first public transport. City of Tshwane (14,3%) had the highest proportion of workers who waited for more than 15 minutes, followed by City of Johanneburg (14,1%) and Ekurhuleni (11,8%).

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



Percentages calculated within geographic location.

In Gauteng, 13% of the workers waited for their public transport for more than 15 minutes. Workers in metro areas (13,6%) were more likely to wait for more than 15 minutes for first public transport, while a small percentage of workers in the rural areas (2,3%) had to wait for that period.

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

District municipality	Mode of travel														
	Train					Bus					Taxi				
		Per cent in Gauteng					Per cent in Gauteng					Per cent in Gauteng			
	Total ('000)	Up to 5 min	6-10 min	11-15 min	>15min	Total ('000)	Up to 5 min	6-10 min	11-15 min	>15 min	Total ('000)	Up to 5 min	6-10 min	11-15 min	>15 min
Sedibeng	**8**	3,0	2,9	6,4	1,7	**15**	9,5	6,4	13,0	5,7	**70**	5,2	8,9	8,4	5,2
West Rand	**4**	1,6	0,5	2,9	1,7	**4**	3,8	0,5	1,6	*	**69**	6,4	5,2	6,9	4,9
Ekurhuleni	**88**	30,4	42,6	24,9	35,8	**13**	8,6	9,1	3,0	4,2	**322**	30,6	24,5	26,8	20,5
City of Johannesburg	**96**	39,6	38,1	36,9	32,3	**79**	43,2	47,3	47,6	45,5	**448**	37,1	42,8	34,5	49,2
City of Tshwane	**64**	25,4	15,9	28,8	28,6	**64**	34,9	36,6	34,8	44,6	**233**	20,7	18,6	23,5	20,3
Gauteng	**260**	**100,0**	**100,0**	**100,0**	**100,0**	**175**	**100,0**	**100,0**	**100,0**	**100,0**	**1 143**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 5.14 presents the findings for workers who used public transport and the times they waited for their taxis, buses and trains. Most of the workers who waited up to five minutes for their first taxis, buses and trains were from City of Johannesburg. Workers who used trains as their public transport and waited for more than 15 minutes were more likely to come from Ekurhuleni (35,8%) and City of Johannesburg (32,3%).

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

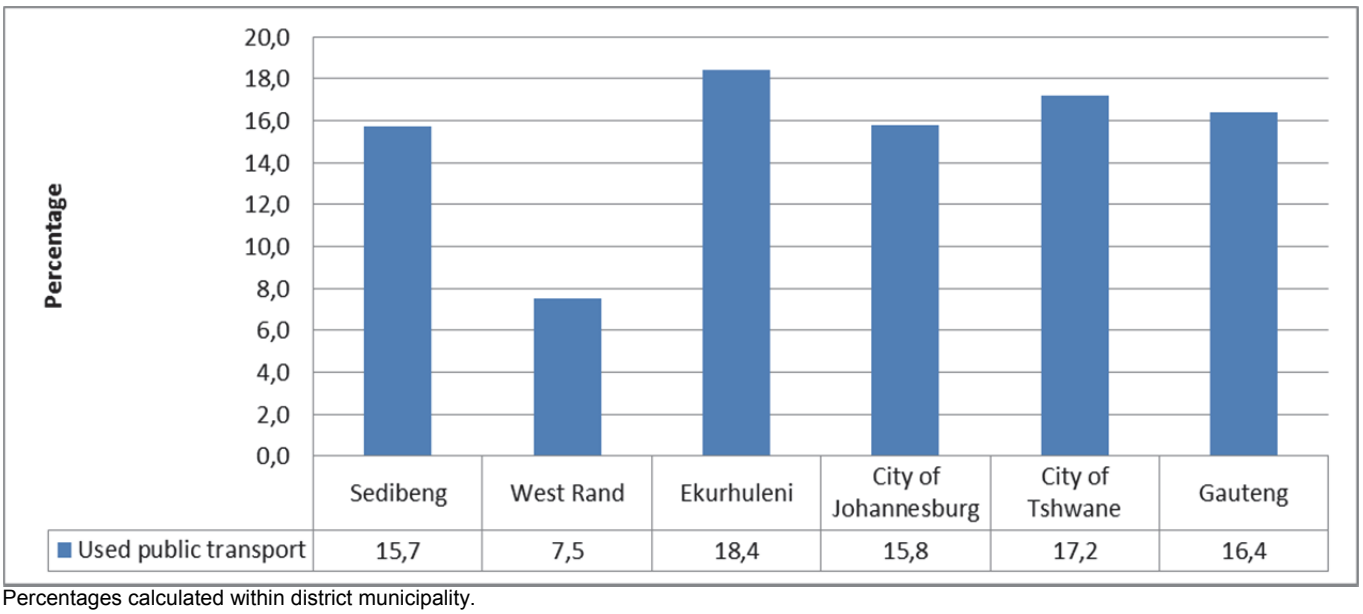
District municipality	Number of workers who walked at the end of the work trip ('000)	Walking time (per cent within district municipality)				
		Up to 5 min	6–10 min	11–15 min	>15 min	Total
Sedibeng	88	40,1	30,8	13,4	15,7	**100,0**
West Rand	74	60,5	23,6	8,4	7,5	**100,0**
Ekurhuleni	407	43,1	25,0	13,6	18,4	**100,0**
City of Johannesburg	589	40,9	30,3	13,1	15,8	**100,0**
City of Tshwane	334	47,5	23,6	11,6	17,2	**100,0**
Gauteng	**1 491**	**43,9**	**27,0**	**12,7**	**16,4**	**100,0**

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

Table 5.15 shows the walking time of workers who used public transport and walked after being dropped off by their public transport in order to reach their place of work. Approximately forty-four per cent of workers using public transport walked up to five minutes to reach their workplace, followed by 27,0% who walked between six and ten minutes and a further 16,4% who walked more than 15 minutes.

Approximately 13% of workers walked between 11 and 15 minutes. Ekurhuleni (13,6%) had the highest percentage of commuters who walked for 15 minutes and more, followed by Sedibeng DM (13,4%) and City of Johannesburg (13,1).

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 municipality.

Figure 5.13 shows that the general percentage of people who had to walk for more than 15 minutes after their public transport had dropped them off to reach their workplace was 16,4%. Workers in Ekurhuleni were more likely to walk for more than 15 minutes after getting off their public transport to reach their workplace compared to other DMs. West Rand (7,5%) had the lowest percentage of workers who walked for more than 15 minutes.

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

District municipality	Transport mode														
	Train					Bus					Taxi				
	Number of workers who walked at the end of the work trip ('000)	Percentage				Number of workers who walked at the end of the work trip ('000)	Percentage				Number of workers who walked at the end of the work trip ('000)	Percentage			
		Up to 5 min	6–10 min	11–15 min	>15 min		Up to 5 min	6–10 min	11–15 min	>15 min		Up to 5 min	6–10 min	11–15 min	>15 min
Sedibeng	**6**	2,2	2,0	3,5	1,8	**14**	4,2	11,2	12,6	11,1	**69**	5,9	6,9	6,3	7,3
West Rand	**4**	*	1,1	3,1	1,6	**4**	2,8	2,1	3,2	2,9	**66**	8,0	5,4	3,4	2,6
Ekurhuleni	**93**	27,6	33,5	40,2	42,4	**12**	10,7	6,3	10,8	2,8	**299**	28,4	26,9	27,7	27,6
City of Johannesburg	**90**	41,9	43,7	33,5	28,8	**71**	45,4	53,8	36,8	33,9	**425**	35,4	42,6	44,4	45,5
City of Tshwane	**59**	28,3	19,7	19,8	25,4	**56**	36,9	26,6	36,6	49,4	**216**	22,2	18,3	18,2	17,0
Gauteng	**252**	**100,0**	**100,0**	**100,0**	**100,0**	**156**	**100,0**	**100,0**	**100,0**	**100,0**	**1 074**	**100,0**	**100,0**	**100,0**	**100,0**

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

According to Table 5.16, most workers who walked at the end of the work trip to reach their place of work used taxis (1 million), followed by those who used trains (252 000) and those who used buses (156 000). The majority of workers who used public transport and walked up to five minutes to reach their place of work were from City of Johannesburg (35,4%). Of those who used buses and trains, the same trend was observed; the majority of those who walked up to five minutes were from City of Cape Town.

In City of Johannesburg, workers who used taxis were more likely to walk for more than 15 minutes (45,5%) after the trip. In City of Tshwane, 49,4% of workers who used buses were more likely to walk for more than 15 minutes from the dropping point to the workplace than any other municipality.

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

Main mode of travel and total time minutes	District municipality (per cent within municipality)					
	Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
Train						
Mean (minutes)	100	121	94	106	107	102
1–30	13,8	*	6,4	3,3	7,1	5,6
31–60	17,3	*	25,7	22,7	19,6	22,5
61+	69,0	100,0	67,8	74,0	73,3	72,0
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Bus						
Mean (minutes)	98	49	75	94	96	92
1–30	2,4	46,6	10,3	7,5	5,9	8,4
31–60	19,1	35,9	27,6	25,7	20,0	23,7
61+	78,6	17,5	62,0	66,8	74,1	67,9
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi						
Mean (minutes)	53	50	58	67	67	63
1–30	32,3	46,6	24,7	19,4	23,6	24,2
31–60	46,1	32,9	46,9	42,5	36,9	42,2
61+	21,6	20,5	28,4	38,0	39,4	33,6
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car driver						
Mean (minutes)	42	43	49	49	53	49
1–30	60,5	54,3	46,6	44,7	35,7	44,3
31–60	22,5	28,1	34,9	34,7	40,7	35,2
61+	17,1	17,6	18,5	20,6	23,6	20,5
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car passenger						
Mean (minutes)	40	43	47	58	58	53
1–30	56,5	49,5	51,3	29,2	31,6	38,4
31–60	31,2	33,6	28,3	40,2	32,3	34,5
61+	12,3	17,0	20,4	30,6	36,1	27,0
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Walk all the way						
Mean (minutes)	34	29	37	35	36	35
1–30	68,8	76,5	63,3	68,3	68,1	68,3
31–60	20,7	18,5	27,3	20,4	20,8	21,9
61+	10,5	5,0	9,4	11,3	11,1	9,8
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 5.17 shows that train users needed more time than users of any other mode to reach their workplaces. They needed on average 102 minutes to travel to work and about 72% took more than an hour to reach their workplaces. In City of Tshwane, those who used trains needed on average 100 minutes to travel to work and about 73% took more than an hour to reach their workplaces.

In Gauteng, those who used buses needed 92 minutes on average to reach the workplace and those who travelled by taxi needed 63 minutes on average. Car/truck drivers and car/truck passengers had an average time of 49 minutes and 53 minutes respectively to travel to their workplace. Workers who walked all the way to work, needed on average 35 minutes to get to work.

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

Main mode and monthly payment in rand	District municipality (per cent within district municipality)					
	Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
Train						
Mean (Rands)	450	644	337	536	535	467
1–100	*	*	7,0	2,3	0,3	3,3
101–200	32,5	22,4	41,7	38,3	36,0	38,5
200+	67,5	77,6	51,3	59,4	63,7	58,2
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Bus						
Mean (Rands)	510	696	731	568	576	580
1–100	3,0	*	2,2	1,6	0,4	1,3
101–200	4,8	*	*	3,0	4,9	3,6
200+	92,2	100,0	97,8	95,4	94,7	95,1
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi						
Mean (Rands)	633	599	634	603	680	628
1–100	0,6	1,9	0,4	1,1	1,2	1,0
101–200	3,7	1,9	1,5	2,1	2,3	2,1
200+	95,7	96,2	98,1	96,7	96,5	96,9
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car driver						
Mean (Rands)	448	577	1 060	1 682	1 421	1 332
1–100	*	*	*	14,7	*	5,2
101–200	*	*	*	2,5	*	0,9
200+	100,0	100,0	100,0	82,8	100,0	93,9
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car passenger						
Mean (Rands)	608	898	787	966	913	881
1–100	*	6,3	0,3	*	*	0,5
101–200	*	4,5	1,2	*	1,7	1,0
200+	100,0	89,3	98,5	100,0	98,3	98,5
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Driving cars appeared to be the most expensive mode of travel in the province with an average monthly cost of R1 332, followed by travelling by car as a passenger (R881) and by taxi (R628). Trains were the cheapest with an average monthly cost of R467.

6. Business trips

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

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

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

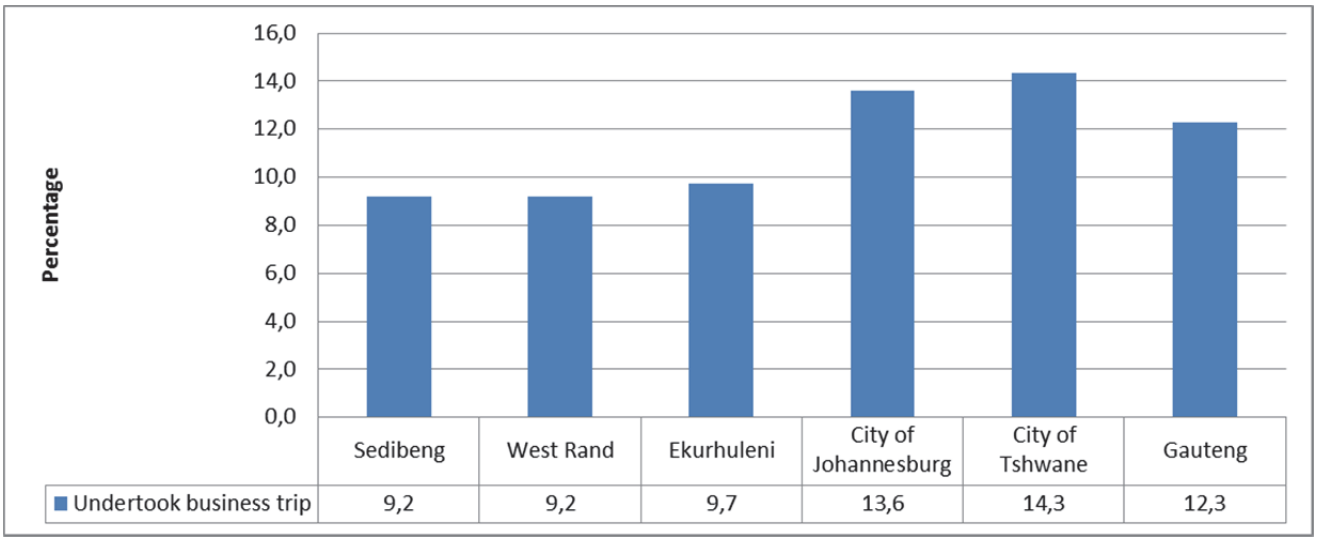
District municipality	Workers aged 15 years and older ('000)	Business trips amongst workers 15 years and older		
		Number ('000)	Per cent within district municipality	Per cent within GP
Sedibeng	325	30	9,2	4,8
West Rand	349	32	9,2	5,2
Ekurhuleni	1 202	117	9,7	19,0
City of Johannesburg	1 965	267	13,6	43,4
City of Tshwane	1 184	170	14,3	27,6
Gauteng	**5 025**	**616**	**12,3**	**100,0**
Geographic location				
Metro	4 281	549	12,8	89,2
Urban	645	61	9,4	9,8
Rural	99	6	6,0	1,0

Percentages calculated across district municipalities, within Gauteng.

Table 6.1 presents information on workers who have undertaken business trips prior to the interview. Of the 5 million workers aged 15 and older who were interviewed, 616 000 indicated that they undertook business trips.

The City of Johannesburg (43,4%) had the highest proportion of workers who undertook a business trip within the province, followed by City of Tshwane (27,6%), while Sedibeng DM had the smallest proportion of workers (4,8%) who undertook business trips. Most of the workers (89%) who took business trips were from metro areas, followed by urban areas (9,8%) and about 1% were from rural areas.

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



Percentages calculated within district municipalities.

Figure 6.1 indicates the percentage of workers 15 years and older who took business trips by district municipality. In the province, 12,3% of workers who were interviewed indicated that they undertook business trips. Workers in City of Tshwane (14,3%) and City of Johannesburg (13,6%) were most likely to travel for business purposes. Sedibeng DM (9,2%) and West Rand DM (9,2%) had the lowest percentage of workers who undertook 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 within district municipality)					
		1–5 trips	6–10 trips	11–15 trips	16–20 trips	>20 trips	Total
Sedibeng	29	73,5	12,4	7,2	5,1	1,8	**100,0**
West Rand	32	61,2	14,4	10,9	7,1	6,4	**100,0**
Ekurhuleni	111	68,1	14,5	6,4	4,9	6,1	**100,0**
City of Johannesburg	260	74,9	11,2	3,3	3,3	7,3	**100,0**
City of Tshwane	164	70,3	15,3	2,1	3,8	8,4	**100,0**
Gauteng	**597**	**71,6**	**13,2**	**4,2**	**4,1**	**7,1**	**100,0**

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

Table 6.2 demonstrates the number of business trips undertaken by workers in Gauteng. More than seventy per cent (71,6%) of workers indicated that they have undertaken one to five trips during the reference period, followed by 13,2% who undertook six to ten trips and only 7,1% who undertook more than 20 trips. Approximately 75% of workers undertook one to five business trips in City of Johannesburg during the reference period, while 11,2% undertook six to ten trips.

In City of Tshwane (70,3%), 1–5 business trips were undertaken by workers, followed by those who undertook 6–10 trips (15,3%). About 61% of the workers who undertook business trips in West Rand DM (50,7%) took 1–5 business trips, followed by 14,4% who undertook 6–10 trips, those who undertook 11–15 trips at 10,9% and 6,4% for more than 20 trips.

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

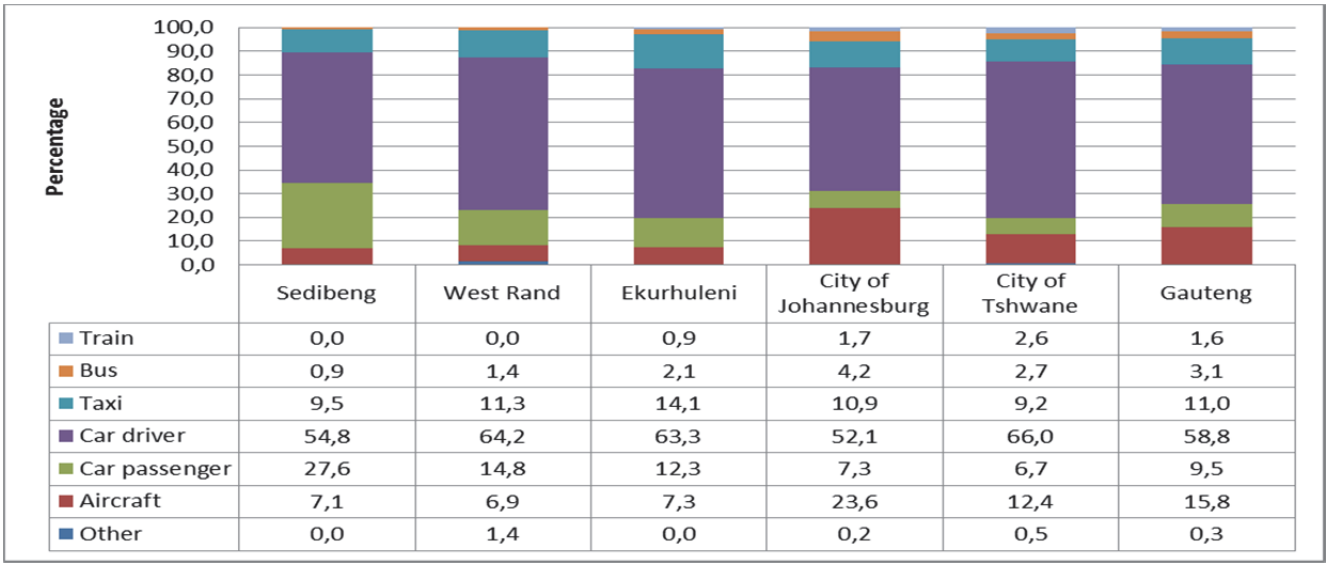
Mode of travel		Statistics (numbers in thousands)	District municipality (per cent within municipality)					
			Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
Public transport	Train	Number	*	*	*	5	4	**10**
		Per cent	*	*	*	1,7	2,6	**1,6**
	Bus	Number	*	*	2	11	5	**19**
		Per cent	*	*	2,1	4,2	2,7	**3,1**
	Taxi	Number	3	4	16	29	15	**67**
		Per cent	9,5	11,3	14,1	10,9	9,2	**11,0**
Private transport	Car/bakkie/ truck driver	Number	16	21	73	139	111	**360**
		Per cent	54,8	64,2	63,3	52,1	66,0	**58,8**
	Car/bakkie/ truck passenger	Number	8	5	14	19	11	**58**
		Per cent	27,6	14,8	12,3	7,3	6,7	**9,5**
Aircraft		Number	2	2	8	63	21	**96**
		Per cent	7,1	6,9	7,3	23,6	12,4	**15,8**
Other		Number	*	*	*	*	*	**2**
		Per cent	*	*	*	*	*	**0,3**
Total		**Number**	**30**	**32**	**116**	**266**	**168**	**612**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Approximately 59% of the workers who travelled for business purposes used car/truck driver as their main mode of travel, followed by aircraft (15,8%) which was the second most frequently used main mode. For business trips undertaken in City of Johannesburg, 52,1% used car/truck driver as their main mode of travel, while 23,6% used aircraft. In Sedibeng DM, 54,8% of the workers used a car/bakkie as drivers as their main mode of travel for business trips, followed by 27,6% who used car/bakkie as passengers.

