National Household Travel Survey
Eastern Cape profile

Statistics South Africa

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REPUBLIC OF SOUTH AFRICA

The South Africa I know, the home I understand

NHTS Provincial Report
Eastern Cape Profile
2014

Statistics South Africa

Pali Lehohla
Statistician-General

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For technical enquiries, please contact:

Isabel Schmidt
Email: IsabelSc@statssa.gov.za

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

Tel: (012) 310 8619
(012) 310 8093
Email: millies@statssa.gov.za
inadp@statssa.gov.za

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Abbreviations and acronyms

NHTS	National Household Travel Survey
ABET	Adult Basic Education and Training
DM	District Municipality
DoT	Department of Transport
DU	Dwelling unit
EA	Enumeration area
FET	Further Education and Training
FW	Fieldworker
FWC	Fieldwork Coordinator
FWS	Fieldwork Supervisor
KPI	Key Performance Indicators
LM	Local Municipality
MDB	Municipal Demarcation Board
MM	Metropolitan Municipality
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

Municipalities

Cacadu District Municipality

Amatole District Municipality

Chris Hani District Municipality

Joe Gqabi District Municipality

O.R. Tambo District Municipality

Alfred Nzo District Municipality

Nelson Mandela Bay Metropolitan Municipality

Buffalo City Metropolitan Municipality

Foreword

Transport and the need for transport has become an integral part of the daily lives of South Africans. The movement of goods and services in time and space defines and 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
Statistician-General: Statistics South Africa

1. Key findings

Introduction

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

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

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

Gaining a better understanding of household transport needs and behaviour

General travel patterns

The reference period for general travel patterns was seven days prior to the interview. About 5,1 million persons undertook trips in Eastern Cape. The largest percentage of persons who undertook trips were residents in O.R. Tambo District Municipality (DM) (22,8%), followed by Nelson Mandela Bay Metropolitan Municipality (MM) (17,9%) and Buffalo City MM (13,6%), while the smallest percentage of persons who undertook trips was found in Joe Gqabi DM (4,7%). In terms of geographic location, the largest percentage of persons who undertook trips in the seven days prior to the interview were found in the metro areas (87,5%), followed by urban areas (82,8%) and rural areas (73,8%).

Travel patterns differ according to age and sex. Generally, more females (51,7%) than males (48,3%) undertook trips in the seven days prior to the interview in Eastern Cape. Furthermore, persons aged 7–14 years (20,9%), followed by those aged 26–40 years (20,3%) undertook more trips in the seven days prior to the interview in Eastern Cape. This was also the case in five out of the eight districts in the province. More than 70% of males indicated that they travelled during weekdays, while this figure decreased to almost half on Saturday and Sunday. On the other hand, only six in ten women travelled on weekdays. However, on Sunday, females (48,5%) tended to travel more than males (40,5%).

The report also indicates that a large proportion of persons (45,3%) have indicated the absence of the need to travel as the main reason for not travelling, while about 13% have indicated financial reasons or the cost of travelling as their main reasons for not travelling in the seven days prior to the interview in Eastern Cape. It is not surprising to note that the largest percentage of persons who have cited too old/young to travel as their main reason for not travelling were to be found in age group 0–4 years (72,6%), followed by those in age group 5–6 years (34,8%), and then the 55 years and older age groups (27,6%).

Education and education related travel

Learners' travel patterns and modes of transport

Of the 2,4 million leaners attending an educational institution in Eastern Cape, more than half resided in rural areas (58,1%) comparing to those in metropolitan areas (22,7%) and urban areas (19,2%). Looking at the district distribution, the largest number of learners were found in O.R. Tambo DM (654 000), followed by Alfred Nzo DM (326 000) and Chris Hani DM (324 000). As might be expected, the highest percentage of learners were school-going learners (86,6%), followed by pre-school learners (8,2%). Higher education and FET college learners had the same percentage (2,1%).

The majority of the learners who attended educational institutions and used public transport, used taxis (62,4%) as their mode of travel compared those who used a bakkie taxi/tambai (20,4%), buses (14,6%) and trains (2,6%).

Learner's number of days and travel time

Across all educational institutions, most learners travelled to their institution of learning for five days a week. Close to three-quarters (74,3%) of those learners left their residential places between 07:00 to 07:59, 7,7% left before 06:30 and only 6,1% left at 08:00 or later.

About 0,5% of learners in the province travelled for more than 30 minutes to their educational institution, and of those learners, 1,6% were from O.R. Tambo DM. About 3,3% learners provincially waited for more than 15 minutes for their first transport to arrive; the highest percentage of those residing in Cacadu DM (9,5%) and O.R. Tambo DM (6,7%).

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

Workers' geographic location

Approximately half a million of workers (542 000) resided in metropolitan areas, followed by those in rural areas (362 000). The highest percentage of workers who lived in rural areas were from O.R. Tambo DM (37,3%).

Workers' mode of travel

Nearly a third of workers in Eastern Cape used public transport (33,1%) as their main mode of travel to the place of work, while slightly fewer workers used private transport as their main mode (32,9%). About a third of workers were more likely to walk all the way to work (33,4%). Workers who resided in metropolitan areas were more likely to use taxis (38,3%) as their main mode of travel, followed by those who drove all the way (30,3%) to work. More than half of workers in the rural areas were more likely to walk all the way (56%) to work, followed by those who used taxis (17,5%) as their main mode of transport.

Roughly 6 in 10 persons of the working population were more likely to work for five days per week, followed by a quarter of workers who worked for six days or more per week (25,7%). More persons of the working population in the metropolitan areas worked for five days per week (70%). In addition, half of the workers in the rural areas (51%) also worked for five days per week.

A total number of 370 000 public transport trips were made in the Eastern Cape, with about 300 000 being taxi trips and most of them coming from Nelson Mandela Bay (99 000) and Buffalo City (96 000); 34 000 were bus trips and 20 000 were bakkie taxi/tambai trips.

Approximately 8 in 10 public transport users did not need to make any transfer (86,5%); moreover, 13,1% made at least one transfer. More than half (56,7%) of the workers who used trains did not make any transfer, while 39,7% made at least one transfer.

Time workers leave for work

Slightly more than four in ten workers (43%) left their residences between 07:00 and 07:59 in the morning to travel to work in Eastern Cape. About 13,5% workers left their place of residence before 06:00, while 12% left at 08:00 or later to go to work. Amongst those workers who left between 06:30 and 06:59 in the province, slightly more than a quarter in Joe Gqabi DM (26,7%) left during that time.

Workers receiving travel allowances from the employer

Workers in the Eastern Cape who received travel allowances from their employers were just about two per cent. About five per cent of workers in Cacadu DM reported to have received travel allowances from their employers.

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

The highest proportion of workers walked up to five minutes (62%) to their first public transport. Workers in Buffalo City who walked up to 5 minutes were relatively close to 70% (69,3%), while approximately one-quarter of workers in Amatole DM (25,3%) walked for more than 15 minutes to get to their first public transport. Moreover, one in five workers in Alfred Nzo DM (20,5%) and Cacadu DM (20,3%) had to walk for more than 15 minutes to reach their first public transport. Train users were more likely to walk for more than 15 minutes (37,7%) to reach their public transport.

Of the 300 000 workers in the province who had to wait for their first public transport, about three-quarters waited up to 5 minutes, while 4,5% waited for more than 15 minutes. Workers in the rural areas were more likely to wait for more than 15 minutes (11,7%). On the one hand, an average of 6,5% of workers in the Eastern Cape were more likely to walk for more than 15 minutes after the trip to reach their place of work; on the other hand, Amatole DM (13,6%) had the highest proportion of workers who walked more than 15 minutes after getting off at the end of the trip.

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 are defined as trips of 20 km or more from the usual place of work.

In Eastern Cape, of the 12,3 million workers aged 15 years and older who were interviewed, only 82 000 indicated they had undertaken business trips during the calendar month preceding the survey. Four out of ten business travellers were from Nelson Mandela Bay (23,6%), with a further 20,7% from O.R. Tambo DM, 19,2% from Buffalo City and 14,4% from Chris Hani DM. Cacadu DM (4,5%) and Joe Gqabi (4,6%) contributed the least to the province business travel count. Workers in urban areas were more likely to undertake business trips than rural workers.

The majority (61,7%) of business trips were taken using cars/bakkies/trucks as drivers. Taxis (16,6%) were the second most used mode of travel on business trips. Most business trips were undertaken within the province.

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 that are undertaken on a weekly, monthly or quarterly basis.

Day trips

A large proportion of persons aged 15 years and older who were likely to undertake daily trips in the Eastern Cape was found in Nelson Mandela Bay (76,5%), followed by Chris Hani (65,1%) and Amatole (62,8%), while the smallest proportion was found in Joe Gqabi (46,6%). The most common reasons given by day travellers were shopping for personal or business purposes (38,5%), followed by visiting friends and/or family (19,6%), while the less common reason was visiting for other non-mentioned purposes. They also preferred using taxis (52,7%), followed by walking (20,7%) for travelling, while the least preferred mode of transport was the train (0,4%). Taxis were also the most preferred mode of transport in all the municipalities in the province.

Overnight trips

About one-third of the total number of persons aged 15 years and older interviewed (4,4 million) indicated to have undertaken overnight trips in the Eastern Cape. The largest proportion was found in O.R. Tambo (23,3%), followed by Nelson Mandela Bay (21,4%) and Buffalo City (13,5%). The most common purpose stated by overnight travellers was visiting home (39,5%), followed by visiting friends and/or family (26,6%) and attending funerals (15,1%), while the least common reason stated was travelling for sporting events as a spectator or participant (0,6%). They also preferred using taxis (54,3%), followed by cars/bakkies/trucks as passengers (16,0%) and cars/bakkies/trucks as drivers, while the least preferred mode was other non-mentioned modes of transport.

Household travel patterns, attitudes and perceptions

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

Approximately more than 30% of households in the province indicated that they travelled between sixteen and thirty minutes to different public services and facilities. More than a half of households were most likely to travel up to fifteen minutes to their churches (54,3%), and almost forty per cent (39,4%) of households mentioned that they travelled more than 60 minutes to welfare offices.

Metro, urban and rural areas

A significant percentage of households in rural areas travelled more than 60 minutes to get to selected services, while in metropolitan and urban areas only a small percentage of households travelled more than 60 minutes. Ninety-six per cent of households in rural areas revealed that they travelled more than 60 minutes to food or grocery stores, the post office and/or the police station.

Use of taxis, buses and trains

Taxis seemed to be the most popular mode of transport used by households (62,1%), followed by buses (12,5%). Transport by train was represented by only a small percentage of households (2,3%). Even though most households in the province used taxis to travel, the majority of households were found in Buffalo City compared to other municipalities (82,1%). Households in Alfred Nzo were most likely to use buses as their mode of travel (30,2%).

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

Almost 20% of households walked for more than 15 minutes to get to the nearest taxi rank, while only 5,3% of households walked for more than 30 minutes to the nearest bus station and 12,6% of households walked for more than 30 minutes to nearest train station in the province. The highest percentage of households who walked for more than 30 minutes to the nearest bus station were found in Cacadu DM (42,7%). Households in O.R. Tambo DM were more likely to use taxis than other municipalities (29,9%).

Attitudes and perceptions about transport

Ten per cent of households stated that they did not have transport related problems. Over a quarter (26,3%) of households were mostly concerned about poor road conditions, with nearly the same percentage (O.R. Tambo DM 35,9% and Alfred Nzo DM 35,2%) of households complaining about road conditions as their main transport related problems. Approximately 12% of households in the province mentioned the non-availability of buses as their transport related problem. This problem was mostly found in Amatole DM (22,5%), O.R. Tambo DM (15,1%) and Cacadu DM (12,5%).

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

About 11% of households indicated that the cost of taxis was their major problem. One out of ten households in Chris Hani DM (17,5%), Joe Gqabi (16%) and slightly above 20% of households in Cacadu DM were disturbed by the cost of taxis. Reckless driving by taxi drivers was also mentioned, especially by households in Nelson Mandela Bay (12,6%) and Buffalo City (6,4%).

Dissatisfaction with taxi, bus, and train services

More than a half (51,3%) of households in the province were dissatisfied with the facilities at bus stops, and over two-thirds of these households were found in Alfred Nzo DM (67,6%). A vast majority of households indicated that the level of crowding in trains was the cause of their dissatisfaction with train services (69,2%). The other common problem mentioned was the distance between the train stations and their homes (65,6%).

Other problems with significant percentages were security on the walk to/from the train station, frequency of buses during off-peak hours (38,4%), safety from accidents by taxis (48%) and roadworthiness of taxis (45,7%).

Factors influencing the household's choice

Travel time was the predominant factor that influenced the household's choice regarding the mode of transport (30,7%). Travel costs also played an important role in determining the factors influencing a household's transport choice (25,4%). Safety from accidents also seemed to be one of the important factors influencing the household's choice regarding their mode of travel (11,1%).

Alfred Nzo DM (4,8%) and O.R. Tambo DM (8%) mentioned distance from home to transport as one of the important factors influencing the selected mode of travel, while Chris Hani DM (16,8%) and Joe Gqabi DM (2%) included flexibility as one of the factors influencing the selected mode of transport.

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

Ownership of bicycles and/or access to cars

About 41 000 households in Eastern Cape owned more than one bicycle for transport purposes. This was evident in Buffalo City (23,6%), Chis Hani DM (17,1%) and Nelson Mandela Bay (15,1%). Amatole recorded the least number of households owning at least one bicycle for transport purposes (1 000 households).

Provincially, Nelson Mandela Bay had the highest percentage of people aged 18 years and older with a driver's licence (31,8%), followed by Buffalo City (19%) and O.R. Tambo DM (14,8%). About 4 in 10 people with a driver's licence resided in the metropolitan areas (40,2%). Nelson Mandela Bay recorded the highest proportion of people who were in possession of all three types of licence. More than half of the people with a driver's licence were black African (58,5%), followed by the white population (27,6%).

Usage of non-motorised transport

More than a quarter of workers (31,7%) walked all the way and only 0,5% cycled all the way to work. The majority of those that walked all the way were found in the rural areas. Those who cycled all the way were predominantly found in urban areas.

2. Introduction

2.1 Background

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

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

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

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

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

2.2 Objectives of the National Household Travel Survey 2013

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

These objectives were:

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

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

2.3 Target population

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

3. General travel patterns

3.1 Trips undertaken during the seven days preceding the survey

The Department of Transport is responsible for the regulation of transport in Eastern Cape, i.e. broad-based public transport, non-motorised transport, road freight, private motoring and freight and passenger rail transportation. Public transport is therefore necessary to allow the residents of this province to access essential services such as clinics and hospitals, schools, places of employment, and shopping facilities. The Department of Transport initiated a process of developing a Provincial Integrated Public Transport Master Plan (PIPTMP) that will improve the mobility of people in the Eastern Cape by setting guidelines for the development of integrated public transport services throughout the province.

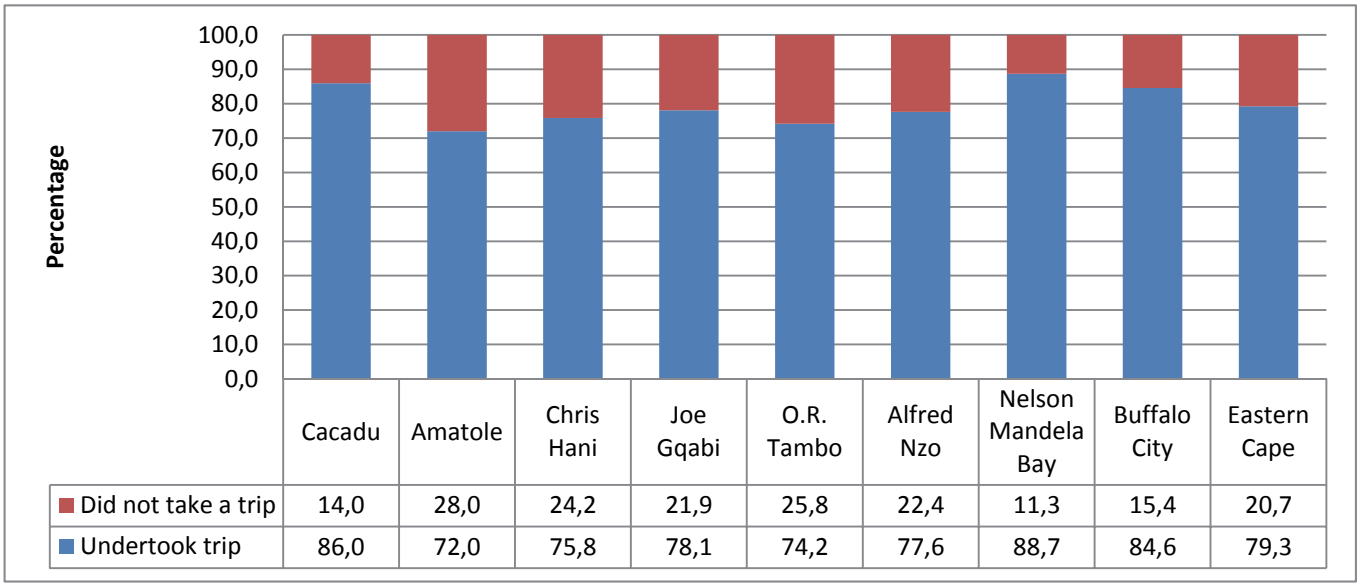
Table 3.1: Persons who undertook trips in the seven days prior to the interview by district municipality

	Undertook trip		Population	
District Municipality	Number ('000)	Percentage of Eastern Cape	Number ('000)	Percentage of Eastern Cape
Cacadu	344	6,6	403	6,1
Amatole	568	10,9	796	12,0
Chris Hani	609	11,7	805	12,2
Joe Gqabi	245	4,7	305	4,6
O.R. Tambo	1 182	22,8	1 608	24,3
Alfred Nzo	602	11,6	780	11,8
Nelson Mandela Bay	931	17,9	1 066	16,1
Buffalo City	706	13,6	845	12,8
Eastern Cape	**5 187**	**100,0**	**6 607**	**100,0**

Percentage calculated across district municipalities

Table 3.1 shows that the largest proportion of persons who undertook trips during the seven days prior to the interview resided in O.R. Tambo DM (22,8%), followed by Nelson Mandela Bay (17,9%), Buffalo City (13,6%), Chris Hani DM (11,7%) and Alfred Nzo DM (11,6%). The smallest percentage of travellers were found in Joe Gqabi DM (4,7%) and Cacadu DM (6,6%).

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

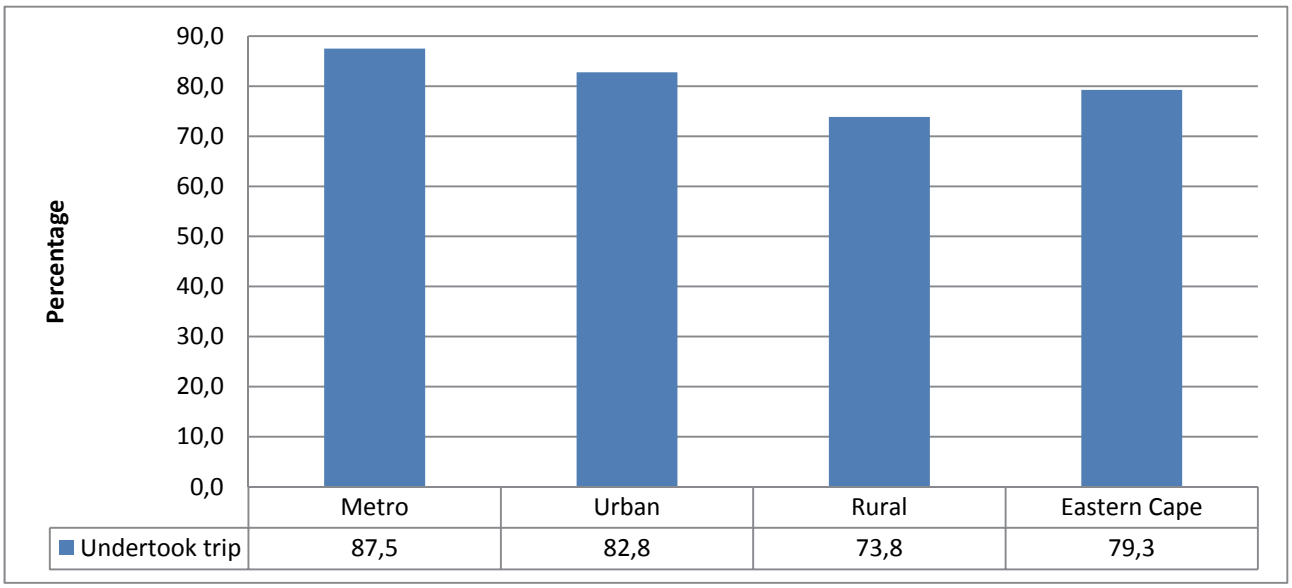


	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Did not take a trip	14,0	28,0	24,2	21,9	25,8	22,4	11,3	15,4	20,7
Undertook trip	86,0	72,0	75,8	78,1	74,2	77,6	88,7	84,6	79,3

Percentage calculated within district municipalities.

Figure 3.1 indicates that about eight out of ten (79,3%) people in Eastern Cape undertook trips during the seven days prior to the interview. The highest proportions of persons who travelled in the week prior to the interview were found in Nelson Mandela Bay (88,7%), followed by Cacadu DM (86,0%) and Buffalo City (84,6%).

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



	Metro	Urban	Rural	Eastern Cape
Undertook trip	87,5	82,8	73,8	79,3

According to Figure 3.2, the largest percentage of people who undertook trips in the seven days prior to the interview, resided in the metro areas (87,5%), followed by those residing in urban areas (82,8%) and rural areas (73,8%).

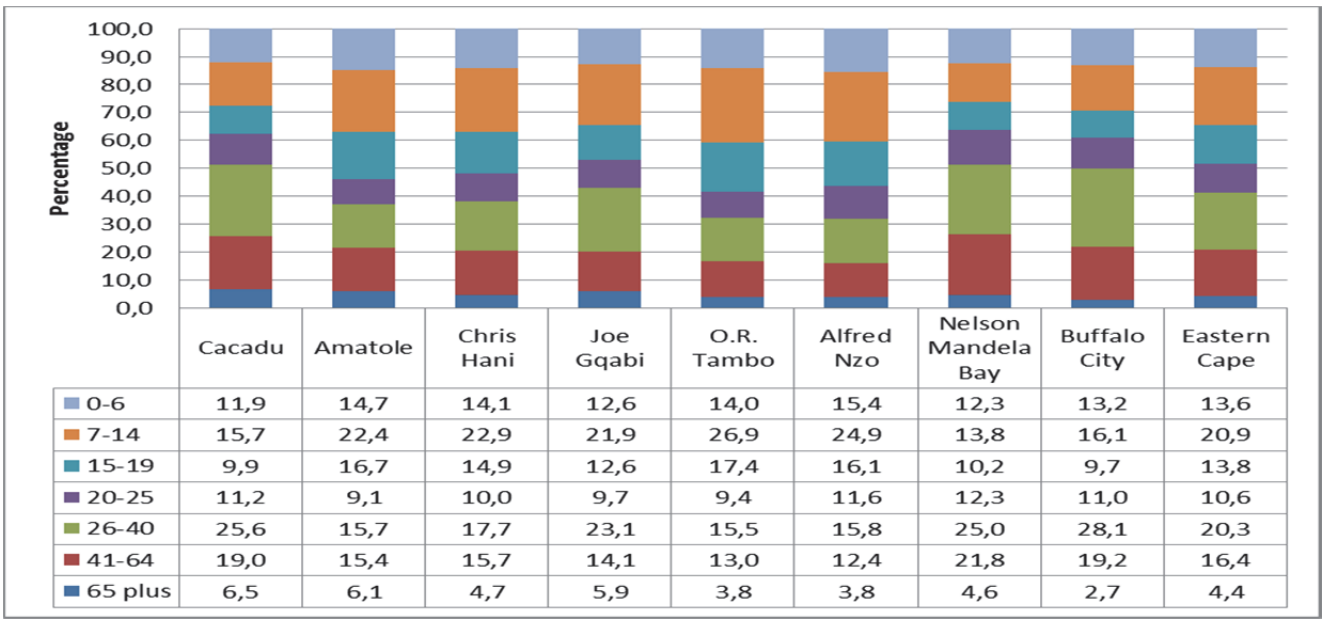
Table 3.2: Persons who undertook trips in the seven days prior to the interview by district municipality and sex

District municipality	Number of persons who undertook trips ('000)	Sex			
		Male		Female	
		Number ('000)	Percentage of district municipality	Number ('000)	Percentage of district municipality
Cacadu	344	171	49,7	173	50,3
Amatole	568	275	48,4	293	51,6
Chris Hani	609	293	48,1	316	51,9
Joe Gqabi	245	121	49,3	124	50,7
O.R. Tambo	1 182	560	47,4	622	52,6
Alfred Nzo	602	296	49,1	306	50,9
Nelson Mandela Bay	931	457	49,1	474	50,9
Buffalo City	706	334	47,3	372	52,7
Eastern Cape	**5 187**	**2 506**	**48,3**	**2 681**	**51,7**

Percentage calculated within district municipality and Eastern Cape.

Table 3.2 indicates individuals who undertook trips in the seven days prior to the interview by district municipality and sex. In Eastern Cape, females (51,7%) were more likely to travel than males (48,3%). Most females who undertook trips resided in Buffalo City (52,7%), followed by O.R. Tambo DM (52,6%) and Chris Hani DM (51,9%) in the province.

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

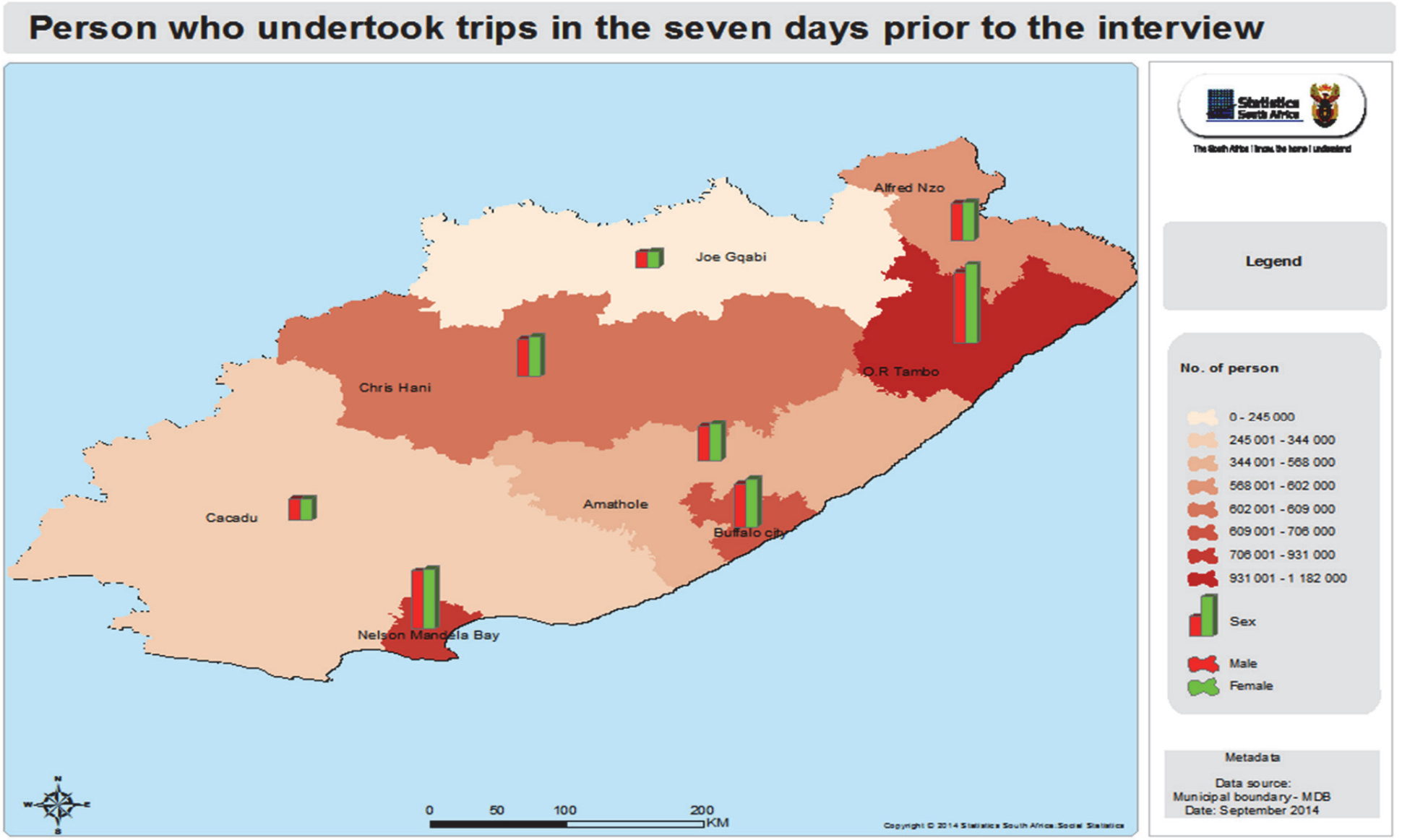


	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
0-6	11,9	14,7	14,1	12,6	14,0	15,4	12,3	13,2	13,6
7-14	15,7	22,4	22,9	21,9	26,9	24,9	13,8	16,1	20,9
15-19	9,9	16,7	14,9	12,6	17,4	16,1	10,2	9,7	13,8
20-25	11,2	9,1	10,0	9,7	9,4	11,6	12,3	11,0	10,6
26-40	25,6	15,7	17,7	23,1	15,5	15,8	25,0	28,1	20,3
41-64	19,0	15,4	15,7	14,1	13,0	12,4	21,8	19,2	16,4
65 plus	6,5	6,1	4,7	5,9	3,8	3,8	4,6	2,7	4,4

Slightly more than twenty per cent (20,9%) of persons aged 7–14 years undertook trips in the seven days prior to the interview in Eastern Cape, as indicated in Figure 3.3. This was followed by persons aged 26–40 years (20,3%) and those aged 41–64 years (16,4%). The age group least likely to travel were those aged 65 years and older (4,4%).

The report further shows that individuals aged 65 years and older living in Cacadu DM were more likely to travel than those living in other district municipalities.

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



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

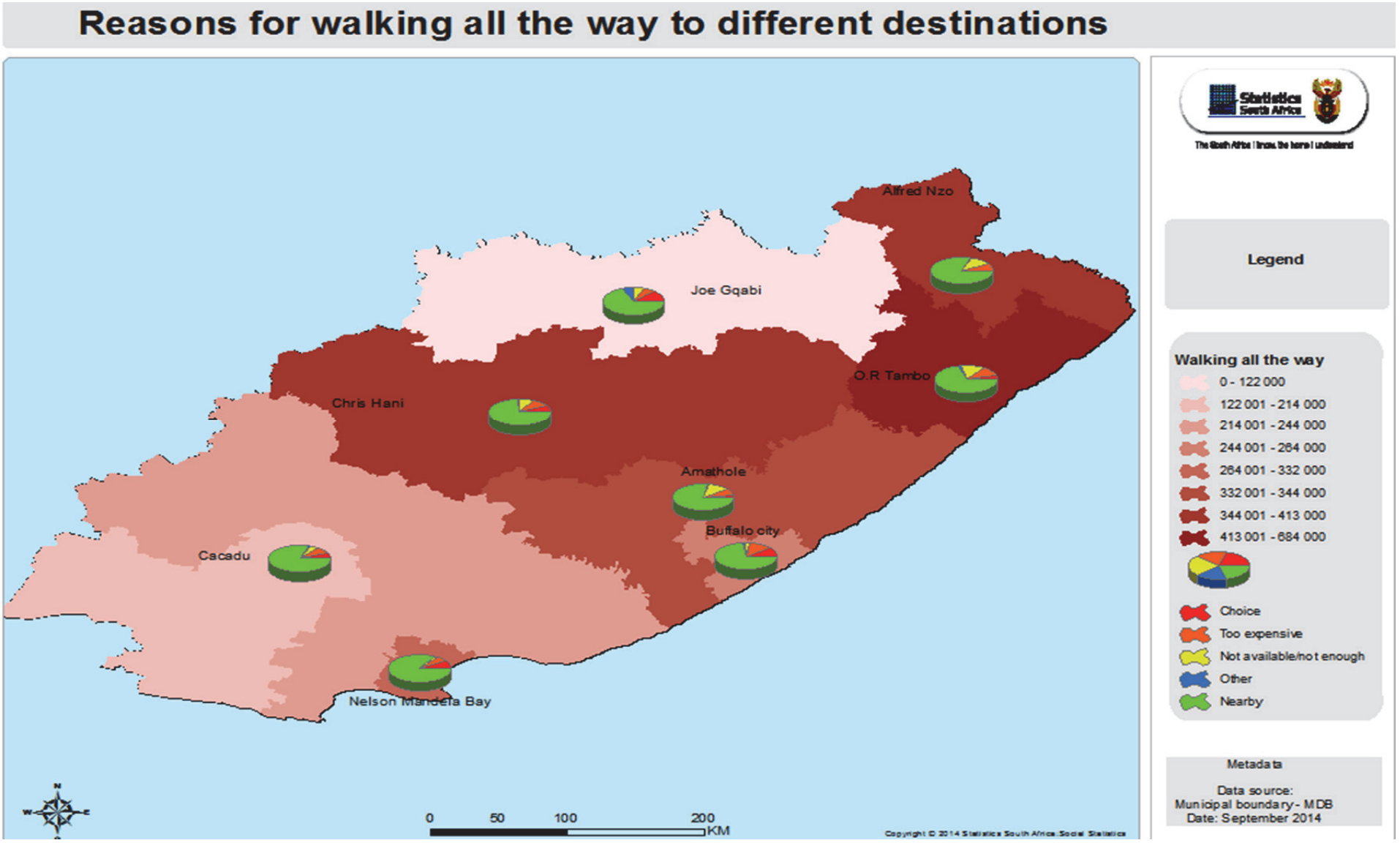


Table 3.3: Days of the week when persons usually travel by age group and sex

Indicator	Statistics (numbers in thousands)	Days of the week						
		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Sex								
Male	Number	2 276	2 254	2 256	2 225	2 240	987	1 234
	Per cent	73,7	72,9	73,2	72,2	72,6	32,5	40,5
Female	Number	2 253	2 213	2 227	2 216	2 204	943	1 638
	Per cent	65,7	64,6	65,1	64,9	64,5	27,9	48,2
Total	**Number**	**4 529**	**4 467**	**4 483**	**4 441**	**4 444**	**1 930**	**2 872**
	Per cent	**69,5**	**68,5**	**68,9**	**68,4**	**68,3**	**30,1**	**44,5**
Age group								
0–2 yrs	Number	126	122	127	121	118	50	122
	Per cent	31,5	30,4	31,8	30,2	29,6	12,5	30,6
3–4 yrs	Number	227	225	224	225	221	40	97
	Per cent	74,5	73,8	73,9	74,3	73,2	13,6	32,7
5–6 yrs	Number	308	308	308	307	307	54	130
	Per cent	96,1	96,2	96,5	96,3	96,4	17,2	41,0
7–14 yrs	Number	1 098	1 095	1 093	1 089	1 090	213	428
	Per cent	98,3	98,1	98,1	98,0	98,1	19,7	39,3
15–19 yrs	Number	694	687	688	690	691	193	304
	Per cent	88,5	87,7	88,1	88,4	88,3	25,1	39,5
20–25 yrs	Number	449	444	453	433	453	276	318
	Per cent	61,8	61,0	62,3	59,5	62,3	38,4	44,1
26–40 yrs	Number	865	852	851	837	839	572	661
	Per cent	64,0	63,0	63,2	62,1	62,2	42,6	49,1
41–54 yrs	Number	467	458	459	450	449	296	402
	Per cent	61,8	60,8	60,8	59,8	59,6	39,7	53,7
55 yrs and older	Number	295	277	279	289	275	237	409
	Per cent	38,8	36,5	36,9	38,3	36,3	31,5	53,8

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

Table 3.3 summarises the days of the week when people usually travelled in Eastern Cape. More than 70% of males indicated that they travelled during weekdays. However, this figure decreases to almost half on Saturday and Sunday. Slightly more than six in ten women travelled on weekdays. However, on Sunday, females (48,2%) tended to travel more than males (40,5%).