In Ekurhuleni, for 63,3% of the business trips that were undertaken, car/truck driver was the main mode of travel followed by taxis (14,1%).

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

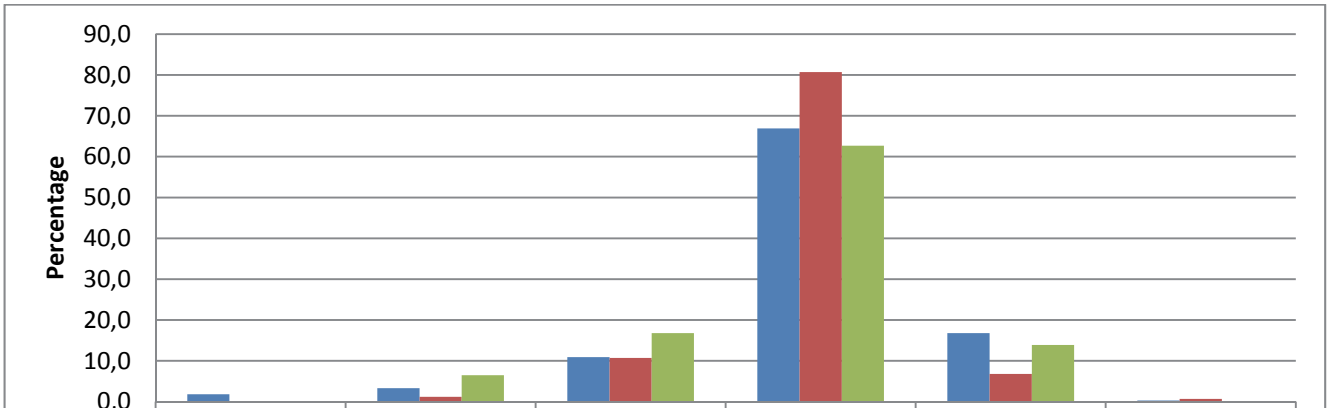


	Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
Train	0,0	0,0	0,9	1,7	2,6	1,6
Bus	0,9	1,4	2,1	4,2	2,7	3,1
Taxi	9,5	11,3	14,1	10,9	9,2	11,0
Car driver	54,8	64,2	63,3	52,1	66,0	58,8
Car passenger	27,6	14,8	12,3	7,3	6,7	9,5
Aircraft	7,1	6,9	7,3	23,6	12,4	15,8
Other	0,0	1,4	0,0	0,2	0,5	0,3

Other modes include bicycle, scooter/motorcycle, animal-drawn transport etc.
Percentages calculated within district municipalities.

As presented in Figure 6.2, car/bakkie driver (58,8%) was the most commonly used mode of travel for business trips in Gauteng. About 15,8% of the workers used aircraft as their mode of travel in the province.

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



	Train	Bus	Taxi	Car	Aircraft	Other
Metro	1,8	3,3	10,9	66,9	16,8	0,3
Urban	0,0	1,2	10,7	80,7	6,8	0,7
Rural	0,0	6,5	16,8	62,7	13,9	0,0

Other modes include bicycle, scooter/motorcycle, animal-drawn transport etc.
Percentages calculated within geographic location.

Figure 6.3 shows that cars were most likely to be used for business trips in urban areas (80,7%) and metropolitan areas (66,9%). Taxis were the second mode of travel commonly used in rural areas (16,8%) and urban areas (10,7%), and aircraft for metropolitan areas (16,8%).

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

District municipality of origin	Province of destination								Total
	WC	EC	FS	KZN	NW	GP	MP	LP	
Sedibeng	1	*	*	*	1	15	*	*	17
West Rand	*	*	*	*	3	13	*	1	17
Ekurhuleni	1	1	1	*	*	33	2	4	43
City of Johannesburg	5	1	2	2	6	64	3	3	86
City of Tshwane	5	*	2	*	4	57	1	5	75
Gauteng	**12**	**3**	**4**	**3**	**14**	**183**	**6**	**13**	**237**

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

The majority of business trips undertaken by workers were within their province of residence, as indicated in Table 6.4. A total number of 237 000 business trips were undertaken from district municipalities in Gauteng to other provinces, and within the province of Gauteng itself.

Of that total, 183 000 were business trips within Gauteng, 14 000 to North West, 13 000 to Limpopo and 12 000 to Western Cape.

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)					
	Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
Sedibeng	1	*	1	6	8	15
West Rand	*	3	2	6	3	15
Ekurhuleni	*	*	11	12	9	32
City of Johannesburg	*	1	4	35	25	66
City of Tshwane	*	1	1	21	33	57
Gauteng	**2**	**6**	**19**	**81**	**79**	**185**

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

Table 6.5 gives a presentation of the travel patterns of workers from their municipalities to the district municipality within Gauteng. About 185 000 business trips were undertaken within the district municipalities during the reference period. City of Johannesburg (81 000) had the highest number of business trips as a district of destination, followed by City of Tshwane at about 81 000 business trips.

Business travel by residents of Ekurhuleni was limited to Ekurhuleni, with 11 000 workers taking business trips within the district, 4 000 were from City of Johannesburg and the remaining were from other districts.

7. Other travel patterns

7.1 Introduction

This section focuses on the day and overnight trips taken recently by individuals aged 15 years and older. An overnight trip is a trip where one spends a single night or more away from the dwelling unit, considering the 20 km radius away from usual home. In addition, this section also focuses on the reasons for travelling apart from work, school and business trips.

There are various reasons why individuals take day and overnight trips; it could be trips for the purpose of shopping for personal use or to attend sporting events as a participant or spectator. Some of the listed options under the main purpose for the trip was 'home to visit family and friends'. This option includes scenarios where migrant workers maintain more than one home: one from which they work and the other(s) which they consider as a second home and visit frequently. This is different from the category 'visit friends and family' – this category does not include a second home inference.

In the questionnaire, both the day trips and overnight trips made away from the usual place of residence are counted separately, resulting in no omissions of trip.

7.2 Day trips

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

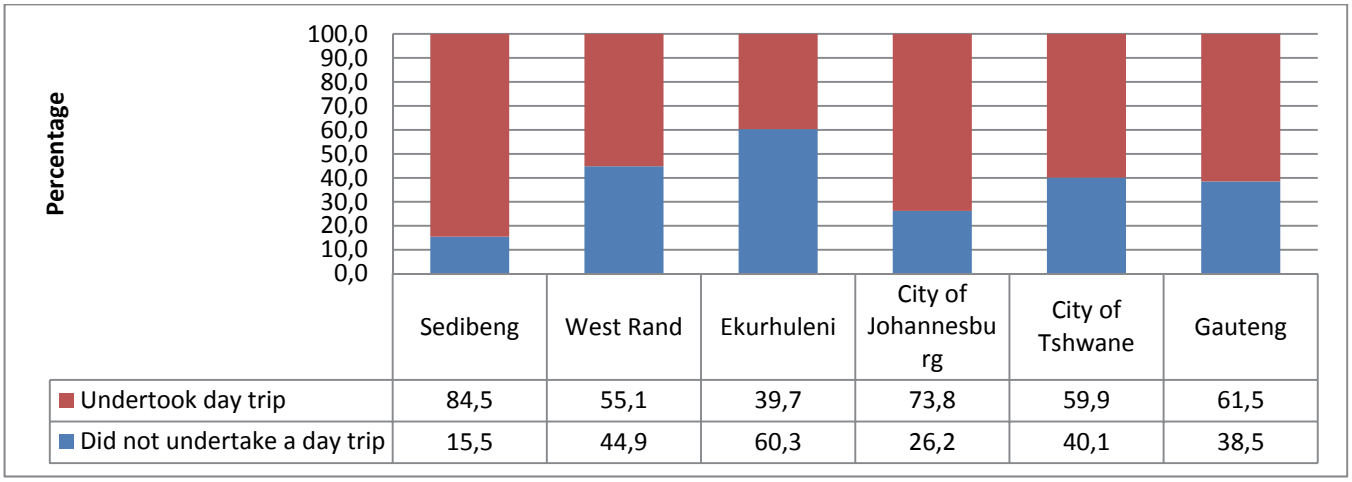
District municipality	Number of persons aged 15 years and older ('000)	Trips taken away from usual home/place of residence	
		Number ('000)	Per cent in GP
Sedibeng	654	553	9,3
West Rand	648	357	6,0
Ekurhuleni	2 396	951	16,1
City of Johannesburg	3 638	2 684	45,4
City of Tshwane	2 289	1 372	23,2
Gauteng	**9 625**	**5 917**	**100,0**

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

Table 7.1 summarises the incidence of day trips during the 12 months preceding the survey. A total of 9,6 million persons aged 15 years and older were asked whether they had undertaken day trips. These trips were defined as travelling away from one's usual home in the past 12 months, and returning on the same day. About 5,9 million individuals indicated that they had undertaken day trips.

The City of Johannesburg had the highest proportion of persons who had undertaken day trips, with 45,4%. Almost ten per cent (9,3%) of persons in Sedibeng DM and 6% in West Rand DM had undertaken day trips in the 12 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 municipality.

Figure 7.1 illustrates the percentage of persons 15 years and older in Gauteng who undertook day trips. The highest proportion was recorded in Sedibeng DM (84,5%), followed by City of Johannesburg (73,8%) and City of Tshwane (59,9%).

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

Main purpose of trip	District municipality (per cent within municipality)					
	Sedibeng	**West Rand**	**Ekurhuleni**	**City of Johannesburg**	**City of Tshwane**	**Gauteng**
Visited home	22,2	28,8	33,8	35,1	34,8	**33,2**
Shopping – for business/personal	38,7	32,0	27,0	25,5	26,5	**27,6**
Sporting – as a spectator or participant	1,8	5,5	2,1	2,2	1,7	**2,2**
Visit friends and/or family	14,7	15,3	20,6	20,8	17,3	**19,0**
Funeral	13,0	5,9	7,4	6,6	9,6	**8,0**
Medical	2,0	2,5	1,5	1,5	1,4	**1,6**
Religious	5,0	5,2	4,5	5,2	4,9	**5,0**
Other purposes	2,7	4,8	3,1	3,0	3,7	**3,3**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated within district municipalities.
Other purposes include: Weddings, leisure/holiday, sporting – spectator/participant, etc.

Table 7.2 indicates that the most common reasons given by persons who undertook day trips in Gauteng were visiting home (33,2%), followed by shopping for business or personal purpose (27,6%) and visiting friends and/or family (19%).

Even though visiting home was the most common reason given in Gauteng, shopping for business or personal things was provided as another main purpose by the largest percentage of travellers – in Sedibeng DM (38,7%), West Rand DM (32,0%), and Ekurhuleni (27,0 %).

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

Mode		Statistics (numbers in thousands)	District municipality					
			Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
Public transport	Train	Number	18	4	27	62	24	**134**
		Per cent	3,2	1,1	2,8	2,3	1,7	**2,3**
	Bus	Number	10	9	47	163	76	**305**
		Per cent	1,9	2,5	5,0	6,2	5,6	**5,2**
	Taxi	Number	236	138	412	998	454	**2 237**
		Per cent	42,8	39,4	44,0	37,8	33,7	**38,4**
Private transport	Car/bakkie/ truckdriver	Number	108	85	203	552	366	**1 315**
		Per cent	19,6	24,4	21,7	20,9	27,2	**22,6**
	Car/bakkie/ truck passenger	Number	111	80	200	541	344	**1 276**
		Per cent	20,2	22,8	21,4	20,5	25,5	**21,9**
Aircraft		Number	3	*	8	58	10	**79**
		Per cent	0,5	*	0,9	2,2	0,7	**1,4**
Walking all the way		Number	61	30	37	253	65	**447**
		Per cent	11,0	8,6	4,0	9,6	4,8	**7,7**
Other		Number	4	4	3	11	8	**30**
		Per cent	0,8	1,2	0,3	0,4	0,6	**0,5**
Total		**Number**	**551**	**349**	**937**	**2 638**	**1 347**	**5 822**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 7.3 summarises the main mode of travel used on day trips. Individuals who undertook day trips mostly used taxis (38,4%) as their mode of travel. The second most commonly mode of travel used was a car/bakkie/truck as driver (22,6%), and a third mode of travel used was car/bakkie/truck as passenger (21,9%). About 8% of day-trip travellers walked all the way. Sedibeng DM (11,0%) had the highest percentage of travellers that walked all the way.

7.3 Overnight trips

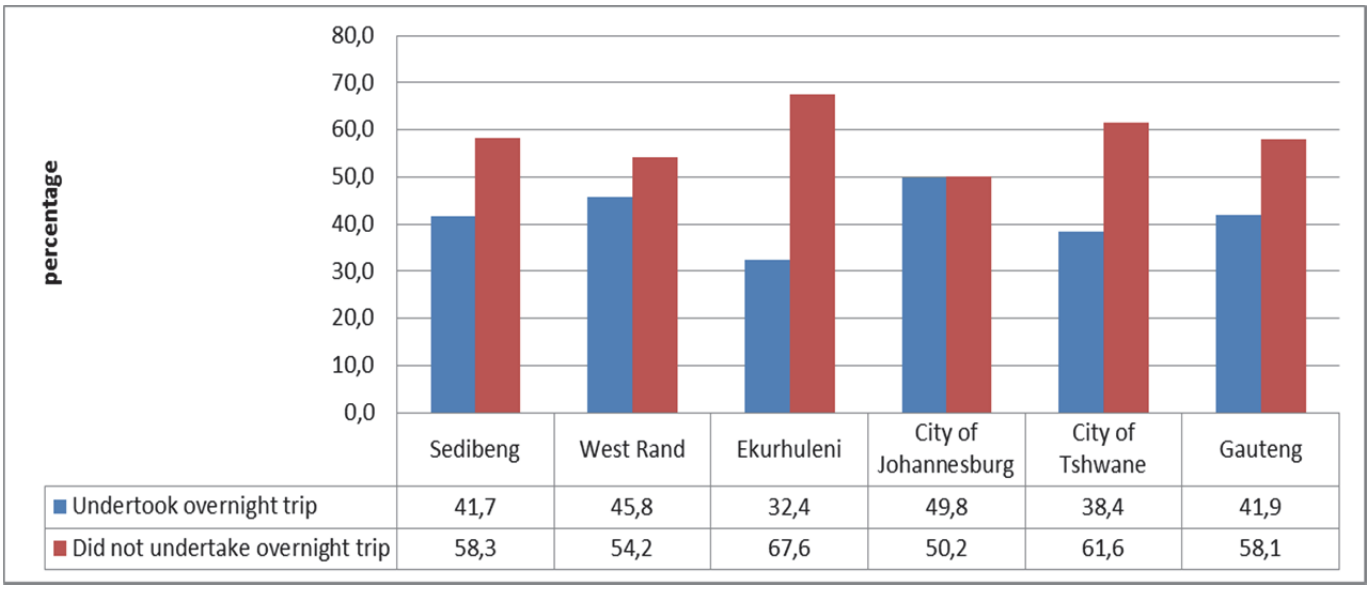
Table 7.4: Overnight trips taken away from usual home/residence in the 12 months prior to the interview by district municipality

District municipality	Number of persons aged 15 years and older	Undertook overnight trips	
		Number ('000)	Per cent
Sedibeng	654	273	6,8
West Rand	648	297	7,4
Ekurhuleni	2 396	776	19,2
City of Johannesburg	3 638	1 812	44,9
City of Tshwane	2 289	879	21,8
Gauteng	**9 625**	**4 036**	**100,0**

Percentages calculated across district municipalities.
Total excludes unspecified overnight trips.

About 4 million persons interviewed indicated that they had undertaken overnight trips during the preceding 12 months. Of the overnight travellers in the province, most came from City of Johannesburg (44,9%) and City of Tshwane (21,8%) and the least from Sedibeng DM (6,8%).

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



Percentages calculated across district municipalities.

Figure 7.2 illustrates the percentage of individuals 15 years and older who went on overnight trips. About 41,9% of persons in Gauteng undertook overnight trips. The City of Johannesburg (49,8%), followed by West Rand DM (45,8%) and Sedibeng DM (41,7%) reported the highest percentage of persons who undertook 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 within district municipality)					
	Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
Visited home	51,1	68,9	68,1	67,8	50,4	**63,0**
Shopping – personal or business	2,7	1,4	3,1	3,2	3,2	**3,0**
Sporting – as a spectator or participant	0,5	0,7	0,3	0,9	0,5	**0,7**
Visit friends and/or family	19,2	13,2	16,2	15,6	20,0	**16,8**
Funeral	12,0	10,5	6,0	6,1	14,1	**8,6**
Medical	1,3	0,4	0,2	0,3	0,4	**0,4**
Religious	7,0	4,4	3,4	3,8	6,7	**4,6**
Other purposes	6,3	0,6	2,7	2,3	4,7	**3,0**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Other purposes include: Weddings, leisure/holiday, sporting – spectator/participant, etc.

The most common purpose stated by persons who undertook overnight trips is visiting home (63%), followed by visiting friends and/or family (16,8%) and attending funerals (8,6%) while the least common reason stated is travelling for medical reasons (0,4%).

Persons in West Rand DM, Ekurhuleni and the City of Johannesburg were more likely to undertake overnight trips to visit their home.

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 within district municipality)					
			Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
Public transport	Train	Number	8	8	26	64	22	**127**
		Per cent	2,8	2,9	3,3	3,6	2,5	**3,2**
	Bus	Number	12	30	95	248	90	**476**
		Per cent	4,5	10,4	12,4	13,8	10,4	**11,9**
	Taxi	Number	116	128	326	602	276	**1 447**
		Per cent	43,0	43,6	42,4	33,5	31,8	**36,2**
Private transport	Car/bakkie/ truck driver	Number	50	39	143	352	211	**795**
		Per cent	18,4	13,4	18,6	19,6	24,4	**19,9**
	Car/bakkie/ truck passenger	Number	70	69	152	392	232	**915**
		Per cent	25,7	23,6	19,8	21,8	26,8	**22,9**
Aircraft		Number	11	10	25	107	26	**179**
		Per cent	4,2	3,3	3,2	6,0	3,0	**4,5**
Walking all the way		Number	3	5	*	23	6	**38**
		Per cent	1,2	1,7	*	1,3	0,7	**0,9**
Other		Number	*	3	*	7	4	**16**
		Per cent	*	1,1	*	0,4	0,5	**0,4**
Total		Number	**270**	**293**	**768**	**1 796**	**867**	**3 995**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 7.6 illustrates the mode of travel used on overnight trips. More than half of persons who undertook overnight trips used taxis (36,2%) as the mode of travel to their destinations. This was followed by car/bakkie/truck passenger (22,9%) and car/bakkie/truck driver (19,9%). Taxis were commonly used by travellers in West Rand DM (43,6%), followed by Sedibeng DM (43,0%) and Ekurhuleni (42,4%). Overnight trip travellers in City of Tshwane (24,4%), City of Johannesburg (19,6%) and Ekurhuleni (18,6%) were more likely to drive to their destinations compared to other district municipalities.

8. Possession of a driver's licence

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

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

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

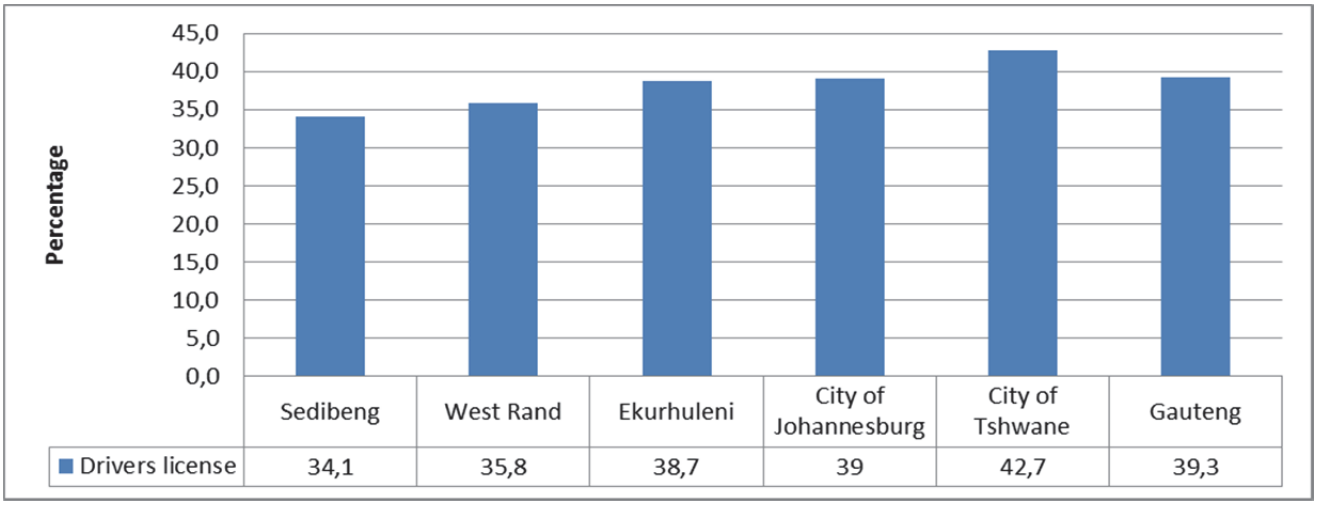
District municipality	Possession of driver's licence			
	Number 18 years and older with licences ('000)	Per cent with licences across district municipality	Number 18 years and older without licences ('000)	Per cent without licences across district municipality
Sedibeng	208	5,9	402	7,3
West Rand	215	6,1	385	7,0
Ekurhuleni	873	24,7	1 384	25,3
City of Johannesburg	1 327	37,5	2 074	37,9
City of Tshwane	917	25,9	1 228	22,4
Gauteng	**3 540**	**100,0**	**5 474**	**100,0**

Percentages exclude unspecified cases.

Table 8.1 shows persons aged 18 years and older who have driver's licences in Gauteng. Most people with licences lived in City of Johannesburg (37,5%), followed by City of Tshwane (25,9%) and Ekurhuleni (24,7%). Sedibeng DM (5,9%) had the lowest percentage of people with driver's licences.

The table further indicates most of the people in Gauteng without licences were found in City of Johannesburg (37,9%), followed by Ekurhuleni (25,3%) and City of Tshwane (22,4%).

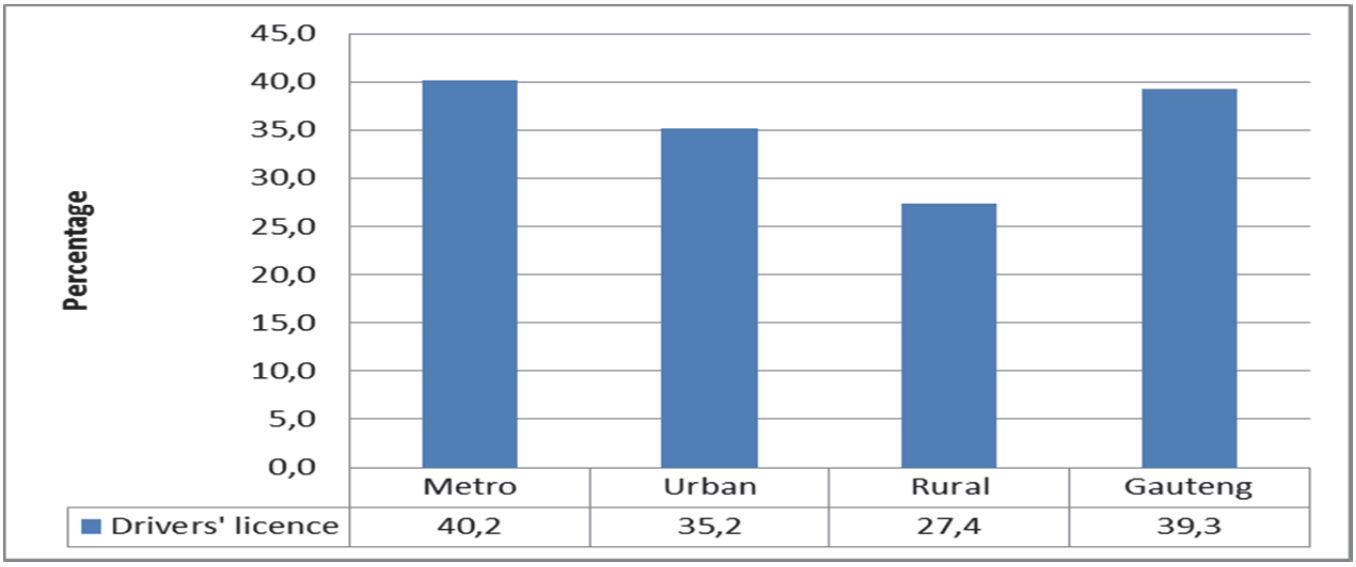
Figure 8.1: Percentage of persons aged 18 years and older with a driver's licence by district municipality



Percentages calculated within district municipality.

Close to 40% of the persons aged 18 years and older were in possession of a driver's licence in the province. City of Tshwane (42,7%) had the highest proportion of persons with driver's licences followed by City of Johannesburg (39%) and Ekurhuleni (38,7%).

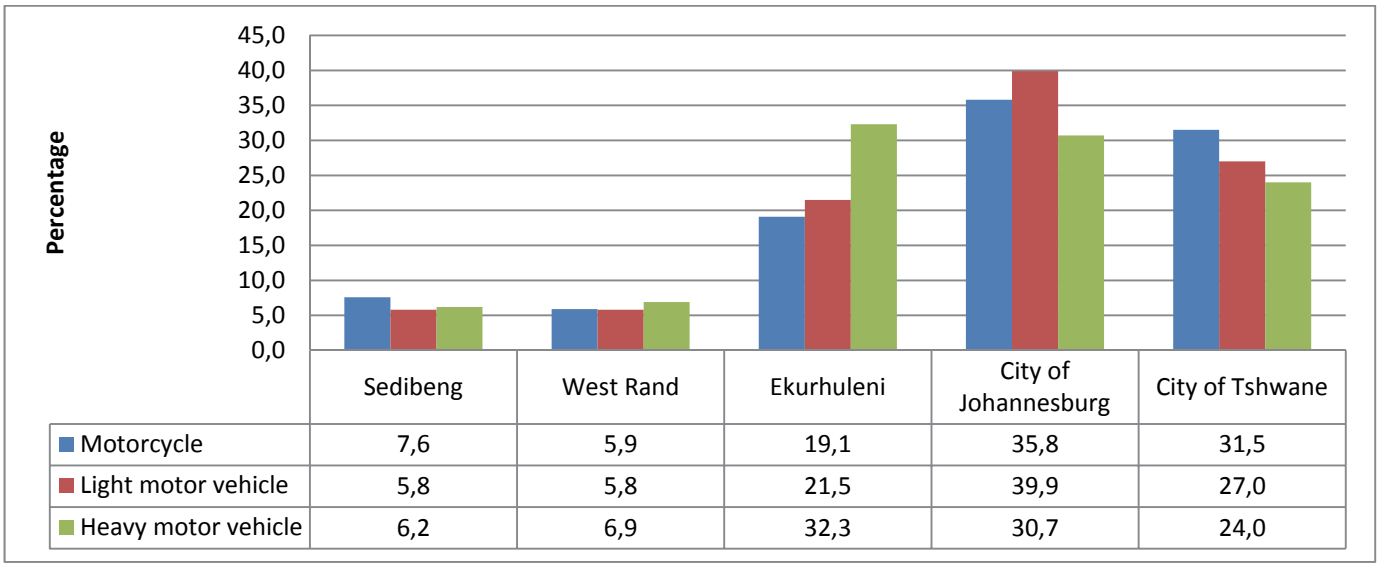
Figure 8.2: Possession of a driver's licence among those 18 years and older by geographic location



Percentages calculated within geographic location.

Figure 8.2 shows that the highest proportions of persons aged 18 years and older with a driver's licence were located in metro areas (40,2%), followed by urban areas (35,2%). Slightly more than a quarter (27,4%) of persons in the rural areas were in possession of a driver's licence.

Figure 8.3: Percentage of persons aged 18 years and older in possession of a driver's licence by type of driver's licence and district municipality



	Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane
Motorcycle	7,6	5,9	19,1	35,8	31,5
Light motor vehicle	5,8	5,8	21,5	39,9	27,0
Heavy motor vehicle	6,2	6,9	32,3	30,7	24,0

Note: Motorcycle (Codes A1, A), car (Codes B, EB), heavy vehicle (Codes C, C1, EC, EC1).
Percentages calculated across district municipality.

Figure 8.3 indicates that City of Johannesburg had the highest percentage of persons with light motor vehicle (39,9%), motorcycle (35,8%) and heavy motor vehicle (30,7%) licences. Heavy motor vehicle licences were also popular in Ekurhuleni (32,3%) and City of Tshwane (24,0%).

Table 8.2: Number of persons aged 15 years and older with motorcycle driver's licences by age group and district municipality

Age group	Statistics ('000)	District municipality					
		Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
16–25	Number	4	*	2	9	8	**24**
26–39	Number	3	3	11	14	11	**41**
40–49	Number	2	2	7	15	21	**47**
50–59	Number	5	4	13	23	14	**59**
60 years and more	Number	*	2	5	10	9	**29**
Total	**Number**	**16**	**13**	**38**	**71**	**62**	**201**

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

A total of 201 000 persons aged 16 years and older had a motorcycle driver's licence. City of Johannesburg had the highest number, with the 50–59 age group leading, followed by the 40–49 age group. West Rand DM had the least number of licenced drivers.

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

Age group	Statistics ('000)	District municipality					
		Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
18–25	Number	15	22	50	104	76	**266**
26–39	Number	39	37	171	341	214	**803**
40–49	Number	33	33	124	230	156	**575**
50–59	Number	33	34	87	174	117	**444**
60 years and more	Number	25	21	110	155	118	**429**
Total	**Number**	**145**	**145**	**542**	**1 004**	**680**	**2 516**

Total excludes unspecified age group.

Table 8.3 shows the number of persons aged 18 years and older with light motor vehicle driver's licences. A total of 2,5 million persons had light motor vehicle driver's licences in the province. The largest number of people with light motor vehicle driver's licences were aged 26–39 (803 000).

City of Johannesburg had the largest number of persons aged 26–39 years who had light motor vehicle driver's licences (341 000), while West Rand DM recorded the smallest number (37 000). The age group of 18–25 comprised the smallest number of persons in possession of light motor vehicle licences (266 000).

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

Age group	Statistics ('000)	District municipality					
		Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
18–25	Number	4	4	25	27	24	**84**
26–39	Number	24	29	131	133	108	**424**
40–49	Number	12	21	85	63	52	**232**
50–59	Number	10	12	44	49	34	**150**
60 years and more	Number	12	2	32	30	20	**97**
Total	**Number**	**61**	**68**	**319**	**303**	**236**	**987**

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

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

City of Johannesburg (303 000) had more persons aged 18 years and older with heavy motor vehicle driver's licences, followed by City of Tshwane (236 000). Sedibeng DM (61 000) had the least number of persons with heavy motor vehicle driver's licences.

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

Sex	Statistics Number ('000)	District municipality					
		Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
Male	Number	125	129	531	806	543	**2 134**
	Per cent	60,1	60,0	60,8	60,7	59,2	**60,3**
Female	Number	83	86	342	521	374	**1 406**
	Per cent	39,9	40,0	39,2	39,3	40,8	**39,7**
Total	Number	208	215	873	1 327	917	**3 540**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 8.5 presents the number of persons who have driver's licences by sex and municipality. Males have the highest number of licenced drivers with the most coming from City of Johannesburg (806 000), followed by City of Tshwane (543 000) and Ekurhuleni (531 000).

Among females, City of Johannesburg had the highest number of persons with a driver's licence (521 000), followed by City of Tshwane (374 000). Sedibeng DM had the least number of females with driver's licences (83 000).

Table 8.6: Number of persons aged 18 years and older with a drivers' licence (light motor and heavy motor vehicle) by population group and district municipality

Population group	Statistics Number ('000)	District municipality (per cent within municipality)					
		Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
Black African	Number	105	96	448	656	424	**1 729**
	Per cent	50,5	44,7	51,3	49,4	46,2	**48,8**
Coloured	Number	1	2	16	69	21	**109**
	Per cent	0,5	0,9	1,8	5,2	2,3	**3,1**
Indian/Asian	Number	4	9	47	115	39	**214**
	Per cent	1,9	4,2	5,4	8,7	4,3	**6,0**
White	Number	98	107	362	487	433	**1 487**
	Per cent	47,1	49,8	41,5	36,7	47,2	**42,0**
Total	**Number**	**208**	**215**	**873**	**1 327**	**917**	**3 540**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Black Africans (48,8%) had the highest proportion of persons aged 18 years and older who had light and heavy motor vehicle driver's licences, followed by whites (42,0%) and Indians/Asians (6%). In the City of Tshwane and West Rand DM, whites had the highest proportions at 47,2% and 49,8% respectively.

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

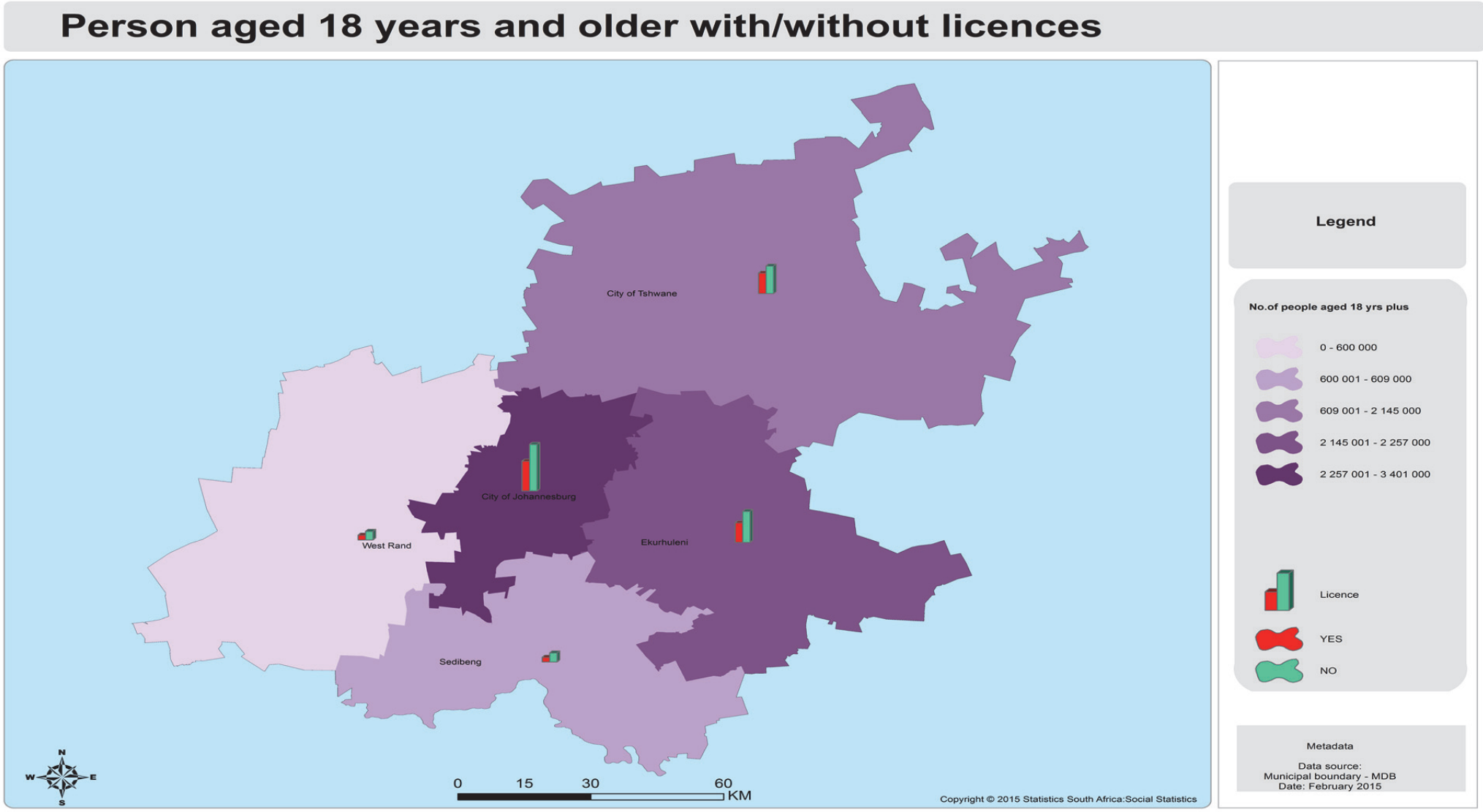
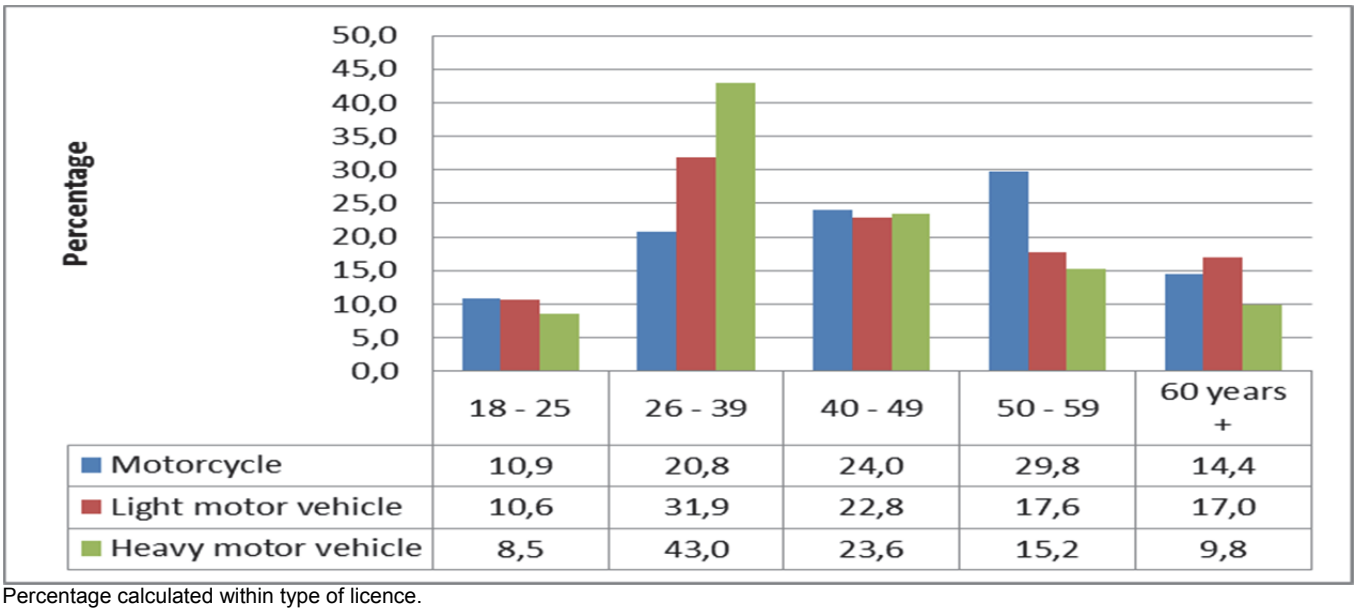


Figure 8.4: Percentage of persons aged 18 years and older by type of driver's licence and age group



	18 - 25	26 - 39	40 - 49	50 - 59	60 years +
Motorcycle	10,9	20,8	24,0	29,8	14,4
Light motor vehicle	10,6	31,9	22,8	17,6	17,0
Heavy motor vehicle	8,5	43,0	23,6	15,2	9,8

Percentage calculated within type of licence.