Children of school-going age, 5–6 years and 7–14 years, were most likely to travel more during the week, followed by the 15–19-year-old age group. The 0–2-year-old age group and 55 years and older age group were the least likely to travel during the week. Travelling patterns for those aged 55 years and above were 31,5% for Saturdays and 53,8% for Sundays.

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								
		Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Did not need to travel	Number	21	90	81	22	205	66	46	61	592
	Per cent	38,6	42,0	44,7	39,2	51,3	40,2	40,9	48,7	45,3
Financial reasons/too expensive	Number	11	18	10	*	58	30	20	21	167
	Per cent	20,3	8,3	5,6	*	14,4	18,0	17,5	16,8	12,8
Too old/young to travel	Number	14	46	49	16	76	53	20	27	300
	Per cent	26,5	21,4	26,7	28,7	18,9	32,0	18,0	21,7	23,0
Other reasons	Number	8	61	42	18	62	16	26	16	248
	Per cent	14,7	28,4	23,0	31,4	15,4	9,8	23,5	12,8	19,0
Total	**Number**	**54**	**214**	**182**	**57**	**400**	**164**	**112**	**126**	**1 308**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

'Other reasons' includes not enough time to travel, worried about safety, transport strike, no interest, etc.
Percentages calculated within district municipalities
*Unweighted numbers of 3 and below 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 district municipality. Out of 1,3 million persons who did not travel, 45,3% said they did not need to travel, while 23% said they were too old/young to travel. Another commonly cited reason was financial factors (12,8%). This reason was more likely to be given in Cacadu DM (20,3%) and Alfred Nzo DM (18%).

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	68	8	17	39	94	163	85	120	592
	Per cent	23,3	46,8	53,8	56,6	52,4	55,5	52,3	45,0	45,3
Financial reasons/too expensive	Number	2	1	2	10	43	59	31	19	167
	Per cent	0,7	8,6	7,4	14,9	24,2	20,0	18,8	6,9	12,8
Too old/young to travel	Number	211	6	4	*	1	*	5	74	300
	Per cent	72,6	34,8	11,2	*	0,7	*	2,8	27,6	23,0
Other reasons	Number	10	2	9	19	41	72	42	54	248
	Per cent	3,3	9,7	27,6	28,0	22,8	24,5	26,1	20,4	19,0
Total	**Number**	**291**	**17**	**32**	**68**	**179**	**293**	**162**	**266**	**1 308**
	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 are too small to provide reliable estimates

Table 3.5 illustrates the reasons for not travelling by age group. It is evident that persons aged 0–6 years and 55 years and older gave 'too old/young to travel' or 'did not need to travel' as their main reason for not travelling.

4. Education and education related travel patterns

4.1 Introduction

As stipulated in National Scholar Transport Policy, the Eastern Cape Department of Transport has a mandate to provide transport to scholars in the province. Transport makes it viable for all learners from pre-schools to higher educational institutions to access their place of learning, especially those who have to travel a long time to reach them. Furthermore, according to the 2014–2019 Eastern Cape Strategic Plan, the department provides scholar transport to learners, which runs on school calendar days and also to accommodate learners with special needs.

This section covers the characteristics of all learners who attended all types of educational institutions – from pre-school to higher educational institutions. Some of the characteristics covered include: type of mode used to travel; time spent waiting for the first transport; the time when the place of residence is left to travel to these institutions; as well as total travel time. Moreover, this section also covers the number of days that learners travelled to their various educational institutions.

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

Indicator	Statistics (numbers in thousands)	District municipality								
		Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Type of institution										
Pre-school	Number	10	15	31	4	36	19	46	35	**197**
	Per cent	9,8	5,1	9,5	4,0	5,5	5,8	15,6	12,5	**8,2**
School	Number	92	273	284	102	598	297	214	213	**2 072**
	Per cent	86,0	91,5	87,5	92,2	91,3	91,2	72,6	76,3	**86,6**
Higher educational institution	Number	2	2	2	1	8	2	18	15	**49**
	Per cent	1,5	0,7	0,6	1,1	1,2	0,7	6,1	5,2	**2,1**
FET college	Number	2	7	7	2	9	4	11	9	**51**
	Per cent	1,5	2,5	2,2	1,8	1,4	1,1	3,8	3,3	**2,1**
Other	Number	1	1	1	*	4	4	6	7	**24**
	Per cent	1,1	0,3	0,2	*	0,6	1,2	1,9	2,7	**1,0**
Total	**Number**	**107**	**298**	**324**	**110**	**654**	**326**	**295**	**279**	**2 393**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Geographic location										
Metro	Number	*	*	*	*	*	*	335	251	**586**
	Per cent	*	*	*	*	*	*	99,5	85,3	**22,7**
Urban	Number	108	69	138	55	103	23	*	*	**496**
	Per cent	92,5	22,0	40,7	47,9	14,2	6,8	*	*	**19,2**
Rural	Number	9	245	201	60	623	321	2	43	**1 503**
	Per cent	7,5	78,0	59,3	52,1	85,8	93,2	0,5	14,7	**58,1**
Household income quintiles										
Quintile 1 (Lowest income quintile)	Number	16	109	89	21	258	94	42	57	**685**
	Per cent	14,0	34,8	26,1	18,2	35,5	27,4	12,4	19,2	**26,5**
Quintile 2	Number	47	144	171	59	322	179	88	85	**1 095**
	Per cent	40,2	45,9	50,5	51,9	44,4	52,0	26,1	28,8	**42,4**
Quintile 3	Number	29	37	43	23	71	44	75	69	**391**
	Per cent	24,6	11,7	12,8	19,7	9,8	12,9	22,3	23,4	**15,1**
Quintile 4	Number	16	11	20	7	39	19	71	49	**234**
	Per cent	14,1	3,5	6,0	6,5	5,4	5,6	21,1	16,5	**9,0**
Quintile 5 (Highest income quintile)	Number	8	13	16	4	36	7	61	36	**180**
	Per cent	7,1	4,0	4,6	3,7	4,9	2,1	18,1	12,1	**7,0**

Unspecified type of institution and household income were excluded from totals for the calculation of percentages
*Unweighted numbers of 3 and below are too small to provide reliable estimates
Percentages calculated within district municipality

According to Table 4.1 it is evident that most learners in Eastern Cape were attending school (86,6%), followed by those who were attending pre-school (8,2%). The province had 2,1% of learners who were attending higher education and also 2,1% learners attending an FET college.

The highest percentage of learners attending an educational institution were residing in the rural areas (58,1%) compared to those residing in metropolitan areas and urban areas (22,7% and 19,2%

respectively). Alfred Nzo (93,2%), O.R. Tambo (85,8%), Amatole (78,0%) and Chris Hani (59,3%) DMs showed a higher proportion of learners located in rural areas, compared to other DMs.

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

Indicator	Statistics (numbers in thousands)	Main mode							
		Public transport				Car/truck passenger	Walking all the way	Other	Total
		Train	Bus	Taxi	Bakkie taxi/ tambai				
Scholars and disability status									
Scholars	Number	8	49	181	75	132	1 573	11	**2 030**
	Per cent	0,4	2,4	8,9	3,7	6,5	77,5	0,6	**100,0**
Disabled scholars	Number	*	5	13	36	11	*	*	**66**
	Per cent	*	7,6	19,5	55,2	16,0	*	*	**100,0**
Geographic location of scholars									
Metro	Number	4	25	64	3	71	222	2	**392**
	Per cent	1,1	6,4	16,4	0,8	18,0	56,7	0,6	**100,0**
Urban	Number	2	3	48	14	33	281	2	**382**
	Per cent	0,4	0,8	12,5	3,6	8,8	73,5	0,4	**100,0**
Rural	Number	3	21	69	58	28	1 071	7	**1 257**
	Per cent	0,2	1,7	5,5	4,7	2,2	85,2	0,6	**100,0**
Household income quintile of scholars									
Quintile 1 (Lowest income quintile)	Number	*	11	34	24	7	481	3	**560**
	Per cent	*	1,9	6,0	4,2	1,3	85,9	0,5	**100,0**
Quintile 2	Number	3	21	46	33	21	765	2	**891**
	Per cent	0,3	2,3	5,1	3,7	2,4	85,9	0,2	**100,0**
Quintile 3	Number	2	9	37	8	24	228	2	**309**
	Per cent	0,5	3,0	11,9	2,4	7,8	73,6	0,7	**100,0**
Quintile 4	Number	2	4	40	7	31	79	*	**163**
	Per cent	1,1	2,4	24,3	4,4	18,9	48,7	*	**100,0**
Quintile 5 (Highest income quintile)	Number	1	4	25	4	48	20	4	**107**
	Per cent	1,1	4,2	23,4	3,8	45,4	18,6	3,5	**100,0**

The totals used to calculate percentages excluded unspecified cases for transport mode
*Unweighted numbers of 3 and below are too small to provide reliable estimates
Unspecified modes were excluded from the table
Total number of scholars include disabled scholars

Table 4.2 reveals that out of 2 million learners attending school in Eastern Cape, 77,5% walked all the way, followed by those using taxis (8,9%). Only 0,4% of learners used trains as their mode of travel to their institution. More than half (55,2%) of disabled scholars used a bakkie taxi/tambai as their mode of travel, while only 7,6% of disabled scholars used buses.

Taxis (5,5%) and bakkie taxis/tambais (4,7%) were the second and third most commonly used modes of travel by scholars in rural areas. However, in metropolitan and urban areas, taxis were the second most commonly used mode of travel, followed by being a passenger in a car/truck.

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

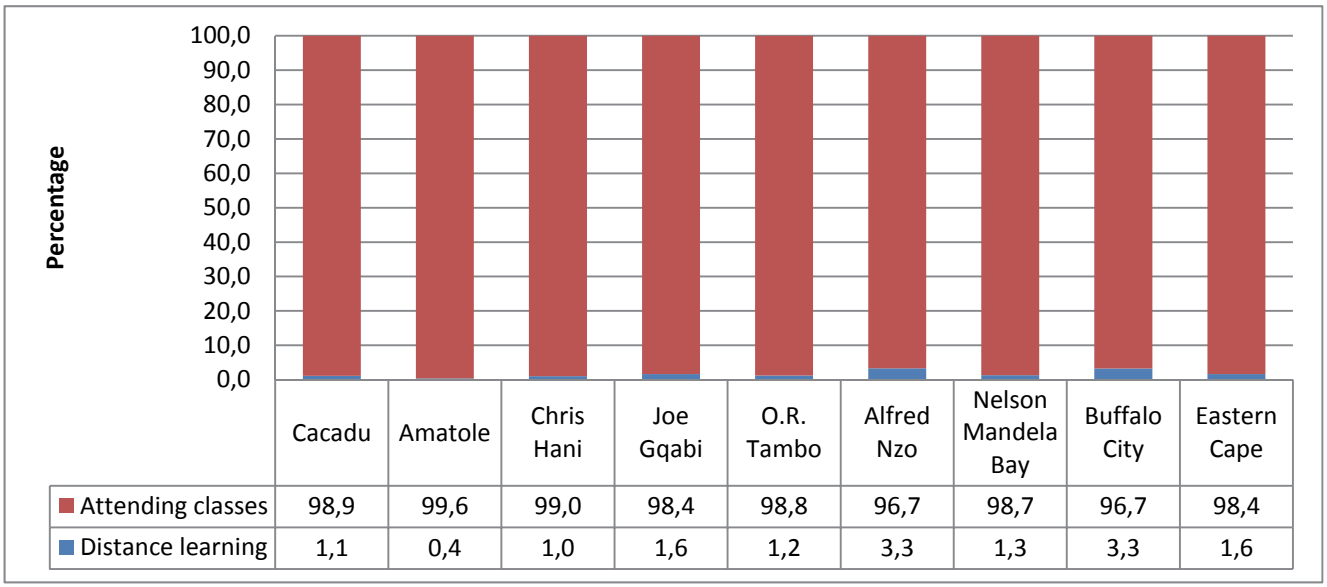
Table 4.3: Attendance of educational institution through attending classes or distance learning by district municipality

District municipality	Statistics (numbers in thousands)	Learners who completed question	Attending classes	Distance learning
Cacadu	Number	113	112	1
	Per cent	4,5	4,5	3,1
Amatole	Number	299	297	1
	Per cent	11,9	12,0	2,9
Chris Hani	Number	338	334	3
	Per cent	13,4	13,5	8,6
Joe Gqabi	Number	114	113	1
	Per cent	4,6	4,6	3,6
O.R. Tambo	Number	699	691	8
	Per cent	27,8	28,0	20,8
Alfred Nzo	Number	336	325	11
	Per cent	13,4	13,1	27,5
Nelson Mandela Bay	Number	329	325	4
	Per cent	13,1	13,2	10,7
Buffalo City	Number	283	273	9
	Per cent	11,3	11,1	22,9
Eastern Cape	**Number**	**2 510**	**2 470**	**40**
	Per cent	**100,0**	**100,0**	**100,0**

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

As expected, in all the municipalities in Eastern Cape, most learners were attending classes. The highest proportion of learners attending classes was found in O.R. Tambo DM (28,0%), followed by Chris Hani DM (13,5%) and Nelson Mandela Bay (13,2%). Alfred Nzo DM (27,5%) recorded the highest proportion of leaners doing distance learning in the province, followed by Buffalo City (22,9%) and O.R. Tambo DM (20,8%).

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



According to Figure 4.1, the majority of the learners in Eastern Cape were attending classes (98,4%) compared those studying through distance learning (1,6%). The same pattern could be observed across municipalities.

4.2 Education related travel

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								
			Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Pre-school	5	Number	10	15	31	4	36	19	46	33	**193**
		Per cent	100,0	100,0	99,2	100,0	100,0	98,8	100,0	99,6	**99,7**
	Not 5	Number	*	*	*	*	*	*	*	*	**1**
		Per cent	*	*	*	*	*	*	*	*	**0,3**
School	5	Number	91	268	278	100	570	291	210	209	**2 017**
		Per cent	99,5	98,8	98,3	98,8	95,7	98,9	98,7	98,6	**97,8**
	Not 5	Number	*	3	5	1	26	3	3	3	**44**
		Per cent	*	1,2	1,7	1,2	4,3	1,1	1,3	1,4	**2,2**
Higher education institutions	5	Number	*	1	*	*	4	*	13	8	**27**
		Per cent	*	74,5	*	*	65,2	*	76,1	67,3	**67,0**
	Not 5	Number	*	*	1	*	2	1	4	4	**13**
		Per cent	*	*	100,0	*	34,8	85,8	23,9	32,7	**33,0**
Other institutions	5	Number	2	7	7	3	10	4	12	8	**53**
		Per cent	90,1	92,4	93,6	90,3	80,0	46,1	74,0	55,8	**73,4**
	Not 5	Number	*	1	*	*	3	4	4	7	**19**
		Per cent	*	7,6	*	*	20,0	53,9	26,0	44,2	**26,6**
Subtotal (All institutions)	5	Number	103	291	316	107	620	314	281	258	**2 290**
		Per cent	100,0	98,6	98,1	99,1	95,2	97,5	96,6	95,2	**96,7**
	Not 5	Number	*	4	6	5	31	7	11	14	**78**
		Per cent	*	1,4	1,9	4,5	4,8	2,2	3,8	5,2	**3,3**
Unspecified		**Number**	9	16	14	4	69	17	40	14	**184**
Total		**Number**	**112**	**311**	**336**	**112**	**720**	**339**	**331**	**285**	**2 551**

Percentage calculated across district municipality and Eastern Cape
*Unweighted numbers of 3 and below are too small to provide reliable estimates
The totals used to calculate percentages excluded unspecified days of the week

Table 4.4 shows the number of days per week that learners travelled to their educational institution by district municipality. Across all different educational institutions, the majority of learners travelled for 5 days in a week (96,7%). Only a small proportion of learners (3,3%) travelled for less than five or more than five days in a week.

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

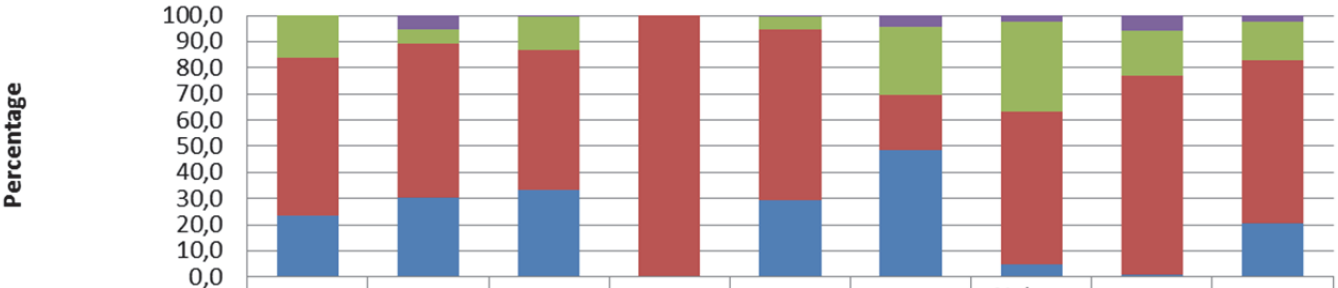
Mode of travel	Statistics (numbers in thousands)	District municipality								
		Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Train	Number	*	2	*	*	*	1	1	5	**11**
	Per cent	*	0,6	*	*	*	0,4	0,4	1,8	**0,4**
Bus	Number	2	2	6	*	6	8	20	16	**61**
	Per cent	2,0	0,7	2,0	*	0,9	2,4	6,2	5,6	**2,4**
Taxi	Number	9	22	27	15	75	6	35	70	**259**
	Per cent	7,5	7,3	8,2	13,8	10,9	1,9	10,6	24,6	**10,4**
Bakkie taxi/tambai	Number	3	12	17	*	34	15	3	1	**85**
	Per cent	2,9	3,8	5,1	*	5,0	4,4	0,8	0,4	**3,4**
Car/truck passenger	Number	14	9	22	*	18	11	81	29	**184**
	Per cent	12,6	3,0	6,7	*	2,6	3,4	24,7	10,1	**7,4**
Walking all the way	Number	83	260	259	94	547	288	180	160	**1 870**
	Per cent	73,7	84,2	77,8	84,7	79,6	87,3	55,1	56,2	**75,0**
Other	**Number**	1	1	*	1	6	*	7	4	**22**
	Per cent	1,3	0,4	*	1,0	0,9	*	2,1	1,3	**0,9**
Total	**Number**	**113**	**309**	**332**	**111**	**686**	**331**	**327**	**284**	**2 492**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentage calculated within district municipalities and Eastern Cape.
*Unweighted numbers of 3 and below are too small to provide reliable estimates
The totals used to calculate percentages excluded unspecified modes of travel

Table 4.5 indicates the main mode of travel used by learners to their educational institution by district municipality. In the province, 75,0% of learners walked all the way to their educational institution, followed by those who used taxis (10,4%), those who travelled by car or truck as a passenger (7,4%), and those who used a bakkie taxi/tambai (2,4%).

In Cacadu DM and Nelson Mandela Bay, being a passenger in a car/truck was the second most commonly used mode of travel with 12,6% and 24,7% respectively. In Chris Hani DM, travelling by taxi (8,2%) was the second most commonly used mode of travel, followed by being a passenger in a car/truck (6,7%) and travelling by bakkie taxi/tambai (5,1%).

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



	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Train	0,0	5,2	0,6	0,0	0,4	4,5	2,4	5,7	2,6
Bus	16,1	5,6	12,8	0,0	5,1	26,0	34,5	17,2	14,6
Taxi	60,3	58,6	53,2	100,0	64,9	21,2	58,5	76,0	62,4
Bakkie taxi/tambai	23,5	30,5	33,4	0,0	29,6	48,4	4,6	1,1	20,4

The learners who attended an educational institution and used public transport were most likely to use taxis (62,4%), followed by those who used a bakkie taxi/tambai (20,4%) and 14,6% who used buses. Less than three per cent of learners (2,6%) used trains to get to their educational institution.

In Alfred Nzo, the highest percentage of learners used a bakkie taxi/tambai (48,4%), followed by bus users (26,0%) and those who used taxis (21,2%) as their mode of travel. In Joe Gqabi, most leaners used taxis (100%), while there was also an insignificant percentage of those who used a bakkie taxi/tambai and 3,0% used the bus.

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								
		Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Train	Number	*	2	*	*	*	1	1	4	**8**
	Per cent	*	24,4	*	*	*	16,7	11,4	45,1	**100,0**
Bus	Number	2	2	6	*	4	6	14	15	**49**
	Per cent	4,4	4,0	12,9	*	8,5	12,4	27,9	29,9	**100,0**
Taxi	Number	6	19	22	12	50	4	18	50	**181**
	Per cent	3,4	10,4	12,1	6,4	27,7	2,2	10,1	27,7	**100,0**
Bakkie taxi/tambai	Number	3	10	15	*	32	13	2	1	**75**
	Per cent	3,6	13,4	19,6	*	42,3	16,8	2,9	1,4	**100,0**
Car/truck passenger	Number	11	6	19	*	13	10	51	22	**132**
	Per cent	8,0	4,8	14,7	*	9,5	7,3	38,7	16,7	**100,0**
Walking all the way	Number	68	229	217	87	472	257	125	118	**1 573**
	Per cent	4,4	14,6	13,8	5,5	30,0	16,3	7,9	7,5	**100,0**
Other	Number	1	*	*	*	6	*	2	*	**11**
	Per cent	8,0	*	*	*	50,6	*	19,6	*	**100,0**
Total	**Number**	**91**	**269**	**280**	**99**	**576**	**291**	**213**	**210**	**2 030**
	Per cent	**4,5**	**13,3**	**13,8**	**4,9**	**28,4**	**14,4**	**10,5**	**10,3**	**100,0**

The totals used to calculate percentages excluded unspecified modes of travel and types of institutions
*Unweighted numbers of 3 and below are too small to provide reliable estimates

Learners who were attending school used many different modes of travel to reach their educational institution. According to Table 4.6, O.R. Tambo DM (30,0%), Alfred Nzo DM (16,3%) and Amatole DM (14,6%) contributed the biggest proportions of learners who walked all the way in the province. Most scholars who used taxis came from O.R. Tambo DM (27,7%) and Buffalo City (27,7%).

Table 4.6 further shows that learners using buses were likely to be found in Buffalo City (29,9%), followed by Nelson Mandela Bay (27,9%) and Chris Hani DM (12,9%). Out of 75 000 learners who used a bakkie taxi/tambai as their mode of transport, the highest proportion was found in O.R. Tambo DM (42,3%), followed by Chris Hani DM (19,6%) and Alfred Nzo DM (16,8%).

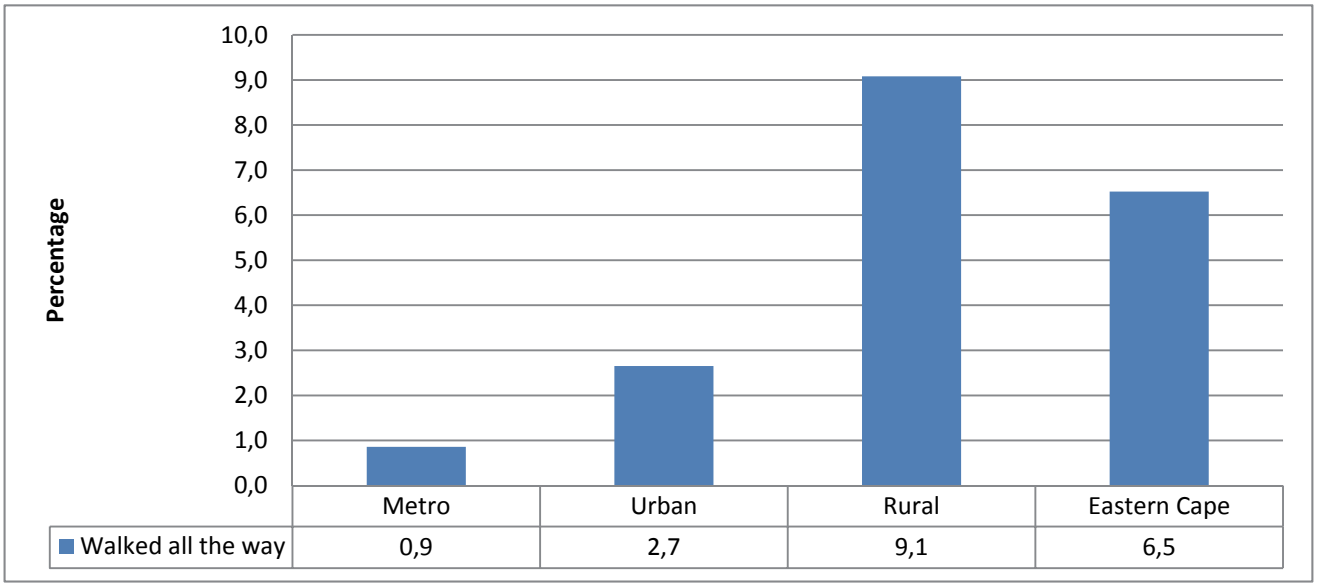
Table 4.7: Main mode of travel used to educational institution by type of educational institution

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	*	8	1	*	*	**11**
		Per cent	*	0,4	4,6	*	*	**0,5**
	Bus	Number	1	49	*	2	*	**54**
		Per cent	0,7	2,4	*	4,1	*	**2,3**
	Taxi	Number	15	181	16	23	5	**239**
		Per cent	7,8	8,9	48,6	47,8	24,7	**10,3**
	Bakkie taxi/ tambai	Number	*	75	*	*	*	**80**
		Per cent	*	3,7	*	*	*	**3,5**
Private transport	Car\truck driver	Number	*	3	7	*	*	**10**
		Per cent	*	0,1	20,7	*	*	**0,4**
	Car\ truck passenger	Number	25	132	5	2	1	**165**
		Per cent	13,5	6,5	16,6	4,1	3,5	**7,1**
Walking all the way		Number	141	1 573	*	*	*	**1 748**
		Per cent	74,9	77,5	*	*	*	**75,4**
Other		Number	2	8	*	*	*	**10**
		Per cent	0,9	0,4	*	*	*	**0,4**
Total		**Number**	**188**	**2 030**	**32**	**49**	**19**	**2 319**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

'Other' includes car/truck driver, trains, bicycles etc.
*Unweighted numbers of 3 and below are too small to provide reliable estimates.
The totals used to calculate percentages excluded unspecified modes of travel and types of institutions

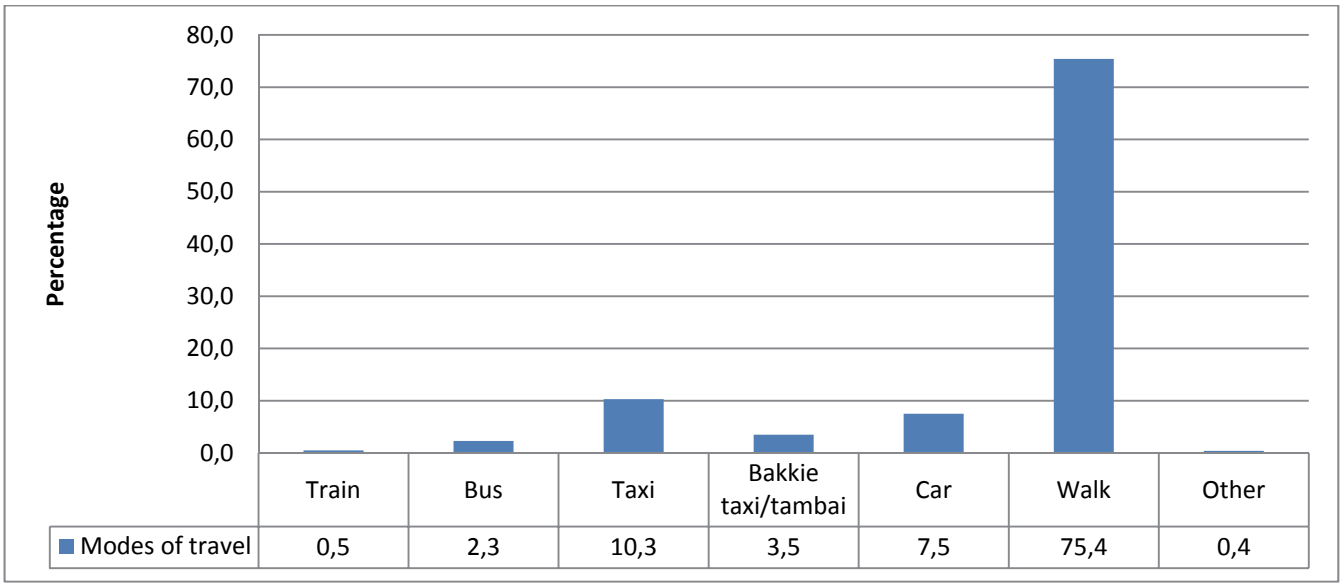
Table 4.7 summarises the modes of travel used to reach different educational institutions in the province. Of 2,3 million learners, 75,4% walked all the way to get to their educational institution, and 10,3% used taxis. Transport by taxi (8,9%) was the second most commonly used mode of travel for scholars, followed by car/track passenger (6,5%) and those who used a bakkie taxi/tambai (3,7%). The mode of travel used most by learners attending a higher education institution was taxis (48,6%), followed by car/truck driver (20,7%) and car/truck passenger (16,6%).

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



According to Figure 4.3, approximately 6,5% of learners walked for more than 60 minutes to their educational institution in Eastern Cape. In the rural areas, 9,1% of learners walked for more than 60 minutes, while only 0,9% of learners in the metropolitan areas walked for more than 60 minutes to reach their institution.

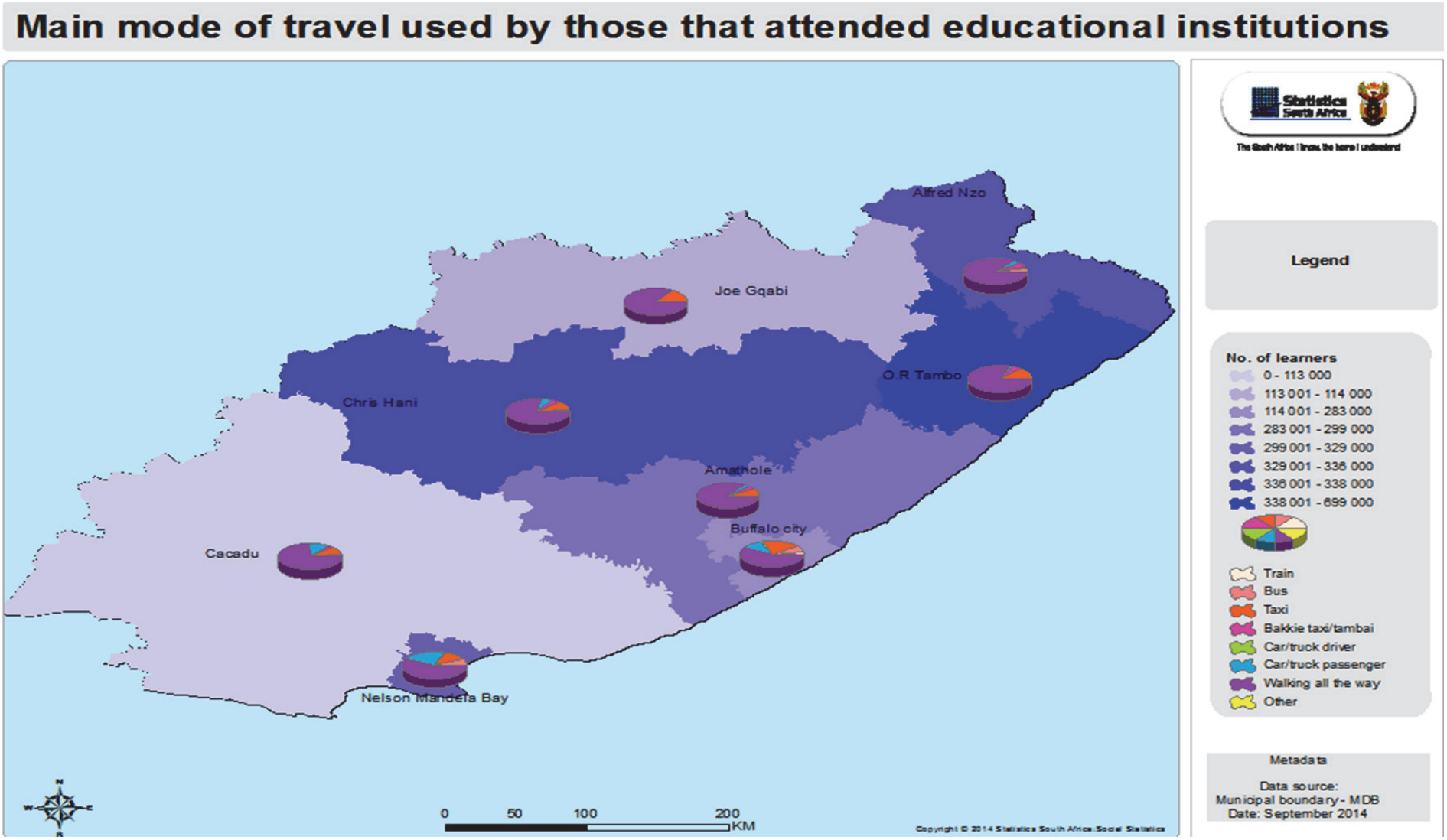
Figure 4.4: Main mode of travel to educational institution



'Car' includes car/truck driver and car/truck passenger
The totals used to calculate percentages excluded unspecified modes of travel

Figure 4.4 shows that about three-quarters (75,4%) of learners walked all the way to their educational institution, followed by 10,3% using taxis and 7,5% using cars.

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



4.3 Departure, waiting, arrival and total travel times

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

District municipality	Number of persons who completed the question ('000)	Attendees' time of leaving for educational institution (per cent within municipality)				
		Before 06:30	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Cacadu	113	3,3	6,7	84,4	5,7	**100,0**
Amatole	305	10,6	10,2	72,4	6,8	**100,0**
Chris Hani	332	4,0	15,9	71,7	8,3	**100,0**
Joe Gqabi	111	4,0	12,3	75,9	7,9	**100,0**
O.R. Tambo	680	12,1	11,1	72,8	4,0	**100,0**
Alfred Nzo	331	11,1	11,9	72,7	4,4	**100,0**
Nelson Mandela Bay	323	1,6	10,4	82,1	5,9	**100,0**
Buffalo City	284	4,7	14,9	71,2	9,1	**100,0**
Eastern Cape	**2 481**	**7,7**	**11,9**	**74,3**	**6,1**	**100,0**

Percentages calculated within district municipalities
Totals do not include 'unspecified'

Table 4.8 illustrates that the majority of learners in the province left their place of residence between 07:00 to 07:59, and a significant of 11,9% learners left between 06:30 to 06:59. About 7,7% learners left before 06:30 and only 6,1% learners left at 08:00 or later for their educational institution.