Figure 8.4 presents type of driver's licences by age groups for persons aged 18 years. Close to 30% of persons with motorcycle driver's licences were between the ages 50–59. However, for light and heavy motor vehicles the highest proportions were amongst individuals in the age group 26–29.

9. Households

9.1 Introduction

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

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

9.2 Socio-economic circumstances of households

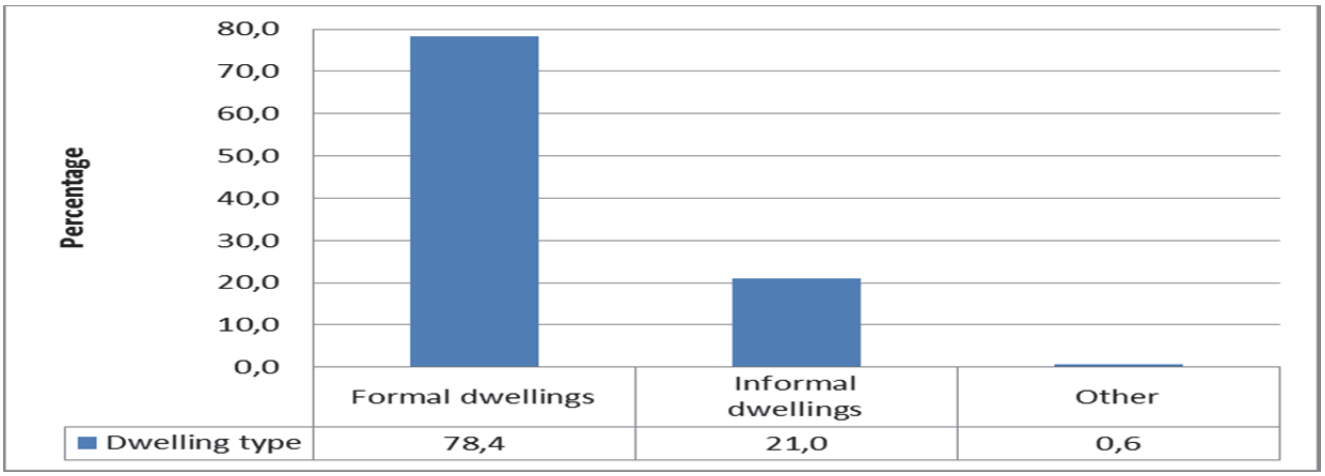
Table 9.1: Dwelling type of household, by district municipality

Dwelling type	District municipality (per cent within district municipality)					
	Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
Formal dwellings	84,0	74,3	74,2	78,4	82,4	**78,4**
Informal dwellings	14,7	25,5	25,3	21,0	17,0	**21,0**
Other	1,4	0,2	0,5	0,5	0,7	**0,6**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Total excludes unspecified type of dwelling.
Other dwellings include: Traditional, caravan/tent, flat or apartment, cluster house, etc.

Table 9.1 summarises information about the type of household dwellings in Gauteng. The majority of households in the province lived in formal dwellings (78,4%) followed by informal dwellings (21,0%). Only a small percentage of households were found to be other dwellings (0,6). The same pattern is observed across all DMs.

Figure 9.1: Dwelling type of household



Percentage calculated within dwelling type.

Figure 9.1 shows that the majority (78,4%) of households lived in formal dwellings. This is followed by informal dwellings (21,0%), and other dwellings (0,6%).

Table 9.2: Source of household income, by district municipality

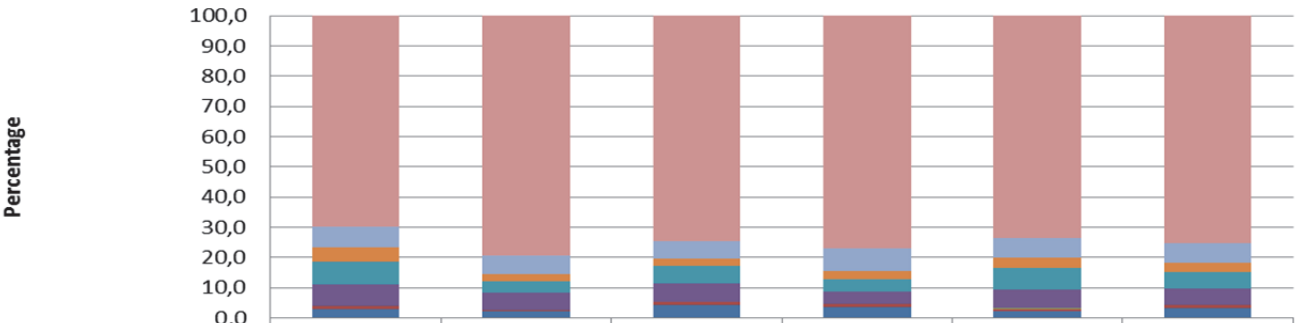
Source of household income	District municipality (per cent within income source category)					
	Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
Salaries/wages/commission	6,4	7,3	24,7	38,6	22,9	**100,0**
Income from a business	7,1	5,6	20,2	40,9	26,2	**100,0**
Remittances/including child maintenance	7,4	6,0	24,1	38,1	24,4	**100,0**
Pensions	7,9	4,3	27,0	33,1	27,6	**100,0**
Grants	9,5	8,0	24,6	31,7	26,3	**100,0**
Sales of farming products and services	4,7	3,9	24,6	28,2	38,5	**100,0**
Income from UIF	7,3	3,6	28,0	39,3	21,8	**100,0**
Other income sources	5,2	4,0	26,4	43,1	21,3	**100,0**
Source of household income	**District municipality (per cent within municipality)**					
	Sedibeng	**West Rand**	**Ekurhuleni**	**City of Johannesburg**	**City of Tshwane**	**Gauteng**
Salaries/wages/commission	72,6	81,6	76,6	78,8	77,2	**77,6**
Income from a business	11,1	8,8	8,8	11,6	12,3	**10,8**
Remittances/including child maintenance	9,1	7,5	8,4	8,6	9,1	**8,6**
Pensions	14,3	7,8	13,6	10,9	15,0	**12,5**
Grants	26,3	22,2	19,3	16,1	22,1	**19,4**
Sales of farming products and services	0,3	0,2	0,4	0,3	0,7	**0,4**
Income from UIF	1,0	0,5	1,1	1,0	0,9	**1,0**
Other income sources	4,5	3,5	6,4	6,7	5,5	**6,0**

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

Table 9.2 illustrates the main source of household income by district municipalities. Most households received salaries/wages/commission as their main source of income (77,6%), followed by grants (19,4%) and pensions (12,5%). One per cent of households received income from the UIF (1,0%) and 0,4% from sales of farming products and services.

A large dependence on salaries/wages/commission was found in West Rand DM (81,6%), City of Johannesburg (78,8%), and City of Tshwane (77,2%). Households from Sedibeng DM (26,3%), West Rand DM (22,2%) and City of Tshwane (22,1%) were most likely to benefit from grants.

Figure 9.2: Main source of household income by district municipality



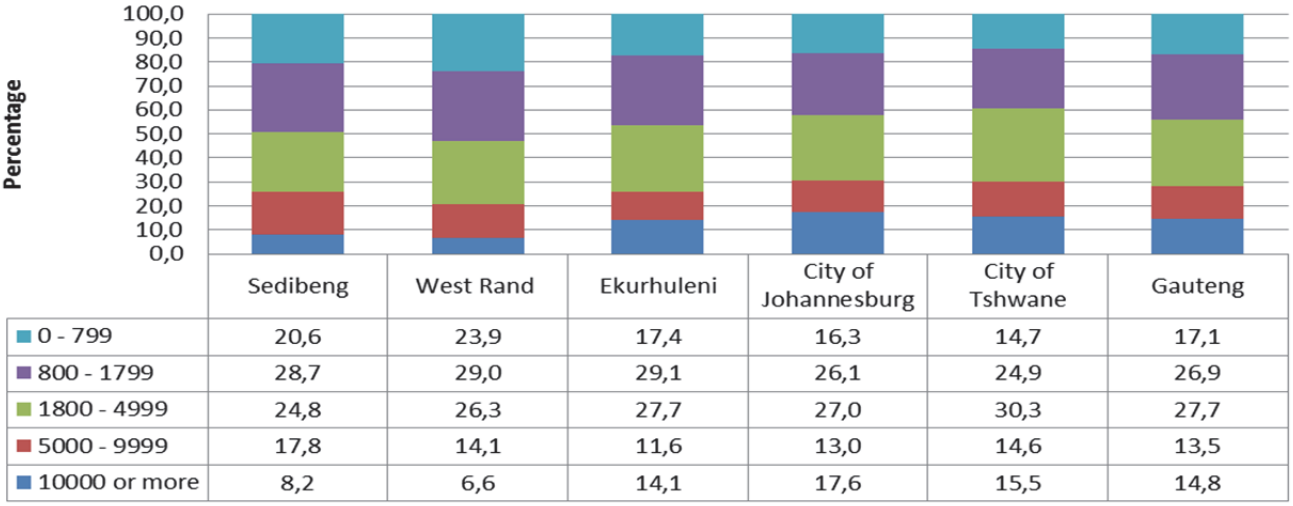
	Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
Salaries	69,8	79,4	74,6	76,9	73,6	75,2
Income from business	6,8	6,0	5,7	7,5	6,5	6,7
Remittances	4,9	2,7	2,4	2,8	3,3	3,0
Pensions	7,4	3,8	5,8	4,1	7,2	5,5
Grants	7,1	5,7	6,1	4,2	6,3	5,5
Sales from farming	0,2	0,0	0,1	0,1	0,2	0,1
UIF	0,8	0,3	0,9	0,9	0,6	0,8
Other sources	3,0	2,1	4,3	3,6	2,3	3,3

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

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 (75,2%), followed by grants and pensions (5,5% respectively).

The majority of households in West Rand DM (79,4%), followed by City of Johannesburg (76,9%) and City of Tshwane (73,6%) were dependent on salaries as their main source of income. Sedibeng DM (7,1%) had a significant percentage of households who indicated that their main source of income was grants, followed by City of Tshwane (6,3%) and Ekurhuleni (6,1%). Only 0,8% of the households in the province received their main income from the UIF.

Figure 9.3: Monthly household expenditure, by district municipality



	Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
0 - 799	20,6	23,9	17,4	16,3	14,7	17,1
800 - 1799	28,7	29,0	29,1	26,1	24,9	26,9
1800 - 4999	24,8	26,3	27,7	27,0	30,3	27,7
5000 - 9999	17,8	14,1	11,6	13,0	14,6	13,5
10000 or more	8,2	6,6	14,1	17,6	15,5	14,8

Percentages calculated within municipalities.

Figure 9.3 shows the monthly household expenditure patterns. In the province, a large proportion of households (27,7%) had a monthly expenditure of between R1 800 and R4 999, followed by 26,9% who spent between R800 and R1 799 on a monthly basis. Approximately 15% of the households in the province spent R10 000 or more (14,8%).

Households spending between R800 and R1 799 a month were found in Ekurhuleni (29,1%), followed by West Rand DM (29,0%) and Sedibeng DM (28,7%). Slightly more than thirty per cent of households in City of Tshwane had a monthly expenditure of between R1 800 and R4 999, followed by Ekurhuleni (27,7%). Households spending R10 000 or more per month were found in City of Johannesburg (17,6%), City of Tshwane (15,5%) and Ekurhuleni (14,1%).

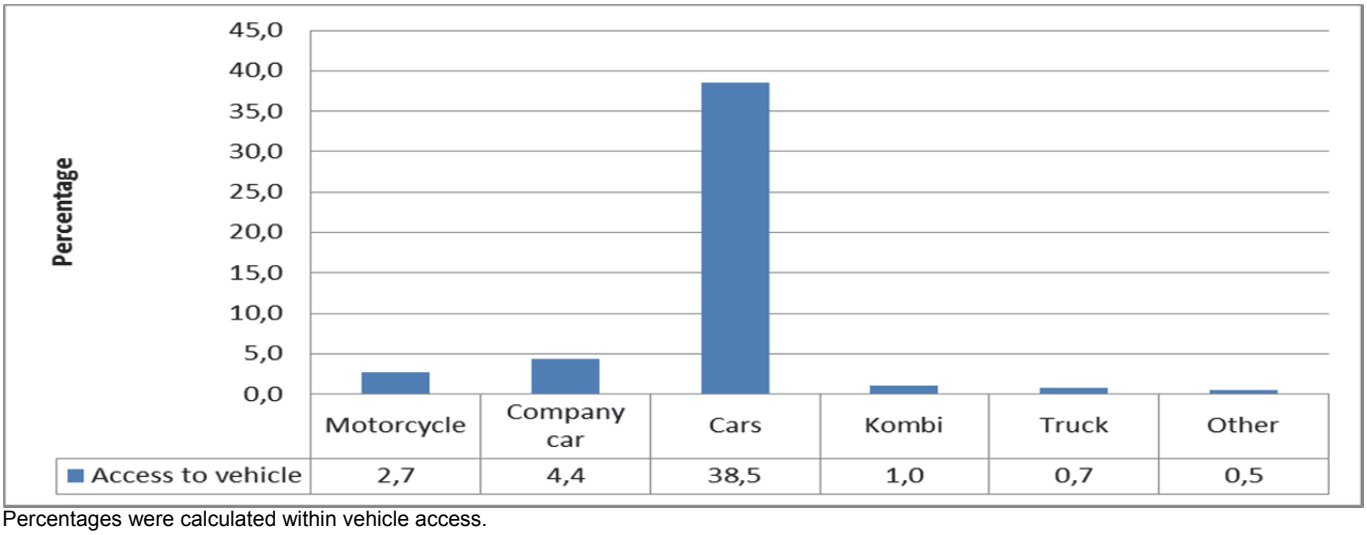
Table 9.3: Bicycles in working order owned by households, by district municipality

District municipality	Number of bicycles (per cent across district municipality, within GP)						
	0		1–3		4 plus		
	Number ('000)	Per cent	Number ('000)	Per cent	Number ('000)	Per cent	Number ('000)
Sedibeng	255	6,9	23	7,8	*	*	**278**
West Rand	264	7,1	17	5,7	*	*	**282**
Ekurhuleni	927	24,9	81	28,1	9	37,8	**1 017**
City of Johannesburg	1 438	38,6	86	29,6	7	28,7	**1 530**
City of Tshwane	840	22,6	83	28,7	5	22,4	**928**
Gauteng	**3 724**	**100,0**	**290**	**100,0**	**23**	**100,0**	**4 036**

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

According to Table 9.3, approximately 290 000 households owned between one and three bicycles in the province and 23 000 households owned more than three bicycles. Out of the 290 000 households that owned between one and three bicycles, the majority were in City of Johannesburg (29,6%), followed by City of Tshwane (28,7%) and Ekurhuleni (28,1%).

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



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

Figure 9.4 shows household ownership or access to vehicles in the province. More than three out of ten households reported to own or have access to a car (38,5%), followed by those who had access to a company car (4,4%) and motorcycle (2,7%).

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

District municipality	Type of vehicles (per cent across province, within GP)						
	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
Sedibeng	6,3	3,8	6,5	5,8	3,2	4,8	6,5
West Rand	6,9	6,0	5,5	7,0	12,1	7,9	2,8
Ekurhuleni	31,0	25,5	24,1	21,8	15,3	39,7	49,8
City of Johannesburg	28,3	35,6	36,7	37,4	35,0	25,3	26,8
City of Tshwane	27,4	29,1	27,3	28,1	34,5	22,3	14,1
Gauteng	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
	Type of vehicles owned (per cent within GP)						
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**
Sedibeng	2,5	2,4	36,7	3,7	0,5	0,5	0,1
West Rand	2,6	3,8	30,1	4,4	1,7	0,8	0,2
Ekurhuleni	3,3	4,5	36,8	3,8	0,6	1,1	1,4
City of Johannesburg	2,0	4,1	37,4	4,4	0,9	0,5	0,9
City of Tshwane	3,2	5,6	45,5	5,4	1,5	0,7	0,2
Gauteng	**2,7**	**4,4**	**38,5**	**4,4**	**1,0**	**0,7**	**0,5**

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

Table 9.4 shows households who own and use at least one type of vehicle. Nearly four in ten (38,5%) households in the province owned a household car/bakkie, followed by those who had access to a company car/bakkie/station wagon/4x4 and relative's/friend's car/bakkie (4,4% respectively). Households who had access to a motorcycle accounted for only 2,7%, while one per cent had access to a minibus/kombi.