More than 80% of learners in Cacadu DM and Nelson Mandela Bay left their residential place between 07:00 to 07:59, while more than 10% of learners in Amatole DM, O.R. Tambo DM and Alfred Nzo left their place of residence before 06:30 in the morning. Buffalo City (9,1%), Chris Hani DM (8,3%) and Joe Gqabi DM (7,9%) had the highest percentage of learners who left their residences at 08:00 and later.

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

District municipality	Number of learners who walk to their first transport ('000)	Travel time			Total
		Up to 15 min.	16–30 min.	> 30 min.	
Cacadu	26	94,0	5,3	*	**100,0**
Amatole	35	95,2	4,8	*	**100,0**
Chris Hani	60	97,2	2,4	*	**100,0**
Joe Gqabi	15	100,0	*	*	**100,0**
O.R. Tambo	128	90,5	7,8	1,6	**100,0**
Alfred Nzo	31	94,2	5,4	*	**100,0**
Nelson Mandela Bay	135	97,7	2,3	*	**100,0**
Buffalo City	104	94,7	5,3	*	**100,0**
Eastern Cape	**534**	**94,8**	**4,7**	**0,5**	**100,0**

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

Slightly more than half a million learners across the province indicated that they walked to get to their first transport, as indicated in Table 4.9. The majority of those learners indicated that they walked for up to 15 minutes (94,8%), followed by those who walked for 16 to 30 minutes (4,7%), while only 0,5% of learners in Eastern Cape indicated that they walked for more than 30 minutes.

O.R. Tambo DM had the highest proportion of learners who walked for more than 15 minutes, while 100% of learners in Joe Gqabi DM walked for up to 15 minutes to reach their first transport.

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

District municipality	Number of learners who wait for the first transport ('000)	Waiting time					
		Up to 15 minutes		16–30 minutes		More than 30 minutes	
		Number ('000)	Per cent	Number ('000)	Per cent	Number ('000)	Per cent
Cacadu	26	23	89,5	2	9,5	*	1
Amatole	35	34	97,4	1	2,6	*	*
Chris Hani	50	50	100,0	*	*	*	*
Joe Gqabi	15	15	100,0	*	*	*	*
O.R. Tambo	120	112	93,3	8	6,7	*	*
Alfred Nzo	29	27	94,4	2	5,6	*	*
Nelson Mandela Bay	135	135	99,8	*	0,2	*	*
Buffalo City	91	88	96,3	3	2,8	1	0,8
Eastern Cape	**499**	**483**	**96,7**	**16**	**3,1**	**1**	**0,2**

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

Table 4.10 summarises the time taken by learners to wait for their first transport. About half a million of learners in the province had to wait for their first transport. Provincially, about 96,7% of those who waited indicated that they waited for up to 15 minutes, followed by those who waited for 16 to 30 minutes (3,1%) and only 0,2% waited for more than 30 minutes.

More than 10% of learners in Cacadu DM indicated that they waited for more than 15 minutes, followed by O.R. Tambo DM (6,7%) and Alfred Nzo DM (5,6%). All of the learners in Chris Hani DM and Joe Gqabi DM indicated that they had to wait for up to 15 minutes.

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 learners who walked at the end of the trip ('000)	Walking time (per cent within district municipality)		
		Up to 15 min.	> 15 min.	Total
Cacadu	23	97,5	*	**100,0**
Amatole	36	89,0	11,0	**100,0**
Chris Hani	52	98,9	*	**100,0**
Joe Gqabi	15	100,0	*	**100,0**
O.R. Tambo	109	91,8	8,2	**100,0**
Alfred Nzo	26	87,6	12,4	**100,0**
Nelson Mandela Bay	133	98,6	*	**100,0**
Buffalo City	87	94,9	*	**100,0**
Eastern Cape	**481**	**95,1**	**4,9**	**100,0**

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

Table 4.11 illustrates that 481 000 learners still had to walk a distance after being dropped by their transport to reach their educational institution. More than nine in ten (95,1%) learners indicated that they walked for up to 15 minutes, while 4,9% walked for more than 15 minutes. Alfred Nzo DM (12,4%), Amatole DM (11%) and O.R. Tambo DM (8, 2%) had the highest proportion of learners who indicated that they still walked for more than 15 minutes to reach their educational institution.

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

Mode and time travelled in minutes	District municipality								
	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Train									
Mean (minutes)	*	47	95	*	24	20	57	81	**54**
1–30	*	37,4	16,1	*	65,1	100,0	27,6	10,9	**31,7**
31–60	*	20,7	*	*	34,9	*	20,4	12,8	**14,2**
61 plus	*	41,9	83,9	*	*	*	52,0	76,3	**54,2**
Total	*	**100,0**	**100,0**	*	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Bus									
Mean (minutes)	55	48	47	*	67	70	64	40	**56**
1–30	43,0	*	40,1	*	9,8	6,8	6,0	50,1	**22,8**
31–60	30,1	96,6	40,3	*	40,7	56,4	49,1	46,7	**48,5**
61 plus	26,8	3,4	19,6	*	49,5	36,8	44,9	3,2	**28,7**
Total	**100,0**	**100,0**	**100,0**	*	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi									
Mean (minutes)	52	50	35	49	49	59	40	38	**47**
1–30	23,0	31,6	58,0	45,9	43,8	34,3	45,6	52,2	**46,1**
31–60	48,8	55,5	38,8	46,0	32,0	26,9	42,9	37,4	**39,1**
61 plus	28,2	13,0	3,2	8,1	24,2	38,8	11,6	10,4	**14,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Bakkie taxi/ tambai									
Mean (minutes)	43	59	51	*	60	59	60	66	**57**
1–30	45,6	24,4	32,0	*	27,3	24,6	*	36,2	**27,3**
31–60	36,6	39,5	45,5	*	35,6	40,8	68,3	19,2	**40,0**
61 plus	17,8	36,1	22,6	*	37,1	34,6	31,7	44,6	**32,7**
Total	**100,0**	**100,0**	**100,0**	*	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car\bakkie\truck driver									
Mean (minutes)	43	10	16	15	50	*	41	24	**36**
1–30	70,5	100,0	100,0	100,0	13,0	*	43,7	92,0	**57,0**
31–60	*	*	*	*	*	*	51,5	8,0	**39,6**
61 plus	29,5	*	*	*	*	*	4,7	.	**3,4**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	*	**100,0**	**100,0**	**100,0**
Car\bakkie\truck passenger									
Mean (minutes)	30	36	31	15	50	47	30	38	**35**
1–30	72,2	60,6	55,3	100,0	32,6	26,8	67,6	61,0	**59,2**
31–60	21,7	32,3	41,3	*	45,2	62,3	26,2	26,0	**32,0**
61 plus	6,2	7,1	3,3	*	22,2	10,9	6,2	13,0	**8,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Walking all the way									
Mean (minutes)	24	34	31	32	36	32	21	26	**31**
1–30	86,7	67,3	70,8	64,8	62,1	68,7	90,2	75,5	**70,2**
31–60	11,5	22,9	22,2	31,1	29,2	23,5	9,3	22,9	**23,3**
61 plus	1,9	9,7	7,0	4,1	8,7	7,8	0,5	1,7	**6,5**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

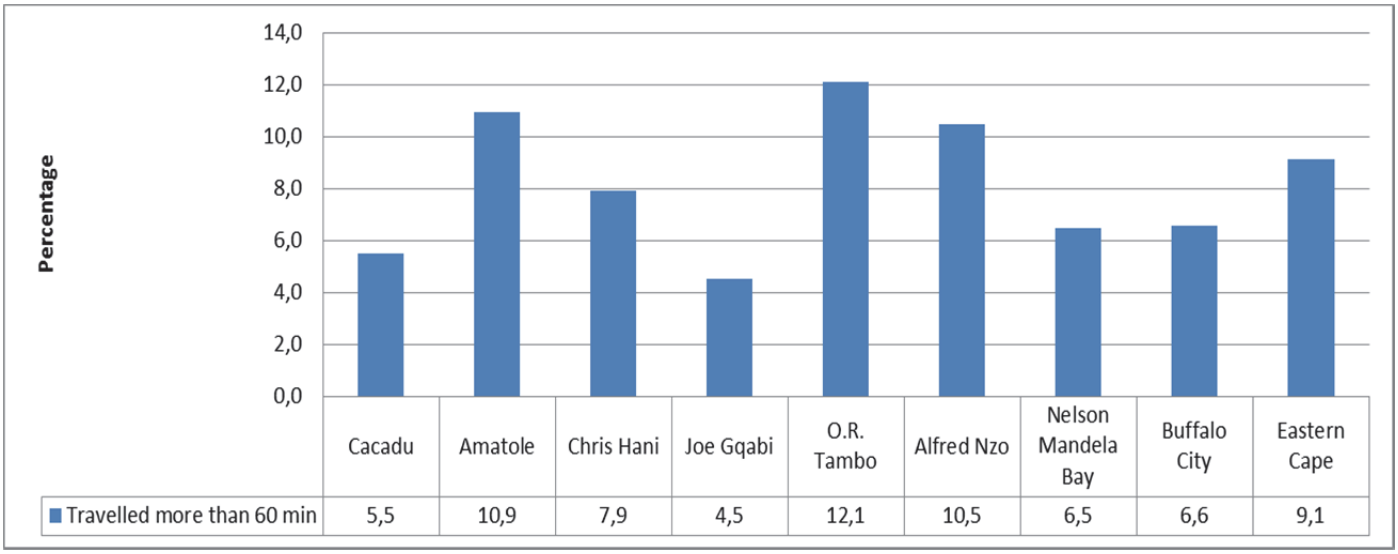
Provincially, most learners using trains tended to travel for more than 60 minutes to their educational institution (54,2%). In Chris Hani DM (83,9%), Buffalo City (76,3%) and Nelson Mandela Bay (52,0%), the time taken to travel by train was mostly more than an hour.

In Eastern Cape, most learners who used buses needed about 56 minutes to get to their educational institution. About 48,5% needed 31 to 60 minutes, followed by those who needed more than 60 minutes (28,7%) and those who needed 1 to 30 minutes (22,8%). In O.R. Tambo DM, learners who travelled by bus were more likely to travel for more than an hour to reach their institution (49,5%).

Most learners in the province who used taxis needed more than 45 minutes to get to their educational institution. About 46,1% needed 1 to 30 minutes, followed by learners who needed 31 to 60 minutes (39,1%), while 14,8% needed more than 60 minutes. Learners who used a bakkie taxi/tambai, tended to travel for about 57 minutes to get to their educational institution, while 40% needed 31 to 60 minutes, followed by those who needed more than 60 minutes (32,7%). Only 27,3% needed 1 to 30 minutes to get to their educational institution.

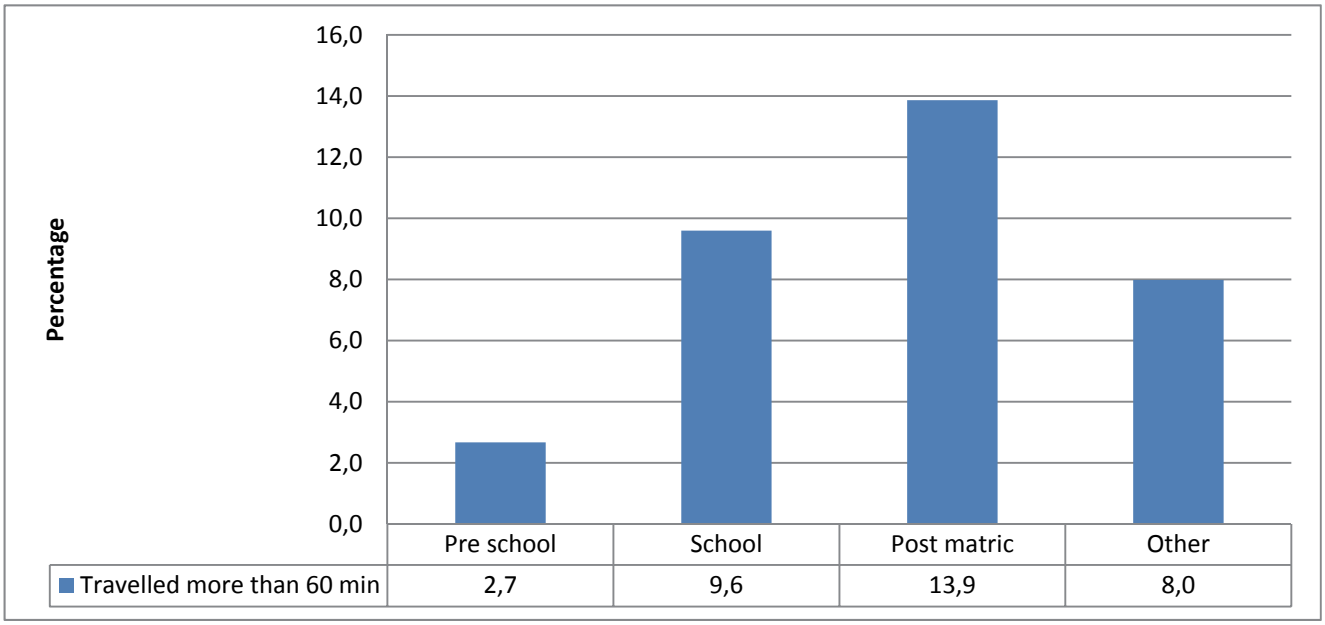
In Eastern Cape, learners who walked all the way to their educational institution took 30 minutes or more to reach their destination. The most significant percentage of learners who walked all the way for more than 60 minutes were from Amatole DM (9,7%) and O.R. Tambo DM (8,7%).

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



About 9,1% 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 O.R. Tambo DM (12,1%), Amatole DM (10,9%) and Alfred Nzo DM (10,5%).

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



'Other' includes ABET centres, Literacy classes, FET, Home-based education, etc.

Figure 4.6 shows the percentage of learners travelling for more than 60 minutes to their various educational institutions. The highest percentage of learners (13,9%) were post-matric, followed by learners attending school (9,6%) and those who attended other educational institutions (8%). About three per cent of learners who attended pre-school, travelled for more than 60 minutes to their educational institution.

4.4 Monthly cost of transport

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

Mode and monthly payment in rand	District municipality (Per cent within district municipality)								
	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Train									
Mean (Rand)	*	*	1 200	*	*	*	329	243	**590**
1-100	*	*	*	*	*	*	*	*	*
101-200	*	*	*	*	*	*	20,3	52,2	**43,4**
200+	*	*	100,0	*	*	*	79,7	47,8	**56,6**
Total	*	*	**100,0**	*	*	*	**100,0**	**100,0**	**100,0**
Bus									
Mean (Rand)	300	350	349	*	2 048	628	377	220	**387**
1-100	*	*	*	*	*	32,8	1,2	26,7	**7,0**
101-200	*.	*	42,2	*	*	*	3,3	2,2	**4,5**
200+	100,0	100,0	57,8	*	100,0	67,2	95,5	71,2	**88,5**
Total	**100,0**	**100,0**	**100,0**	*	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi									
Mean (Rand)	340	417	278	274	401	253	354	363	**335**
1-100	7,5	6,4	6,8	1,5	1,8	18,8	2,4	5,7	**4,1**
101-200	20,8	8,8	9,7	25,3	5,9	13,0	6,9	14,3	**10,8**
200+	71,7	84,7	83,4	73,2	92,4	68,2	90,7	80,0	**85,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Bakkie taxi/ tambai									
Mean (Rand)	236	287	204	*	449	240	291	307	**288**
1-100	5,4	4,2	24,7	*	4,4	13,6	.	.	**10,0**
101-200	40,9	26,7	32,0	*	9,3	29,9	17,2	55,4	**22,8**
200+	53,7	69,1	43,3	*	86,3	56,6	82,8	44,6	**67,2**
Total	**100,0**	**100,0**	**100,0**	*	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car\bakkie\truck\company car driver									
Mean	510	600	*	*	271	*	1464	383	**811**
1-100	41,5	*	*	*	*	*	*	*	**1,8**
101-200	*	*	*	*	*	*	*	54,0	**14,7**
200+	58,5	100,0	*	*	100,0	*	100,0	46,0	**83,5**
Total	**100,0**	**100,0**	*	*	**100,0**	*	**100,0**	**100,0**	**100,0**
Car\bakkie\truck passenger									
Mean (Rand)	221	159	171	*	230	205	328	291	**271**
1-100	15,1	42,1	15,0	*	3,6	20,3	5,0	7,9	**10,1**
101-200	21,4	28,3	64,1	*	47,1	31,6	15,9	31,5	**28,2**
200+	63,6	29,6	20,9	*	49,4	48,1	79,1	60,6	**61,7**
Total	**100,0**	**100,0**	**100,0**	*	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Travelling by car/bakkie/truck as a driver was the most expensive mode of travel for learners in Eastern Cape, with a mean of R811 as indicated in Table 4.13. On the other hand, learners indicated that being a car passenger was cheaper than any other modes of travel, with around R271 compared to the R387 for buses and R335 for taxis.

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

5.1 Introduction

According to the Eastern Cape Strategic Plan 2014–2019, the modes of public transport used most frequently in the Eastern Cape are minibus taxi services, bus services and passenger rail to a lesser extent. Minibus taxi services are the most predominant form of public transport in the province, operating unscheduled services. Minibus taxis pick up and drop off passengers at formalised taxi ranks, but also allow boarding and alighting at any point along their route. Public transport is therefore necessary to allow the residents of this province to access essential services such as clinics and hospitals, schools, places of employment and shopping facilities.

Workers' travelling patterns are summarised in this section. It provides information on worker distribution across municipalities according to household income quintiles, geographical location in terms of district municipalities, and disability status. It also covers main modes of travel used, use of public transport, travel times and travel costs.

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

Indicator	District municipality									
	Statistics (number in thousands)	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Worker status										
Workers	Number	113	94	116	50	204	85	320	248	**1 229**
	Per cent	9,2	7,7	9,4	4,1	16,6	6,9	26,0	20,2	**100,0**
Disabled	Number	1	3	5	2	7	4	4	7	**32**
	Per cent	3,9	8,1	15,3	5,6	22,4	11,3	12,6	20,8	**100,0**
Geographic location										
Metro	Number	*	*	*	*	*	*	315	227	**542**
	Per cent	*	*	*	*	*	*	58,2	41,8	**100,0**
Urban	Number	99	36	75	30	69	17	*	*	**325**
	Per cent	30,5	11,0	23,0	9,2	21,1	5,3	*	*	**100,0**
Rural	Number	14	58	41	20	135	68	5	21	**362**
	Per cent	3,8	16,1	11,2	5,6	37,3	18,8	1,3	5,9	**100,0**
Household income quintiles										
Quintile 1 (Lowest income quintile)	Number	1	3	2	*	6	2	*	5	**20**
	Per cent	2,9	14,0	11,7	*	31,5	9,9	*	22,9	**100,0**
Quintile 2	Number	19	30	30	10	54	37	28	33	**240**
	Per cent	8,1	12,3	12,5	4,3	22,5	15,2	11,6	13,7	**100,0**
Quintile 3	Number	35	24	26	21	56	22	72	55	**310**
	Per cent	11,3	7,7	8,3	6,9	18,0	7,1	23,1	17,6	**100,0**
Quintile 4	Number	36	15	25	10	37	13	101	75	**313**
	Per cent	11,4	4,9	8,1	3,2	11,8	4,2	32,3	24,0	**100,0**
Quintile 5 (Highest income quintile)	Number	22	23	32	8	51	12	117	81	**346**
	Per cent	6,3	6,6	9,4	2,5	14,6	3,4	34,0	23,3	**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 was used to establish work status
- Not applicable
* Unweighted numbers of 3 and below are too small to provide reliable estimates

Percentage calculated within district municipalities and Eastern Cape

Table 5.1 indicates that, out of 1,2 million of workers in Eastern Cape, slightly more than a quarter lived in Nelson Mandela Bay (26,0%), followed by 20,2% in Buffalo City and 16,6% in O.R. Tambo DM. There were about 32 000 disabled workers in Eastern Cape, of whom 22,4% lived in O.R. Tambo DM, followed by those in Buffalo City (20,8%) and Chris Hani DM (15,3%).

It was evident that most of the workers in Eastern Cape lived in metro areas (542 000) and mostly resided in Nelson Mandela Bay (58,2%) and in Buffalo City (41,8%). Of those workers who lived in rural areas (362 000), the highest percentages were registered in O.R. Tambo DM (37,3%), followed by 18,8% from Alfred Nzo DM.

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

	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
1 - 4 days	10,6	20,9	14,4	21,3	9,6	14,3	9,1	12,6	12,1
5 days	66,5	52,4	59,9	57,3	49,2	48,6	74,5	63,9	62,2
6 days	14,1	13,9	17,9	13,7	21,2	26,3	11,0	12,3	15,2
7 days	8,8	12,9	7,9	7,8	19,9	10,8	5,4	11,1	10,5

Percentages calculated within district municipalities.

Figure 5.1 shows the distribution of days that workers travelled to their place of work. As might be expected, most workers in Eastern Cape travelled for five days per week (62,2%), followed by those who travelled for 6 days (15,2%) and 12,1% who worked for less than five days. Only a small percentage of workers worked for seven days per week (10,5%).

Workers in Nelson Mandela Bay followed the same pattern, where about three-quarters of workers (74,5%) travelled for 5 days and 11% travelled for 6 days. It is interesting to note that in Joe Gqabi DM and Amatole DM, the patterns are different. Workers were more likely to travel to work for 5 days per week, but followed by those who travelled 1–4 days per week.

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

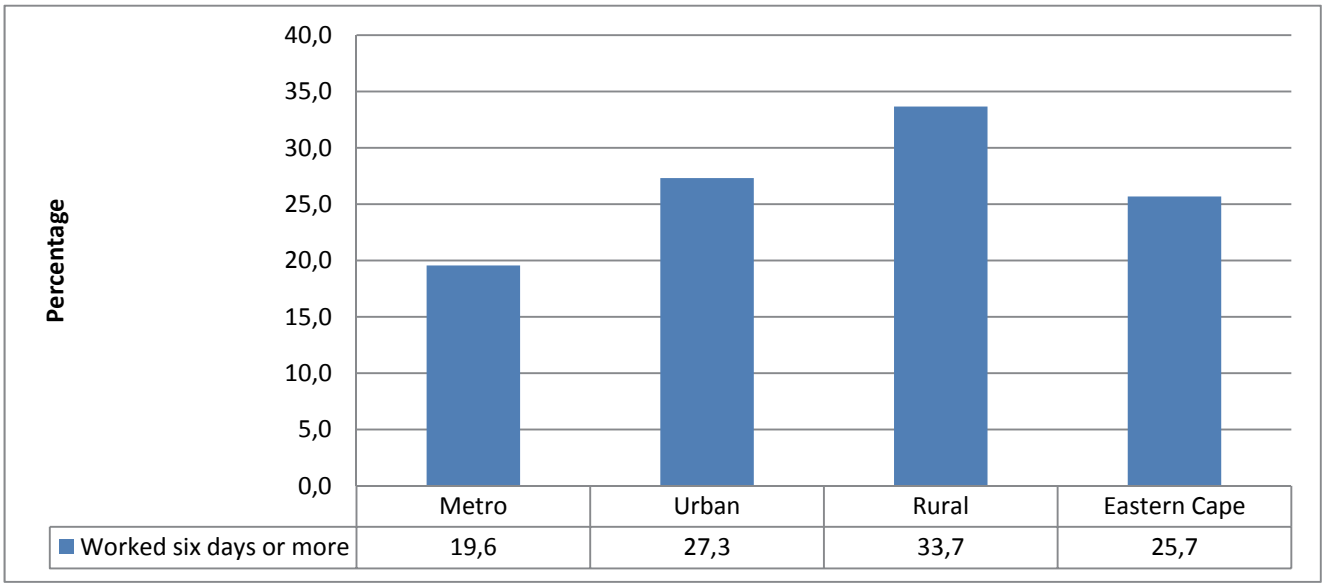
District municipality	Statistics (number in thousands)	Days worked			
		1–4 days	5 days	6 plus days	Total
Cacadu	Number	11	71	24	**107**
	Per cent	10,6	66,5	22,9	**100,0**
Amatole	Number	18	45	23	**86**
	Per cent	20,9	52,4	26,7	**100,0**
Chris Hani	Number	16	64	27	**107**
	Per cent	14,9	60,0	25,2	**100,0**
Joe Gqabi	Number	8	30	11	**48**
	Per cent	16,5	61,8	21,8	**100,0**
O.R. Tambo	Number	18	92	77	**186**
	Per cent	9,6	49,2	41,1	**100,0**
Alfred Nzo	Number	11	38	29	**78**
	Per cent	14,3	48,6	37,1	**100,0**
Nelson Mandela Bay	Number	28	227	50	**305**
	Per cent	9,1	74,5	16,4	**100,0**
Buffalo City	Number	29	145	53	**226**
	Per cent	12,6	63,9	23,5	**100,0**
Eastern Cape	**Number**	**138**	**712**	**294**	**1 144**
	Per cent	**12,1**	**62,2**	**25,7**	**100,0**
Geographic location					
Metro	Number	53	356	100	**509**
	Per cent	10,5	70,0	19,6	**100,0**
Urban	Number	35	189	84	**309**
	Per cent	11,5	61,2	27,3	**100,0**
Rural	Number	50	166	110	**326**
	Per cent	15,3	51,0	33,7	**100,0**

Percentages calculated within district municipalities

Table 5.2 shows number of days per week workers travelled to the workplace. In Eastern Cape, 6 in 10 workers (62,2%) travelled to work for five days per week, while about a quarter travelled for six or more days (25,7%) and just 12,1% travelled between 1–4 days a week.

A higher proportion of workers in Nelson Mandela Bay travelled five days per week to their place of work (74,5%). Seventy per cent of workers in metro areas travelled to their place of work for five days per week, as compared to 51% workers in the rural areas who travelled to their place of work for five days per week. Workers in the rural areas were more likely to travel for 6 or more days to their place of work (33,7%).

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



Workers in rural areas (33,7%) were more likely to work six or more days per week compared to workers in metro areas (19,6%) and urban areas (27,3%).

5.2 Modes of travel

This part of the section deals with transport modes used by workers in the Eastern Cape. It includes non-motorised transport such as walking and cycling, and also motorised transport such as public and private transport.

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

Indicator	Statistics (number in thousands)	Main mode							
		Public transport				Private transport		Walk all the way	Other
		Train	Bus	Taxi	Bakkie taxi/ tambai	Car/truck company car driver	Car/truck passenger		
District municipality									
Cacadu	Number	*	3	17	*	20	18	50	2
	Per cent	*	2,6	15,7	*	17,9	16,4	46,0	1,5
Amatole	Number	*	*	10	6	10	4	50	*
	Per cent	*	*	12,4	7,4	12,8	5,0	61,1	*
Chris Hani	Number	*	*	11	3	31	8	53	*
	Per cent	*	*	10,3	3,2	28,6	7,3	49,1	*
Joe Gqabi	Number	*	*	9	*	5	5	27	1
	Per cent	*	*	19,2	*	10,3	10,9	56,0	2,6
O.R. Tambo	Number	*	*	51	7	38	7	75	2
	Per cent	*	*	28,2	3,8	21,1	4,1	41,4	1,1
Alfred Nzo	Number	*	1	7	4	11	4	41	*
	Per cent	*	1,7	10,0	6,0	16,5	5,8	59,9	*
Nelson Mandela Bay	Number	3	26	99	*	109	31	29	*
	Per cent	1,2	8,6	33,2	*	36,3	10,5	9,8	*
Buffalo City	Number	11	3	96	*	48	17	47	*
	Per cent	4,8	1,2	43,5	*	21,5	7,8	21,1	*
Eastern Cape	**Number**	**15**	**34**	**301**	**22**	**272**	**95**	**373**	**6**
	Per cent	**1,3**	**3,1**	**26,9**	**1,9**	**24,3**	**8,5**	**33,4**	**0,6**
Workers and disability status									
Total number of workers	Number	15	34	301	22	272	95	373	6
	Per cent	1,3	3,1	26,9	1,9	24,3	8,5	33,4	0,6
Disabled workers	Number	*	*	4	1	7	1	13	*
	Per cent	*	*	15,6	3,1	24,0	2,6	47,5	*
Geographic location of workers									
Metro workers	Number	12	28	191	*	151	47	69	*
	Per cent	2,5	5,6	38,2	*	30,2	9,3	13,9	*
Urban workers	Number	*	4	57	3	79	31	135	3
	Per cent	*	1,2	18,5	0,8	25,4	9,9	43,4	0,9
Rural workers	Number	2	3	53	19	42	17	168	3
	Per cent	0,8	0,9	17,2	6,0	13,6	5,7	54,8	1,0
Household income quintiles									
Quintile 1 (Lowest income quintile)	Number	*	*	4	*	2	*	9	*
	Per cent	*	*	27,5	*	10,6	*	59,5	*
Quintile 2	Number	2	4	50	6	9	11	125	3
	Per cent	1,1	2,1	23,8	2,9	4,4	5,1	59,2	1,4
Quintile 3	Number	4	10	91	7	30	20	114	2
	Per cent	1,3	3,6	32,9	2,6	10,7	7,1	41,0	0,8
Quintile 4	Number	5	13	104	4	51	30	85	*
	Per cent	1,6	4,5	35,7	1,2	17,5	10,2	29,0	*
Quintile 5 (Highest income quintile)	Number	4	7	51	4	180	35	40	*
	Per cent	1,2	2,1	16,0	1,4	56,0	10,8	12,4	*

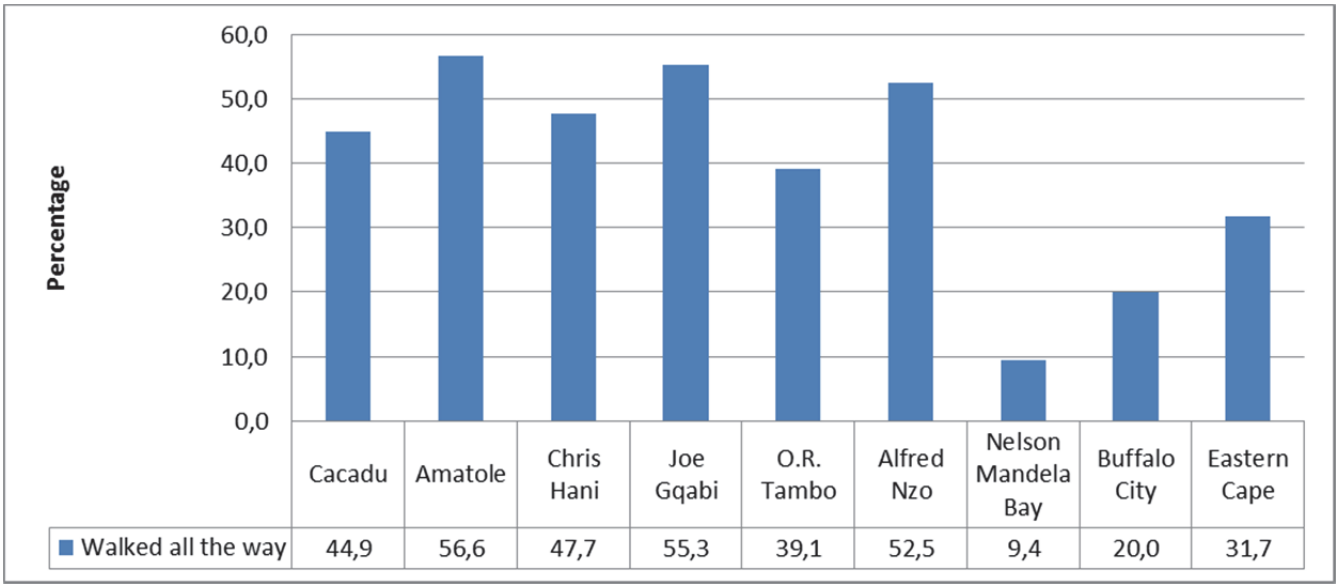
The totals used to calculate percentages excluded unspecified cases
The numbers differ from the official employment statistics as a less sophisticated series of questions were used to establish work status
*Unweighted numbers of 3 and below are too small to provide reliable estimates

Table 5.3 shows workers' disability status, geographic location, household income quintile and district municipality by main mode. In Eastern Cape, about a third of workers walked all the way (33,4%) to their workplace, followed by those who used taxis (26,9%) and those who used a car/truck as drivers (24,3%) to their respective workplace. In Amatole DM and Alfred Nzo DM, workers followed the same pattern where a higher proportion of workers walked all the way to workplace (61,1% and 59,9% respectively). Meanwhile, a different pattern was followed in Nelson Mandela Bay, where most of the workers used a car/truck as drivers (36,3%) as their mode of travel to work, followed by those who used taxis (33,2%).

Workers in the metro areas were more likely to use taxis (38,2%) to travel to their workplace, followed by those who used cars/trucks as drivers (30,2%) for their mode of transport. In rural areas, the same pattern emerged; most of the workers walked all the way to work (54,8%), followed by those who used taxis (17,2%). Notwithstanding, the highest proportion of workers who used a bakkie taxi/tambai were found in the rural areas (6,0%).

A significant percentage of workers from households with the lowest income quintile walked all the way to their places of work (59,5%), while workers from households with higher income quintiles were more likely to drive a car/bakkie to their place of work (56,0%).

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



This figure shows the distribution of workers who walked all the way to their workplace. About 32% of the workers in the province walked all the way (31,7%) to work. More than half of the workers from Amatole DM (56,6%), Joe Gqabi DM (55,3%) and Alfred Nzo DM (52,5%) were more likely to walk all the way to their workplace than any other municipalities.

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	Bakkie taxi/tambai	Total
Cacadu	*	2	17	*	19
Amatole	*	*	10	5	17
Chris Hani	*	*	11	3	15
Joe Gqabi	*	*	9	*	9
O.R. Tambo	*	*	51	6	58
Alfred Nzo	*	1	6	3	11
Nelson Mandela Bay	3	25	99	*	128
Buffalo City	10	2	96	*	109
Eastern Cape	**14**	**34**	**300**	**20**	**370**
% of all public transport trips	**4,0**	**9,3**	**81,2**	**5,6**	**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 370 000 trips were made by workers in Eastern Cape using public transport to travel to work. About 8 in 10 workers in the province used taxis (81,2%), followed by those who used buses (9,3%) and those who used a bakkie taxi/tambai (5,6%). A small proportion (4,0%) of workers used trains as a public transport.

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 EC	% within municipality	Number ('000)	% within EC	% within municipality	Number ('000)	% within EC	% within municipality
Cacadu	50	13,4	44,9	2	40,4	2,6	16	6,7	27,4
Amatole	50	13,5	56,6	*	*	*	10	4,0	25,2
Chris Hani	53	14,2	47,7	*	*	*	30	12,3	52,4
Joe Gqabi	27	7,2	55,3	*	*	*	3	1,3	14,6
O.R. Tambo	75	20,2	39,1	*	*	*	36	14,6	30,5
Alfred Nzo	41	11,0	52,5	*	*	*	11	4,6	30,5
Nelson Mandela Bay	29	7,9	9,4	*	*	*	97	39,6	34,3
Buffalo City	47	12,6	20,0	*	*	*	42	17,0	22,3
Eastern Cape	**373**	**100,0**	**31,7**	**4**	**100,0**	**0,5**	**245**	**100,0**	**30,6**
Geographic location									
Metro	69	18,6	13,3	*	*	*	134	54,9	29,6
Urban	135	36,2	42,2	3	64,1	1,4	70	28,8	38,6
Rural	168	45,2	50,4	1	24,9	0,6	40	16,3	24,3

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

According to Table 5.5, of the 373 000 workers who walked to work, O.R. Tambo DM had the highest percentage (20,2%), followed by those in Chris Hani DM (14,2%), Amatole DM (13,5%) and Cacadu DM (13,4%). Of the 4 000 workers who cycled to work, the majority were based in Cacadu DM (2 000).

With regard to those who drove to work, about 31% of the workers in Eastern Cape (30,6%) drove to work. Workers in Nelson Mandela Bay (39,6%) were more likely to drive to work than any other district municipality in the province, followed by those in Buffalo City (17,0%).

Workers in the rural areas were more likely to walk all the way to work (45,2%), as opposed to those in the urban areas (36,2%) and those in metro areas (18,6%). Contrary to this, workers in the metro areas were more likely to drive to work (54,9%), compared to those in the urban areas (28,8%) and rural areas (16,3%).

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

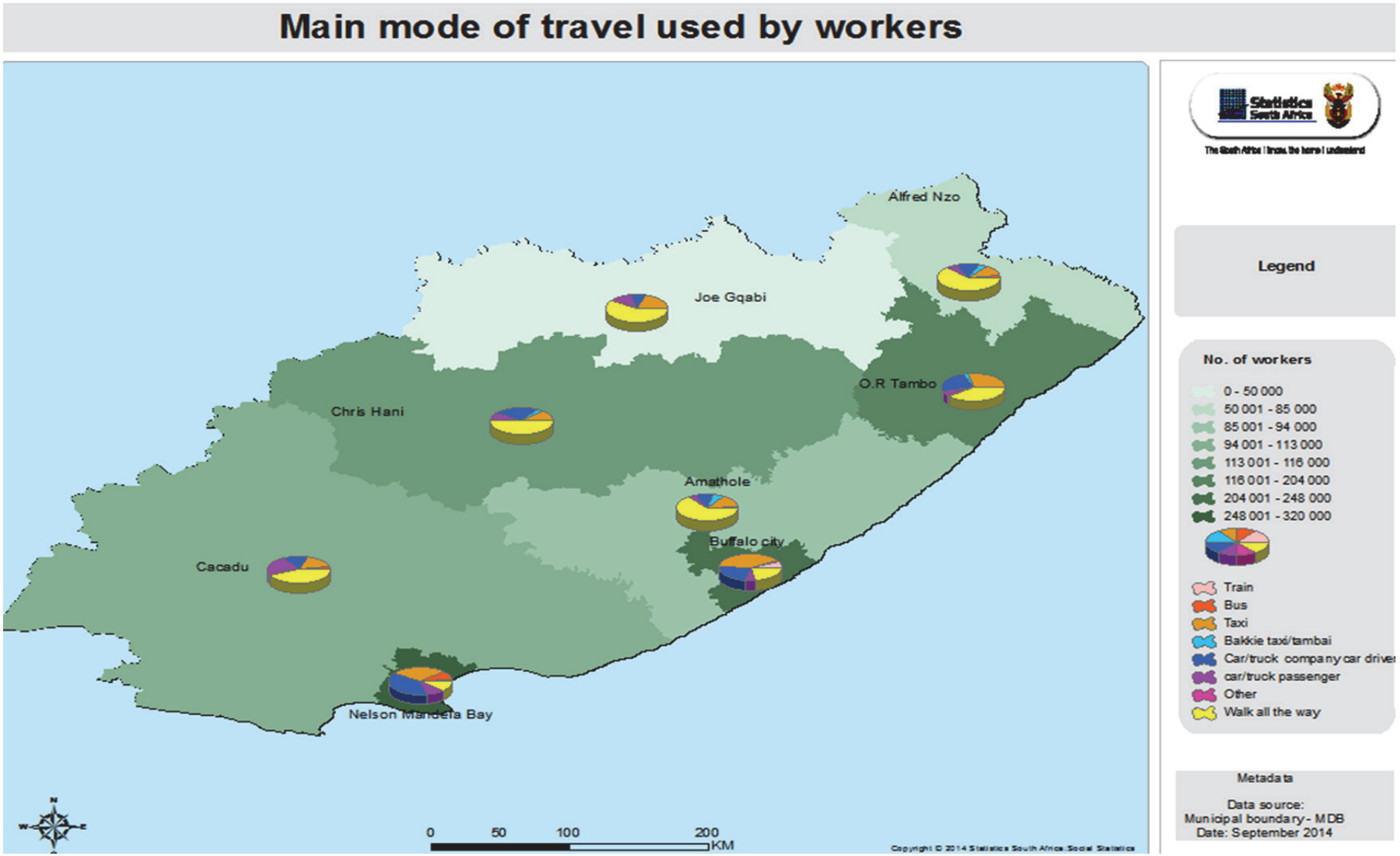


Figure 5.4: Percentage of workers who walked all the way to place of work by geographic location

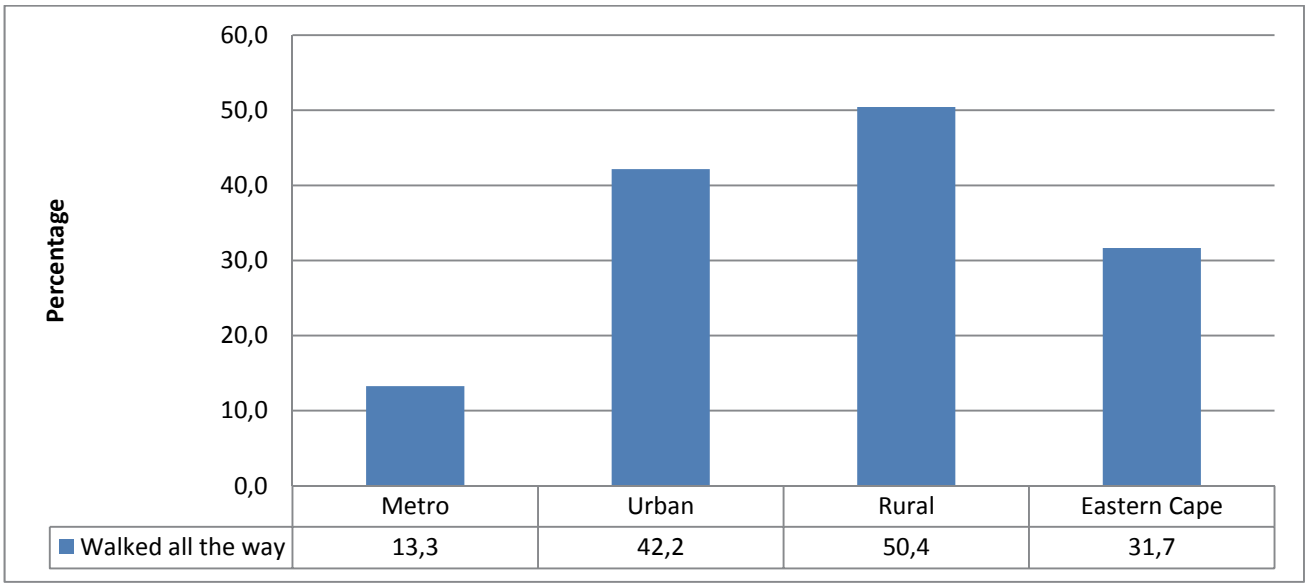


Figure 5.4 indicates that half of the workers in the rural areas (50,4%) were more likely to walk all the way to work, while workers in the metro areas (at just 13,3%) were the least likely to walk all the way to work.

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

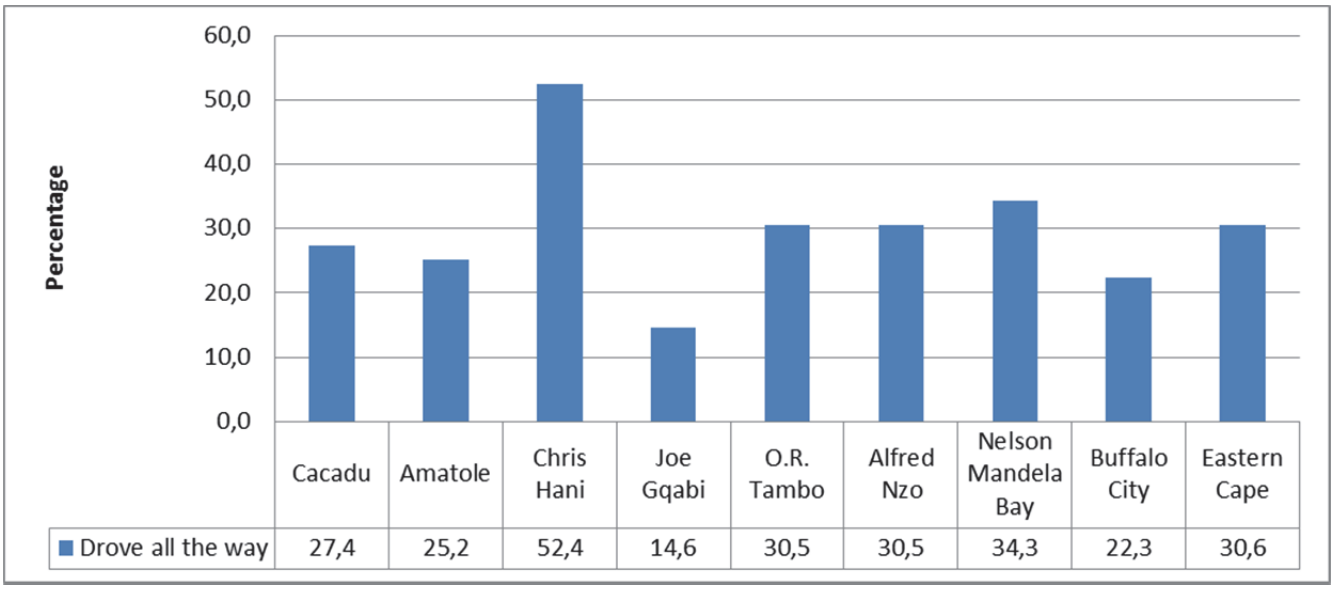


Figure 5.5 shows the percentage of workers who drove all the way to their workplace in the Eastern Cape. More than 3 in 10 workers (30,6%) in the province drove all the way to their place of work. The districts where workers were most likely to drive all the way to work were found in Chris Hani (52,4%), followed by Nelson Mandela Bay(34,3%), and O.R. Tambo and Alfred Nzo (both at 30,5%).

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

District municipality	Statistics (numbers in thousands)	Mode of travel		
		Car/bakkie	Other	Total
Cacadu	Number	15	*	**16**
	Per cent	97,8	2,2	**100,0**
Amatole	Number	9	*	**9**
	Per cent	98,4	*	**100,0**
Chris Hani	Number	28	*	**30**
	Per cent	95,0	5,0	**100,0**
Joe Gqabi	Number	3	*	**3**
	Per cent	92,9	*	**100,0**
O.R. Tambo	Number	28	3	**30**
	Per cent	91,3	8,7	**100,0**
Alfred Nzo	Number	9	1	**10**
	Per cent	90,7	9,3	**100,0**
Nelson Mandela Bay	Number	90	6	**96**
	Per cent	93,7	6,3	**100,0**
Buffalo City	Number	33	4	**36**
	Per cent	89,9	10,1	**100,0**
Eastern Cape	**Number**	**214**	**15**	**230**
	Per cent	**93,3**	**6,7**	**100,0**

'Other' includes truck/lorry, motorcycle/scooter, etc.
*Unweighted numbers of 3 and below are too small to provide reliable estimates

Table 5.6 summarises the mode of travel used by workers who drove all the way to work. Of the 230 000 workers who drove to work, 9 in 10 of them (93,3%) used a car/bakkie as their more of travel, and 6,7% used other modes of travel.

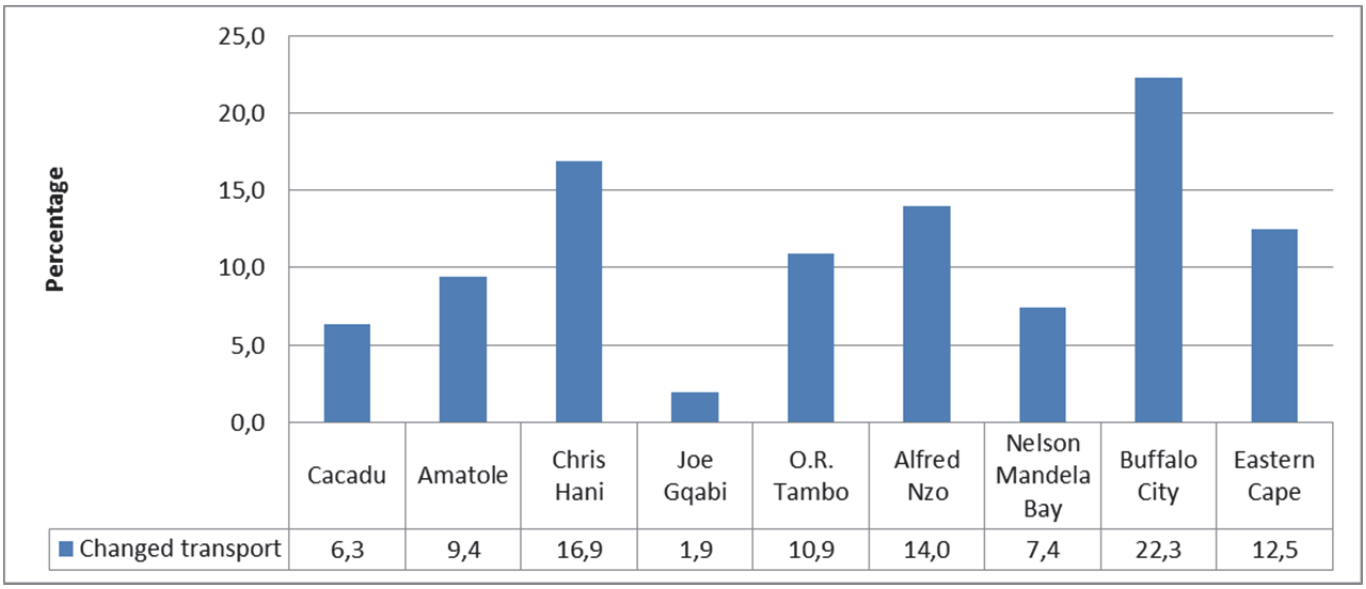
Table 5.7: Workers who changed transport on the way to work by district municipality

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 EC
Cacadu	41	3	6,3	4,2
Amatole	23	2	9,4	3,4
Chris Hani	24	4	16,9	6,4
Joe Gqabi	18	*	*	*
O.R. Tambo	68	7	10,9	11,8
Alfred Nzo	18	3	14,0	4,1
Nelson Mandela Bay	173	13	7,4	20,4
Buffalo City	139	31	22,3	49,2
Eastern Cape	**503**	**63**	**12,5**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates
Totals used excluded unspecified 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 63 000 indicated that they had to connect at least once when going to work. Buffalo City recorded the highest percentage of workers who changed transport (49,2%), followed by Nelson Mandela Bay (20,4%) and O.R. Tambo DM (11,8%).

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



About 12,5% of workers who did not drive all the way to work indicated that they changed transport during the course of their journey. Less than one-fifth of those who changed mode of travel worked in Buffalo City (22,3%), followed by Chris Hani (16,9%) and Alfred Nzo (14,0%).

Table 5.8: Number of transfers made by public transport users

Main mode of travel	No of transfers (percentage of trips)		
	0	1	2 plus
Train	56,7	39,7	3,6
Bus	83,6	15,1	1,3
Taxi	87,4	12,4	0,2
Bakkie taxi/tambai	98,5	1,5	*
Total	**86,5**	**13,1**	**0,4**

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

Table 5.8 demonstrates transfers made by public transport users. More than 80% of bakkie taxi/tambai, taxi and bus users did not need to make any transfers while travelling. Almost 40% 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

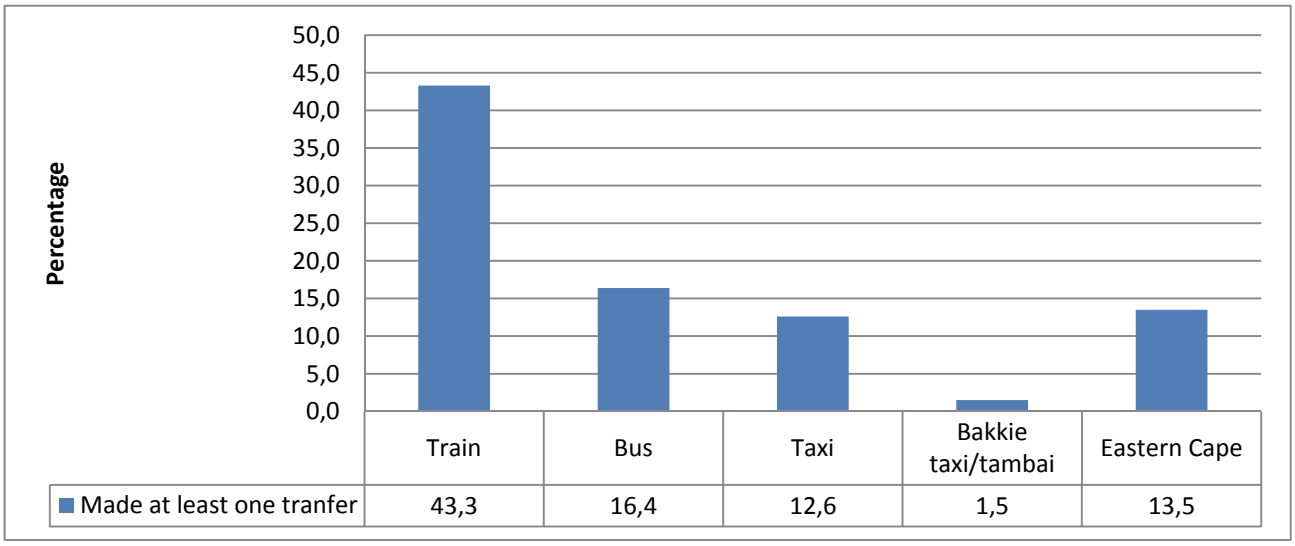
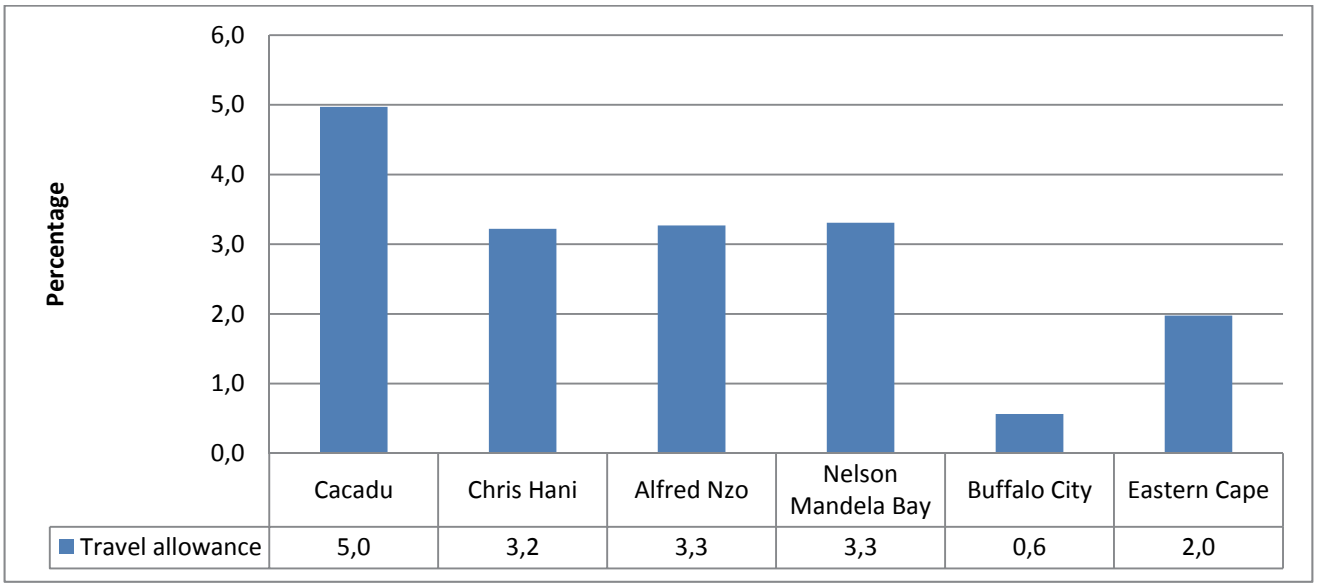


Figure 5.7 indicates the percentage of public transport users who made at least one transfer. The majority of workers who made at least one transfer used trains (43,3%), while those who used a bakkie taxi/tambai and had to make at least one transfer were 1,5%.

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



No data available for Amatole DM, Joe Gqabi DM and O.R. Tambo DM because the sample was too small

Figure 5.8 summarises the workers who received travel allowances from their employers for public transport. Only two per cent in Eastern Cape indicated that they were receiving a travelling allowance. Workers in Cacadu DM (5,0%) constituted the highest proportion of workers who received travel allowances from their employers for public transport.

5.3 Departure, waiting, arrival and total travel times

Section 5.3 describes the times workers leave for their different work places, waiting times for their first transport and general trip duration.

Table 5.9: Time workers leave for work by district municipality

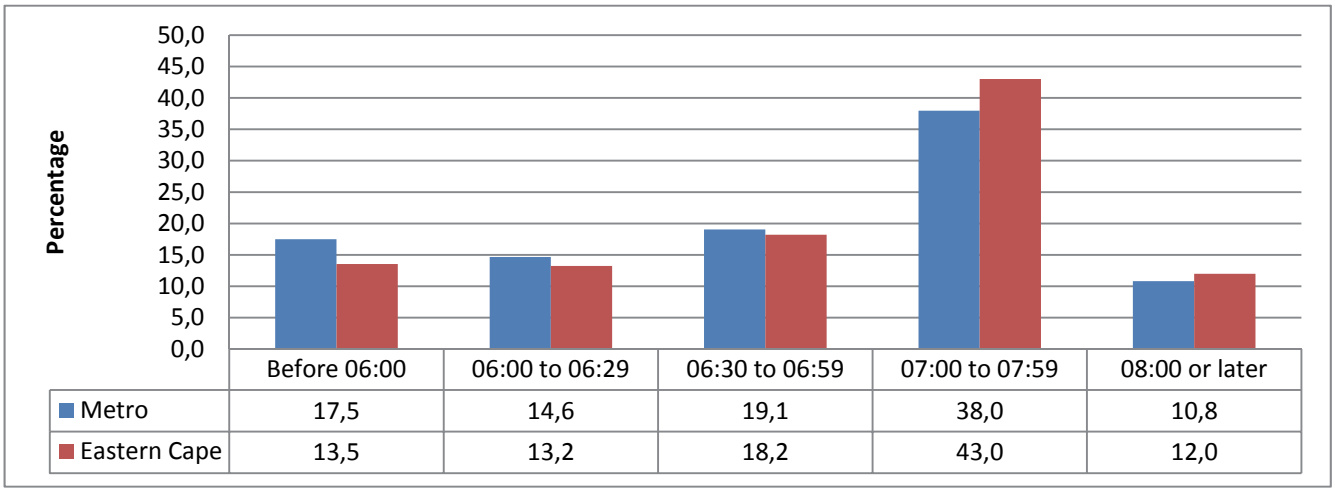
District municipality	Number of workers who completed the question ('000)	Time workers leave (Percentage of workers within district municipality)					
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Cacadu	105	11,2	9,8	23,3	46,3	9,4	**100,0**
Amatole	79	12,1	7,5	16,5	49,0	14,9	**100,0**
Chris Hani	107	7,5	8,9	15,7	52,7	15,2	**100,0**
Joe Gqabi	48	5,4	8,8	26,7	51,5	7,6	**100,0**
O.R. Tambo	177	10,3	16,3	13,6	46,6	13,2	**100,0**
Alfred Nzo	68	11,0	14,8	15,5	40,7	18,0	**100,0**
Nelson Mandela Bay	293	17,9	14,6	18,7	38,4	10,4	**100,0**
Buffalo City	221	17,5	15,3	19,6	36,8	10,8	**100,0**
Eastern Cape	**1 096**	**13,5**	**13,2**	**18,2**	**43,0**	**12,0**	**100,0**
Geographic location							
Metro	492	17,5	14,6	19,1	38,0	10,8	**100,0**
Urban	305	9,2	8,6	18,4	51,2	12,6	**100,0**
Rural	299	11,5	15,6	16,6	43,0	13,3	**100,0**

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

Table 5.9 illustrates the time workers left their place of residence to work. About 43% of workers left for work between 07:00 and 07:59, followed by those who left between 06:30 and 06:59 (18,2%). More than half of the workers in Chris Hani DM and Joe Gqabi DM were more likely to leave their place of residence to go to work between 07:00 and 07:59 (52,7% and 51,5% respectively).

Workers who resided in the metro areas were more likely to leave between 07:00 and 07:59 (38,0%) followed by those who left between 06:30 and 06:59 (19,1%) and those who left before 06:00 (17,5%). Meanwhile, workers in urban areas were more likely to leave between 07:00 and 07:59 (51,2%), followed by 18,4% who left between 06:30 and 06:59. The majority of workers in the rural areas (43,0%) left for work between 07:00 and 07:59.

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



	Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later
Metro	17,5	14,6	19,1	38,0	10,8
Eastern Cape	13,5	13,2	18,2	43,0	12,0

Percentages calculated within metros and Eastern Cape

According to Figure 5.9, approximately more than half of the workers in the metro areas were more likely to leave before 07:00 (51,2%), while provincially, the figure is approximately 45%. An average of 55% of the workers in Eastern Cape left their home at 07:00 or later, while the percentage for the metro areas is 48,8%.

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
Cacadu	105	7,5	3,3	15,4	45,9	27,9	**100,0**
Amatole	79	2,9	5,7	5,2	44,8	41,4	**100,0**
Chris Hani	107	4,1	4,8	5,3	46,9	38,9	**100,0**
Joe Gqabi	48	1,7	2,5	7,3	68,5	20,0	**100,0**
O.R. Tambo	177	5,1	4,9	8,1	49,6	32,3	**100,0**
Alfred Nzo	68	4,3	6,8	8,9	48,5	31,5	**100,0**
Nelson Mandela Bay	293	9,6	5,2	13,3	49,3	22,5	**100,0**
Buffalo City	221	8,8	5,8	13,3	51,0	21,0	**100,0**
Eastern Cape	**1 096**	**6,8**	**5,1**	**10,8**	**49,6**	**27,7**	**100,0**
Geographic location							
Metro	492	9,2	5,5	12,9	50,5	22,0	**100,0**
Urban	305	4,7	4,2	10,3	48,6	32,3	**100,0**
Rural	299	5,1	5,3	7,8	49,3	32,5	**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 Eastern Cape, approximately half of the workers' arrival time was from 07:00 to 07:59 (49,6%) in the morning. More than a quarter of workers arrived at 08:00 (27,7%) or later. More than 85% of the workers in Amatole DM (86,2%) arrived at 07:00 or later.

About a third of workers in the rural areas indicated that they arrived at 08:00 or later (32,5%), while half of the workers in the metro areas (50,5%) indicated that they arrived between 07:00 and 07:59.

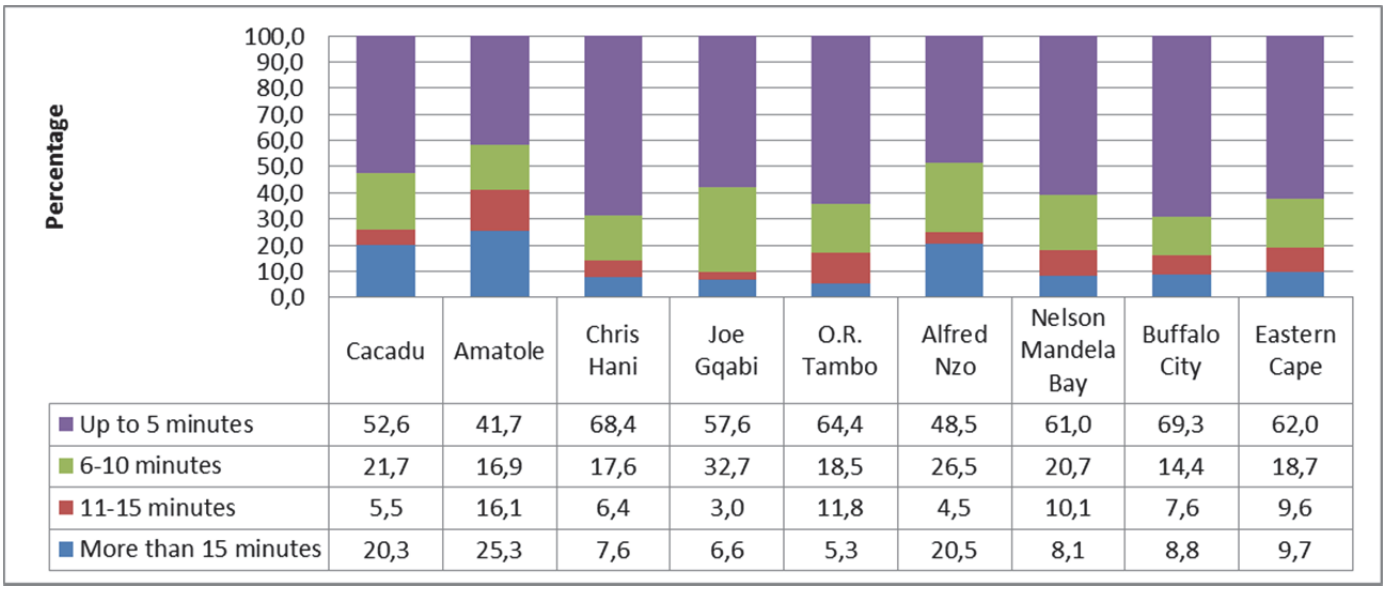
Table 5.11: Workers by district municipality and walking time to the first public transport

District municipality	Number of workers who walked to first public transport ('000)	Walking time to first public transport (per cent within district municipality)				
		Up to 5 min.	6–10 min.	11–15 min.	>15 min.	Total
Cacadu	17	52,6	21,7	5,5	20,3	**100,0**
Amatole	15	41,7	16,9	16,1	25,3	**100,0**
Chris Hani	12	70,8	15,5	5,6	8,1	**100,0**
Joe Gqabi	9	37,1	34,2	22,0	6,6	**100,0**
O.R. Tambo	49	64,4	18,5	11,8	5,3	**100,0**
Alfred Nzo	10	48,5	26,5	4,5	20,5	**100,0**
Nelson Mandela Bay	118	61,0	20,7	10,1	8,1	**100,0**
Buffalo City	100	69,3	14,4	7,6	8,8	**100,0**
Eastern Cape	**330**	**62,0**	**18,7**	**9,6**	**9,7**	**100,0**

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

Roughly 62% of workers in Eastern Cape walked up to five minutes to their first public transport, followed by 18,7% of those who walked between six minutes to ten minutes. Moreover, approximately ten per cent of workers walked for more than 15 minutes (9,7%) to get to their first public transport.
In Chris Hani DM, 7 in 10 workers walked up to five minutes (70,8%) for the first public transport, followed by those who walked between 6 and 10 minutes (15,5%). About 71,3% of workers in Joe Gqabi DM walked up to 10 minutes, while just 6,6% walked more than 15 minutes. Table 5.11 further depicts that more than 20% of the workers in Cacadu, Amatole and Alfred Nzo DMs 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



	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Up to 5 minutes	52,6	41,7	68,4	57,6	64,4	48,5	61,0	69,3	62,0
6-10 minutes	21,7	16,9	17,6	32,7	18,5	26,5	20,7	14,4	18,7
11-15 minutes	5,5	16,1	6,4	3,0	11,8	4,5	10,1	7,6	9,6
More than 15 minutes	20,3	25,3	7,6	6,6	5,3	20,5	8,1	8,8	9,7

Figure 5.10 indicates that in Eastern Cape, 62,0% of workers walked for up to five minutes to their first public transport, 18,7% walked 6 to 10 minutes, and 19,3% walked for more than 10 minutes.

In Buffalo City, more than two-thirds of workers (69,3%) walked up to five minutes, while 16,4% walked more than 10 minutes. Amatole DM had the highest percentage of workers who walked for more than 10 minutes (41,4%).

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)				
		Up to 5 min.	6–10 min.	11–15 min.	>15 min.	Total
Train	14	29,4	11,8	21,1	37,7	**100,0**
Bus	27	46,4	29,2	13,0	11,4	**100,0**
Taxi	273	66,5	17,4	8,9	7,3	**100,0**
Bakkie taxi/tambai	16	42,3	29,7	7,5	20,5	**100,0**
Total	**330**	**62,1**	**18,7**	**9,6**	**9,5**	**100,0**

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

The findings in Table 5.12 confirm that approximately two-thirds of workers who used taxis as a mode of travel had to walk up to 5 minutes to catch the first taxi. About 46% of bus users had to walk up to 5 minutes to reach their first public transport, whereas almost 3 in 10 train commuters had to walk up to 5 minutes (29,4%).

There is a significant percentage of workers (70,6%) using trains as a mode of travel who had to walk more than 5 minutes. They were followed by those who used bakkie taxis/tambais (57,7%) to get to their first public transport.

Table 5.13: Waiting time for first public transport by district municipality

District municipality	Number of workers who waited for public transport ('000)	Waiting time (per cent within district municipality)				
		Up to 5 min.	6–10 min.	11–15 min.	>15 min.	Total
Cacadu	15	61,3	28,3	4,2	6,3	**100,0**
Amatole	15	69,5	12,8	3,7	14,0	**100,0**
Chris Hani	11	86,6	3,0	6,5	4,0	**100,0**
Joe Gqabi	9	46,6	14,2	20,1	19,2	**100,0**
O.R. Tambo	46	73,4	16,5	4,8	5,4	**100,0**
Alfred Nzo	10	61,3	14,6	5,6	18,5	**100,0**
Nelson Mandela Bay	111	83,7	12,8	2,7	0,8	**100,0**
Buffalo City	82	73,5	17,4	5,6	3,5	**100,0**
Eastern Cape	**300**	**75,7**	**15,1**	**4,7**	**4,5**	**100,0**

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

Table 5.13 shows that slightly more than three-quarters of workers in Eastern Cape waited up to 5 minutes (75,7%) for their first public transport to arrive. On the other hand, roughly 4,5% of workers had to wait for more than 15 minutes. In Chris Hani DM and Nelson Mandela Bay, 8 in 10 workers were more likely to wait up to 5 minutes for their first public transport to arrive (86,6% and 83,7% respectively), while in Joe Gqabi DM, about 39,3% of workers were more likely to wait for more than 10 minutes.