Compared to other districts, households in City of Johannesburg (45,5%) 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

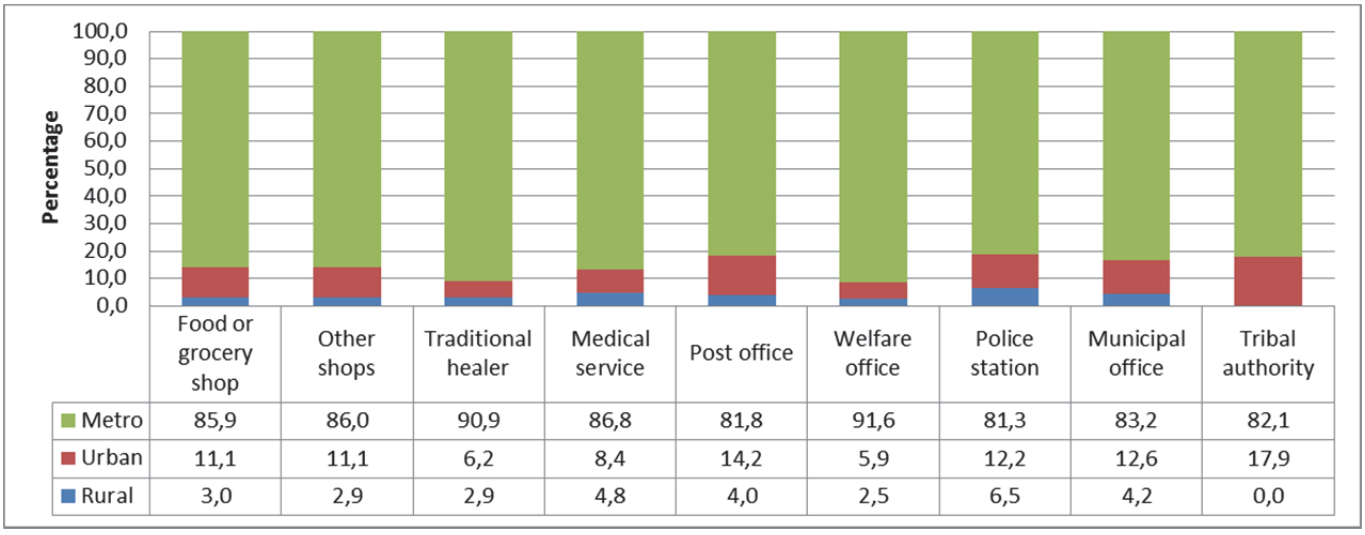
Facility	Travel time (per cent of households within facility category)				
	1–15 mins	16–30 mins	31–60 mins	>60 mins	Total
Food or grocery shops	48,4	39,0	10,8	1,8	**100,0**
Other shops	67,8	24,2	6,7	1,3	**100,0**
Traditional healer	44,6	31,2	15,4	8,8	**100,0**
Church	51,8	35,5	10,6	2,0	**100,0**
Medical service	50,1	38,8	9,7	1,4	**100,0**
Post office	54,1	37,3	7,7	0,9	**100,0**
Welfare office	17,8	19,0	5,2	57,9	**100,0**
Police station	49,8	39,9	9,0	1,3	**100,0**
Municipal office	42,7	45,0	10,9	1,3	**100,0**
Tribal authority	52,7	32,8	7,5	6,9	**100,0**
Financial services/banks	47,6	41,9	9,6	0,8	**100,0**

Total excludes unspecified cases.

Table 9.5 shows the travel time by households to services and facilities. Most households who travelled to other shops (67,8%) travelled 15 minutes or less, followed by 24,2% who travelled between 16 and 30 minutes. More than four in ten households in the province who travelled to a police station travelled at most 15 minutes (49,8%) and 39,9% travelled between 16 and 30 minutes to get there. At least five in ten households who travelled to a post office (54,1%), tribal authority (52,7%), church (51,8%) and medical services (50,1%) travelled 15 minutes or less.

More than half (57,9%) of the households who travelled to a welfare office travelled more than an hour, followed by 19,0% who travelled between 16 and 30 minutes and 17,8% travelled 15 minutes or less.

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



	Food or grocery shop	Other shops	Traditional healer	Medical service	Post office	Welfare office	Police station	Municipal office	Tribal authority
Metro	85,9	86,0	90,9	86,8	81,8	91,6	81,3	83,2	82,1
Urban	11,1	11,1	6,2	8,4	14,2	5,9	12,2	12,6	17,9
Rural	3,0	2,9	2,9	4,8	4,0	2,5	6,5	4,2	0,0

Percentages were calculated across geographic location.

Figure 9.5 shows households who travelled more than 60 minutes to their selected services. More of the households in metro areas were likely to travel more than 60 minutes to a welfare office, followed by those who went to a traditional healer and medical services. Households in urban areas were more likely to travel for more than an hour to a tribal authority (17,9%), followed by the post office (14,2%) and the municipality office (12,6%).

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

Mode	Service/facility (per cent within service facility category)										
	Food or grocery shops	Other shops	Tradi-tional healer	Church	Medical service	Post office	Welfare office	Police station	Munici-pal office	Tribal autho-rity	Financial services/ banks
Walk	22,0	47,6	5,6	34,3	21,0	29,6	12,1	25,4	17,7	2,8	18,6
Minibus taxi	38,4	18,7	3,4	16,7	20,1	25,2	20,1	26,7	24,0	1,6	38,4
Car/bakkie/ minibus (private)	36,9	27,4	2,1	26,8	24,9	31,2	12,1	25,8	22,5	1,9	34,1
Do not need to get there	0,6	4,6	87,3	20,5	32,4	12,3	54,1	20,8	34,6	91,9	7,1
Other	2,1	1,9	1,6	1,8	1,5	1,7	1,6	1,3	1,4	1,7	1,7
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 9.6 shows the modes of transport used to access selected services and public facilities. In general, cars/bakkies/minibuses (private) were mostly used to access services and public facilities, except traditional healers and welfare offices where households indicated that they did not need to travel there.

About 92% of households did not need to go to a tribal authority and 87% did not need to go to a traditional healer. Nearly 38% of households used taxis to go to food or grocery shops and financial services.

9.4 Attitudes and perceptions about transport

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

Transport-related problems	District municipality (per cent of problems within GP)					
	Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
General problems						
No transport problems	11,5	8,7	6,6	4,9	6,9	6,5
Poor condition of roads	17,0	7,3	5,2	7,2	5,6	7,0
Rude drivers	8,5	8,8	8,4	8,9	6,8	8,3
Overload	4,1	3,8	3,4	3,4	3,8	3,5
Congestion	2,2	3,4	3,9	7,3	9,5	6,3
Crime	1,5	2,1	4,4	3,3	2,1	3,1
Toll fees	3,7	2,6	3,4	2,8	2,7	2,9
Other	1,4	1,0	1,9	3,1	3,7	2,7
Taxi						
Taxis too expensive	9,1	9,0	9,9	9,6	9,4	9,5
Reckless driving by taxi drivers	8,5	6,2	8,6	12,3	10,7	10,3
No taxis at specific times, e.g. late at night	3,7	5,3	3,2	3,7	4,3	3,8
Taxis too far	3,3	7,7	3,3	2,4	2,8	3,1
No taxis available	3,0	2,4	1,2	1,1	2,1	1,6
Bus						
No buses available	6,8	19,9	17,8	11,8	7,1	12,5
No buses at specific times, e.g. late at night	1,9	0,2	0,7	2,7	5,1	2,5
Buses too far	2,4	0,7	1,3	2,3	2,0	1,9
Buses too expensive	1,6	0,2	0,5	1,4	1,5	1,1
Reckless driving by bus drivers	2,8	0,4	1,5	2,4	3,5	2,3
Train						
No trains available	1,8	6,0	4,8	3,3	3,0	3,7
Trains are not reliable	1,7	1,9	4,1	2,3	2,8	2,8
Trains too far	2,7	1,7	3,7	2,3	2,1	2,6
No trains at specific times, e.g. late at night	0,9	0,3	1,8	1,3	2,1	1,5
Trains too expensive	0,1	0,3	0,5	0,4	0,4	0,4
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 9.7 shows the most important transport-related problems experienced by households. It should be noted that the question format enabled households to list two problems in their responses. During analysis, all problems mentioned were combined into one dataset, and the percentages in the above were calculated using the total number of problems mentioned as the divisor. According to the table, slightly less than seven per cent (6,5%) of households did not have transport-related problems.

Slightly more than twelve per cent of households said that the non-availability of buses in their district municipalities was their major problem. West Rand DM (19,9%), followed by Ekurhuleni (17,8%) had the highest percentages of households with this kind of problem. Reckless driving by taxi drivers (10,3%) was the main important problem mentioned in the province. City of Johannesburg (12,3%) and City of Tshwane (10,7%) complained about reckless driving by taxi drivers as their main problem.

Taxis being expensive was also mentioned as a problem by 9,5% of households in the province. Other problems that were mentioned included:

- Rude drivers (8,3%)
- Poor condition of roads (7,0%)
- Congestion (6,3%)

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 within municipality)					
	Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
Travel time	24,8	41,5	32,2	36,6	41,2	**36,1**
Travel cost	23,8	14,7	24,7	27,4	26,2	**25,3**
Flexibility	11,3	13,0	9,2	10,4	7,4	**9,7**
Safety from accidents	13,2	6,3	11,4	6,8	8,5	**8,8**
Comfort	9,3	6,6	4,2	4,2	3,8	**4,6**
Reliability	7,9	7,4	6,2	3,6	5,0	**5,1**
Distance from home to transport	4,0	4,1	4,2	2,2	2,3	**3,0**
Security from crime	3,3	1,7	2,1	3,6	1,5	**2,6**
Drivers attitude	2,2	4,3	3,6	2,4	1,1	**2,5**
Other	0,4	0,5	2,1	2,7	3,1	**2,4**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Other include: Timetable not available/information not accurate.

According to Table 9.8, travel time (36,1%) and travel costs (25,%) were the biggest determinants of modal choice. Households in West Rand DM (41,5%) and City of Tshwane (41,2%) cited that travel time influenced their mode of transport, while 27,4% of households in City of Johannesburg and 26,0% in City of Tshwane were most concerned about travel costs.

Flexibility as a factor influencing the household's mode of transport was more popular in West Rand DM (13,0%) and Sedibeng DM (11,3%). Other factors that influenced households' mode of transport were safety from accidents (8,8%), reliability (5,1%) and comfort (4,6%).

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

District municipality	Factors prioritised	% of households within province
Sedibeng	Travel time	24,8
	Travel cost	23,8
	Safety from accidents	13,2
West Rand	Travel time	41,5
	Travel cost	14,7
	Flexibility	13,0
Ekurhuleni	Travel time	32,2
	Travel cost	24,7
	Safety from accidents	11,4
City of Johannesburg	Travel time	36,6
	Travel cost	27,4
	Flexibility	10,4
City of Tshwane	Travel time	41,2
	Travel cost	26,2
	Flexibility	7,4
Gauteng	**Travel time**	**36,1**
	Travel cost	**25,3**
	Flexibility	**9,7**
Geographic location		
Metro	Travel time	36,4
	Travel cost	26,4
	Flexibility	9,0
Urban	Travel time	32,5
	Travel cost	18,9
	Flexibility	12,4
Rural	Travel time	44,8
	Travel cost	20,8
	Flexibility	17,0

Table 9.9 compares the factors influencing households' choices of mode of travel. Travel time came out on top in all districts, followed by travel costs and flexibility. Notwithstanding, in Sedibeng and Ekurhuleni DMs safety from accidents was another factor cited for influencing the household's mode of transport.

Irrespective of the geographic location, travel time came out on top in all areas, followed by travel costs and flexibility.

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

	District municipality (per cent within municipalty)					
Mode of travel	Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
Train	4,7	3,0	11,2	8,0	8,0	**8,2**
Bus	4,7	4,4	2,9	7,2	9,5	**6,3**
Taxi	34,8	39,9	41,2	39,2	33,9	**38,2**
Car/bakkie/truck driver	17,4	15,2	18,0	18,4	22,4	**18,9**
Car/bakkie/truck passenger	12,7	10,5	10,6	8,1	11,1	**9,9**
Walk all the way	21,7	24,4	13,9	15,7	12,8	**15,7**
Other	4,1	2,6	2,2	3,4	2,3	**2,9**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Other includes: bicycle, scooter/motorcycle, animal-drawn transport etc.

Table 9.10 shows the main modes of travel usually used by households by district municipality. Taxis were the main mode with 38,2%, followed by car/bakkie/truck driver (18,9%), and then walked all the way at 15,7%. Car/bakkie/truck passengers were more common in Sedibeng DM (12,7%) and City of Tshwane (11,1%). Less than ten per cent of households used trains (8,2%) and buses (6,3%) to travel.

9.5 Household use of public transport at a glance

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

Location	Mode of travel (per cent within province)		
	Taxis	Buses	Trains
District municipality			
Sedibeng	70,1	13,8	15,3
West Rand	69,6	10,9	13,0
Ekurhuleni	70,1	7,1	21,9
City of Johannesburg	68,2	18,3	21,5
City of Tshwane	64,4	23,8	20,4
Gauteng	**68,0**	**15,9**	**20,3**
Geographic region			
Metropolitan	67,5	16,3	21,6
Urban	70,0	12,3	14,4
Rural	76,3	23,3	6,1
Reasons for non-use of service by non-users			
Not available	5,0	24,7	22,1
Service-related reasons	40,7	33,0	38,7
Prefer private transport	38,0	16,6	15,3
Can walk	5,5	5,2	4,4
Don’t travel much	6,2	5,3	5,9
Other reasons	4,6	15,3	13,7

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

Table 9.11 presents use of public transport by households during the month preceding the survey. Taxis were the most common mode of transport used in all geographic locations. Approximately 68% of households used taxis to travel and 20,3% of households used trains as their mode of travel. Households in Ekurhuleni (70,1%), Sedibeng DM (70,1%) and West Rand DM (69,6%) had the highest percentage of taxi usage as their mode of travel.

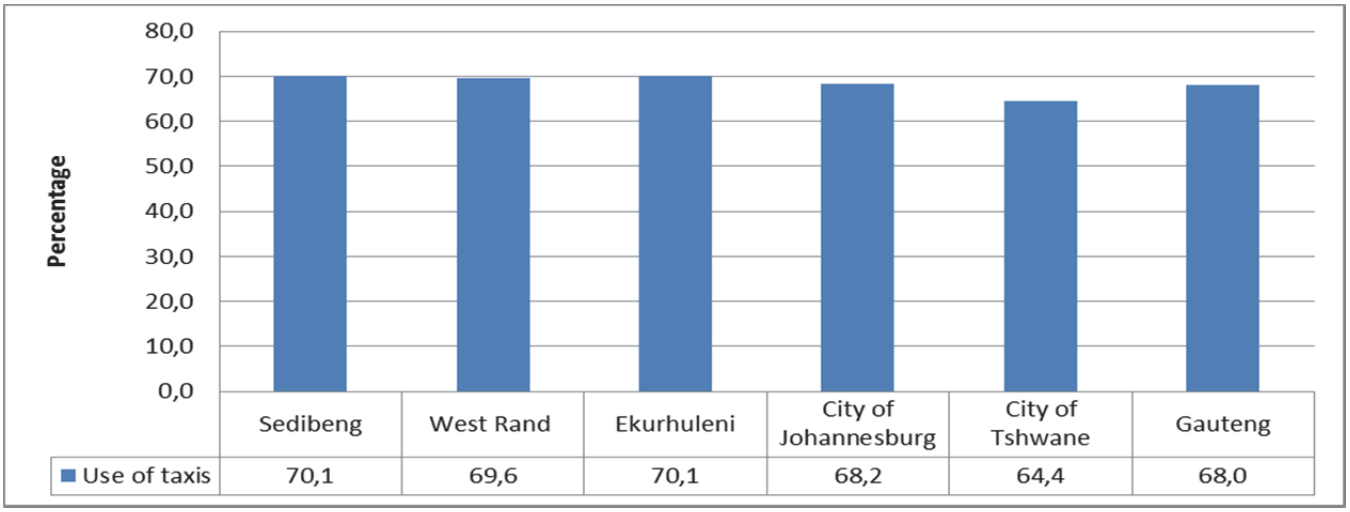
Sixteen per cent of households in the province used buses as their main mode of transport (15,9%). Almost twenty-four per cent (23,8%) of households in City of Tshwane and 18,3% of households in City of Johannesburg indicated that they used buses as their mode of travel.

There were fewer variations in reasons supplied by non-users for not having used public transport. Service-related reasons was the major and most common reason pertaining to modes of transport for households who did not use public transport (taxis at 40,7%, buses at 33,0% and trains at 38,7%). The second most common reason for not using a taxi was that travellers preferred private transport to taxis (38,0%) while the second most common reason for not travelling by trains (22,1%) and buses (24,7%) were 'not available'.

9.6 Use of minibus taxis

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

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



More than two-thirds (68,0%) of households in Gauteng used minibus taxis in the month before the survey. Households who were more likely to use minibus taxis were from Sedibeng DM (70,1%) and Ekurhuleni (70,1%).

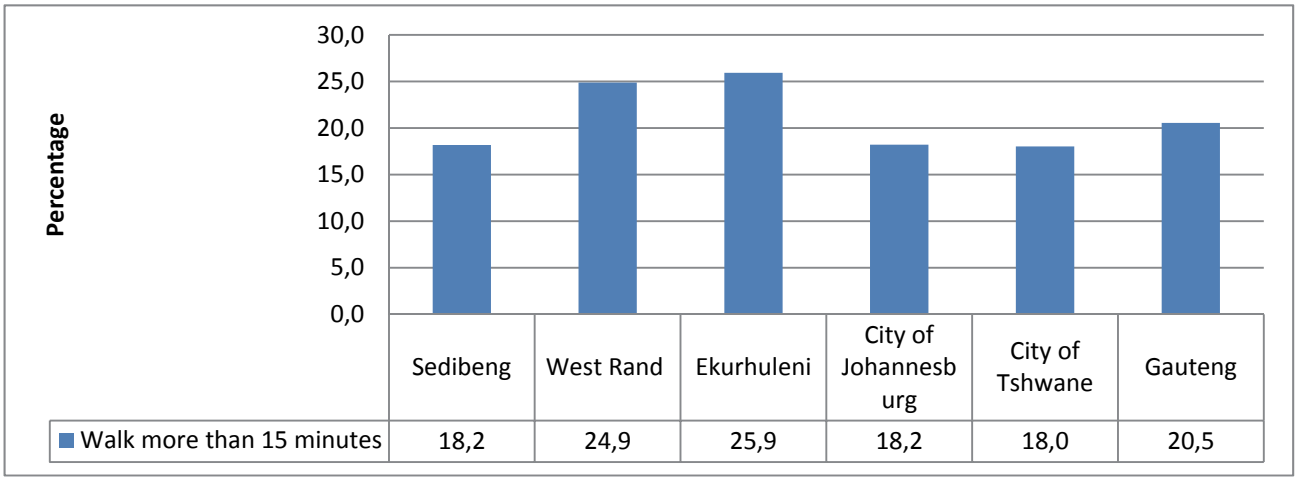
Table 9.12: Time taken to walk to the nearest taxi rank/route stations by those who used taxis during the calendar month preceding the survey

District municipality	Time category (per cent within district municipality)			
	1–15 min	16–30 min	>30 min	Total
Sedibeng	81,8	14,4	3,8	**100,0**
West Rand	75,1	21,2	3,6	**100,0**
Ekurhuleni	74,1	21,5	4,4	**100,0**
City of Johannesburg	81,8	15,4	2,8	**100,0**
City of Tshwane	82,0	15,1	3,0	**100,0**
Gauteng	**79,5**	**17,2**	**3,4**	**100,0**
Geographic location				
Metropolitan	79,4	17,3	3,3	**100,0**
Urban	79,1	17,8	3,1	**100,0**
Rural	83,8	9,1	7,1	**100,0**

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

Table 9.12 presents time taken to walk to the nearest taxi rank/route stations by taxi users. Approximately 80% of households who used taxis to travel walked up to 15 minutes to the nearest taxi rank. More than one in ten households (17,2%) stated that they walked between 16 and 30 minutes to the nearest taxi rank and 3,4% walked for more than 30 minutes. In terms of geographical location, the same patterns were observed in all geographic areas.

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



Percentages calculated within municipalities.

Figure 9.7 shows that 20,5% of households in Gauteng walked for more than 15 minutes to reach the nearest taxi rank. Of those who walked for more than 15 minutes, 25,9% were found in Ekurhuleni and West Rand DM (24,9%).

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

	District municipality (per cent within district municipality, all reasons combined)					
Percentage of non-users	**Sedibeng**	**West Rand**	**Ekurhuleni**	**City of Johannesburg**	**City of Tshwane**	**Gauteng**
Not available	10,6	5,5	6,3	3,0	5,0	**5,0**
Prefer train	0,2	1,2	1,6	1,5	1,4	**1,4**
Prefer bus	0,2	2,7	1,0	1,4	1,4	**1,3**
Prefer private transport	38,0	30,7	40,1	36,7	39,9	**38,0**
Can walk	5,1	6,4	7,5	5,4	3,9	**5,5**
Don't travel much	5,7	12,5	7,0	4,5	6,4	**6,2**
Reasons relating to service attributes	38,7	41,0	35,6	44,4	40,2	**40,7**
Other reasons	1,5	*	0,8	3,1	1,9	**1,9**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

The main reason that was given by households in the province for not using minibus taxis was reasons relating to service attributes (40,7%), as shown in Table 9.13. Preferred private transport (38,0%) was also cited as a reason for not having used minibus taxis in the calendar month preceding the survey.

The DMs with significant percentage of households mentioned reasons relating to service attributes as the main reason for not using them were: City of Johannesburg (44,4%), West Rand DM (41,0%) and City of Tshwane (40,2%). Approximately 40,1% of households in Ekurhuleni, 39,9% in City of Tshwane and 38,0% in Sedibeng DM indicated that they preferred using their private transport instead of minibus taxis.

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

Attributes of the minibus taxi services	District municipality (per cent of minibus taxi users who are dissatisfied across district municipality)					
	Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
The distance between the taxi rank/ route and your home	6,5	12,4	29,8	31,7	19,5	**100,0**
The travel time by taxi	5,4	13,2	31,6	30,4	19,3	**100,0**
Security on the walk to/from the taxi rank	4,6	10,9	30,2	35,1	19,2	**100,0**
Security at the taxi ranks	4,8	10,3	29,6	34,8	20,5	**100,0**
Security on the taxis	4,2	9,9	30,1	35,6	20,2	**100,0**
The level of crowding in the taxis	3,9	8,0	26,4	43,3	18,4	**100,0**
Safety from accidents	4,9	6,7	27,8	39,0	21,6	**100,0**
The frequency of taxis during peak period	4,7	8,2	33,4	37,6	16,1	**100,0**
The frequency of taxis during off-peak period	5,6	11,9	29,2	36,1	17,2	**100,0**
The waiting time for taxis	5,8	12,0	29,4	34,6	18,1	**100,0**
The taxi fares	4,9	8,4	28,4	36,3	22,0	**100,0**
The facilities at the taxi ranks, e.g. toilets, offices	6,8	8,0	27,4	37,5	20,4	**100,0**
Roadworthiness of taxis	5,5	7,0	27,0	38,5	22,0	**100,0**
Behaviour of the taxi drivers towards passengers	4,8	9,0	25,0	35,4	25,8	**100,0**
The taxi service overall	3,4	8,6	29,5	36,7	21,8	**100,0**
Attributes of the minibus taxi services	**District municipality (per cent of minibus taxi users who are dissatisfied within district municipality)**					
	Sedibeng	**West Rand**	**Ekurhuleni**	**City of Johannesburg**	**City of Tshwane**	**Gauteng**
The distance between the taxi rank/ route and your home	21,0	39,8	26,3	18,9	20,4	**22,8**
The travel time by taxi	13,0	31,2	20,9	13,5	15,1	**17,0**
Security on the walk to/from the taxi rank	25,2	61,9	45,7	35,3	35,3	**39,1**
Security at the taxi ranks	27,1	60,8	46,3	35,8	38,8	**40,3**
Security on the taxis	22,4	54,4	43,9	33,8	35,2	**37,3**
The level of crowding in the taxis	21,2	42,3	39,1	42,7	31,9	**37,8**
Safety from accidents	36,2	50,2	56,3	53,2	51,6	**52,2**
The frequency of taxis during peak period	16,8	29,1	33,3	25,1	19,0	**25,6**
The frequency of taxis during off-peak period	23,1	48,2	33,1	27,4	22,8	**29,0**
The waiting time for taxis	27,6	56,0	38,2	30,0	27,7	**33,3**
The taxi fares	37,9	64,6	60,4	51,7	55,3	**54,7**
The facilities at the taxi ranks, e.g. toilets, offices	55,3	66,8	61,7	55,5	56,7	**58,1**
Roadworthiness of taxis	40,8	53,6	54,7	52,8	52,9	**52,5**
Behaviour of the taxi drivers towards passengers	31,8	61,2	65,7	58,6	59,8	**58,4**
The taxi service overall	21,2	52,8	49,7	41,6	43,5	**43,5**

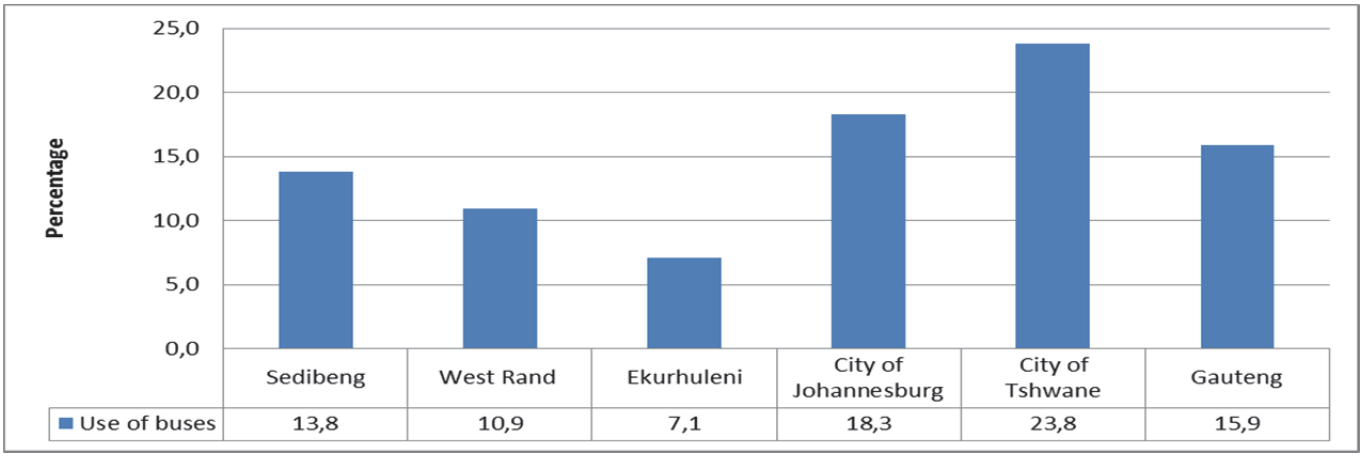
Respondents could select more than one attribute.

Table 9.14 present the level of dissatisfaction with minibus taxi services in the province. The highest proportions of households were dissatisfied with the behaviour of the taxi drivers (58,4%), facilities at the taxi ranks (58,1%) and taxi fares (54,7%) in the province. Other services such as roadworthiness of taxis (52,5%), safety from accidents (52,2%), and the taxi service overall (43,5%) also contributed significantly to the dissatisfaction levels of households.

About 65,7% of households in Ekurhuleni were dissatisfied with the behaviour of the taxi drivers, followed by those who were dissatisfied with the facilities at the taxi ranks (61,7%) and taxi fares (60,4%).

9.7 Use of buses

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



Percentages calculated within municipalities.

Approximately 16% of households in Gauteng used buses as their mode of travel. City of Tshwane, City of Johannesburg, and Sedibeng DM showed a high percentage of households who used buses as their mode of transport. Ekurhuleni recorded the smallest percentage of households who used buses as their mode of travel (7,1%).

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

	Time category (per cent within district municipality)			
District municipality	**1–15 min**	**16–30 min**	**>30 min**	**Total**
Sedibeng	79,3	20,0	0,7	**100,0**
West Rand	90,8	*	9,2	**100,0**
Ekurhuleni	70,4	22,6	7,0	**100,0**
City of Johannesburg	82,8	15,1	2,1	**100,0**
City of Tshwane	84,4	13,1	2,5	**100,0**
Gauteng	**82,5**	**15,0**	**2,6**	**100,0**
Geographic location				
Metro	82,6	14,9	2,5	**100,0**
Urban	80,7	17,5	1,8	**100,0**
Rural	82,6	11,5	5,9	**100,0**

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

Table 9.15 illustrates the time taken to walk to the nearest bus stop/station by those who used buses. More than eight in ten (82,5%) households in the province walked less than 15 minutes to the nearest bus stop/station. About fifteen per cent of households mentioned that they walked between 16 and 30 minutes to the nearest bus stop/station, and only a small percentage of households (2,6%) walked more than 30 minutes.

A significant percentage of households in West Rand DM, City of Tshwane and City of Johannesburg indicated that they walked less than 15 minutes to the nearest bus stop/station. West Rand DM had the highest proportion of households who walked for more than half an hour to the nearest bus stop/station (9,2%). As far as geographical location was concerned, most households (metro, urban and rural) indicated that they walked less than 15 minutes to the nearest bus stop.

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

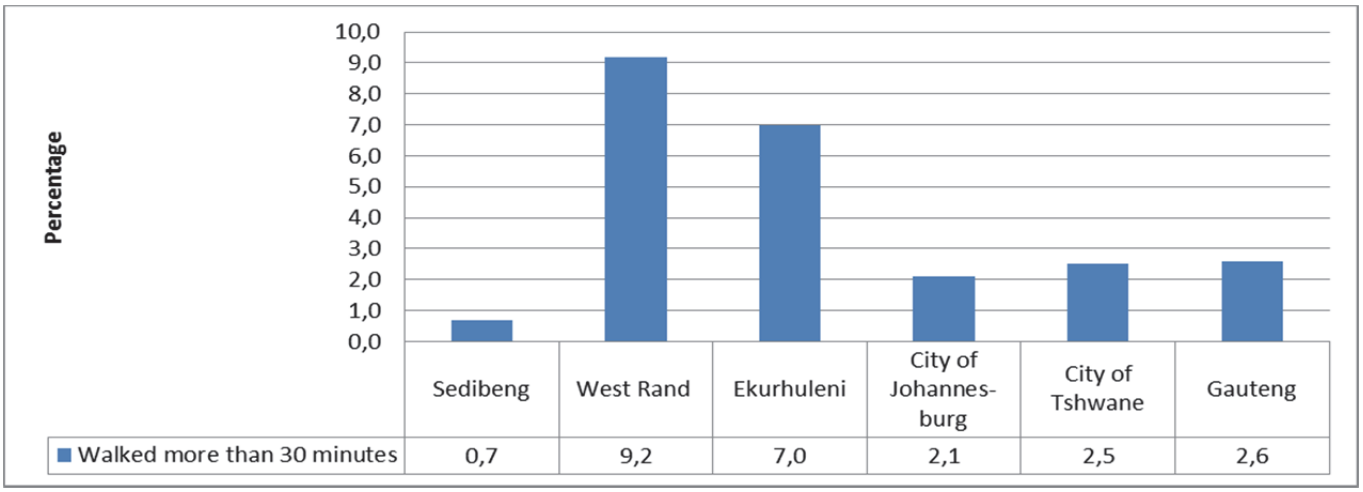


Figure 9.9 shows that approximately three per cent of households who used buses as their mode of transport in the province walked for more than 30 minutes to the nearest bus station. At 7%, Ekurhuleni DM recorded the highest percentage of households who walked for more than 30 minutes to the nearest bus station.

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)					
	Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
Not available	17,8	39,1	37,2	21,7	10,8	**24,7**
Prefer train	14,8	17,7	13,4	12,2	11,2	**12,9**
Prefer taxi	1,1	1,1	1,9	1,6	1,0	**1,5**
Prefer private transport	16,9	13,2	14,2	16,6	20,8	**16,6**
Can walk	8,0	4,6	5,2	5,2	4,3	**5,2**
Don't travel much	5,4	7,1	4,4	5,0	6,4	**5,3**
Reasons relating to service attributes	35,1	17,1	23,5	36,3	44,7	**33,0**
Other	0,8	*	0,2	1,5	0,8	**0,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 9.16 summarises the reasons for households not having used a bus in Gauteng. The most commonly given reason for not using a bus during the calendar month preceding the survey was the non-availability of buses (24,7%). Other households indicated that they prefer private transport (16,6%) or prefer trains (12,9%) as their main reasons for not using bus services.

In West Rand DM, reasons related to the non-availability of buses was the main concern compared to other municipalities (39,1%). Slightly more than twenty per cent of the households in City of Tshwane preferred using private transport. Households in West Rand (17,7%) and Sedibeng DM (14,8%) preferred trains.

Table 9.17: Dissatisfaction with bus services by district municipality

Attributes of the bus service	District municipality (per cent of bus service users across municipality)					
	Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
The distance between the bus stop and your home	4,2	4,1	12,3	48,5	30,9	**100,0**
The travel time by bus	5,7	5,9	12,0	35,7	40,7	**100,0**
Security on the walk to/from the bus stop	5,5	5,3	11,6	43,4	34,3	**100,0**
Security at the bus stops	5,4	5,1	11,5	43,5	34,5	**100,0**
Security on the buses	4,9	5,0	11,6	40,3	38,2	**100,0**
The level of crowding in the bus	4,8	2,9	7,6	45,0	39,7	**100,0**
Safety from accidents	7,8	2,5	8,1	42,9	38,8	**100,0**
The frequency of buses during peak period	6,9	4,4	9,4	41,2	38,1	**100,0**
The frequency of buses during off-peak period	6,2	4,1	10,6	41,1	38,0	**100,0**
The punctuality of buses	5,1	3,8	9,5	39,1	42,5	**100,0**
The bus fares	8,0	3,6	8,1	42,0	38,3	**100,0**
The facilities at the bus stop, e.g. toilets, offices	7,6	3,2	8,4	43,0	37,8	**100,0**
Behaviour of the bus drivers towards passengers	6,5	1,4	8,5	35,8	47,9	**100,0**
The bus service overall	8,1	3,5	5,2	33,3	49,8	**100,0**
Availability of information	6,4	3,6	9,0	39,8	41,2	**100,0**
Attributes of the bus service	**District municipality (per cent of bus service users within municipality)**					
	Sedibeng	**West Rand**	**Ekurhuleni**	**City of Johannesburg**	**City of Tshwane**	**Gauteng**
The distance between the bus stop and your home	18,6	22,6	30,9	25,3	20,4	**23,6**
The travel time by bus	23,0	28,6	26,8	18,6	25,4	**22,8**
Security on the walk to/from the bus stop	30,3	36,5	35,4	29,8	31,6	**31,5**
Security at the bus stops	29,4	33,1	34,7	31,0	31,4	**31,6**
Security on the buses	22,6	26,6	29,9	25,2	29,4	**27,1**
The level of crowding in the bus	33,7	23,6	28,5	38,5	44,0	**38,3**
Safety from accidents	36,1	15,0	21,4	27,2	30,4	**27,6**
The frequency of buses during peak period	35,9	29,2	26,5	28,7	32,3	**30,2**
The frequency of buses during off-peak period	33,2	29,9	32,2	29,5	34,7	**31,9**
The punctuality of buses	27,0	23,9	27,7	28,5	37,6	**31,4**
The bus fares	39,8	24,3	23,0	26,5	32,6	**29,0**
The facilities at the bus stop, e.g. toilets, offices	55,9	30,2	35,2	41,3	48,8	**43,6**
Behaviour of the bus drivers towards passengers	21,5	5,9	16,6	17,2	28,3	**20,8**
The bus service overall	31,3	19,0	18,5	24,7	37,9	**29,8**
Availability of information	30,9	20,7	23,3	23,4	32,2	**26,9**

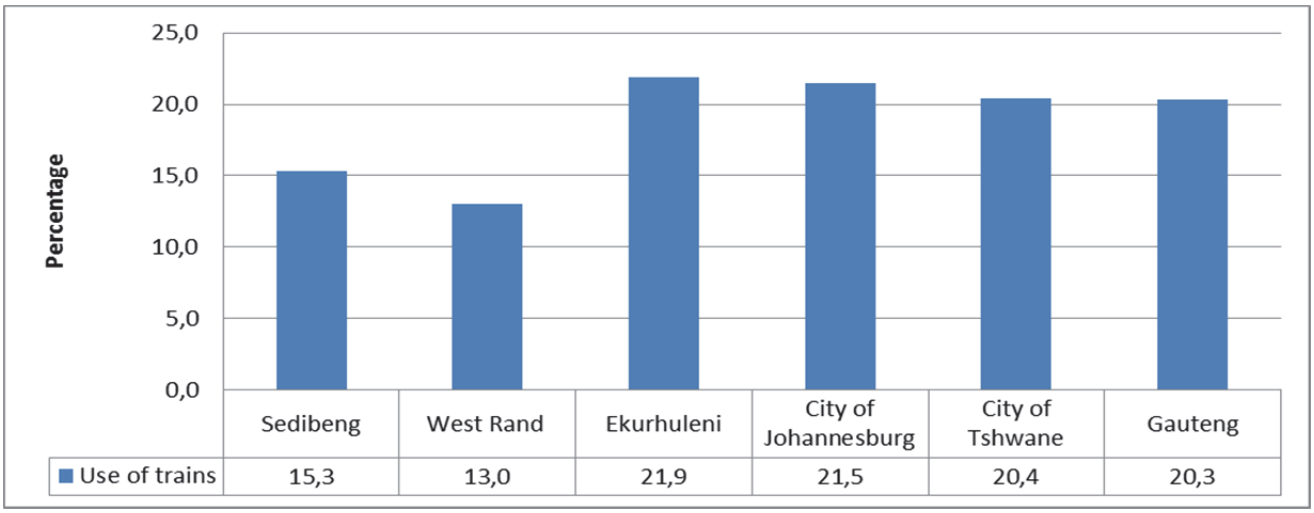
*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Respondents could select more than one attribute.

Table 9.17 shows the level of dissatisfaction with bus services in Gauteng. The main reasons provided by the households for being dissatisfied with buses were the facilities at the bus stop (43,6%), the level of crowding in the buses (38,3%) and the frequency of buses during off-peak periods (31,9%).

Of all the households who were dissatisfied, the facilities at the bus stops were mostly found in City of Johannesburg (43%), followed by City of Tshwane (37,8%). The travel time by bus was mentioned by a significant percentage of households in City of Tshwane (40,7%), followed by City of Johannesburg (35,7%).

9.8 Use of trains

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



Percentages calculated within municipalities.

Slightly more than twenty per cent (20,3%) of households in the province made use of trains during the month preceding the survey. Almost twenty-two per cent of households in City of Johannesburg stated that they used trains as their mode of transport. West Rand DM recorded the smallest percentage of households who used trains as their mode of travel (13,0%).

Table 9.18: Time taken to walk to the nearest passenger train station by those who used trains during the calendar month preceding the survey, by district municipality

	Time category (per cent within district municipality)				
District municipality	**1–15 min**	**16–30 min**	**31–60 min**	**>60 min**	**Total**
Sedibeng	13,9	48,1	35,2	2,8	**100,0**
West Rand	10,6	25,9	57,4	6,1	**100,0**
Ekurhuleni	34,5	38,9	23,7	3,0	**100,0**
City of Johannesburg	40,7	38,5	18,8	2,0	**100,0**
City of Tshwane	29,6	40,7	26,2	3,4	**100,0**
Gauteng	**35,3**	**39,2**	**22,8**	**2,6**	**100,0**

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

Table 9.18 presents the time taken to walk to the nearest passenger train station in Gauteng. Slightly more than 39% of households had to walk between 16 and 30 minutes (39,2%), followed by those who walked between 1 and 15 minutes (35,3%), 22,8% walked between 31 and 60 minutes and 2,6% walked more than 60 minutes.

Roughly more than half of households in West Rand DM walked between 31–60 minutes to reach the nearest passenger train station (57,4%). In Sedibeng DM, 48,1% of households walked between 16–30 minutes, while about 35% of households walked more than 30 minutes to the nearest train station.

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

Reason	District municipality (per cent within district municipality, all reasons combined)					
	Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
Not available	19,9	31,2	18,9	26,4	16,1	**22,1**
Prefer bus	1,0	0,1	0,7	1,0	1,4	**1,0**
Prefer taxi	13,0	15,6	12,2	10,9	10,4	**11,6**
Prefer private transport	15,3	13,5	15,6	14,5	16,7	**15,3**
Can walk	6,0	4,0	5,5	4,0	3,6	**4,4**
Don't travel much	5,2	8,4	6,5	4,7	6,5	**5,9**
Reasons relating to service attributes	38,8	26,4	40,1	36,7	44,5	**38,7**
Other	0,8	0,7	0,5	1,8	0,7	**1,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Total excludes unspecified time category.