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

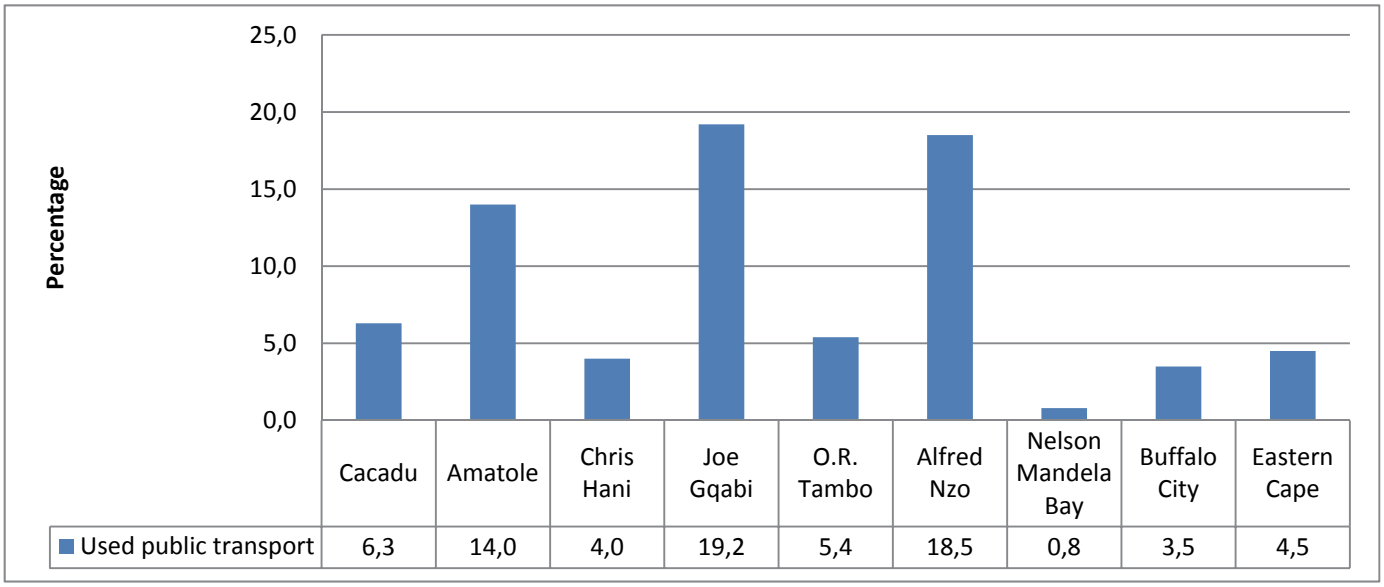
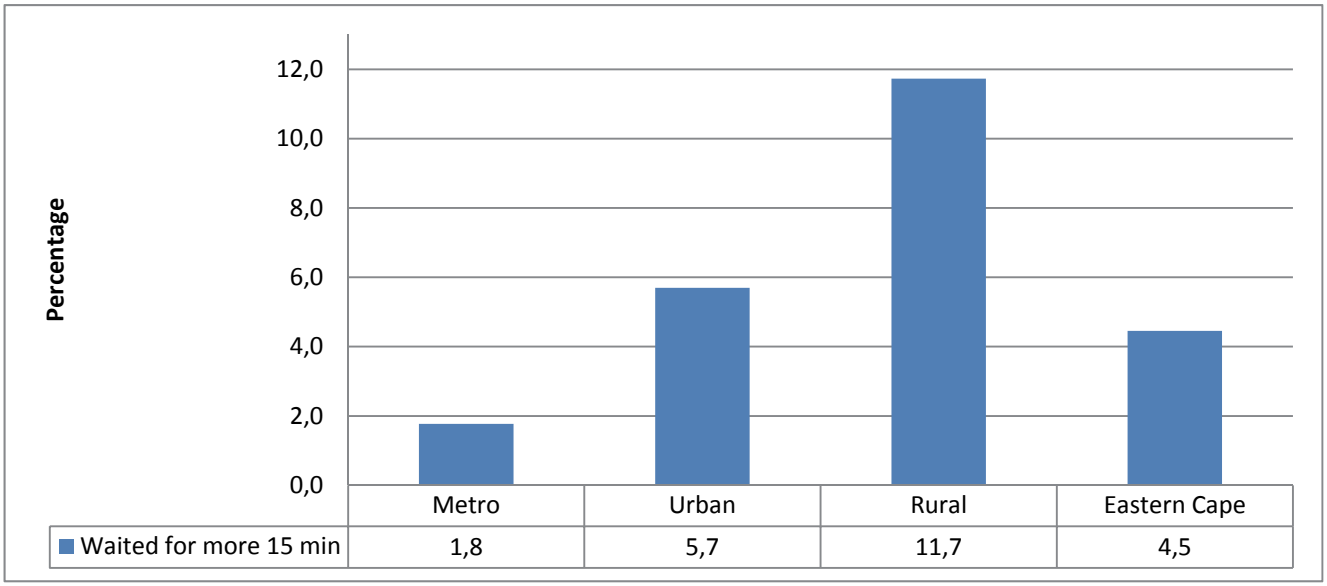


Figure 5.11 presents information of workers who waited for more than 15 minutes for the first public transport. It is evident that 4,5% of workers in the Eastern Cape waited for more than 15 minutes, while in Joe Gqabi DM, about 19,2% of workers and in Alfred Nzo, 18,5% of workers also had to wait for more than 15 minutes for the first public transport to arrive.

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



In Eastern Cape, less than five per cent of the workers (4,5%) waited for their public transport for more than 15 minutes. Workers in rural areas (11,7%) were more likely to wait for more than 15 minutes for first public transport, while a small percentage of workers in the metro areas (1,8%) had to wait for that period.

Table 5.14: Workers by district municipality and waiting time for first public transport

District municipality	Mode of travel									
	Train					Bus				
	Total ('000)	Per cent in EC				Total ('000)	Per cent in EC			
		Up to 5 min.	6-10 min.	11-15 min.	>15 min.		Up to 5 min.	6-10 min.	11-15 min.	>15 min.
Other municipalities	*	*	*	*	*	**4**	10,9	6,7	71,1	58,6
Nelson Mandela Bay	**3**	44,6	12,3	*	*	**20**	82,7	78,3	28,9	*
Buffalo City	**7**	55,4	75,7	100,0	*	**2**	6,4	15,0	.	41,4
Eastern Cape	**11**	**100,0**	**100,0**	**100,0**	*	**26**	**100,0**	**100,0**	**100,0**	**100,0**

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

District municipality	Mode of travel									
	Bakkie taxi/tambai					Taxi				
	Total ('000)	Per cent in EC				Total ('000)	Per cent in EC			
		Up to 5 min.	6-10 min.	11-15 min.	>15 min.		Up to 5 min.	6-10 min.	11-15 min.	>15 min.
Other municipalities	**15**	97,8	100,0	100,0	100,0	**87**	32,6	37,5	42,6	66,1
Nelson Mandela Bay	*	*	*	*	*	**88**	38,6	31,0	25,0	9,5
Buffalo City	*	*	*	*	*	**72**	28,8	31,4	32,4	24,4
Eastern Cape	**16**	**100,0**	**100,0**	**100,0**	**100,0**	**247**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates
'Other municipalities' includes Cacadu DM, Amatole DM, Chris Hani DM, Joe Gqabi DM, O.R. Tambo DM and Alfred Nzo DM
Percentages calculated across district municipality and Eastern Cape
Totals used to calculate percentages excluded unspecified waiting time

Table 5.14 presents the findings for workers who used public transport and the times they waited for first public transport. It is important to note that there are more taxi than bus and train commuters in the province. Of the 247 000 taxi users, the largest numbers were from Nelson Mandela Bay (88 000) and Buffalo City (72 000). The largest proportion of workers who waited up to 5 minutes for a taxi were from Nelson Mandela Bay (38,6%). Bus users were counted to be about 26 000 in Eastern Cape, with Nelson Mandela Bay having the largest number of workers who used buses (20 000) as their public transport. Workers who used trains as their public transport were about 11 000 in the province, with 7 000 coming from Buffalo City. Moreover, workers who used trains in Buffalo City were more likely to wait for more than 10 minutes. In addition, bakkie taxi/tambai users were counted to be 16 000 across the province.

Table 5.15: Walking time at the end of the work trip using public transport 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
Cacadu	12	78,0	8,8	5,6	7,5	**100,0**
Amatole	15	45,3	37,7	3,4	13,6	**100,0**
Chris Hani	10	58,8	24,8	9,3	7,1	**100,0**
Joe Gqabi	8	61,8	33,3	4,9	*	**100,0**
O.R. Tambo	43	86,2	7,1	3,4	3,3	**100,0**
Alfred Nzo	9	75,1	15,4	*	9,5	**100,0**
Nelson Mandela Bay	112	74,6	19,3	4,3	1,7	**100,0**
Buffalo City	93	58,4	17,0	12,0	12,6	**100,0**
Eastern Cape	**302**	**69,1**	**17,8**	**6,6**	**6,5**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates
Percentages calculated within district municipalities
Totals used to calculate percentages excluded unspecified walking time

About 69,1% of workers in Eastern Cape walked up to 5 minutes after having been dropped off by their public transport, followed by those who walked for 6 to 10 minutes (17,8%) and those who walked more than 10 minutes (13,1%). Workers in O.R. Tambo DM were more likely to walk up to 5 minutes (86,2%) at the end of the trip, while just 3,3% walked more than 15 minutes. Approximately three-quarters of workers in Alfred Nzo DM (75,1%) walked up to 5 minutes to reach their place of work after having been dropped off by their public transport, followed by those who walked for 6–10 minutes (15,4%).

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

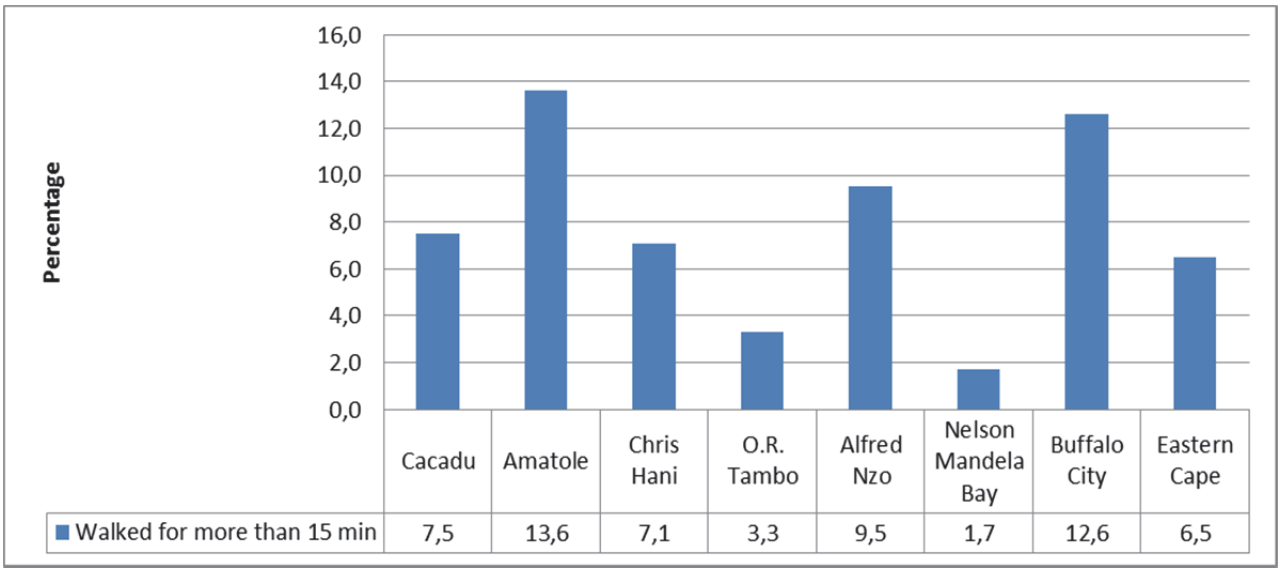


Figure 5.13 illustrates workers who walked for more than 15 minutes at the end of the trip to reach their place of work. About 6,5% of workers in Eastern Cape walked for more than 15 minutes at the end of their trip. Workers in Amatole DM and Buffalo City were more likely to walk for more than 15 minutes after having been dropped off by their transport at the end of the trip (13,6% and 12,6% respectively).

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				
	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.
Other municipalities	*	*	*	*	*	**3**	8,3	4,8	10,9	46,4
Nelson Mandela Bay	**3**	59,5	9,6	8,5	7,6	**21**	82,1	95,2	72,2	26,0
Buffalo City	**10**	40,5	90,4	91,5	81,5	**2**	9,7	.	16,8	27,6
Eastern Cape	**13**	**100,0**	**100,0**	**100,0**	**100,0**	**26**	**100,0**	**100,0**	**100,0**	**100,0**

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 (concluded)

District municipality	Bakkie taxi/tambai					Taxi				
	Number of workers who walked at the end of the work trip ('000)	Percentage				Number of workers who walked at the end of the work trip ('000)	Percentage			
		Up to 5 min.	6–10 min.	11–15 min.	>15 min.		Up to 5 min.	6–10 min.	11–15 min.	>15 min.
Other municipalities	**12**	100,0	**81**	100,0	100,0	**81**	34,0	31,6	23,8	23,7
Nelson Mandela Bay	*	*	**88**	*	*	**88**	37,9	34,6	23,3	9,9
Buffalo City	*	*	**80**	*	*	**80**	28,1	33,9	53,0	66,5
Eastern Cape	**12**	**100,0**	**249**	**100,0**	**100,0**	**249**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates
'Other municipalities' includes Cacadu DM, Amatole DM, Chris Hani DM, Joe Gqabi DM, O.R. Tambo DM and Alfred Nzo DM
Percentages calculated across district municipalities and Eastern Cape
Totals used to calculate percentages excluded unspecified walking time

According to Table 5.16, workers in Buffalo City who used taxis were more likely to walk for more than 15 minutes (66,5%) after the trip. Of the 21 000 workers in Nelson Mandela Bay who used buses, 95,2% were more likely to walk for 6–10 minutes. About 6 in 10 workers who used the train and walked up to 5 minutes to their place of work were from Nelson Mandela Bay (59,5%), while 4 in 10 were from Buffalo City (40,5%). In Buffalo City, 81,5% of workers who used the train 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 in minutes	District municipality (per cent within district municipality)								
	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Train									
Mean (minute)	*	90	*	*	*	*	58	94	**86**
1-30	*	*	*	*	*	*	23,7	3,6	**8,1**
31-60	*	*	*	*	*	*	48,7	6,9	**16,3**
61+	*	100,0	*	*	*	*	27,6	89,5	**75,6**
Total	*	**100,0**	*	*	*	*	**100,0**	**100,0**	**100,0**
Bus									
Mean (minute)	46	54	53	*	10	69	61	70	**60**
1-30	37,0	47,1	*	*	100,0	55,4	17,7	20,9	**22,0**
31-60	52,3	27,0	100,0	*	*	30,2	46,5	23,6	**45,0**
61+	10,7	26,0	*	*	*	14,4	35,8	55,5	**33,0**
Total	**100,0**	**100,0**	**100,0**	*	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi									
Mean (minute)	39	55	49	44	45	61	43	42	**46**
1-30	63,1	42,8	53,7	45,9	54,3	50,9	38,0	43,7	**45,2**
31-60	31,9	36,7	21,4	30,9	31,6	23,7	48,6	46,3	**41,6**
61+	5,0	20,6	24,9	23,2	14,1	25,4	13,4	10,0	**13,2**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Bakkie taxi/tambai									
Mean (minute)	*	104	56	45	55	56	60	15	**56**
1-30	*	26,2	22,2	*	36,2	20,9	*	100,0	**27,7**
31-60	*	26,7	49,1	100,0	25,1	58,7	100,0	*	**37,9**
61+	*	47,1	28,7	*	38,6	20,4	*	*	**34,4**
Total	*	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car driver									
Mean (minute)	27	49	29	37	40	42	36	36	**36**
1-30	80,0	37,8	79,1	66,6	57,0	49,3	58,0	60,6	**61,3**
31-60	10,9	42,6	16,3	11,3	25,2	33,3	31,1	25,1	**26,3**
61+	9,1	19,6	4,6	22,1	17,8	17,4	10,9	14,3	**12,4**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car passenger									
Mean (minute)	31	56	37	55	50	46	33	30	**36**
1-30	75,2	17,2	67,3	37,1	33,8	51,6	60,7	73,3	**60,5**
31-60	17,0	60,9	21,8	33,9	49,9	43,8	34,8	19,7	**30,3**
61+	7,8	21,9	10,9	29,0	16,3	4,6	4,6	7,0	**9,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Walk all the way									
Mean (minutes)	29	46	36	34	39	33	27	35	**36**
1-30	73,3	62,0	67,4	62,3	60,6	68,1	72,8	64,4	**65,9**
31-60	23,3	24,6	23,4	30,2	32,4	24,9	22,3	26,7	**26,3**
61+	3,5	13,3	9,3	7,5	7,0	7,0	5,0	8,9	**7,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates
Totals used to calculate percentages excluded unspecified time travelled

Table 5.17 illustrates that three-quarters of workers who used trains (75,6%) as a main mode of transport, had to travel for more than 60 minutes, especially those workers who lived in Buffalo City (89,5%) and Amatole DM. In Eastern Cape, about 45% of the workers who used the bus as their main mode of travel, travelled between 31 and 60 minutes, followed by those who travelled for more than 60 minutes. Meanwhile, taxi commuters spent an average time of 46 minutes to travel to their workplace.

Bakkie taxi/tambai users were more likely to travel for more than 30 minutes (72,3%). Car/truck drivers, car/truck passengers and those who walked all the way shared the same average time of approximately 36 minutes to travel to their workplace.

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

Main mode and monthly payment in rand	District municipality (per cent within district municipality)								
	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Train									
Mean (Rand)	*	200	*	*	*	*	561	338	**388**
1–100	*	*	*	*	*	*	*	*	*
101–20	*	*	*	*	*	*	5,4	48,6	**36,4**
200+	*	100,0	*	*	*	*	94,6	51,4	**63,6**
Total	*	**100,0**	*	*	*	*	**100,0**	**100,0**	**100,0**
Bus									
Mean (Rand)	65	850	419	*	*	321	430	585	**429**
1–100	91,0	*	14,0	*	*	*	*	*	**5,2**
101–20	9,0	*	64,5	*	*	*	5,5	*	**6,6**
200+	*	100,0	21,5	*	*	100,0	94,5	100,0	**88,1**
Total	**100,0**	**100,0**	**100,0**	*	*	**100,0**	**100,0**	**100,0**	**100,0**
Taxi									
Mean (Rand)	352	436	566	548	565	552	415	499	**489**
1–100	*	1,4	*	2,1	1,2	*	0,3	0,8	**0,7**
101–20	13,0	1,9	0,5	3,1	3,4	4,6	4,4	1,9	**3,6**
200+	87,0	96,8	99,5	94,8	95,4	95,4	95,3	97,2	**95,7**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Bakkie taxi/tambai									
Mean(Rand)	*	904	515	1000	538	392	280	280	**558**
1–100	*	*	4,2	*	*	23,5	*	*	**4,6**
101–20	*	12,3	*	*	*	1,6	*	*	**3,9**
200+	*	87,7	95,8	100,0	100,0	74,9	100,0	100,0	**91,5**
Total	*	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car driver									
Mean(Rand)	316	365	3629	*	*	*	333	*	**1 022**
1–100	9,6	*	*	*	*	*	*	*	**3,3**
101–20	35,7	*	*	*	*	*	35,1	*	**25,1**
200+	54,7	100,0	100,0	*	*	*	64,9	*	**71,6**
Total	**100,0**	**100,0**	**100,0**	*	*	*	**100,0**	*	**100,0**
Car passenger									
Mean (Rand)	509	401	980	946	356	587	531	460	**523**
1–100	14,6	*	*	*	12,0	*	2,8	9,2	**5,9**
101–20	11,0	*	*	*	*	16,7	12,1	5,9	**8,7**
200+	74,3	100,0	100,0	100,0	88,0	83,3	85,0	84,9	**85,3**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates
Totals used to calculate percentages excluded unspecified monthly costs

The average monthly cost in Eastern Cape for train users was R388. Workers who used the bus had an average monthly cost of R429; taxi commuters had a monthly average cost of R489; bakkie taxi/tambai users had a monthly cost of R558; car/truck drivers had a monthly cost of R1 022; and car/truck passengers incurred an average monthly cost of R523.

6. Business trips

Business trips are trips undertaken by people aged 15 years and older, as part of their duties as workers. Trips are taken to visit suppliers, customers and attending meetings at companies. It does not include trips to one's usual workplace, and focuses on trips 20 km or more away from the usual workplace. Business trips can be undertaken during the day or overnight.

This section explores business related travel behaviour, the geographic location of business travellers, how often trips are taken, and the type of transport mode used.

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 EC
Cacadu	113	4	3,3	4,5
Amatole	94	5	5,3	6,1
Chris Hani	116	12	10,2	14,4
Joe Gqabi	50	4	7,5	4,6
O.R. Tambo	204	17	8,3	20,7
Alfred Nzo	85	6	6,5	6,8
Nelson Mandela Bay	320	19	6,0	23,6
Buffalo City	248	16	6,3	19,2
Eastern Cape	**1 229**	**82**	**6,6**	**100,0**
Geographic location				
Metro	542	34	6,2	41,1
Urban	325	28	8,5	34,0
Rural	362	20	5,6	24,9

Percentages calculated across district municipalities and Eastern Cape

Table 6.1 indicates incidences of business trips taken during the calendar month preceding the survey by municipality. Out of a total of 1,2 million workers aged 15 years and older, only 82 000 undertook business trips during this period. Most of the people who travelled came from Nelson Mandela Bay (23,6%), O.R. Tambo DM (20,7%), Buffalo City (19,2%) and Chris Hani DM (14,4%). The smallest number of business travellers were recorded for Cacadu DM (4,5%) and Joe Gqabi DM (4,6%).

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

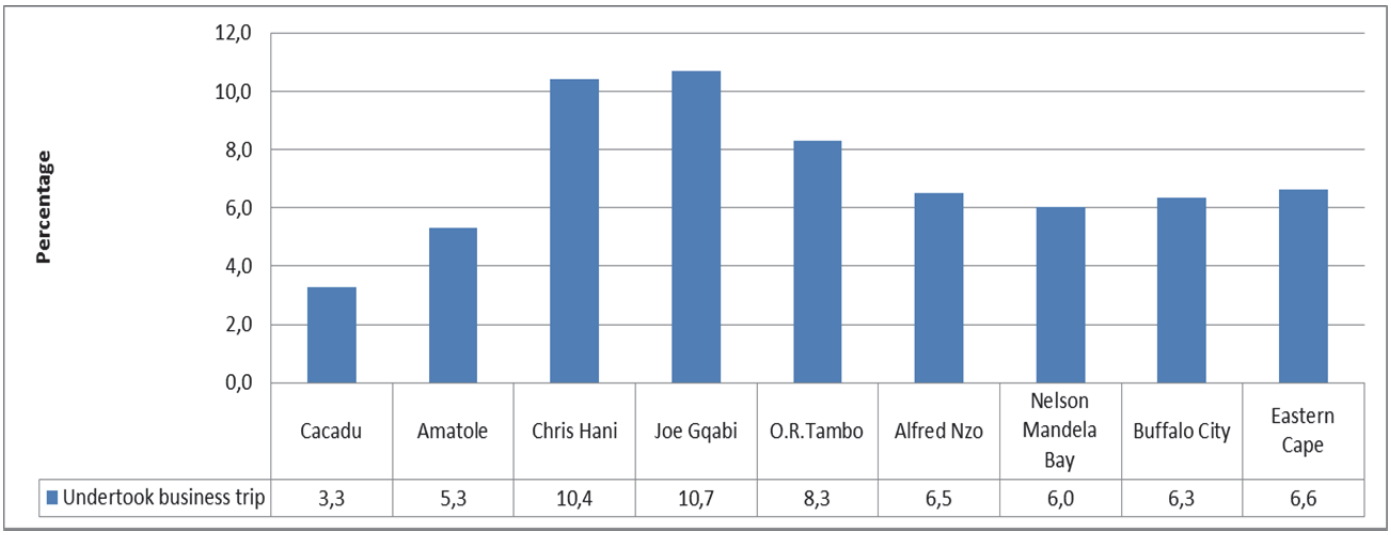


Figure 6.1 indicates the percentage of workers 15 years and older who undertook business trips by district municipality. In the province, 6,6% of workers who were interviewed indicated that they had undertaken business trips. Workers in Joe Gqabi DM (10,7%), Chris Hani DM (10,4%) and O.R. Tambo DM (8, 3%) were the most likely to travel for business purposes; however, workers in Cacadu DM (3,3%) were less likely to travel for business purposes.

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	>10 trips	Total
Cacadu	3	66,6	15,8	17,6	**100,0**
Amatole	5	96,9	3,1	*	**100,0**
Chris Hani	12	76,1	11	12,9	**100,0**
Joe Gqabi	4	50,9	38,1	11,0	**100,0**
O.R. Tambo	14	75,7	12,3	11,9	**100,0**
Alfred Nzo	5	92,4	7,6	*	**100,0**
Nelson Mandela Bay	19	79,8	10,7	9,5	**100,0**
Buffalo City	14	95,2	*	4,8	**100,0**
Eastern Cape	**76**	**81,3**	**9,9**	**8,8**	**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 shows that 76 million workers undertook business trips during the month prior to the interview. Of those workers who were interviewed, 81,3% indicated that they had undertaken one to five trips prior to the interview, and 8,8% who went on business trips had undertaken more than ten trips. The highest percentage of workers who had undertaken business trips resided in Amatole DM (96,9%), followed by Buffalo City (95,2%) and Alfred Nzo DM (92,4%). The highest percentage of workers who had undertaken more than ten business trips during the reference period, resided in Cacadu DM (17,6%).

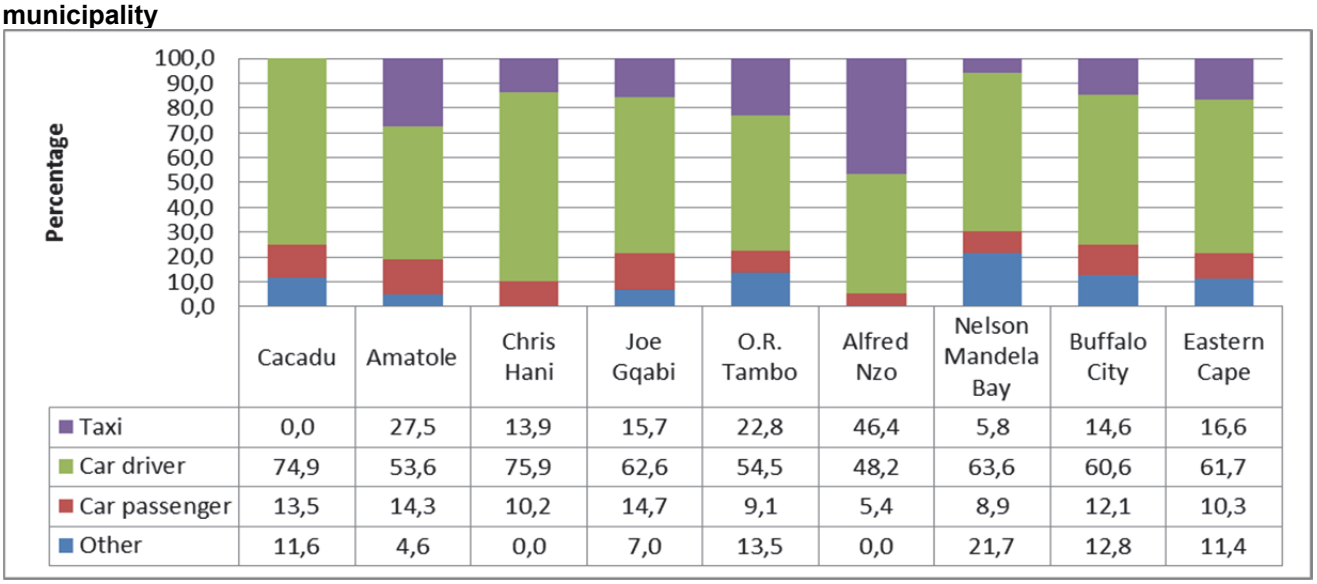
Table 6.3: Main mode of travel used for business trip, by district municipality

Mode of travel	Statistics (number in thousands)	District municipality								
		Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Taxi	Number	*	1	2	*	4	3	*	2	**13**
	Per cent	*	27,5	13,9	*	22,8	46,4	*	14,6	**16,6**
Car/bakkie/truck driver	Number	3	3	9	2	9	3	12	10	**50**
	Per cent	74,9	53,6	75,9	62,6	54,5	48,2	63,6	60,6	**61,7**
Car/bakkie/ truck passenger	Number	*	1	1	*	2	*	2	2	**8**
	Per cent	*	14,3	10,2	*	9,1	*	8,9	12,1	**10,3**
Other modes	Number	*	*	*	*	*	*	4	2	**9**
	Per cent	*	*	*	*	*	*	21,7	12,8	**11,4**
Total	**Number**	**4**	**5**	**12**	**4**	**17**	**6**	**18**	**16**	**80**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 6.3 summarises the main mode of travel used for business trips in Eastern Cape. More than half of the business travellers (61,7%) used a car/bakkie/truck as driver, while taxis (16,6%) were the second most common mode of travel used. The highest proportion of business travellers who used taxis were recorded in Alfred Nzo DM (46,4%). With regard to business trips made by car/bakkie/truck as driver, Chris Hani DM (75,9%), Cacadu DM (74,9), Nelson Mandela Bay (63,6%) and Joe Gqabi DM (62,6%) were more likely to use this mode.

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

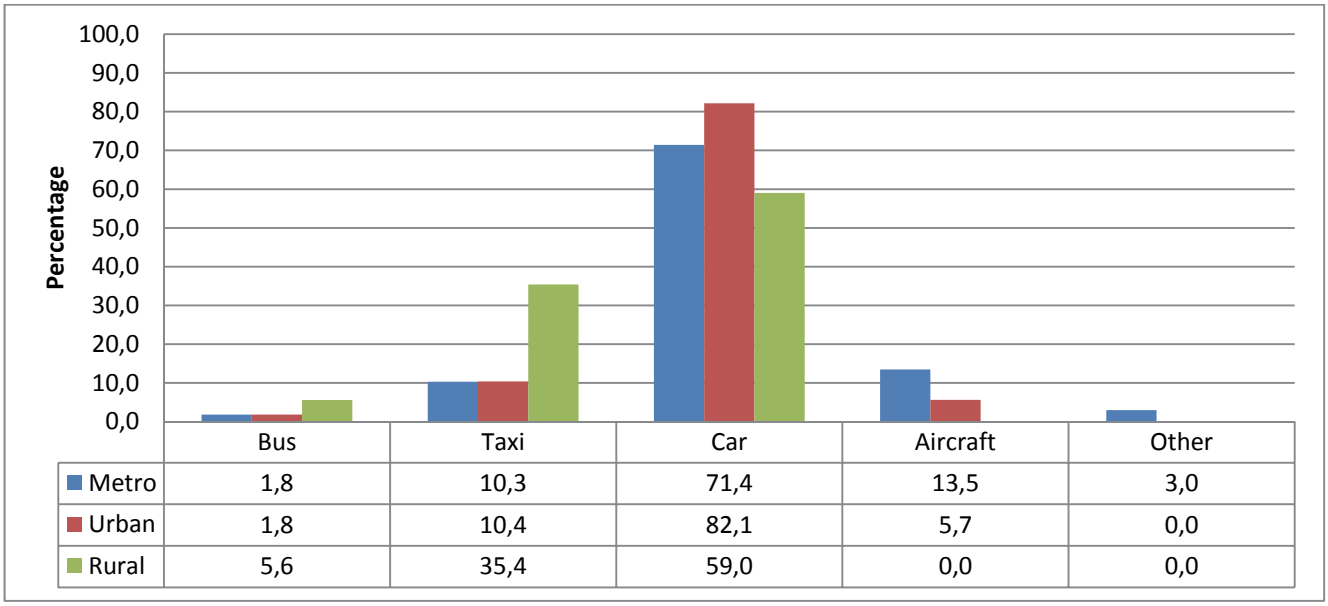


	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Taxi	0,0	27,5	13,9	15,7	22,8	46,4	5,8	14,6	16,6
Car driver	74,9	53,6	75,9	62,6	54,5	48,2	63,6	60,6	61,7
Car passenger	13,5	14,3	10,2	14,7	9,1	5,4	8,9	12,1	10,3
Other	11,6	4,6	0,0	7,0	13,5	0,0	21,7	12,8	11,4

'Other' includes trains, buses and aircraft
Percentages calculated across municipalities and Eastern Cape

Figure 6.2 represents the percentage of business trips made using different modes of transport. Most business travellers in the Eastern Cape used a car/bakkie/truck as a driver. As indicated in Figure 6.2, taxis (16,6%) were the second most common mode of travel used. Alfred Nzo (46,4%) contributed the highest percentage of business travellers who used taxis as a mode of travel.

Figure 6.3: Percentage of business trips by main mode of travel and geographic type



	Bus	Taxi	Car	Aircraft	Other
Metro	1,8	10,3	71,4	13,5	3,0
Urban	1,8	10,4	82,1	5,7	0,0
Rural	5,6	35,4	59,0	0,0	0,0

Figure 6.3 shows the percentage of business trips by main mode of travel. Most business trips in urban areas (82,1%) and metropolitan areas (71,4%) were taken using cars. Taxis were the second mode of travel most commonly used in rural areas (35,4%) and buses were less likely to be used as a mode of travel in both metro and urban areas with 1,8%.

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

District municipality of origin	Province of destination Number ('000)	
	Eastern Cape	Other provinces
Cacadu	1	*
Amatole	2	*
Chris Hani	6	*
Joe Gqabi	2	*
O.R. Tambo	8	*
Alfred Nzo	2	*
Nelson Mandela Bay	5	2
Buffalo City	4	*
Eastern Cape	**30**	**6**

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

Table 6.4 shows that most business trips (30 000) were undertaken within Eastern Cape. O.R. Tambo DM (8 000) and Chris Hani DM (6 000) indicated that they had the most business trips undertaken within Eastern Cape.

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

District municipality of origin	District municipality of destination (per cent within district municipality of origin)							
	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Total
Cacadu	1	*	*	*	*	*	*	**1**
Amatole	*	2	*	*	*	*	*	**2**
Chris Hani	*	*	6	*	*	*	*	**6**
Joe Gqabi	*	*	*	1	*	*	*	**2**
O.R. Tambo	*	*	*	*	6	*	*	**6**
Alfred Nzo	*	*	*	*	*	2	*	**2**
Nelson Mandela Bay	3	*	*	*	*	*	2	**5**
Buffalo City	*	3	*	*	*	*	*	**4**
Eastern Cape	**4**	**6**	**6**	**1**	**6**	**2**	**3**	**28**

*Unweighted numbers of 3 and below are too small to provide reliable estimates
Amatole includes Buffalo City in the district of destination

The destination of most business trips was within the province of residence, as 30 000 business travellers indicated that they did business in Eastern Cape. As confirmed by Table 6.4 above, O.R. Tambo DM and Chris Hani DM had the largest number of workers that travelled within the province.

7. Other travel patterns

7.1 Introduction

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

People take day and overnight trips for different purposes. It could be trips for the purpose of shopping for personal use, visiting home, visiting friends and/or family, or for attending funerals. One of the options listed under the main purpose for the trip was 'home to visit family and friends'. This option encapsulates cases where migrant workers maintain two homes: one where they work and one which they consider their second home and visit frequently. Migrant workers are people residing in a specific place because of work, and who may regard another place in South Africa as their home and regularly make day or overnight trips to that destination.

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

7.2 Day trips

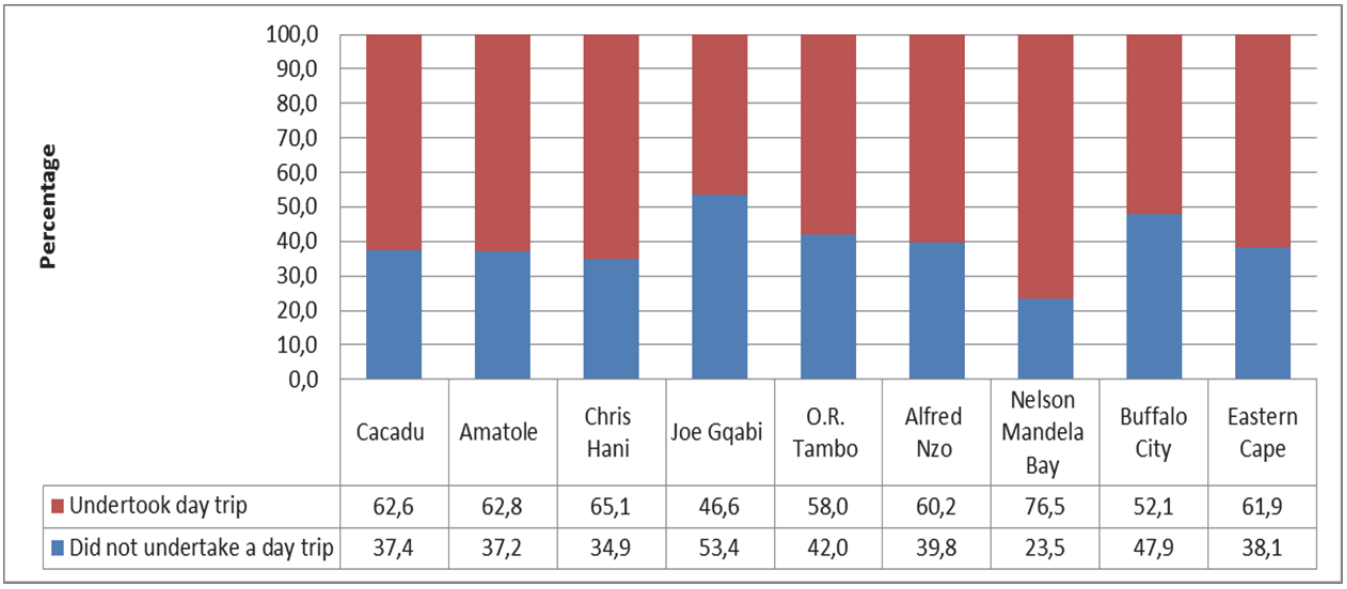
Table 7.1: Day trip/s taken away from usual home/place of residence in the twelve months prior to the interview

District municipality	Number of persons aged 15 years and older ('000)	Trips taken away from usual home/place of residence	
		Number ('000)	Per cent in EC
Cacadu	286	179	6,5
Amatole	544	341	12,4
Chris Hani	513	334	12,2
Joe Gqabi	209	97	3,5
O.R. Tambo	1 009	585	21,3
Alfred Nzo	473	284	10,4
Nelson Mandela Bay	795	608	22,2
Buffalo City	602	314	11,4
Eastern Cape	**4 431**	**2 743**	**100,0**

Percentages calculated across district municipality and Eastern Cape

Table 7.1 shows that out of a total of about 4,4 million persons aged 15 years and older who were asked whether they had undertaken day trips in Eastern Cape during the 12 months preceding the survey, about 2,7 million indicated that they had undertaken day trips. The highest percentage of persons who had undertaken day trips were found in Nelson Mandela Bay (22,2%), followed by O.R. Tambo DM (21,3%), while Joe Gqabi (3,5%) contributed the least percentage of day trips away from the usual place of residence.

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



Percentages calculated within municipalities and Eastern Cape

Figure 7.1 shows that 6 in 10 (61,9%) of persons 15 years and older were likely to undertake day trips in Eastern Cape. The highest proportion of persons aged 15 years and older who were likely to undertake day trips were found in Nelson Mandela Bay (76,5%), while the least likely to undertake such trips were found in Joe Gqabi DM (46,6%).

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)								
	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Visited home	9,6	14,7	12,6	9,4	10,9	8,3	17,4	17,8	**13,4**
Shopping – for business or personal	54,3	52,0	27,5	56,4	37,7	53,7	23,2	38,5	**38,5**
Sporting –as a spectator or participant	1,3	1,3	2,0	.	4,5	3,1	4,0	3,4	**3,1**
Visit friends and or family	23,0	9,2	30,5	12,6	10,7	11,6	34,1	14,7	**19,6**
Funeral	5,1	8,3	14,5	7,9	18,5	7,9	8,3	12,3	**11,4**
Medical	2,5	6,2	3,3	7,0	6,6	7,8	4,2	3,4	**5,1**
Religious	1,5	4,9	5,4	3,3	5,2	3,4	6,9	5,1	**5,1**
Other purposes	2,7	3,3	4,2	3,5	5,9	4,3	1,9	4,8	**3,9**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated within district municipalities
Other purposes includes wellness and wedding

Table 7.2 Indicates that the most common reasons given by persons who had undertaken day trips in Eastern Cape were shopping for personal or business purposes (38,5%), followed by visiting friends and/or family (19,6%), while the less common reasons was visiting for other non-mentioned purposes. In

the municipalities, shopping for personal or business purposes was also the most common reason stated by persons who had undertaken day trips, except in Nelson Mandela Bay (34,1%) and Chris Hani (30,5%) where visiting friends and/or family were the most common reasons provided.

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

Mode of travel	Statistics (number in thousands)	District municipality								
		Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Train	Number	1	2	2	*	2	*	*	2	**11**
	Per cent	0,7	0,7	0,5	*	*	*	*	0,6	**0,4**
Bus	Number	1	25	16	5	19	49	6	4	**125**
	Per cent	0,6	7,3	4,9	5,5	3,3	17,2	1,1	1,3	**4,6**
Taxi	Number	75	192	133	58	352	171	247	200	**1 429**
	Per cent	42,4	57,4	41,0	60,3	61,3	60,5	40,8	64,0	**52,7**
Car/truck driver	Number	23	9	31	3	32	10	99	34	**241**
	Per cent	12,7	2,7	9,7	3,5	5,5	3,5	16,3	10,9	**8,9**
Car/truck passenger	Number	38	18	39	13	29	22	121	37	**317**
	Per cent	21,3	5,3	11,9	13,6	5,0	7,9	19,9	11,9	**11,7**
Walking	Number	36	86	103	15	130	29	129	32	**560**
	Per cent	20,6	25,7	31,5	15,3	22,7	10,2	21,2	10,3	**20,7**
Other	Number	3	3	2	2	11	*	3	3	**27**
	Per cent	1,7	0,9	0,5	1,7	2,0	*	0,5	1,0	**1,0**
Total	**Number**	**177**	**335**	**326**	**96**	**575**	**283**	**605**	**312**	**2 709**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates
Percentages calculated within district municipalities
Totals used to calculate percentages excluded unspecified modes of travel

Table 7.3 depicts that persons who undertook day trips in Eastern Cape preferred using taxis (52,7%), followed by those who walked (20,7%), while the least preferred mode of transport was trains (0,4%). Taxis were also the most preferred mode of transport in all the municipalities in the province.

7.3 Overnight trips

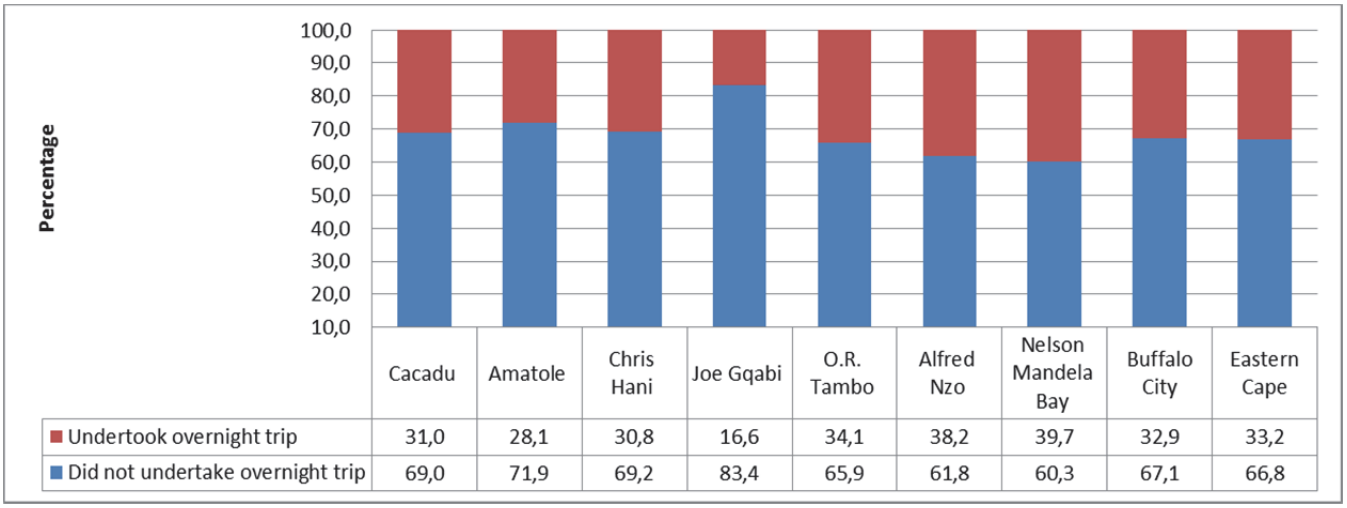
Table 7.4: Overnight trips taken away from usual home/residence in the 12 months prior to the interview by district municipality

District municipality	Number of persons aged 15 years and older	Undertook overnight trips	
		Number ('000)	Per cent
Cacadu	286	89	6,0
Amatole	544	153	10,4
Chris Hani	513	158	10,7
Joe Gqabi	209	35	2,4
O.R. Tambo	1 009	344	23,3
Alfred Nzo	473	181	12,3
Nelson Mandela Bay	795	315	21,4
Buffalo City	602	198	13,5
Eastern Cape	**4 431**	**1 473**	**100,0**

Percentages calculated across district municipalities and Eastern Cape
Totals used to calculate percentages excluded unspecified modes of travel

Table 7.4 depicts that about one-third of the total number of persons 15 years and older interviewed (4,4 million) indicated to have undertaken overnight trips in Eastern Cape. The largest proportion were to be found in O.R. Tambo DM (23,3%), while the smallest proportion was found in Joe Gqabi DM (2,4%).

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



About one-third of persons 15 years and older in Eastern Cape (33,2%) undertook overnight trips, with Nelson Mandela Bay recording the largest percentage (39,7%) of persons who undertook these 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)								
	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Visited home	48,2	45,0	34,9	34,3	36,0	24,0	45,9	45,8	**39,5**
Shopping – personal or business	2,7	0,7	4,6	5,1	2,2	7,7	0,6	2,1	**2,7**
Sporting – as a spectator or participant	*	0,7	0,5	*	0,4	0,4	0,6	1,2	**0,6**
Visit friends and or family	32,3	19,0	33,4	27,2	17,8	29,6	36,7	21,0	**26,6**
Funeral	7,7	17,0	12,7	16,2	21,8	17,8	8,9	14,3	**15,1**
Medical	2,7	3,8	2,8	6,2	3,4	5,1	0,5	1,8	**2,8**
Religious	3,9	7,3	7,0	7,7	11,3	10,9	3,1	8,2	**7,7**
Other purposes	2,4	6,5	4,1	3,3	7,0	4,6	3,7	5,5	**5,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates
Totals used to calculate percentages excluded unspecified overnight trips

The most common purpose stated by persons who undertook overnight trips was visiting home (39,5%), followed by visiting friends and/or family (26,6%) and attending funerals (15,1%), while the least common reason stated was travelling for sporting as a spectator or participant (0,6%). People in Cacadu DM (48,2%), Nelson Mandela Bay (45,9%), Buffalo City (45,8%) and Amatole DM (45,0%) 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 (number in thousands)	District municipality								
			Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Public transport	Train	Number	3	*	7	*	*	*	5	2	**18**
		Per cent	3,0	*	4,3	*	*	*	1,5	1,1	**1,2**
	Bus	Number	5	18	23	*	23	27	12	11	**119**
		Per cent	6,1	11,7	14,7	*	7,0	15,2	3,7	5,5	**8,2**
	Taxi	Number	34	87	68	22	213	112	134	117	**788**
		Per cent	38,9	57,6	43,8	63,3	63,8	63,2	42,7	59,5	**54,3**
Private transport	Car\bakkie\ truck driver	Number	14	7	19	2	19	6	55	21	**143**
		Per cent	15,8	4,5	12,0	6,6	5,7	3,4	17,3	10,8	**9,8**
	Car\bakkie\ truck passenger	Number	26	14	28	7	31	14	79	34	**232**
		Per cent	28,9	9,5	17,8	19,1	9,4	7,6	25,1	17,3	**16,0**
Aircraft		Number	3	1	2	*	*	*	7	7	**21**
		Per cent	3,2	0,5	1,4	*	*	*	2,3	3,7	**1,4**
Walking all the way		Number	2	23	8	3	40	17	21	3	**117**
		Per cent	1,8	14,9	5,3	8,2	11,9	9,7	6,8	1,7	**8,0**
Other modes		Number	2	2	1	*	6	1	2	1	**15**
		Per cent	2,4	1,0	0,7	*	1,9	0,6	0,6	0,4	**1,0**
Total		**Number**	**88**	**152**	**155**	**35**	**335**	**177**	**315**	**197**	**1 453**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates
Percentages calculated within district municipalities
Totals used to calculate percentages excluded unspecified overnight trips

Table 7.6 shows that persons who undertook overnight trips in Eastern Cape preferred using taxis (54,3%), followed by car/bakkie/truck passenger (16,0%), and car/bakkie/truck driver (9,8%). Residents of O.R. Tambo DM (63,8%), Joe Gqabi DM (63,3%), and Alfred Nzo DM (63,2%) had higher proportions of persons using taxis for their trips.

8. Possession of a driver's licence

A driver's licence is an official document stating that a person may operate a vehicle, such as a motorcycle, car, truck, or a bus, on a public roadway. The minimum driving age in South Africa is 18, except for small motorcycles, which may be driven from the age of 16. This is similar to other countries such as Morocco, Egypt, Ghana and Kenya, to mention a few.

There are various classes that determine the type of motor vehicle that can be driven. For instance, Code A1 or Code A is for motorcycles, Code B or Code EB is for cars, and Codes C, C1, EC, or EC1 are for heavy vehicles.

This section reviews the findings related to the distribution of persons aged 18 years and older with a driver's licence in Eastern Cape. Those who were in possession of a driver's licence were further classified according to the type of driver's licence they had, their population group and age.

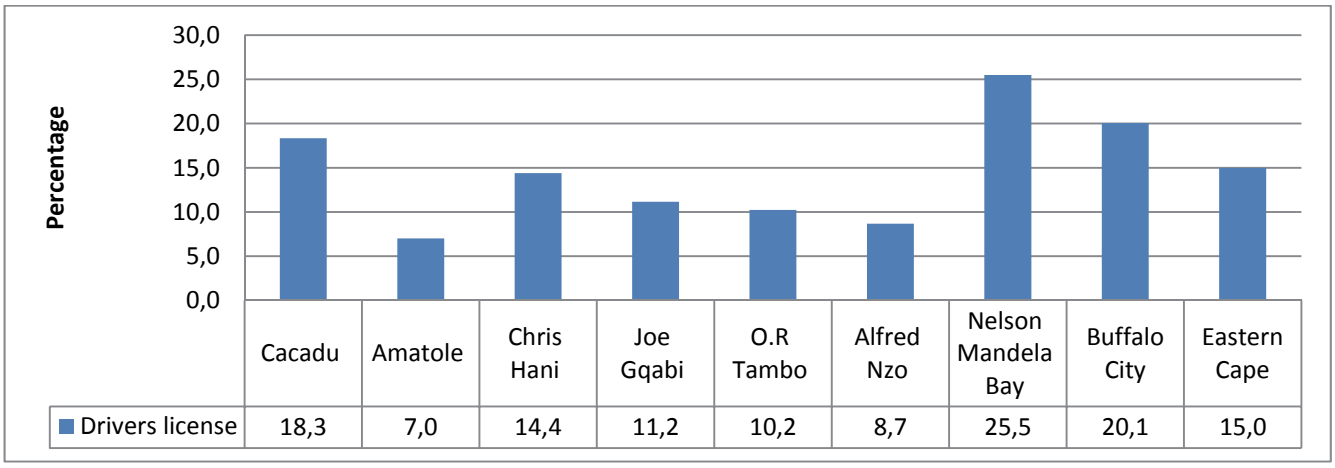
Table 8.1: Persons aged 18 years and older by whether they have a driver's licence and district municipality

	Possession of driver's licence			
District Municipality	Number 18 years and older with licence ('000)	Per cent with licence across district municipality	Number 18 years and older without licence ('000)	Per cent without licence across district municipality
Cacadu	48	8,1	212	6,3
Amatole	34	5,7	449	13,4
Chris Hani	65	11,0	387	11,6
Joe Gqabi	21	3,6	168	5,0
O.R. Tambo	87	14,8	765	22,9
Alfred Nzo	35	5,9	369	11,0
Nelson Mandela Bay	188	31,8	549	16,4
Buffalo City	112	19,0	447	13,3
Eastern Cape	**590**	**100,0**	**3 346**	**100,0**

Totals excluded unspecified cases

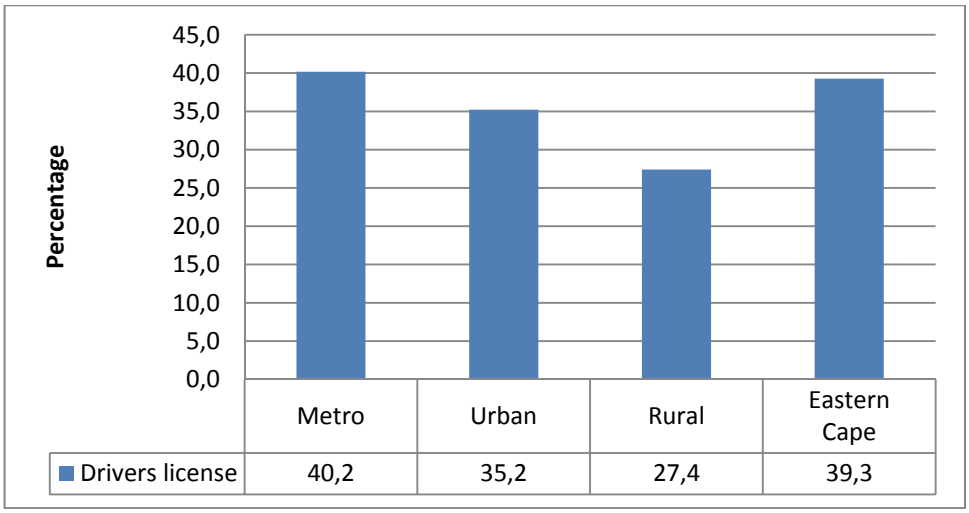
Table 8.1 presents information about people aged 18 years and older who had a driver's licence in Eastern Cape. Most of the people who had a driver's licence are from Nelson Mandela Bay (31,8%), followed by 19% in Buffalo City and 14,8% in O.R. Tambo DM.

Figure 8.1: Percentage of persons in possession of a driver's licence by district municipality



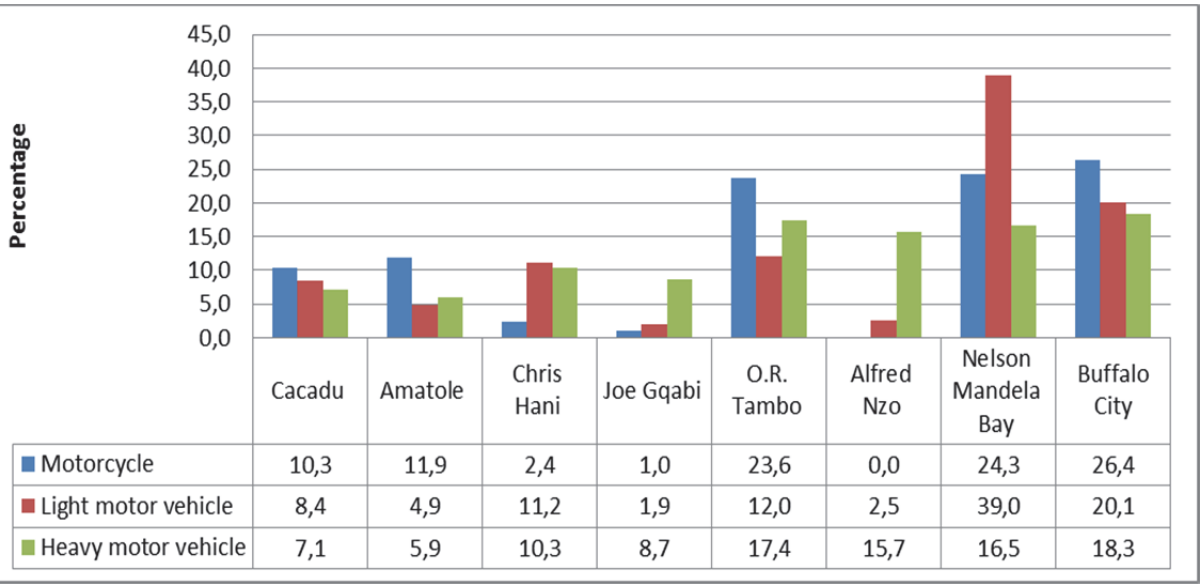
According to Figure 8.1, about 15% of the people aged 18 years and older were in possession of a driver's licence in the province. Approximately one-quarter of people aged 18 years and older who were in possession of a driver's licence were found in Nelson Mandela Bay (25,5%), while just 7,0% came from Amatole DM.

Figure 8.2: Possession of a driver's licence by geographic location



In terms of geographic location, Figure 8.2 indicates that people with a driver's licence were more likely to reside in metropolitan areas (40,2%), followed by those who lived in urban areas (35,2%). Those residing in rural areas comprised just a little more than a quarter (27,4%) of the provincial total.

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



	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City
Motorcycle	10,3	11,9	2,4	1,0	23,6	0,0	24,3	26,4
Light motor vehicle	8,4	4,9	11,2	1,9	12,0	2,5	39,0	20,1
Heavy motor vehicle	7,1	5,9	10,3	8,7	17,4	15,7	16,5	18,3

Note: Motorcycle (Codes A1, A), car (Codes B, EB), heavy vehicle (Codes C, C1, EC, EC1)

The results show that slightly above a quarter of people aged 18 years and older with a motorcycle driver's licence were from Buffalo City (26,4%), followed by those from Nelson Mandela Bay (24,3%) and O.R. Tambo (23,6%).

In terms of the light motor vehicle licences, Nelson Mandela Bay (39,0%) and Buffalo City (20,1%) had the highest percentages of people aged 18 years and older who had a light motor vehicle licence. Residents of Joe Gqabi DM (1,9%) were the least likely to have a light motor vehicle licence. In the heavy motor vehicle category, Buffalo City contributed 18,3% of persons who had a licence, followed by O.R. Tambo (17,4%), Nelson Mandela Bay (16,5%), and Alfred Nzo (15,7%).

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

Age group	Statistics (number in thousands)	District municipality								
		Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
18–25	Number	1	2	2	*	7	*	14	6	**33**
26–39	Number	8	6	21	4	21	5	48	32	**144**
40–49	Number	6	7	9	2	11	2	40	15	**94**
50–59	Number	7	3	8	1	8	1	27	18	**71**
60 years and more	Number	13	3	6	*	3	2	32	11	**70**
Total	**Number**	**35**	**20**	**46**	**8**	**49**	**10**	**161**	**83**	**413**

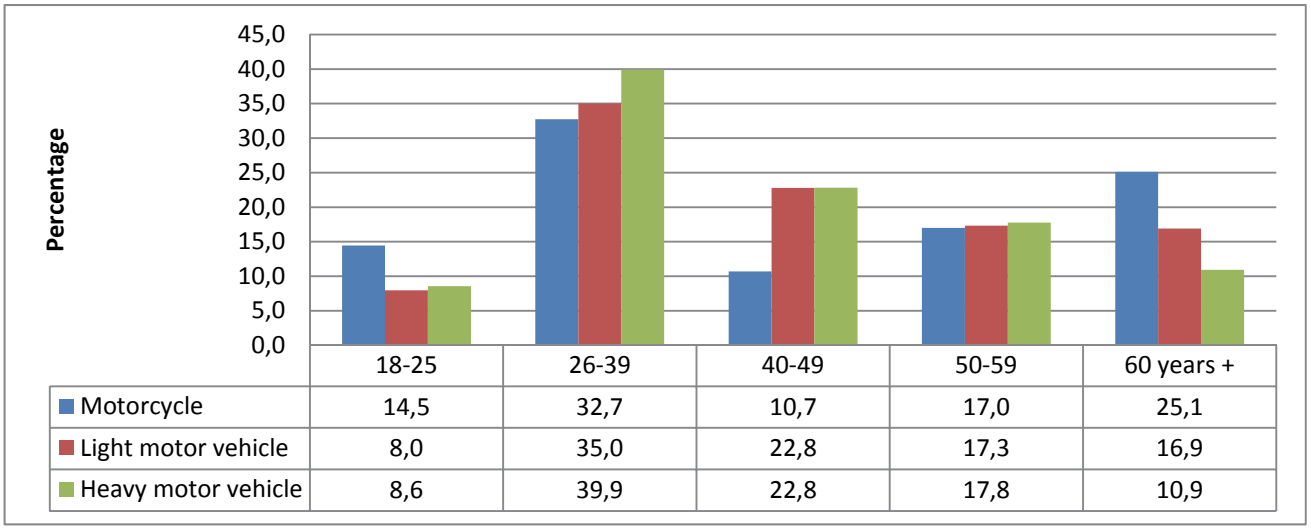
*Unweighted numbers of 3 and below are too small to provide reliable estimates
Totals used to calculate percentages excluded unspecified age group

Provincially, 413 000 individuals aged 18 years and older indicated that they had a light motor vehicle licence. The largest number of people with a light motor vehicle driver's licence were aged 26–39

(144 000). Nelson Mandela Bay had the largest number of persons aged 26–39 years who had a light motor vehicle driver's licence (48 000), while Joe Gqabi recorded the smallest number (4 000). The age group of 18–25 comprised the smallest number of persons in possession of a light motor vehicle licence (33 000).

Analysis by municipalities, as shown in Table 8,2, indicates that the largest number of light motor vehicle licence holders resided in Nelson Mandela Bay (161 000) and Buffalo City (83 000). The smallest number of light motor vehicle licence holders were registered in Joe Gqabi DM (8 000) and Alfred Nzo DM (10 000).

Figure 8.4: Percentage of persons in possession of a driver's licence by type of driver's licence and age group



	18-25	26-39	40-49	50-59	60 years +
Motorcycle	14,5	32,7	10,7	17,0	25,1
Light motor vehicle	8,0	35,0	22,8	17,3	16,9
Heavy motor vehicle	8,6	39,9	22,8	17,8	10,9

Totals used to calculate percentages excluded unspecified age group

Figure 8.4 indicates the percentage of persons in possession of a driver's licence by type of driver's licence and age group. The age group 26–39 had the highest percentage of people with all types of licences – motorcycle (32,7%), light motor vehicle (35,0%) and heavy motor vehicle (39,9%). Persons aged 60 years and older and 18–25 years were least likely to have heavy motor vehicle driver's licences.

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

Age group	Statistics (number in thousands)	District municipality								
		Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
18–25	Number	*	2	1	1	3	3	*	*	**13**
26–39	Number	3	2	6	5	10	13	9	11	**59**
40–49	Number	3	1	2	3	7	3	6	9	**34**
50–59	Number	2	2	4	2	5	2	5	6	**26**
60 years and more	Number	2	2	3	1	*	2	4	1	**16**
Total	**Number**	**11**	**9**	**15**	**13**	**26**	**23**	**25**	**27**	**149**

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

Table 8.3 shows that of the 149 000 people with a heavy motor vehicle licence, people aged 26–39 years comprised the largest number (59 000), followed by age group 40–49 (34 000).

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

Sex	Statistics (number in thousands)	District municipality								
		Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Male	Number	32	26	44	16	60	27	112	73	**388**
	Per cent	66,7	76,5	67,7	76,2	69,0	77,1	59,6	65,2	**65,8**
Female	Number	16	8	21	6	27	8	75	39	**201**
	Per cent	33,3	23,5	32,3	28,6	31,0	22,9	39,9	34,8	**34,1**
Total	**Number**	**48**	**34**	**65**	**21**	**87**	**35**	**188**	**112**	**590**

About two-thirds (65,8%) of persons aged 18 years and older who had a light motor vehicle or heavy motor vehicle driver's licence were male, compared to a little more than one third who were female (34,1%).

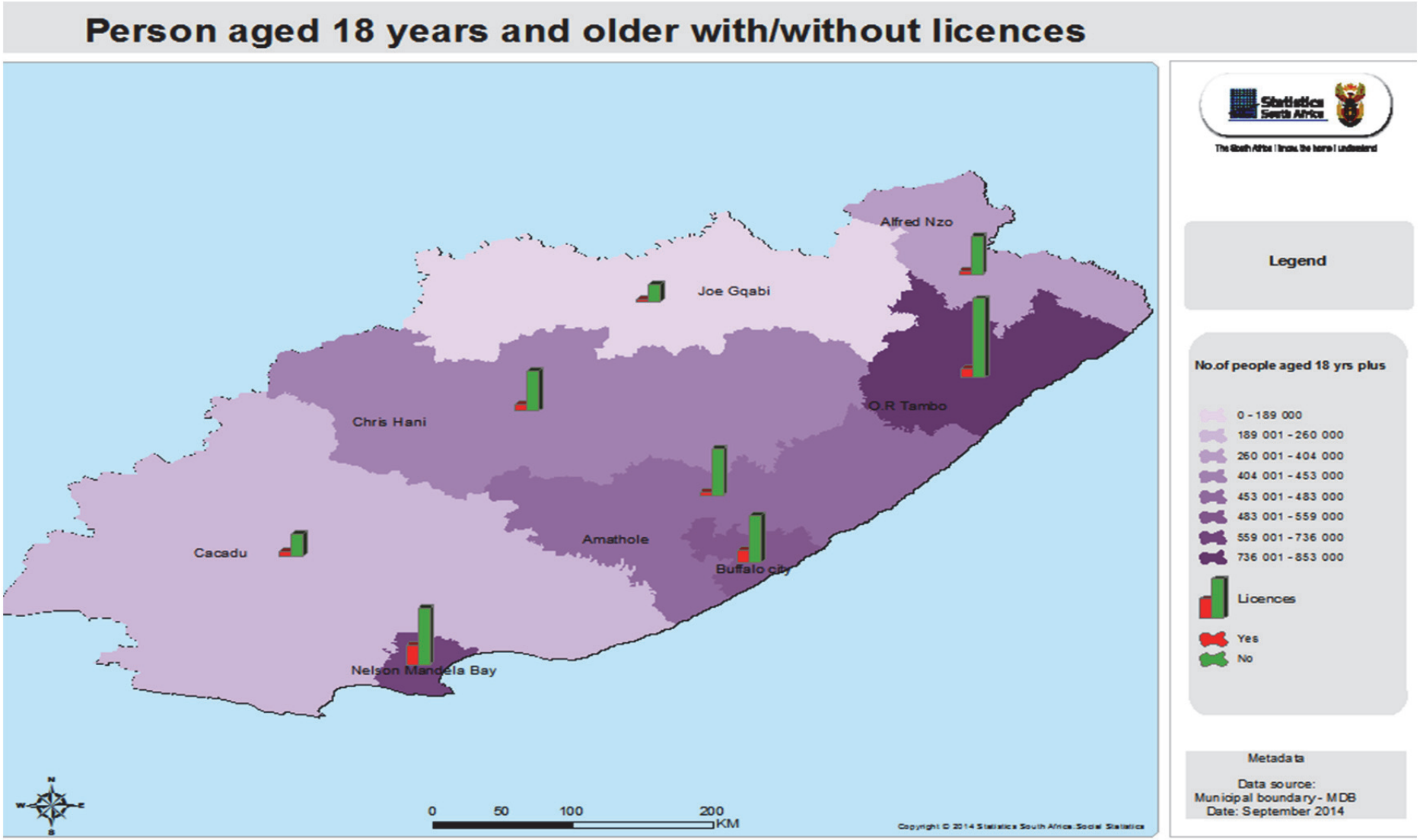
Table 8.5: Number of persons aged 18 years and older with a driver's licence (light motor and heavy motor vehicle) by population group and district municipality

Population group	Statistics (number in thousands)	District municipality								
		Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Black African	Number	11	31	51	21	87	33	43	69	**345**
	Per cent	22,9	91,2	78,5	100,0	100,0	94,3	22,9	61,6	**58,5**
Coloured	Number	11	1	1	*	*	2	43	12	**69**
	Per cent	22,9	2,9	1,5	*	*	5,7	22,9	10,7	**11,7**
Indian/Asian	Number	*	*	*	*	*	*	11	*	**13**
	Per cent	*	*	*	*	*	*	5,9	*	**2,2**
White	Number	26	2	13	*	*	*	90	31	**163**
	Per cent	54,2	5,9	20,0	*	*	*	47,9	27,7	**27,6**
Total	**Number**	**48**	**34**	**65**	**21**	**87**	**35**	**188**	**112**	**590**

*Unweighted numbers of 3 and below are too small to provide reliable estimates
Percentage calculated within district municipalities and Eastern Cape.

Table 8.5 shows that a total population of 590 000 persons of different race groups had a driver's licence. The black African population group had the largest number of persons with a driver's licence (345 000), followed by whites (163 000) and coloureds (69 000). The Indian/Asian population group recorded the smallest proportion of persons with a driver's licence, amounting to only 13 000.