Reasons related to service attributes (38,7%) was cited as the most common reason for not using trains, while non-availability (22,1%) was the second main reason that hindered the use of trains in the province. More than forty per cent (44,5%) of households in City of Tshwane did not use trains because of service attributes. West Rand DM (31,2%) and City of Johannesburg (26,4%) had the highest percentage of households who indicated that trains not being available was their reason for not using trains.

Table 9.20: Dissatisfaction with train services by district municipality

Attributes of the train service	District municipality (per cent within municipality)					
	Sedibeng	West Rand	Ekurhuleni	City of Johannesburg	City of Tshwane	Gauteng
The distance between the train station and your home	65,8	68,8	59,1	48,0	60,4	**56,1**
The travel time by train	49,5	67,1	55,4	56,9	65,4	**58,3**
Security on the walk to/from the station	44,2	39,4	62,3	47,9	54,9	**53,3**
Security at stations	17,4	17,6	36,0	29,6	31,6	**30,8**
Security on the train	26,1	31,0	54,6	46,5	42,0	**46,3**
The level of crowding in the train	65,4	70,2	84,7	81,7	81,0	**81,1**
Safety from accidents	24,3	30,5	33,2	28,5	41,6	**32,5**
The frequency of trains during peak period	48,2	44,6	55,8	47,3	57,4	**52,0**
The frequency of trains during off-peak period	51,6	42,6	54,0	52,3	60,6	**54,0**
The punctuality of trains	64,2	67,5	71,3	63,5	70,2	**67,6**
The train fares	10,1	7,7	13,0	8,7	12,6	**10,9**
The facilities at the stations e.g. toilets, offices	35,8	25,5	52,9	36,8	49,4	**43,9**
The train service overall	30,1	35,6	53,6	47,6	54,5	**49,4**

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

More than eighty per cent (81,1%) of households indicated that the level of crowding in trains was their main concern, while more than six in ten (67,6%) households were dissatisfied with the punctuality of trains. More than half of households were dissatisfied with the travel time by trains (58,3%) and the distance between the train station and their residence (56,1%).

Other attributes that recorded significant percentages of dissatisfaction were the frequency of trains during off-peak (54,0%), security on the walk to/from the station (53,3%) and the frequency of trains during peak periods (52,0%).

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

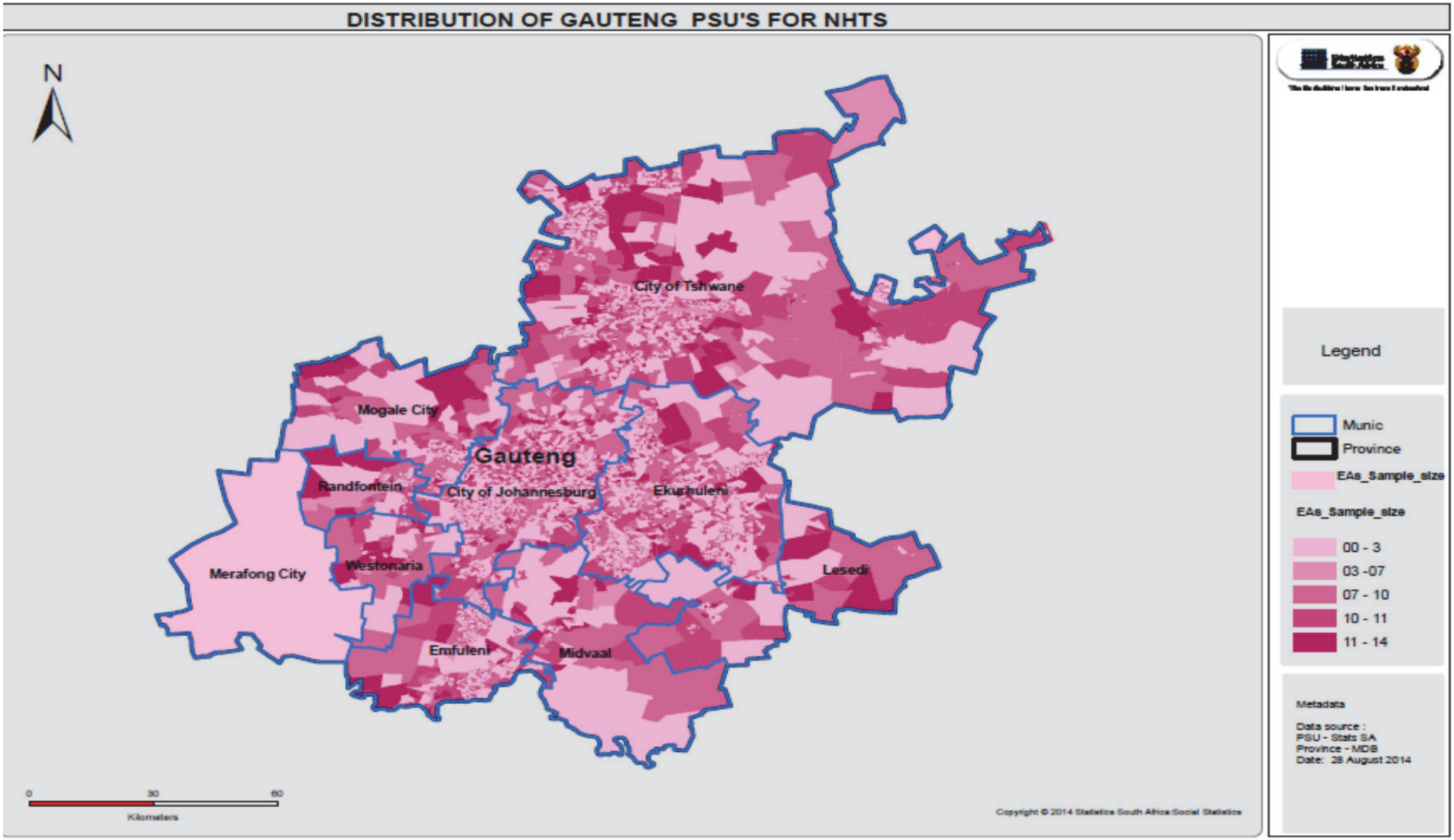
Table 10.3: Sample distribution across district municipality

District municipality	Number of PSUs	Average number of dwelling units per PSU	Total number of dwelling units
Sedibeng	82	11	865
West Rand	84	11	887
Ekurhuleni	255	10	2 613
City of Johannesburg	353	10	3 678
City of Tshwane	251	11	2 640
Gauteng	**1 025**	**10**	**10 683**

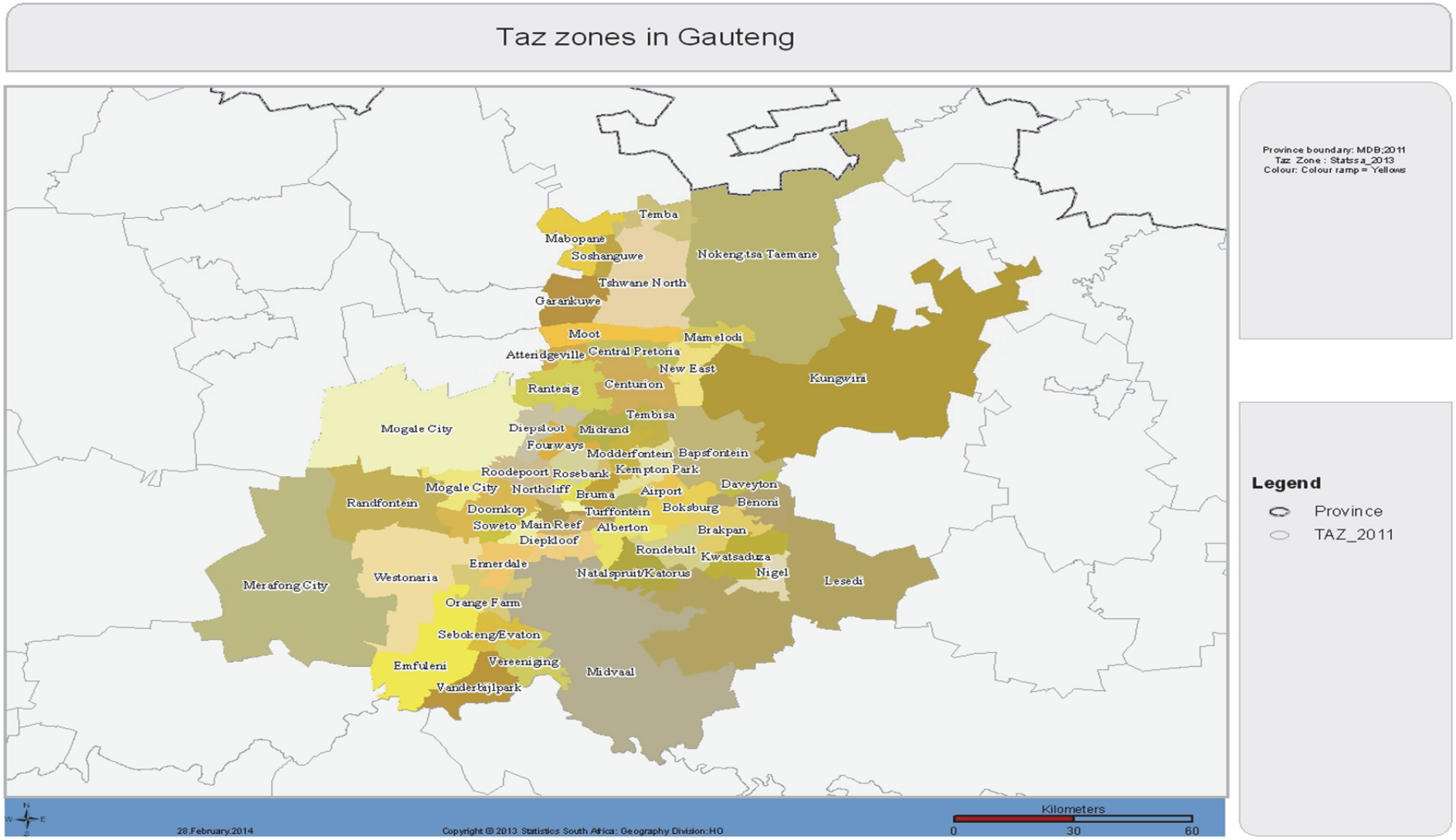
10.4 Data collection

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.

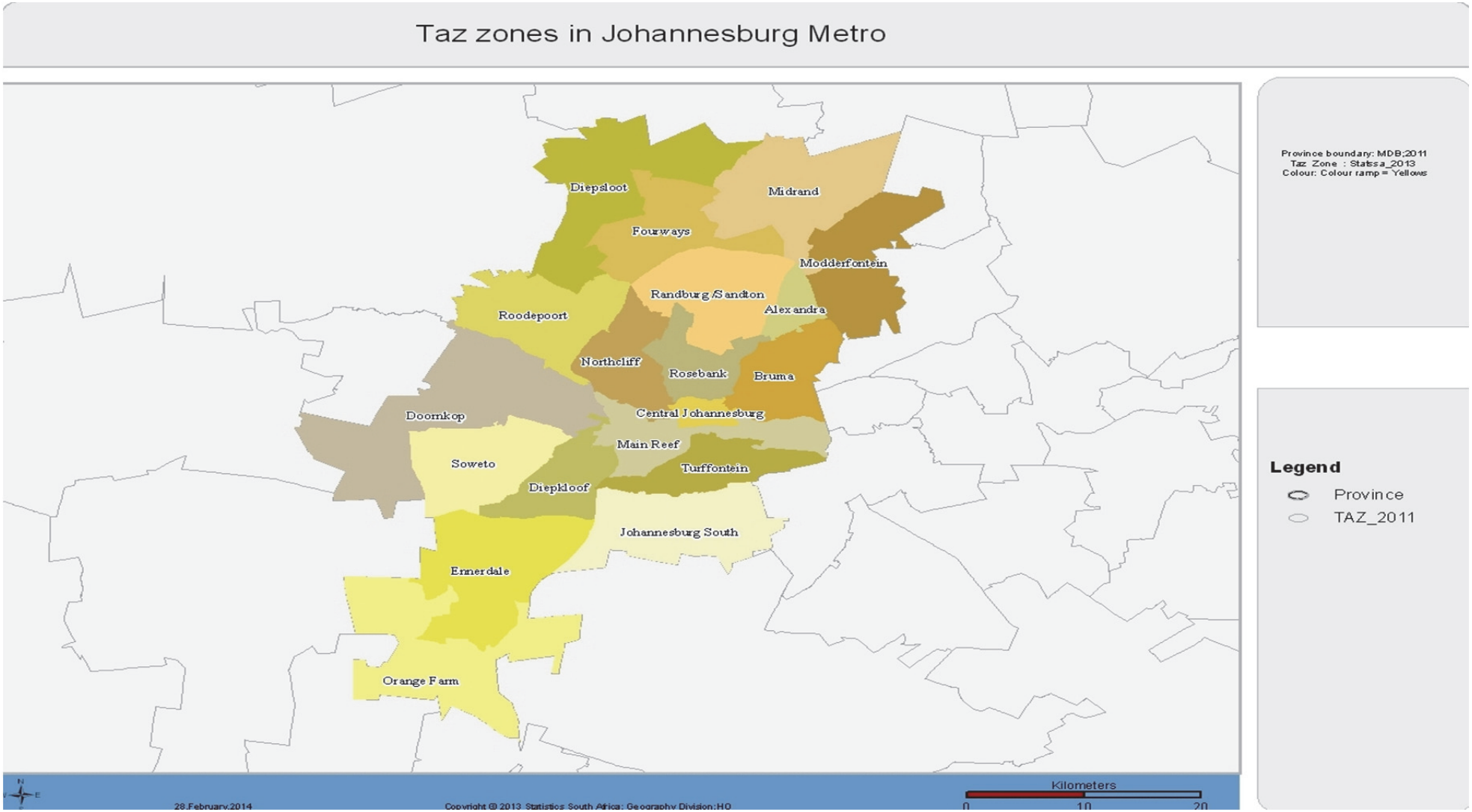
Map 10.1: PSU sample distribution



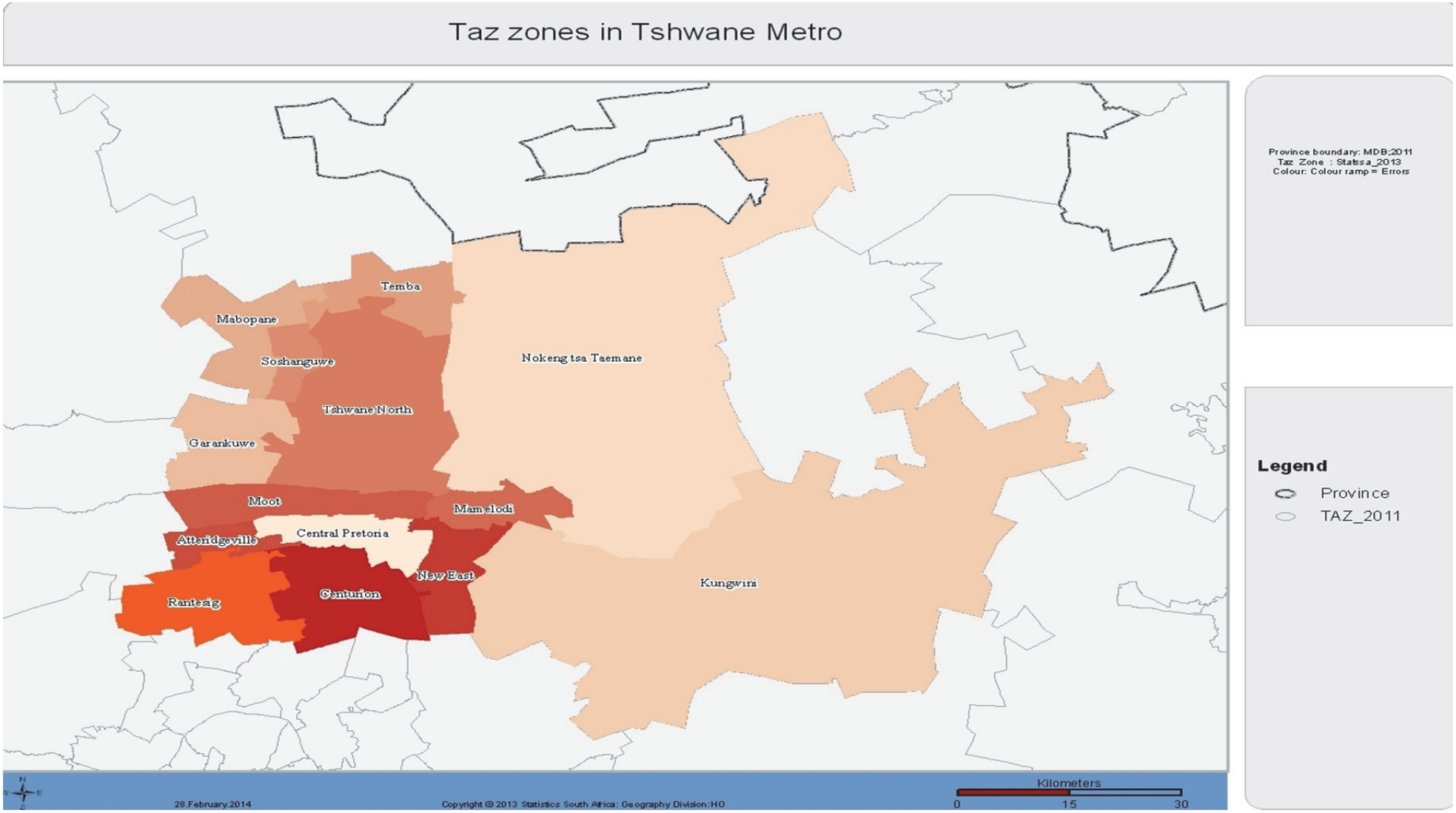
Map 10.2: Taz zones by district municipality