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



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

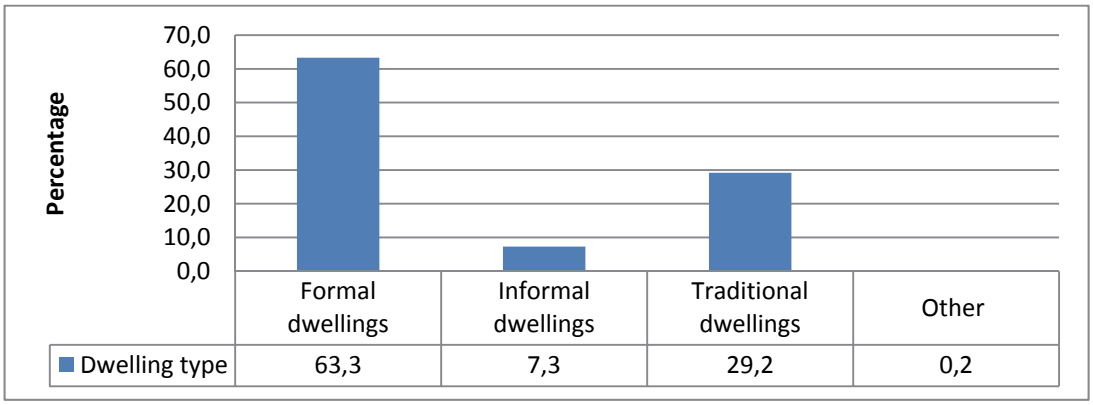
Table 9.1: Dwelling type of household, by district municipality

Dwelling type	District municipality (per cent within district municipality)								
	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Formal dwellings	91,5	48,0	58,2	81,2	47,8	31,6	90,8	70,4	63,3
Informal dwellings	6,7	2,0	2,8	8,3	1,4	0,3	8,9	26,2	7,3
Traditional dwellings	1,0	50,0	39,0	10,3	50,6	68,1	*	3,3	29,2
Other	0,8	*	*	0,2	0,2	*	0,3	0,1	0,2
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates
The totals used to calculate percentages excluded unspecified type of dwelling
Other dwelling types includes cluster houses, flat or apartments, town houses, semi-detached houses, caravan, etc

Table 9.1 reviews the living conditions of residents in Eastern Cape. Approximately 63,3% of households lived in formal dwellings, followed by those who lived in traditional dwellings (29,2%) and 7,3% who lived in informal dwellings. The vast majority of households in Cacadu DM and Nelson Mandela Bay lived in formal dwellings (91%). Slightly over a quarter (26,2%) of households in Buffalo City resided in informal dwellings. In Amatole DM (50,0%), O.R. Tambo DM (50,6%) and Alfred Nzo DM (68,1%), over a half of households were found to be traditional dwellings.

Figure 9.1: Dwelling type of household



Other dwelling types includes cluster houses, flat or apartments, town houses, semi-detached houses, caravan, etc
Percentages calculated across dwelling types

Figure 9.1 shows the dwelling type of households in the province. The results show that the majority of households in the province resided in formal dwellings (63,3%) and only a small percentage of households lived in informal dwellings (7,3%).

Table 9.2: Source of household income, by district municipality

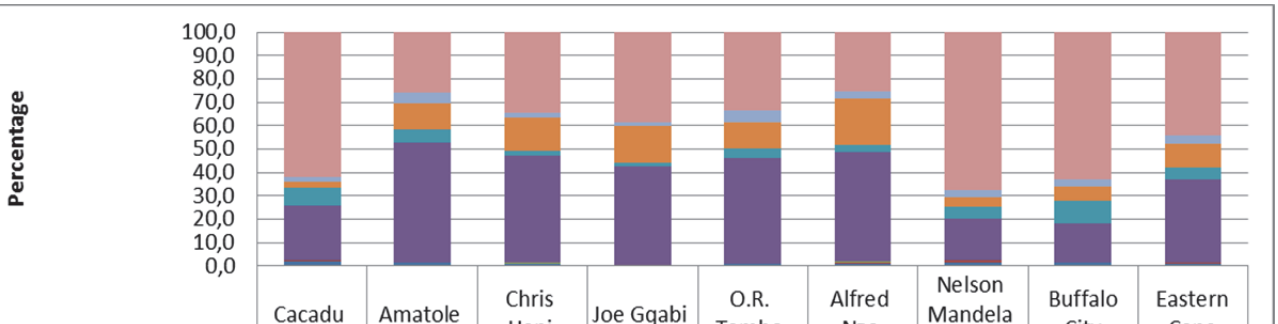
Source of household income	District municipality (per cent within income source category)								
	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Salaries\wages\commission	9,0	7,8	10,1	4,9	16,8	7,4	24,9	19,1	**100,0**
Income from a business	4,2	11,3	7,3	2,3	33,4	12,8	13,1	15,6	**100,0**
Remittances(including child maintenance)	3,6	15,3	16,2	6,7	25,7	17,9	6,8	7,8	**100,0**
Pensions	10,0	12,8	7,6	3,4	18,4	8,9	17,1	21,8	**100,0**
Grants	6,3	14,9	13,8	6,6	21,9	12,8	12,8	11,0	**100,0**
Sales of farming products and services	26,3	1,7	13,7	15,1	15,4	16,5	9,8	1,5	**100,0**
Income from UIF	21,4	3,9	6,5	*	5,9	20,3	36,5	5,5	**100,0**
Other income sources	14,1	14,5	9,9	*	15,2	5,4	18,9	21,8	**100,0**
Source of household income	**District municipality (per cent within district municipality)**								
	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Salaries\wages\commission	67,0	31,9	42,7	44,0	41,3	37,0	68,6	66,0	**50,3**
Income from a business	3,7	5,5	3,7	2,4	9,8	7,6	4,3	6,5	**6,0**
Remittances(including child maintenance)	9,2	21,6	23,6	20,6	22,1	31,0	6,5	9,6	**17,5**
Pensions	12,0	8,5	5,2	4,9	7,4	7,1	7,6	12,4	**8,2**
Grants	52,9	68,3	66,0	66,3	60,8	72,5	40,3	43,6	**57,1**
Sales of farming products and services	1,8	0,1	0,5	1,2	0,4	0,8	0,2	0,0	**0,5**
Income from UIF	1,0	0,1	0,2	*	0,1	0,7	0,7	0,1	**0,3**
Other income sources	4,0	2,3	1,6	*	1,4	1,0	2,0	2,9	**1,9**

*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' includes Rental income, interest

Table 9.2 presents information about household sources of income across and within the province. More than five in ten (57,1%) households obtained an income from grants, and 50,3% households received income from salaries. Households in Nelson Mandela Bay were more likely to receive salaries as their source of income (68,6%) than they would receive grants (40,3%). Over two-thirds of households in Alfred Nzo DM (72,5%) indicated that they received grants as their source of income and 37,0% received salaries.

Over 20% (21,9%) of households who received grants were those from O.R. Tambo DM, followed by Amatole DM (14,9%) and Chris Hani DM (13,8%). Most of the households that received an income from salaries and wages were from Nelson Mandela Bay (24,9%), Buffalo City (19,1%) and O.R. Tambo (16,8%)

Figure 9.2: Main source of household income by district municipality



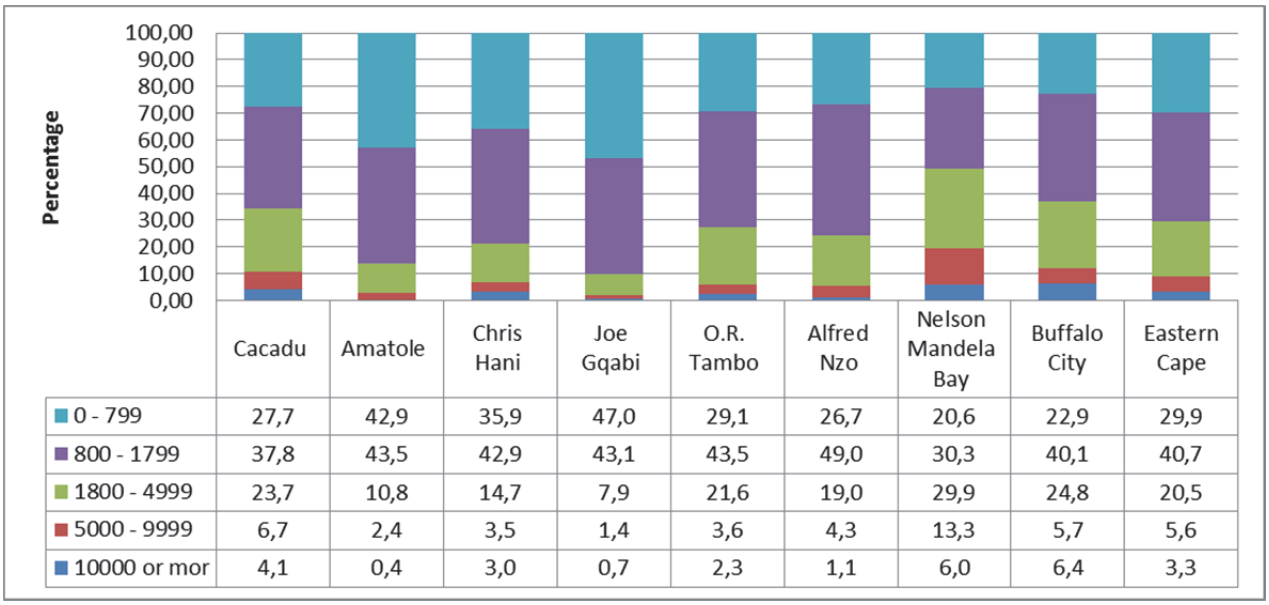
	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Salaries	62,2	25,8	34,3	38,4	33,3	25,3	67,6	63,0	44,3
Income from business	1,6	4,7	2,3	2,0	5,2	3,1	3,1	3,2	3,5
Remittances	2,7	11,2	14,2	15,5	11,4	19,8	3,9	5,7	10,1
Pension	7,5	5,7	1,9	1,6	3,9	3,2	5,4	9,9	5,0
Grants	23,3	51,3	45,8	42,0	45,5	46,8	17,6	16,5	35,5
Sales from farming	0,4	0,1	0,4	0,6	0,0	0,2	0,3	0,0	0,2
UIF	0,3	0,1	0,0	0,0	0,1	0,7	0,7	0,1	0,3
Other sources	1,9	1,2	1,1	0,0	0,6	0,9	1,5	1,4	1,1

Percentages were calculated within district municipalities
'Other income sources' includes Rental income, interest

Figure 9.2 demonstrates households' main source of income received by municipalities. Slightly above 50% (51,3%) of households in Amatole DM and approximately 40% of households in Chris Hani DM, Joe Gqabi DM, O.R. Tambo DM and Alfred Nzo DM relied on social grants as their main source of income.

More than six in ten (68%) households in Nelson Mandela Bay received salaries as their main source of income, whilst almost 20% of households in Alfred Nzo DM indicated that remittances were their main source of income. Only 3,5% of the households in Eastern Cape received an income from business.

Figure 9.3: Monthly household expenditure, by district municipality



	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
0 - 799	27,7	42,9	35,9	47,0	29,1	26,7	20,6	22,9	29,9
800 - 1799	37,8	43,5	42,9	43,1	43,5	49,0	30,3	40,1	40,7
1800 - 4999	23,7	10,8	14,7	7,9	21,6	19,0	29,9	24,8	20,5
5000 - 9999	6,7	2,4	3,5	1,4	3,6	4,3	13,3	5,7	5,6
10000 or mor	4,1	0,4	3,0	0,7	2,3	1,1	6,0	6,4	3,3

Percentages were calculated within district municipalities.

Figure 9.3 displays the monthly household expenditure. A large proportion of households (40,7%) monthly expenditure in the province was between R800 and R1 799, followed by R799 or less category (29,9%) and between R1 800 and R4 999 (20,5%). Only a small percentage of households spent more than R10 000 a month (3,3%).

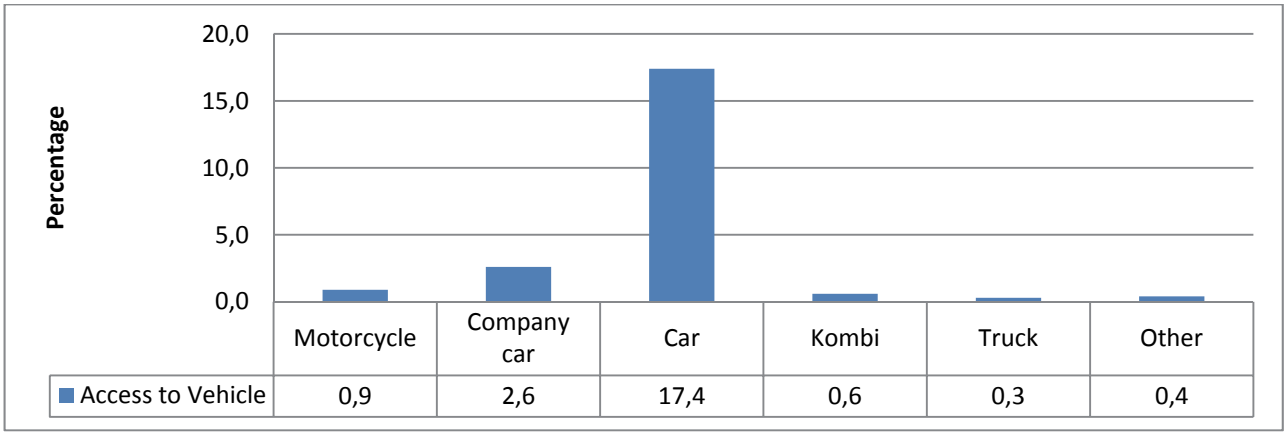
Alfred Nzo DM had the highest percentage (49%) of household monthly expenditure in the category between R800 and R1 799. Almost a quarter (24,8%) of the households in Buffalo City had monthly expenditures between R1 800 and R4 999. Only 13, 3% of household in Nelson Mandela Bay spent more than R5 000.

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

District municipality	Number of bicycles (per cent across district municipality, within EC)				
	0		1 plus		
	Number ('000)	Per cent	Number ('000)	Per cent	Number ('000)
Cacadu	107	6,6	5	12,2	**112**
Amatole	204	12,6	1	2,4	**205**
Chris Hani	191	11,8	7	17,1	**198**
Joe Gqabi	89	5,5	4	9,5	**93**
O.R. Tambo	336	20,8	4	9,8	**340**
Alfred Nzo	162	10,0	4	10,3	**166**
Nelson Mandela Bay	294	18,2	6	15,1	**300**
Buffalo City	232	14,4	10	23,6	**242**
Eastern Cape	**1 615**	**100,0**	**41**	**100,0**	**1 656**

Table 9.3 illustrates the number of bicycles in working order owned by households. About 41 000 households owned more than one bicycle in the province. Households in Buffalo City possessed more bicycles than other municipalities (23,6%). Coming in at second and third place are households in Chris Hani DM (17,1%) and Nelson Mandela Bay (15,1%) who owned more than one working bicycle. Amatole DM had the lowest percentage of households who possessed bicycles in working order (2,4%).

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



According to Figure 9.4, 17,4% of households in Eastern Cape reported having access to or owning a car. A further 2,6% had access to a company car. Less than one per cent of households owned or had access to trucks, kombis and/or motorcycles.

Table 9.4: Households who own and use at least one type of vehicle in Eastern Cape

	Type of vehicle (per cent across province, within EC)						
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**
Cacadu	14,5	13,2	9,5	14,1	9,8	*	29,3
Amatole	4,8	3,8	5,2	9,8	6,8	4,6	*
Chris Hani	16,4	9,8	10,8	7,6	10,4	30,4	10,9
Joe Gqabi	*	0,5	2,4	0,9	3,7	*	4,6
O.R. Tambo	11,9	22,2	13,3	29,7	4,7	5,2	42,0
Alfred Nzo	6,0	2,5	5,4	20,3	4,6	14,9	9,0
Nelson Mandela Bay	26,2	30,4	35,3	11,2	30,6	29,9	4,2
Buffalo City	20,1	17,7	18,0	6,5	29,4	15,0	*
Eastern Cape	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
	Type of vehicle owned (per cent within EC)						
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**
Cacadu	1,9	5,1	24,5	11,0	0,8	*	1,3
Amatole	0,3	0,8	7,3	4,1	0,3	0,1	*
Chris Hani	1,2	2,2	15,8	3,3	0,5	0,9	0,2
Joe Gqabi	*.	0,2	7,5	0,8	0,4	*	0,2
O.R. Tambo	0,5	2,8	11,2	7,5	0,1	0,1	0,6
Alfred Nzo	0,5	0,6	9,3	10,5	0,3	0,5	0,3
Nelson Mandela Bay	1,3	4,4	33,9	3,2	1,0	0,6	0,1
Buffalo City	1,2	3,2	21,5	2,3	1,2	0,4	*
Eastern Cape	**0,9**	**2,6**	**17,4**	**5,2**	**0,6**	**0,3**	**0,4**

*Unweighted numbers of 3 and below are too small to provide reliable estimates
'Other' includes Animal-drawn transport, bicycle, etc.

Table 9.4 provides the vehicle ownership status of households with percentages across Eastern Cape as well as within each district municipality. In the province, Nelson Mandela Bay had the largest proportion of households who owned different types of vehicles (except cars of relatives and friends, trucks and 'other' forms of transport). On the other hand, Joe Gqabi DM reported the smallest proportion of households who owed different types of vehicles (except 'other' forms of transport).

Household cars/bakkies/station wagons are most likely to be owned by households in Nelson Mandela Bay (33,9%), Buffalo City (21,5%) Chris Hani (15,8%) and O.R. Tambo DM (11,2%). Trucks were the least likely vehicles to be owned by a household.

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

Section 7 in the questionnaire explores the transport modes as well as the time (in minutes) it takes to reach key services and facilities. The findings of this section are summarised in Tables 9.5 and 9.6.

Table 9.5: Household travel time to services and facilities

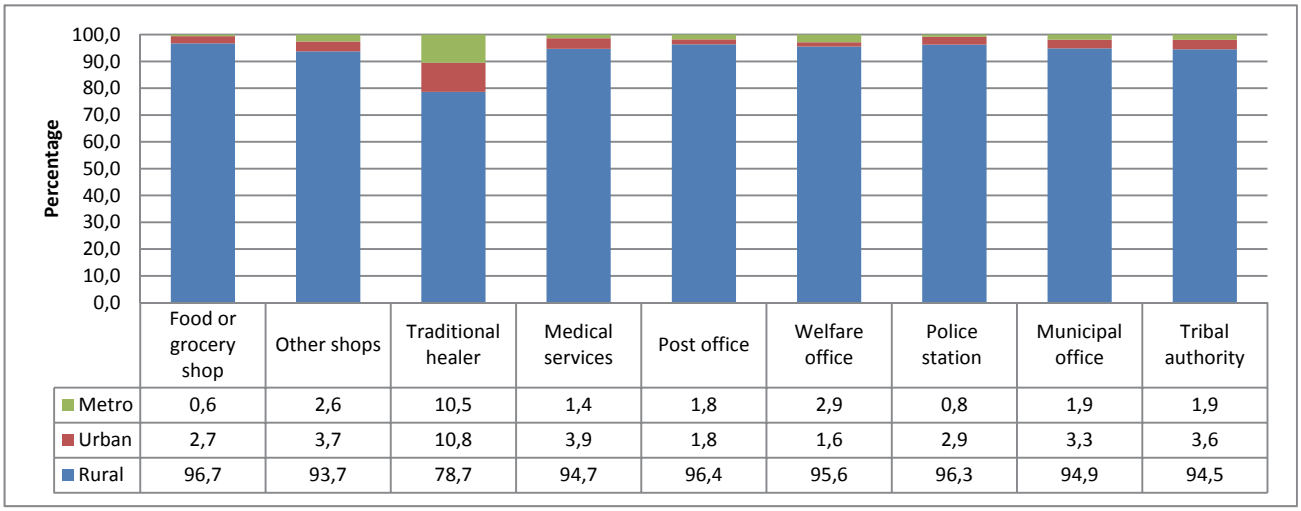
	Travel time (per cent of households within facility category)				
Facility	**1–15 min.**	**16–30 min.**	**31–60 min.**	**>60 min.**	**Total**
Food or grocery shops	32,8	36,3	20,4	10,5	**100,0**
Other shops	69,3	20,5	6,9	3,3	**100,0**
Traditional healer	30,8	35,9	20,1	13,1	**100,0**
Church	54,3	32,4	10,2	3,1	**100,0**
Medical service	35,7	36,4	18,9	9,1	**100,0**
Post office	34,6	35,9	19,5	10,0	**100,0**
Welfare office	16,9	27,0	16,7	39,4	**100,0**
Police station	32,4	36,3	21,3	10,0	**100,0**
Municipal office	30,4	37,8	21,2	10,6	**100,0**
Tribal authority	40,8	33,9	16,6	8,7	**100,0**
Financial services/Banks	31,4	36,4	21,1	11,1	**100,0**

The totals used to calculate percentages excluded unspecified travel time

Over two-thirds (69,3%) of households travelled up to 15 minutes to shops. Moreover, more than two out of ten households travelled between 16 and 30 minutes to services or facilities such as food or grocery shops, traditional healers, church and medical services, to mention a few.

Slightly over 20% of households travelled between 31 and 60 minutes to the police station, municipal offices and/or financial services. Almost 40% of households in the province travelled for more than an hour to welfare offices.

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



	Food or grocery shop	Other shops	Traditional healer	Medical services	Post office	Welfare office	Police station	Municipal office	Tribal authority
Metro	0,6	2,6	10,5	1,4	1,8	2,9	0,8	1,9	1,9
Urban	2,7	3,7	10,8	3,9	1,8	1,6	2,9	3,3	3,6
Rural	96,7	93,7	78,7	94,7	96,4	95,6	96,3	94,9	94,5

Percentages were calculated across geographical locations

A vast majority of households in rural areas travelled for more than 60 minutes to reach selected services or facilities. On the other hand, households in metropolitan and urban areas were less likely to travel more than 60 minutes. More than 96% of households in rural areas travelled for more than 60 minutes to access services such as food or grocery shops, the post office and/or the police station. Households in metropolitan (1,4%) and urban (3,9%) areas had the lowest percentage of travelling time to medical services compared to rural areas (94,7%).

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

Mode	Service/facility (per cent within service facility category)										
	Food or grocery shops	Other shops	Traditional healer	Church	Medical service	Post office	Welfare office	Police station	Municipal office	Tribal authority	Financial services/ banks
Walk	16,5	66,1	8,8	57,3	32,3	17,7	10,9	18,7	13,3	32,6	12,0
Bus	2,8	0,8	0,2	0,2	1,7	1,5	2,0	1,8	1,7	0,4	2,4
Minibus taxi	61,8	18,8	4,6	14,5	44,3	42,2	49,8	45,4	47,0	6,8	61,8
Car/bakkie/ minibus (private)	17,6	10,4	0,8	12,5	16,0	13,9	9,2	12,4	13,2	1,3	17,1
Do not need to get there	0,6	3,2	85,0	15,1	5,1	23,9	27,5	21,0	24,1	58,3	5,9
Other	0,7	0,6	0,5	0,4	0,5	0,7	0,4	0,8	0,7	0,5	0,7
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Totals exclude unspecified cases
Other modes include train, bus, metered taxi, truck, tractor, bicycle, etc

Table 9.6 summarises the mode of travel used to access services and public facilities in the province. Generally, households in the province used minibus taxis to access services and facilities. Sixty-two per cent of households used minibus taxis to access food or grocery shops and financial services/banks. More than six in ten households who went to other shops (66,1%) walked all the way to reach the place, whilst more than a half of churchgoers indicated that they walked all the way to church (57,3%).

Buses and 'other' forms of travel modes seemed to be the least mode of transport used. Almost eighteen per cent of households who went to grocery shops used cars/bakkies/minibuses (private) as their mode of travel (17,6%).

9.4 Attitudes and perceptions about transport

The household section of the questionnaire dealt extensively with perceptions around transport and transport related problems. These are summarised in Table 9.7. Additional questions that ask households about the factors that influence their choice of mode of travel were also included, and are covered in Table 9.8 and Table 9.9. In Table 9.10, the two main modes of travel for households are summarised.

Table 9.7: Most important transport related problems experienced by households, in Eastern Cape

Transport related problems	District municipality (per cent of problems within EC)								
	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
General problems									
No transport problems	12,5	2,4	7,7	17,7	4,6	4,6	21,7	14,3	**9,9**
Poor condition of roads	22,3	29,5	28,3	23,2	35,9	35,2	5,6	25,0	**26,3**
Rude drivers	2,8	3,4	3,6	5,7	2,1	2,2	8,8	6,9	**4,4**
Overload	3,9	7,7	6,6	4,9	12,4	20,6	7,2	2,9	**8,9**
Congestion	0,5	0,8	1,0	0,7	3,2	0,6	2,5	2,7	**1,8**
Crime	2,1	0,8	0,4	*	1,1	0,2	4,3	0,7	**1,3**
Toll fees	*	0,2	0,1	*	*	*	0,2	*	**0,1**
Parking	0,4	*	0,4	*	0,3	0,1	0,7	0,1	**0,3**
Other	3,4	1,1	2,8	1,1	1,8	1,3	0,6	1,3	**1,6**
Taxi									
Taxis too expensive	20,3	10,1	17,4	16,0	6,5	7,6	7,2	11,4	**10,5**
Reckless driving by taxi drivers	3,9	0,7	3,3	1,4	3,5	1,7	12,6	6,4	**4,7**
No taxis at specific times, e.g. late at night	4,1	6,4	4,5	24,5	1,2	2,6	2,4	6,6	**4,8**
Taxis too far	4,0	2,3	3,0	1,4	6,4	2,4	3,7	3,8	**3,8**
No taxis available	5,0	4,7	5,6	2,6	2,2	1,3	0,5	1,1	**2,6**
Bus									
No buses available	12,5	22,5	11,8	0,3	15,1	11,3	3,0	8,4	**11,6**
No buses at specific times, e.g. late at night	0,3	3,1	1,5	0,3	2,0	4,8	7,0	0,9	**2,9**
Buses too far	*	0,9	1,4	*	0,6	1,5	4,3	0,6	**1,4**
Buses too expensive	0,2	0,1	0,1	*	*	0,9	1,5	0,2	**0,4**
Reckless driving by bus drivers	0,2	0,3	0,5	0,3	0,4	0,5	1,6	0,4	**0,6**
Train									
No trains available	1,3	2,2	*	*	0,0	0,4	1,1	2,7	**1,0**
Trains are not reliable	*	0,0	*	*	0,1	*	0,2	0,9	**0,2**
Trains too far	*	0,2	*	*	*	0,1	2,6	1,4	**0,6**
No trains at specific times, e.g. late at night	0,1	0,2	0,1	*	0,2	*	0,2	0,7	**0,2**
Trains too expensive	0,1	0,3	*	*	0,4	0,2	0,3	0,3	**0,3**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates
'Other' includes rude drivers
Percentages were calculated within district municipalities and Eastern Cape

Table 9.7 presents the most important transport related problems experienced by households. It should be noted that the question format enabled households to list two problems in their responses. During analysis, all problems mentioned were combined into one dataset, and the percentages in the table above were calculated using the total number of problems mentioned as the divisor.

The most important cited problem provincially was the poor condition of the roads (26,3%). A large percentage of households in O.R. Tambo DM (35,9%), Alfred Nzo DM (35,2%) and Amatole DM (29,5%) complained about poor road conditions as their problem.

Taxis being too expensive (10,5%) was also mentioned as one of the transport related problems. Households in Cacadu DM complained mostly about taxis being too expensive (20,3%), while almost thirteen per cent (12,6%) of households in Nelson Mandela Bay stated that reckless driving by taxi drivers was their main transport related problem.

Non-availability of buses was the most common problem in Amatole DM (22,5%) compared to other municipalities. Problems such as buses too far (1,4%), reckless driving (0,6%) and buses too expensive (0,4%) were the least problems that household faced. Households did not complain much about trains as only a small percentage of households used this mode of travel in the province. Less than ten per cent (9,9%) of households indicated that they had no transport problems.

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 district municipality)								
	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Travel time	9,9	29,8	20,8	81,3	33,9	46,5	19,8	28,0	**30,7**
Travel cost	46,2	23,7	19,2	13,5	23,2	37,3	21,6	26,1	**25,4**
Flexibility	7,8	1,6	16,8	2,0	5,1	3,3	12,2	10,2	**7,9**
Safety from accidents	15,8	17,5	8,1	.	7,0	2,2	18,0	13,6	**11,1**
Comfort	9,2	16,5	16,1	0,3	5,7	1,8	11,6	9,6	**9,5**
Reliability	2,4	2,2	5,0	0,2	3,2	0,4	1,4	1,5	**2,2**
Distance from home to transport	2,9	4,1	4,4	1,9	8,0	4,8	2,5	5,8	**4,8**
Security from crime	2,1	0,6	1,5	.	0,9	0,7	9,0	1,9	**2,6**
Driver's attitude	1,1	2,2	2,8	0,5	3,3	0,8	3,7	2,4	**2,5**
Timetable not available/ information inaccurate	*	0,6	0,8	*	0,4	1,0	*	0,1	**0,4**
Other	2,6	1,2	4,5	0,3	9,2	1,0	0,3	0,7	**3,0**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

According to Table 9.8, provincially, travel times were the dominant factor that influenced the household's choice regarding their mode of travel (30,7%). The other factors that influenced modal choice were the cost of travel (25,4%) and safety from accidents (11,1%). Approximately 81,3% of households in Joe Gqabi DM cited that travel time was the main factor influencing their modal choice, while reliability (0,2%) and comfort (0,3%) appeared to be the least important factors.

In Cacadu DM (46,2%) and Alfred Nzo DM (37,3%), travel cost was cited as the predominant factor that influenced their choice regarding mode of travel. Nelson Mandela Bay (18,0%) and Amatole DM (17,5%) had almost the same percentage of households who mentioned that safety from accidents was the most important factor influencing their choice of mode of travel.

Other factors that influenced the households' choice of mode of travel in the province included:

- Comfort (9,5%)
- Distance from home to transport (4,8%)
- Security from crime (2,6%)
- Driver's attitude (2,5%)
- Reliability (2,2%)

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

District municipality	Factors prioritised	% of households within province
Cacadu	Travel cost	46,2
	Safety from accidents	15,8
	Travel time	9,9
Amatole	Travel time	29,8
	Travel cost	23,7
	Safety from accidents	17,5
Chris Hani	Travel time	20,8
	Travel cost	19,2
	Flexibility	16,8
Joe Gqabi	Travel time	81,3
	Travel cost	13,5
	Flexibility	2,0
O.R. Tambo	Travel time	33,9
	Travel cost	23,2
	Distance from home to transport	8,0
Alfred Nzo	Travel time	46,5
	Travel cost	37,3
	Distance from home to transport	4,8
Nelson Mandela Bay	Travel cost	21,6
	Travel time	19,8
	Safety from accidents	18,0
Buffalo City	Travel time	28,0
	Travel cost	26,1
	Safety from accidents	13,6
Eastern Cape	**Travel time**	**30,7**
	Travel cost	**25,4**
	Safety from accidents	**11,1**
Geographic location		
Metro	Travel time	23,7
	Travel cost	22,6
	Safety from accidents	16,1
Urban	Travel time	29,4
	Travel cost	26,4
	Comfort	11,0
Rural	Travel time	35,7
	Travel cost	26,7
	Safety from accidents	8,5

Table 9.9 summarises the three most important factors influencing the household's choice of mode of travel. Provincially, the main factors to be considered when travelling were the travel time, travel cost and safety from accidents .The same pattern also emerged in metro and rural areas. However, in urban areas, households specified travel time, travel cost and comfort as important factors.

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

Mode of travel	District municipality (per cent within district municipality)								
	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Train	0,4	1,0	1,0	0,2	0,3	0,4	0,9	5,6	**1,4**
Bus	0,5	5,4	6,5	2,4	5,2	17,4	9,1	2,2	**6,5**
Taxi	32,4	19,0	28,3	44,4	39,1	18,5	38,1	55,2	**35,0**
Car/bakkie/truck driver	13,5	2,4	6,4	2,0	4,9	2,6	18,8	10,2	**8,1**
Car/bakkie/truck passenger	13,3	6,2	8,5	1,4	4,5	6,0	11,8	6,8	**7,4**
Bakkie taxi/tambai	0,8	26,8	16,6	0,4	20,8	27,2	0,3	0,1	**12,7**
Walk all the way	37,4	38,0	32,1	48,7	22,8	27,7	19,1	19,8	**27,7**
Other	1,7	1,1	0,7	0,5	2,4	0,2	1,9	0,1	**1,2**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

'Other' includes motorcycle/scooter, bicycle, animal transport, etc.

Table 9.10 shows that, provincially, the main mode of travel was taxis (35,0%), followed by walking all the way (27,7%), bakkie taxis/tambais (12,7%) and cars/bakkies/trucks as the driver (8,1%). Cars/bakkies/trucks as the passenger (7,4%) were also cited as a preferred main mode of travel.

Almost half (48,7%) of the households in Joe Gqabi DM walked all the way to reach their destinations, while 44,4% of households used taxis as their main mode of travel. Nelson Mandela Bay had a high percentage of travellers who used a car/bakkie/truck as the driver (18,8%), followed by Cacadu DM (13,5%).

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 in Eastern Cape

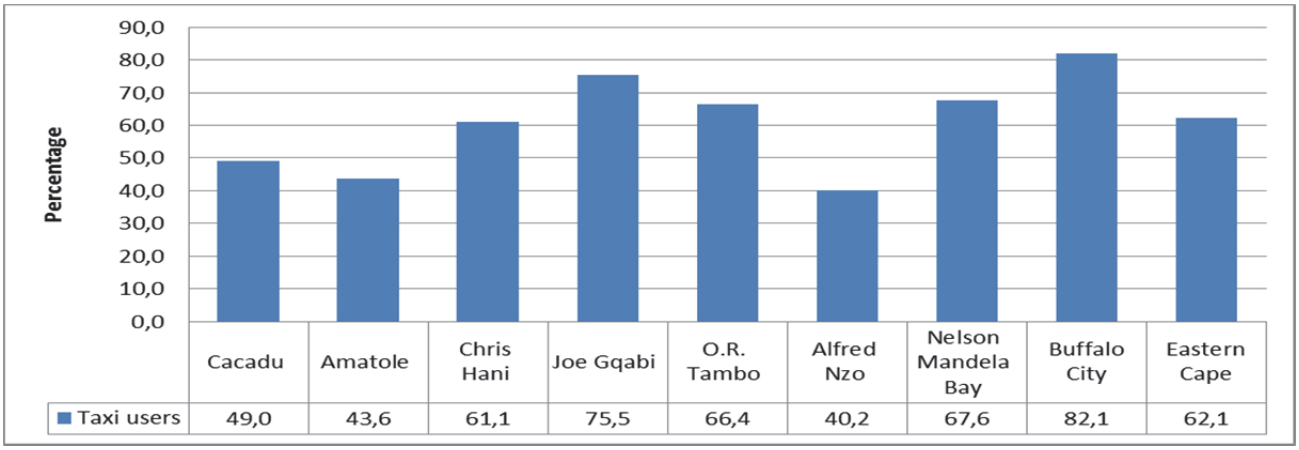
Location	Mode of travel (per cent within province)		
	Taxis	Buses	Trains
District municipality			
Cacadu	49,0	2,7	0,5
Amatole	43,6	13,4	0,5
Chris Hani	61,1	11,1	1,2
Joe Gqabi	75,5	6,6	1,5
O.R. Tambo	66,4	7,9	0,1
Alfred Nzo	40,2	30,2	0,6
Nelson Mandela Bay	67,6	19,9	2,4
Buffalo City	82,1	5,0	10,3
Eastern Cape	**62,1**	**12,5**	**2,3**
Geographic region			
Metropolitan	73.79	13.80	5,7
Urban	60.49	3.80	0,8
Rural	55.54	15.51	0,9
Reasons for non-use of service by non-users			
Not available	35,8	48,7	57,5
Service related reasons	19,3	22,4	17,3
Other reasons	44,9	28,9	25,3

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, while train transport was the mode of travel least used. Approximately 62,1% of households used taxis to travel and almost thirteen per cent (12,5%) of households used buses as their mode of travel. Only a small percentage of households used trains as their main mode of transport (2,3%). Households in Buffalo City (82,1%) and Joe Gqabi DM (75,5%) had the highest percentage of taxi usage as their mode of travel.