Map 10.3: Johannesburg Metro



Map 10.4: Tshwane Metro



Map 10.5: Ekurhuleni Metro

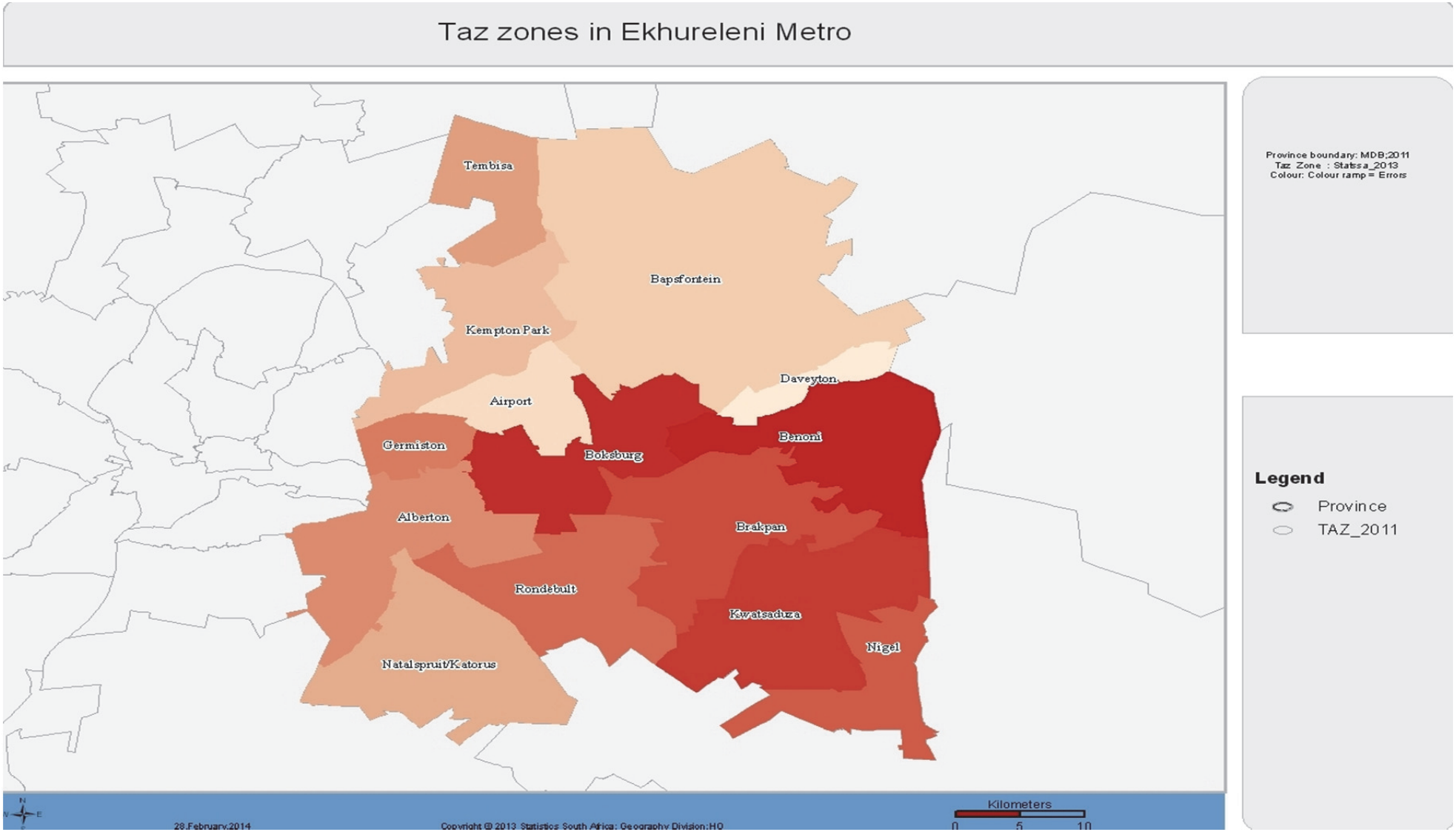
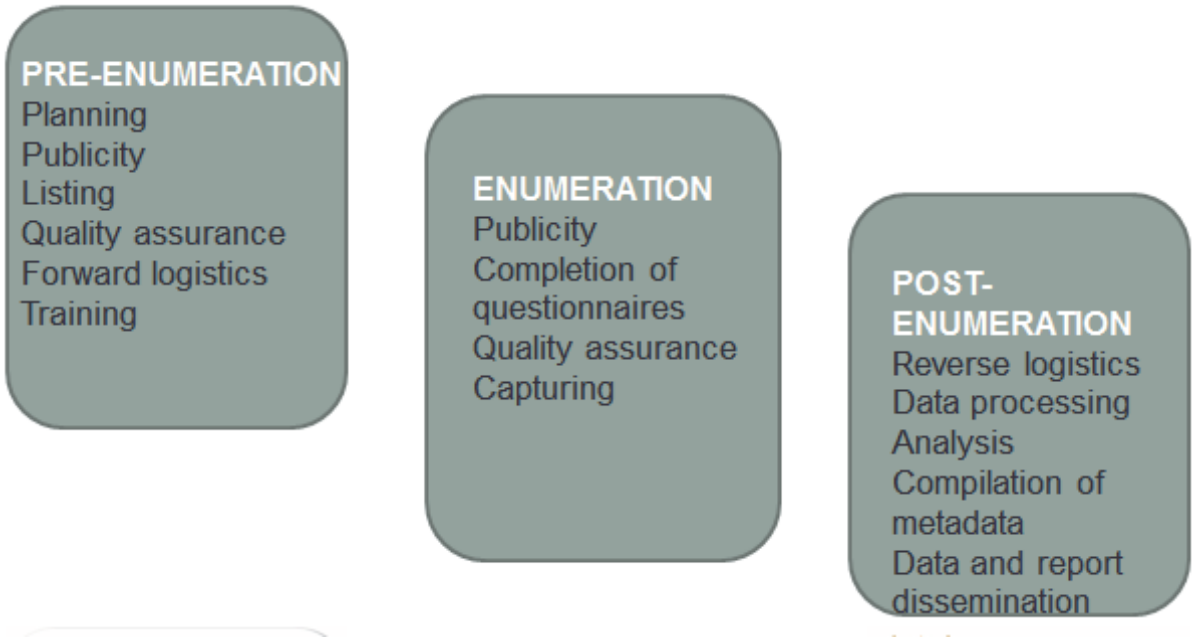


Figure 10.1: Phases of data collection



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

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

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

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

- Evaluation exercises
- Role play
- Group discussions and feedback
- Field 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 10.2 below.

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

The following were the key roles of Quality Assurers:

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

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

Table 10.4: 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
South Africa	**800**	**267**	**52**

10.5 Response rates

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

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

Result code	Label	Response code	Frequency	Per cent
11	Completed	1	43 389	83,6
12	Partly completed	1	118	0,2
21	Non-contact	2	5 409	10,4
22	Refused	2	2 345	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 10.7 summarises the response rates obtained nationally and in each province. The national response rate is slightly lower than that of the NHTS 2003, which was 86,6%. However, the decrease is in line with a general decrease in response rates for household surveys noted over the same time period.

Table 10.7: National and provincial level response rates

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

10.6 Limitations of the study

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

10.7 Comparability with previous surveys

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

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

1) One of the biggest sample design challenges faced in 2003 was that the 2001 Census results were not yet processed to such an extent that the sampling frame could be based on the final Census data set.

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.

2) 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.

3) 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 data set used and increased the possibility of users unintentionally using the wrong weights.

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

a) National comparisons of percentages and where the questions are comparable are generally sound. Since models to estimate the population have been refined and updated using the 2011 Census as a further data point, the current revised population estimates for 2003 are different from the population estimates used for benchmarking in 2003. However, these differences are not major.

b) Provincial boundaries were not the same in 2003 and 2013. In most cases, except perhaps for the Western Cape, provinces have seen population shifts (both additions and subtractions) taking place due to provincial boundary changes. It is difficult to predict how these changes may have influenced reported number and percentage estimates at provincial level if it was possible to re-benchmark the 2003 data using the new provincial boundaries.

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

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

Glossary

Concept	Definition
Bakkie	A light delivery vehicle (LDV), which is a truck of one ton or less.
Bakkie taxi	In some parts of South Africa, bakkies are used for the conveyance of passengers for reward. Bakkie taxis are fairly common in rural areas where they are used to transport passengers to the main modes of travel or to transport children to school. Bakkies often have canopies when used to transport passengers.
BRT bus	Bus Rapid Transit system bus.
Bus	A road-based public transport vehicle which can carry more than about 18 passengers.
Business trip	A trip taken during the course of one's work for business purposes. Does not include trips to one's usual place of work and focuses on trips 20 km or more away from the usual place of work. Business trip can be a day or overnight trip or both.
Car	A passenger motor vehicle owned by a private individual for his/her own convenience.
Census Geography	This term refers to the spatial divisions into which the country is demarcated for the purpose of NHTS enumeration as well as to facilitate data processing and analysis, and the reporting of results. The geography is essentially a hierarchical system of areas that vary according to the level of required information. The lowest level of the hierarchy is the enumeration area (EA). These are aggregated upwards into spatial units of varying sizes. The hierarchy is built as follows (from bottom to top, provinces being the top layer): *Provinces* *District councils* *- Category A (Eight Metros – stand alone, i.e. Tshwane, Johannesburg, City of Cape Town, Ekurhuleni, Nelson Mandela, Buffalo City, Mangaung and eThekwini)* *- Category C (spanning several local councils)* *Local councils* *- Category B* *- District Management Areas (DMAs)* *Place names* *- Cities, towns, suburbs, townships* *- Administrative areas, tribal authorities, wards, villages* *Enumeration areas*
Commuter	According to the Concise Oxford Dictionary, a commuter 'travels daily, especially by train or car to or from work in the city'. This definition does not clarify the position of those who walk to work. Furthermore, in South Africa, common usage associates the word commuter with those who travel to work by public transport. For the purpose of the NHTS a 'commuter' is defined as any person who regularly travels to and from work whether on foot or by motorised transport.
Day trip	A trip taken in the past 12 months, other than for educational, work and business purposes. Also consider a 2 km or more away from usual home.
Destination	The end point of a trip.
Domestic workers	A domestic worker is a person employed **by a private household** to do work such as cleaning, gardening and general household chores, irrespective of whether he/she is paid in cash or in kind. Note that domestic workers may be remunerated in **cash** (as a wage) **or in kind** (food, clothes, accommodation may be provided in lieu of a cash wage). Also note the distinction '**by a private household**', this is important, as domestic type work (e.g. cleaning, gardening etc.) that is undertaken by persons for a **private business** or government, is NOT domestic work.
Dwelling under construction	A dwelling that has not been built completely as yet.
Dwelling unit	A dwelling unit is a structure, part of a structure or group of structures that can be occupied by a household(s).

Concept	Definition
Enumeration area	An EA is the smallest geographical unit into which the country has been divided for census and survey purposes.
Enumeration area type	The EA type is classified according to set criteria profiling land use and human settlement within the area. For NHTS 2013, the following 10 EA types were used: Urban settlements (formal), informal settlements (usually urban), tribal settlements, farms, recreational land, institution, hostels, industrial, small holdings, and vacant land.
Facility	For the purpose of the NHTS a facility is associated with a function, activity or service to which passengers are attracted. Facilities included food and other shops, traditional healers and tribal authorities, municipal, welfare and post offices, police stations and medical services.
Farms	Farms cover an extensive area. The land is cultivated and the field size is usually quite large. Farm boundaries can be easily distinguished on aerial photos, and are normally fence lines, edges of the fields, roads or rivers. The fields tend to be cultivated with a variety of crops and the crops may differ from season to season and from area to area. The field size will vary and may be affected by the size of the farm, local climate (rainy or not) and the amount of mechanisation on the farm. Most fields on farms are large. Cattle, sheep and other livestock (horses, ostrich and game on a smaller scale) are also reared on farms. These farms have large fenced grazing areas (paddocks) with grass cover grazing.
Gautrain	An 80-kilometre (50 mi) mass rapid transit railway system in Gauteng, South Africa, which links Johannesburg, Pretoria, Ekhuruleni and OR Tambo International Airport.
Home	The residential base of a household. In some circumstances individuals may have a second home (migrant labour).
Hostels	Hostels are characterised as single 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 dwelling for further clarification).
Household	A household is defined as a person, or group of persons, who has occupied a common dwelling unit (or part of it) for **at least four nights in a week** on average during the past four weeks prior to the survey interview. **This is described as the '4x4' (four-by-four) rule.** Basically, **they live together and share resources as a unit.** Other explanatory phrases can be 'eating from the same pot' and 'cook and eat together'. Persons, who occupy the same dwelling unit but **do not share** food or other essentials, are regarded as **separate households.** For example, people who share a dwelling unit, but buy food separately, and generally provide for themselves separately, are regarded as separate households within the same dwelling unit. Conversely, a household may occupy more than one structure. If persons on a plot, stand or yard eat together but sleep in separate structures (e.g. a room at the back of the house for single young male members of a family), all these persons should be regarded as one household.
Household head/Acting household head	The head of the household is the person identified by the household as the head of that household and must (by definition of 'household') be a member of the household. If there is difficulty in identifying the head, the head must be selected in order of precedence as the person who either: • Owns the household accommodation, • Is responsible for the rent of the household accommodation, • Has the household accommodation as an allowance (entitlement), etc. • Has the household accommodation by virtue of some relationship to the owner, lessee, etc. who is not in the household, or • Makes the most decisions in the household. If two or more persons have equal claim to be head of the household, or if people state that they are joint heads or that the household has no head, **then denote the eldest as the head.** Remember that the person who responds may not necessarily be the head of the household. You must ask the respondent who the head of the household is, and record it as that given to you. If the head of the household is an absentee head, i.e. does not reside at the dwelling unit for at least four nights a week, the acting head of the household (as indicated by the respondent) should be recorded as such on page 1 (Question A) of the questionnaire. If you find only children in a household (child-headed household), interview the eldest or the one taking responsibility.

Concept	Definition
Household members	Household members include all those that reside at the property for at least four nights a week. Do not include domestic workers as part of the household unless they are paid in kind.
Informal dwelling	A makeshift structure not erected according to approved architectural plans, for example, shacks.
Informal settlements	Informal settlements or 'squatter camps' usually occur on land that has not been proclaimed as residential. One or more structures are usually constructed on land, with or without the consent of the owner or person in charge of the land. These settlements are usually found on the outskirts of towns or in pockets inside towns, along railway lines and roads. They are also found in townships and in tribal areas, but in the latter case such settlements may have been classified as tribal.
Institutions	Institutions are communal places of residence for people with a common characteristic, such as a hospital, school hostel, prison, defense force barracks or convent. Such sets of living quarters usually have certain common facilities shared by the occupants, i.e. baths, lounges, dormitories, etc.
IRT bus	Integrated Rapid Transit system bus.
Learner	A person who regularly attends a pre-school institution, a school, a college, a technikon or any other tertiary education or training institution.
Licence codes	A1 = Small motor bike A = Big motor bike B = Light motor vehicle (LMV) C = Heavy motor vehicle (HMV) Rigid 16 000 kg>= C1 = HMV, 3 500 kg up to 16 000 kg EC1 = Heavy duty vehicle EC = Extra-heavy duty EB = LMV with trailer exceeding 750 kg
Main destination	The place that was visited in order to accomplish the main purpose of the trip.
Main mode of travel	The main mode of travel is the highest mode of travel used in the following hierarchy of travel modes: 1. Train 2. Bus 3. Taxi 4. Car driver 5. Car passenger 6. Walking all the way 7. Other
Main purpose of trip	This is the purpose in the absence of which the trip would not have been made to the given destination or would not have been visited. A travel party, that is, a group of people making a trip together, has by convention only one main purpose for the trip. E.g., a person accompanying his/her spouse on a business trip, but the main purpose still being business.
Metered taxi	A sedan, a cab or minibus which contains a meter which enables the operator to charge a passenger a rate per kilometre travelled.
Metropolitan	Covers the eight metropolitan municipalities defined by the Municipal Structures Act namely the entire jurisdictions of Cape Town, Ekurhuleni, eThekwini, Nelson Mandela Bay, Buffalo City, Mangaung, Johannesburg and Tshwane.
Minibus-taxi	A 10–16 seater vehicle which operates an unscheduled public transport service for reward. Most Minibus-taxis operate to or from a rank.
Mode of travel	Type/means of transport used for travel purposes. This includes non-motorised transport, e.g. walking all the way, cycling or animal-drawn vehicles.

Concept	Definition
Multiple household	Multiple households occur when two or more households live in one sampled dwelling unit. **Note: If there are two or more households in the selected dwelling unit and they do not share resources, all households are to be interviewed**. The dwelling unit as a whole has been given one chance of selection and all households located there must be interviewed. **Note:** A separate set of forms must be completed for each household. The cover of the questionnaire requires you to record each household separately. If some members of the selected dwelling unit have moved out of the main dwelling to occupy the backroom within the same yard and no longer share resources with occupants of the selected dwelling, **they should be enumerated as a separate (extra) household, provided the dwelling they are occupying is not listed separately, i.e. given a chance of selection.** It is also important to first confirm through the listing that other dwellings that form part of the sampled dwelling have not been listed separately.
Non-motorised transport	Any mode of travel without a motor to provide the motive force for the movement of the vehicle.
Overnight trip	A trip where one night or more is spent away from usual home. The trip has to be 2 km or further from usual home.
Private transport	All forms of motorised transports which were made by individuals in travel modes other than public transport. Thus private transport included car drivers, car passengers and company vehicle.
Public transport	All transport services for which passengers made payment and included trains, buses and taxis.
Recreational land	This is land that is usually used for entertainment purposes, it includes state parks, golf courses, caravan parks, nature reserves, forest areas, state land, public entertainment areas, parks and botanical gardens.
Respondents	This is a person (or persons) responding to questions in the selected dwelling unit. The person should be a member (members) of the household and be in a position to answer the questions. This will preferably be any responsible adult. If you find only children in a household (child-headed household), interview the eldest or the one taking responsibility.
Responsible adult	If the household head is not available for interview, it is possible to speak to another responsible adult in the household.
Rural	A geographic classification applied by Stats SA for the population census, to differentiate the settlement type applicable to households. In this case the settlement type is associated with farming areas, traditional land and other non-urban dwelling places.
Sedan taxi	An unmetered two- or four-door sedan car, which offers a public transport service to paying customers, often as a feeder or distributor service to trains, buses and minibus-taxis.
Sketch map	A sketch map is a hand-drawn map of an area. It is usually constructed in a relatively short time and with the aid of simple tools.Sketch maps do not possess the high order of accuracy contained in topographic maps.
Special dwellings	Special dwellings (SDs) are dwellings or structures not privately occupied by a household but rather meant for individuals with one or more common characteristics. Occupants are usually provided with communal meals served from a common kitchen. Other facilities such as bathrooms and laundries are also shared. These dwellings include institutions such as hospitals, prisons, homes for special care citizens (e.g. aged, disabled, juvenile offenders, etc.), boarding schools and some workers' hostels. They are sometimes called *non-private dwellings*. SDs can constitute one complete EA, but are often found in mixed EAs. *Examples of special dwellings:* Hotels, motels — applies only to the guests Hospitals/nursing homes — applies only to the patients or nurses Prisons/reformatories — applies only to the inmates Old age homes — applies only to the aged Retirement villages — applies only to those in frailcare Boarding schools — applies only to the students
Traditional dwelling	A dwelling made of clay, mud, reeds or other locally available materials. This is a general term, which includes huts, rondavels, etc. Such dwellings can be found as single units or in clusters.

Concept	Definition
Transfer	A movement from one mode to another or from one vehicle to another, if the transfer is between one train and another or any similar movement.
Transport Analysis Zone	Transport analysis zones are small area subdivisions that serve as the smallest geographic basis for travel demand model forecasting systems.
Travel day	One randomly selected day of the week for which the detailed travel patterns of household members will be recorded.
Travel time	Time between departure from home and arrival at the destination, in other words the door-to-door travel time.
Tribal settlements	This is communally owned land under the jurisdiction of a traditional leader. The appearance and organisation of villages in tribal areas varies in different parts of the country. Tribal authorities are found in tribal settlements.
Trip	A one-way movement from an origin to a destination, to fulfil a specific purpose or undertake an activity.
Unoccupied dwelling	A dwelling whose inhabitants are absent at the time of enumeration, e.g. on holiday or migrant workers.
Urban	All areas classified as urban formal or urban informal according to the Census 2001 geographic classification excluding areas classified as metropolitan by the Municipal Demarcation Board.
Urban settlements	Urban settlements (formal) occur on land that has been proclaimed as residential. A formal urban settlement is usually structured and organised. Plots or erven make up a formal and permanent arrangement. A local council or district council control development in these areas. Services such as water, sewage, electricity and refuse removal are provided; roads are formally planned and maintained by the council. This includes suburbs and townships.
Vacant dwelling	A dwelling that is uninhabited, i.e. no sign that anyone lives there.
Vacant stand	A stand, fenced or unfenced, which has no observable structure erected on it.
Vacation trip	Day/overnight trips taken for the purpose of holiday or leisure. Also consider 20 km or more away from household.
Walking all the way	Walking all the way from the dwelling unit to a destination. It could be a place of work or educational institutions, etc.
Worker	In the case of the NHTS, this term applies to any person who works. No distinction is made between occupational categories or classes.
Workers' hostel	There are many workers' hostels in South Africa and some are quite large. If the hostel has separate rooms for families who cater for themselves, then these rooms are listed separately and are to be treated the same as private dwelling units. If the rooms or dormitories are mostly for single people and they eat in a common place, then they are treated as 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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