Almost twenty per cent (19,9%) of households in Nelson Mandela Bay and slightly above thirteen per cent (13,4%) of households in Amatole DM indicated that they used buses as their mode of travel. The report shows that the reason for not using train transport was its availability in the municipalities (57,5%).

9.6 Use of minibus taxis

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



Sixty-two per cent of households in the province stated that they had used minibus taxis during the month preceding the survey. Buffalo City had the highest proportion of households who used minibus taxis (82,1%), followed by Joe Gqabi DM (75,5%) and Nelson Mandela Bay (67,6%). On the other hand, households in Alfred Nzo DM were less likely to use minibus taxis to travel (40,2%).

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

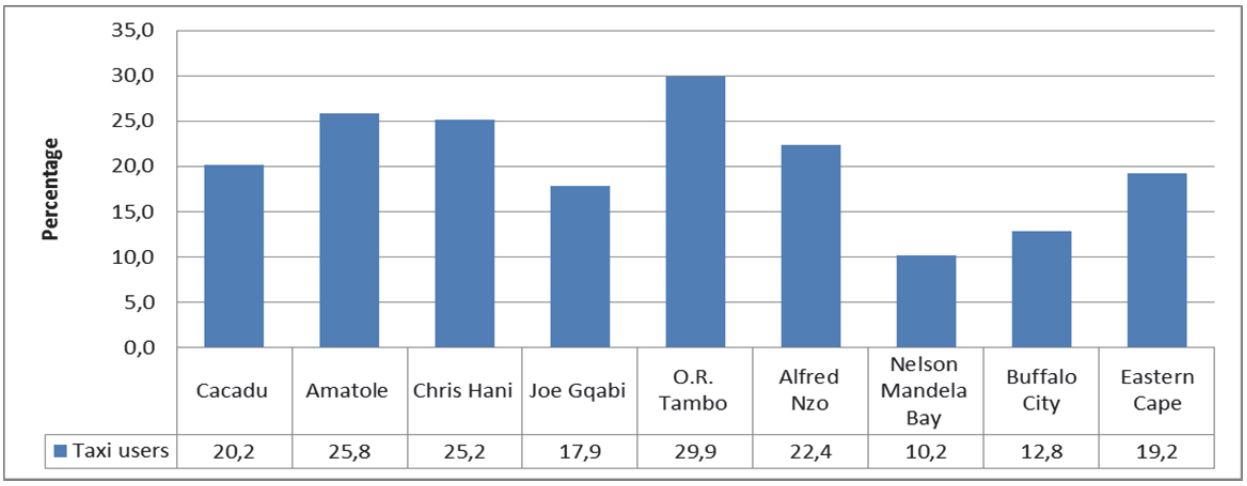
	Time category (per cent within district municipality)			
District municipality	**1–15 min.**	**16–30 min.**	**31 min. and more**	**Total**
Cacadu	79,8	15,8	4,4	**100,0**
Amatole	74,2	17,9	7,9	**100,0**
Chris Hani	74,8	18,0	7,1	**100,0**
Joe Gqabi	82,1	16,7	1,2	**100,0**
O.R. Tambo	70,1	23,4	6,5	**100,0**
Alfred Nzo	77,6	18,4	4,0	**100,0**
Nelson Mandela Bay	89,8	9,2	1,0	**100,0**
Buffalo City	87,2	11,8	0,9	**100,0**
Eastern Cape	**80,8**	**15,6**	**3,7**	**100,0**
Geographic location				
Metropolitan	89,7	9,4	0,9	**100,0**
Urban	85,5	13,0	1,6	**100,0**
Rural	70,3	22,5	7,2	**100,0**

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

Table 9.12 depicts the amount of time taken to walk to the nearest taxi rank/route station. The majority of households in the province walked up to 15 minutes to the nearest taxi rank/route station (80,8%). Only a few households indicated that they walked for more than 30 minutes to the nearest taxi rank/route station (3,7%). In terms of geographical location, the same pattern emerged: most of the households (metro, urban and rural) walked up to 15 minutes to the nearest taxi rank/route station. Almost ninety per cent of households in Nelson Mandela Bay (89,8%), Buffalo City (87,2%) and Joe Gqabi DM (82,1%) walked up to 15 minutes to the nearest taxi rank/route station.

Slightly more than 23% of households in O.R. Tambo DM cited that they walked between 15 and 30 minutes to the nearest taxi rank/route station. Amatole DM showed a very significant percentage of households who said that they walked for more than 30 minutes to the nearest taxi rank/route station (7,9%).

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 station by district municipality



According to Figure 9.7, almost twenty per cent (19,2%) of households in the province who used taxis as their mode of transport, walked for more than 15 minutes to reach their nearest taxi rank/route station. O.R. Tambo DM had the highest percentage of households who walked for more than 15 minutes to the nearest taxi rank/route station when compared to other municipalities (29,9%).

Table 9.13: Reasons for not having used a minibus taxi in the calendar month preceding the survey in Eastern Cape

Reasons	District municipality (per cent within district municipality, all reasons combined)								
	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Not available	20,5	42,2	41,7	10,3	61,1	59,6	1,0	2,0	**35,8**
Prefer train	*	0,1	0,1	*	*	0,2	0,5	0,4	**0,2**
Prefer bus	*	4,8	1,6	5,5	1,9	5,2	3,3	*	**3,1**
Prefer private transport	29,2	3,3	23,8	12,1	1,6	5,9	63,3	42,6	**19,5**
Can walk	8,9	14,6	9,9	33,0	4,3	4,8	6,5	10,9	**9,8**
Don't travel much	12,2	16,2	5,0	19,5	7,6	5,2	9,0	13,8	**10,7**
Reasons relating to service attributes	27,3	17,8	17,6	7,8	19,9	18,1	15,7	29,7	**19,3**
Other reasons	1,8	1,0	0,3	11,7	3,6	1,0	0,8	0,5	**1,6**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates
'Other reasons' includes too many accidents, taxis too expensive, drivers drive recklessly, etc.

The main reason that was given by households in the province for not using minibus taxis was their availability, as shown in Table 9.13. Preferred private transport (19,5%), and reasons relating to service attributes (19,3%) were also cited as reasons for not having used minibus taxis in the calendar month preceding the survey.

In O.R. Tambo DM (61,1%) and Alfred Nzo DM (59,6%), households indicated that the main reason for not using minibus taxis was their non-availability. Approximately 63,3% of households in Nelson Mandela Bay preferred using their private transport instead of minibus taxis. Almost thirty per cent of households in Cacadu DM (27,3%) and Buffalo City (29,7%) cited reasons relating to service attributes as motivation for not using minibus taxis.

Table 9.14: Dissatisfaction levels with minibus taxi services in Eastern Cape

Attributes of the minibus taxi services	District municipality (per cent across district municipality, within EC)								
	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
The distance between the taxi rank/ route and your home	5,0	11,8	9,7	4,1	29,9	6,0	18,9	14,6	**100,0**
The travel time by taxi	7,9	13,4	11,6	6,0	30,7	3,4	11,0	16,0	**100,0**
Security on the walk to/from the taxi rank	3,4	9,8	9,3	2,1	23,2	3,9	30,5	17,7	**100,0**
Security at the taxi ranks	3,2	9,8	8,3	3,3	21,7	4,1	31,3	18,3	**100,0**
Security on the taxis	3,6	10,1	9,8	2,7	23,7	2,7	31,9	15,5	**100,0**
The level of crowding in the taxis	4,2	9,4	10,1	4,7	30,2	5,4	24,2	11,9	**100,0**
Safety from accidents	3,1	7,4	8,7	3,4	25,6	4,0	31,5	16,5	**100,0**
The frequency of taxis during peak period	4,8	10,7	14,2	5,0	27,2	3,8	16,9	17,2	**100,0**
The frequency of taxis during off-peak period	4,8	11,8	14,2	5,6	27,7	4,6	13,6	17,6	**100,0**
The waiting time for taxis	6,3	14,3	11,8	11,2	22,9	4,5	10,7	18,3	**100,0**
The taxi fares	5,5	11,9	14,7	5,2	21,2	6,9	17,7	16,9	**100,0**
The facilities at the taxi ranks, e.g. toilets, offices	3,4	8,9	10,7	6,5	23,3	6,9	22,4	17,8	**100,0**
Roadworthiness of taxis	5,6	9,4	11,4	7,8	29,0	1,9	18,6	16,4	**100,0**
Behaviour of the taxi drivers towards passengers	4,1	8,2	9,3	4,7	24,9	2,5	27,8	18,6	**100,0**
The taxi service overall	4,8	11,1	9,7	8,3	26,9	1,7	20,6	16,9	**100,0**
Attributes of the minibus taxi services	**District municipality (per cent across district municipality, within EC)**								
	Cacadu	**Amatole**	**Chris Hani**	**Joe Gqabi**	**O.R. Tambo**	**Alfred Nzo**	**Nelson Mandela Bay**	**Buffalo City**	**Eastern Cape**
The distance between the taxi rank/ route and your home	30,9	43,8	24,2	17,4	39,7	26,9	27,6	21,8	**29,4**
The travel time by taxi	33,7	34,8	22,6	19,6	31,6	12,0	12,4	18,7	**22,6**
Security on the walk to/from the taxi rank	24,7	43,9	34,6	10,5	47,3	21,0	53,6	31,2	**37,8**
Security at the taxi ranks	22,6	49,4	30,6	16,1	44,2	21,0	53,4	31,1	**37,4**
Security on the taxis	19,4	35,9	29,1	10,8	38,5	11,4	44,3	21,7	**29,9**
The level of crowding in the taxis	35,0	47,3	38,5	29,7	60,4	36,9	53,7	26,8	**43,9**

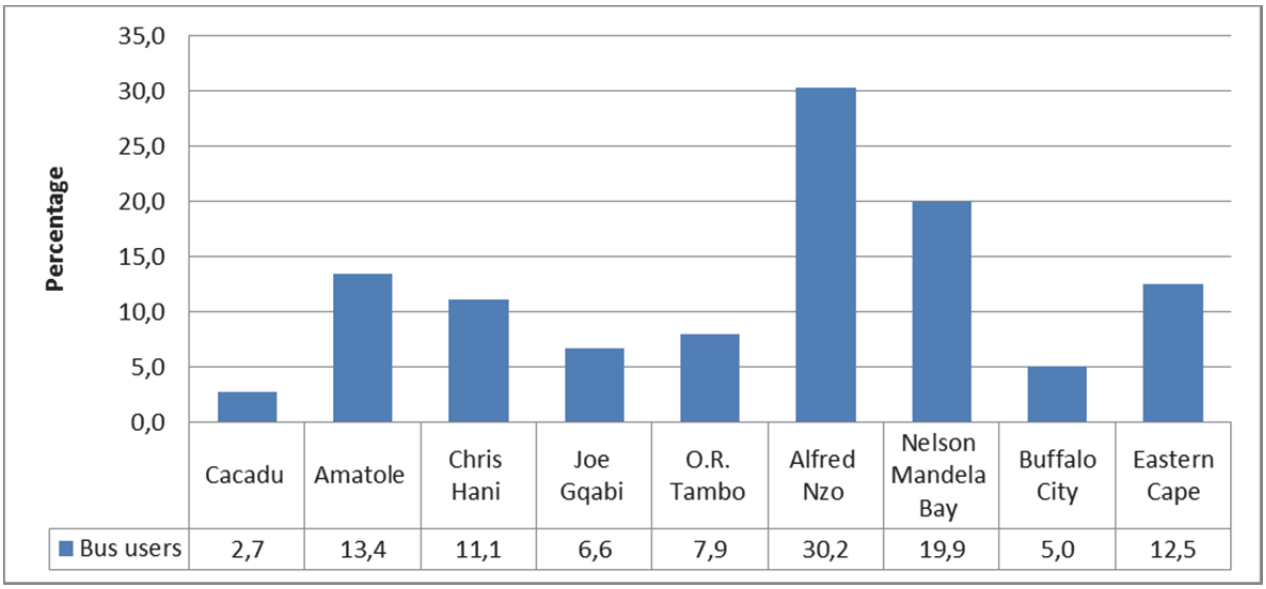
Safety from accidents	28,1	41,0	35,8	23,4	55,4	29,8	76,9	40,8	**48,0**
The frequency of taxis during peak period	35,0	39,5	39,3	22,9	38,7	18,8	26,7	28,8	**31,9**
The frequency of taxis during off-peak period	35,3	44,9	40,7	26,4	40,6	23,3	21,9	30,3	**32,8**
The waiting time for taxis	46,4	65,3	39,8	63,9	40,8	27,7	21,1	37,2	**39,2**
The taxi fares	55,6	75,5	69,0	41,1	52,7	58,1	48,1	47,6	**54,3**
The facilities at the taxi ranks, e.g. toilets, offices	39,4	72,7	59,2	51,4	67,7	60,2	61,3	51,4	**59,2**
Roadworthiness of taxis	47,3	49,7	44,1	51,6	61,9	13,3	42,6	38,6	**45,7**
Behaviour of the taxi drivers towards passengers	34,3	43,4	32,0	27,4	49,8	16,0	57,3	39,1	**41,9**
The taxi service overall	36,5	52,0	37,1	49,6	50,4	11,1	42,4	35,8	**41,3**

The most significant reasons for the high level of dissatisfaction among minibus taxi users were facilities at the taxi rank (59,2%), taxi fares (54,3%) and safety from accidents (48,0%). Amatole DM had a large percentage of taxi users, who were dissatisfied with taxi fares (75,5%) and facilities at the taxi rank (72,7%). Safety from accidents was the main concern in the Nelson Mandela Bay (76,9%).

Roadworthiness of taxis (61,9%) and the level of crowding (60,4%) in O.R. Tambo DM showed a high level of concern. Amatole DM (65,3%) and Joe Gqabi DM (63,9%) were mostly dissatisfied with the waiting time for taxis.

9.7 Use of buses

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



Approximately 12,5% of households in Eastern Cape used buses as their mode of travel. Alfred Nzo DM, Nelson Mandela Bay and Chris Hani showed a high percentage of households who used buses as their mode of transport. Cacadu DM recorded the smallest percentage of households who used buses as their mode of travel (2,7%).

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**
Cacadu	44,7	12,7	42,7	**100,0**
Amatole	65,1	18,5	16,5	**100,0**
Chris Hani	72,8	22,5	4,7	**100,0**
Joe Gqabi	49,1	50,9	*	**100,0**
O.R. Tambo	71,5	15,3	13,2	**100,0**
Alfred Nzo	84,1	13,1	2,8	**100,0**
Nelson Mandela Bay	85,4	13,5	1,1	**100,0**
Buffalo City	64,6	29,9	5,5	**100,0**
Eastern Cape	**79,0**	**15,7**	**5,3**	**100,0**
Geographic location				
Metropolitan	85,4	13,2	1,4	**100,0**
Urban	65,4	23,6	11,0	**100,0**
Rural	75,7	16,9	7,4	**100,0**

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

Table 9.15 illustrates the time taken to walk to the nearest bus stop/station by those who used buses. Almost 8 in 10 (79%) households in the province walked less than 15 minutes to the nearest bus stop/station. Slightly above fifteen per cent (15,7%) of households mentioned that they walked between 16 and 30 minutes to the nearest bus stop/station, and only a small percentage of households (5,3%) walked more than 30 minutes.

A significant percentage of households in Nelson Mandela Bay (85,4%) and Alfred Nzo DM (84,1%) indicated that they walked less than 15 minutes to the nearest bus stop/station. A little more than a half (50,9%) of the households in Joe Gqabi DM walked between 16 and 30 minutes to the nearest bus stop/station. Cacadu DM had the highest proportion of households who walked for more than half an hour to the nearest bus stop/station (42,7%).

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

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

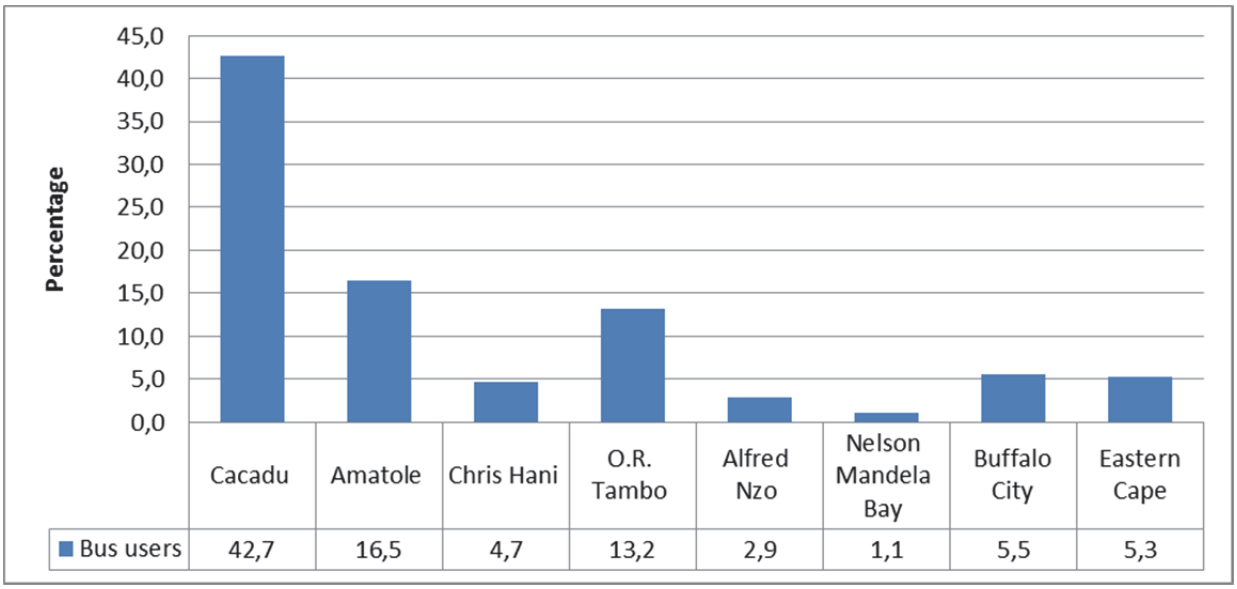


Figure 9.9 shows that five per cent of households who used buses as their mode of transport in the province walked for more than 30 minutes to the nearest bus station. At 42,7%, Cacadu DM recorded the highest percentage of households who walked for more than 30 minutes to the nearest bus station.

Table 9.16: Reasons for not having used buses in the calendar month preceding the survey in Eastern Cape

Reasons	District municipality (per cent within district municipality, all reasons combined)								
	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Not available	77,3	49,0	66,4	92,2	76,2	41,6	2,1	38,7	**48,7**
Prefer taxi	2,3	9,6	4,4	3,7	5,3	8,5	15,7	17,2	**10,1**
Prefer train	0,2	*	*	*	*	0,4	0,5	0,9	**0,3**
Prefer private transport	9,6	2,0	8,7	1,0	0,8	3,8	24,9	8,5	**8,2**
Can walk	1,8	10,5	1,9	0,2	1,5	4,0	4,9	2,7	**4,1**
Don't travel much	6,3	13,5	4,9	2,0	1,0	5,0	5,9	3,7	**5,5**
Reasons relating to service attributes	2,4	15,0	13,4	0,9	12,5	36,7	45,6	28,1	**22,4**
Other	0,1	0,4	0,2	*	2,8	*	0,4	0,2	**0,7**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates
'Other' includes bus too expensive, buses too crowded, buses always late, etc.
The totals used to calculate percentages excluded unspecified buses

Table 9.16 summarises the reasons for households not having used a bus in Eastern Cape. Non-availability of buses was the main reason given for not using buses (48,7%). The second most popular reason for not using buses was related to service attributes (22,4%), followed by those who preferred using a taxi instead of the bus (10,1%).

In Joe Gqabi DM, non-availability of buses was the main concern compared to other municipalities (92,2%). Mainly, households in Buffalo city (17,2%) and Nelson Mandela Bay (15,7%) preferred using taxis to buses. Almost a quarter (24,9%) of the households in Nelson Mandela Bay mentioned that they preferred using private transport as the reason for not using buses.

Table 9.17 shows the level of dissatisfaction with bus services in the province. Households who were most likely to be dissatisfied with the travel time by bus were found in Nelson Mandela Bay (26,9%), Alfred Nzo DM (23,1%) and O.R. Tambo DM (20%). Households in Alfred Nzo DM (19,5%), O.R. Tambo DM (24,4%) and Nelson Mandela Bay (25,5%) also complained about safety from accidents.

In reference to the data in the table concerning percentages within the province, the biggest problems were the facilities at the bus stop (51,3%), the level of crowding in the bus (43,5%), and the frequency of buses during off-peak periods (38,4%). The facilities at the bus station were a problem for over two-thirds (67,5%) of households in Alfred Nzo DM. The level of crowding in the buses were cited in Chris Hani DM by more than a half of the households (54,9%). The distance between the bus stop and their home (34,9%) and the travel time by bus (34,5%) were mentioned by a significant percentage of households in Amatole DM.

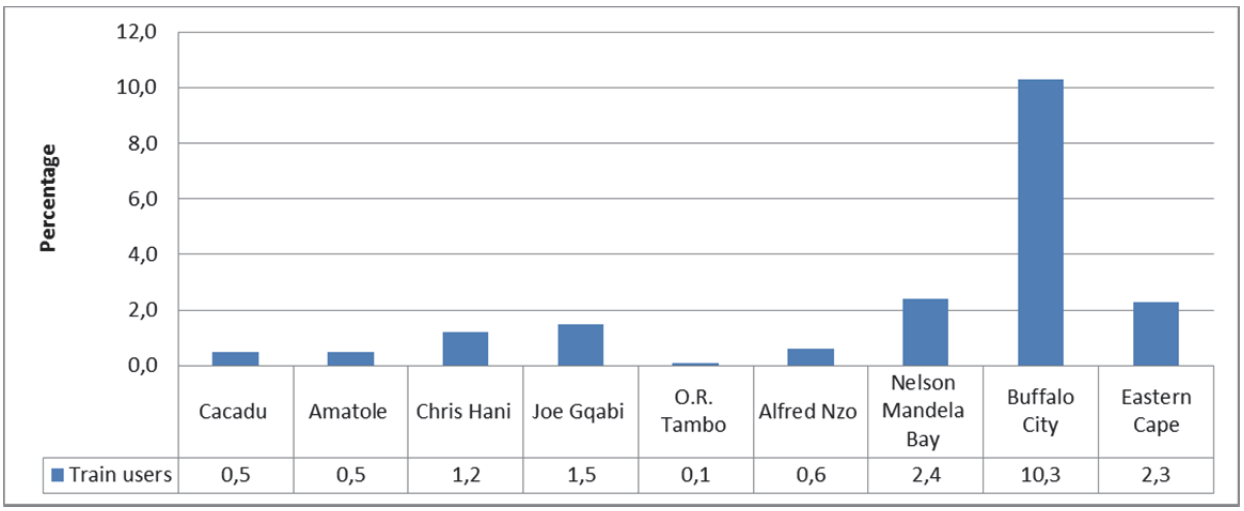
Table 9.17: Dissatisfaction with bus services in Eastern Cape

Attributes of the bus service	District municipality (per cent across district municipality)								
	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
The distance between the bus stop and your home	2,1	15,8	10,2	1,9	8,9	16,7	35,7	8,7	**100,0**
The travel time by bus	1,4	15,8	6,9	0,5	20,0	23,1	26,9	5,4	**100,0**
Security on the walk to/from the bus stop	1,5	10,3	5,7	0,5	11,5	13,4	52,3	4,8	**100,0**
Security at the bus stops	1,1	11,6	5,2	2,4	11,4	16,0	48,1	4,2	**100,0**
Security on the buses	1,0	17,5	7,1	0,7	12,2	12,7	45,0	3,9	**100,0**
The level of crowding in the bus	0,4	14,8	13,0	.	16,0	25,5	27,0	3,3	**100,0**
Safety from accidents	1,5	12,8	10,3	1,2	24,4	19,5	25,5	4,8	**100,0**
The frequency of buses during peak period	1,0	9,7	13,2	1,7	18,6	33,9	18,0	3,9	**100,0**
The frequency of buses during off-peak period	0,3	9,7	13,1	2,5	15,7	34,3	21,4	3,0	**100,0**
The punctuality of buses	1,5	16,6	12,1	1,1	15,6	21,9	26,6	4,7	**100,0**
The bus fares	0,9	11,6	4,9	3,5	13,9	25,2	28,2	11,9	**100,0**
The facilities at the bus stop, e.g. toilets, offices	0,7	16,6	6,2	1,0	12,6	32,7	27,0	3,2	**100,0**
Behaviour of the bus drivers towards passengers	*	16,3	9,8	1,7	17,8	18,0	26,5	10,0	**100,0**
The bus service overall	1,4	16,7	8,1	1,9	18,8	23,6	22,8	6,7	**100,0**
Availability of information	1,0	12,7	8,7	1,1	14,3	26,6	29,2	6,3	**100,0**
Attributes of the bus service	**District municipality (per cent within district municipality)**								
	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
The distance between the bus stop and your home	48,5	34,9	27,9	19,2	22,4	21,1	37,2	49,5	**30,5**
The travel time by bus	32,6	34,5	18,9	4,7	48,6	28,1	27,4	31,1	**29,7**
Security on the walk to/from the bus stop	32,6	22,9	17,7	4,7	30,8	15,4	51,1	26,0	**29,6**
Security at the bus stops	23,6	26,9	17,3	22,5	33,9	17,5	48,2	24,1	**30,5**
Security on the buses	14,4	24,3	15,3	4,7	18,6	9,5	29,8	14,9	**19,4**
The level of crowding in the bus	14,4	48,2	54,9	.	52,5	43,6	42,4	27,2	**43,5**
Safety from accidents	28,4	21,5	24,8	10,1	46,6	20,0	21,1	23,7	**24,2**
The frequency of buses during peak period	33,7	26,3	48,7	20,6	49,8	46,8	23,0	33,6	**35,8**
The frequency of buses during off-peak period	10,5	27,8	51,0	32,0	43,2	53,1	27,9	27,2	**38,4**
The punctuality of buses	28,8	30,9	27,0	9,0	30,6	21,5	24,1	23,7	**25,1**
The bus fares	9,0	10,9	6,3	15,2	16,0	13,6	12,6	31,4	**13,3**
The facilities at the bus stop, e.g. toilets, offices	32,2	63,2	33,9	15,4	54,8	67,6	45,4	32,2	**51,3**
Behaviour of the bus drivers towards passengers	*	13,3	9,1	6,4	14,1	8,7	10,8	22,5	**11,2**
The bus service overall	23,0	24,6	13,9	11,1	32,4	17,5	14,9	29,7	**19,3**
Availability of information	21,0	23,9	20,6	9,0	33,5	25,6	26,5	32,1	**25,7**

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

9.8 Use of trains

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



Less than three per cent (2,3%) of households in the province made use of trains during the month preceding the survey. Slightly above 10% of households in Buffalo City stated that they used trains as their mode of transport. Only a small percentage of households in O.R. Tambo DM (0,1%) used trains as their mode of travel.

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

	Time category (per cent within district municipality)			
District municipality	**1–15 min.**	**16–30 min.**	**31 min. and more**	**Total**
Nelson Mandela Bay	60,3	39,7	*	**100,0**
Buffalo City	24,2	63,2	12,5	**100,0**
Eastern Cape	**24,8**	**62,6**	**12,6**	**100,0**

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

Approximately 62,6% of households walked between 16 and 30 minutes to the nearest train station, and only 24,8% walked less than 15 minutes. Buffalo City had the highest percentage of households who walked between 16 and 30 minutes to the nearest train station (63,2%), while Nelson Mandela Bay had the highest percentage of households who walked less than 15 minutes (60,3%).

Table 9.19: Reasons for not having used trains during the past month in Eastern Cape

Reason	District municipality (per cent within district municipality, all reasons combined)								
	Cacadu	Amatole	Chris Hani	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
Not available	83,2	49,5	73,0	96,0	86,4	96,3	22,4	30,3	**57,5**
Prefer bus	*	4,5	0,6	0,3	0,1	0,3	1,7	0,1	**1,3**
Prefer taxi	1,5	8,7	6,1	1,4	4,2	0,2	8,0	16,1	**7,4**
Prefer private transport	7,9	2,0	6,1	0,5	0,4	0,1	20,1	8,0	**6,7**
Can walk	2,5	9,5	2,2	1,1	1,3	0,1	3,5	3,3	**3,6**
Don't travel much	3,9	14,4	3,9	0,3	0,4	0,3	6,2	5,2	**5,4**
Reasons relating to service attributes	0,7	10,9	8,1	0,4	4,1	2,7	37,8	36,5	**17,3**
Other	0,3	0,6	0,1	*	3,2	*	0,5	0,5	**0,9**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Trains not being available (57,5%) was cited as the most common reason for not using trains, while service attributes (17,3%) was the second main reason that hindered the use of trains in the province. Joe Gqabi DM (96,0%) and Alfred Nzo DM (96,3%) had almost the same percentage of households who indicated that trains not being available was the reason for not using trains.

Over a third (36,5%) of households in Buffalo City did not use trains because of service attributes, while 16,1% preferred using a taxi. One-fifth of households in Nelson Mandela Bay (20,1%) did not use the train because they preferred private transport.

Table 9.20: Dissatisfaction with train services in Eastern Cape

Attributes of the train service	District municipality						
	Amatole	Joe Gqabi	O.R. Tambo	Alfred Nzo	Nelson Mandela Bay	Buffalo City	Eastern Cape
The distance between the train station and your home	*	41,6	*	54,8	71,8	67,8	**65,6**
The travel time by train	100,0	91,6	*	54,8	22,8	58,2	**52,8**
Security on the walk to/from the station	100,0	30,3	*	54,8	50,9	57,2	**55,0**
Security at stations	*	30,3	*	54,8	33,2	26,8	**27,9**
Security on the train	*	57,4	100,0	*	21,6	38,9	**35,8**
The level of crowding in the train	*	64,5	*	54,8	43,9	78,7	**69,2**
Safety from accidents	*	50,0	*	54,8	14,8	19,6	**19,9**
The frequency of trains during peak period	*	100,0	*	*	47,3	39,9	**41,9**
The frequency of trains during off-peak period	*	68,7	100,0	*	43,7	40,4	**41,4**
The punctuality of trains	*	30,3	*	54,8	21,0	51,9	**44,1**
The train fares	*	*	*	54,8	3,9	19,7	**16,1**
The facilities at the stations e.g. toilets, offices	*	61,6	*	54,8	42,6	37,7	**38,8**
The train service overall	*	58,4	*	54,8	25,1	43,4	**39,6**

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

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

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

10. Technical notes

10.1 The questionnaire

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

Table 10.1: Contents of the questionnaire

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

10.2 Transport Analysis Zones

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

The biggest part of the linking process was automated using the intersection method and the ArcGIS 9.3 software 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.

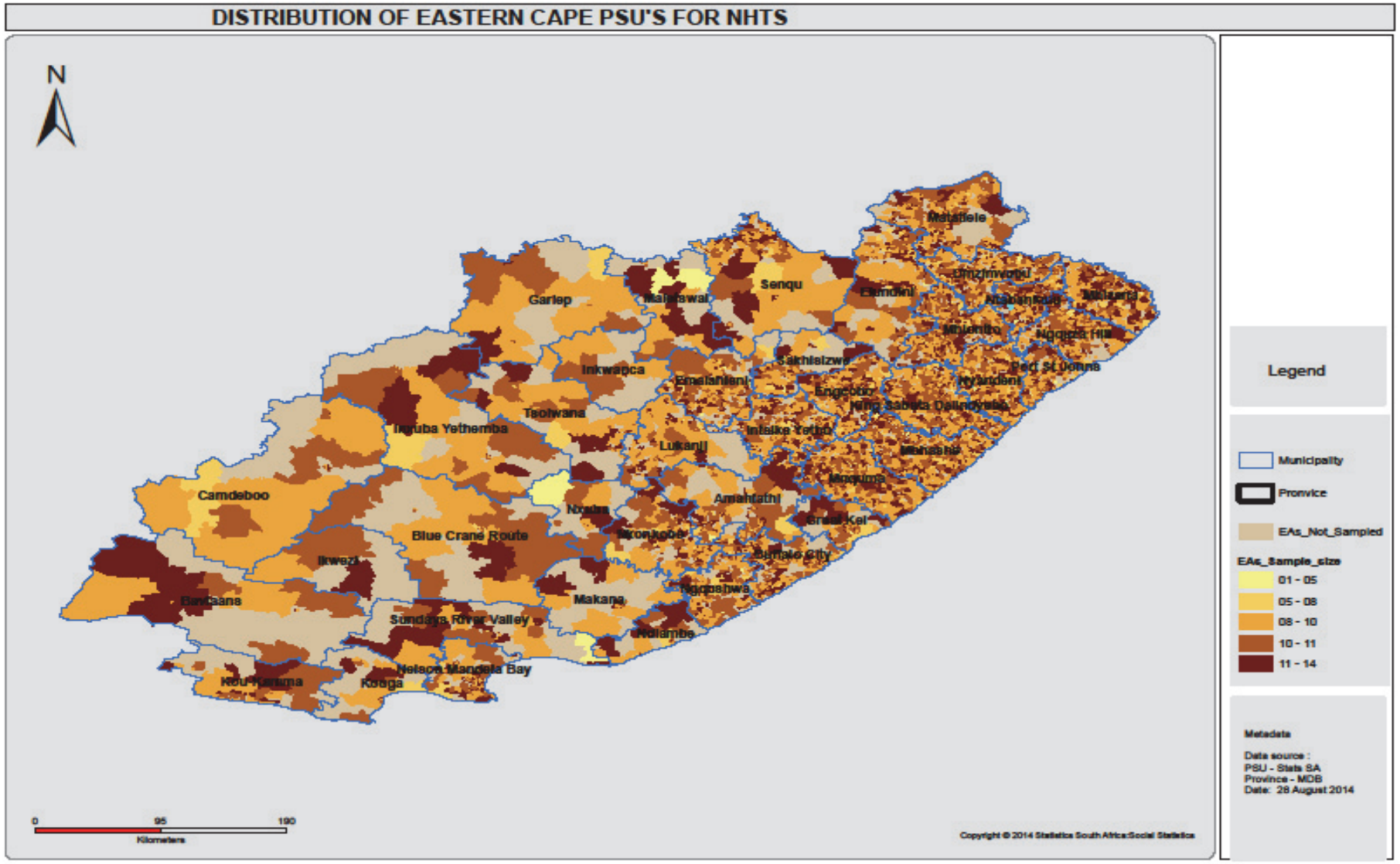
Table 10.2: Sample distribution across provinces

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**

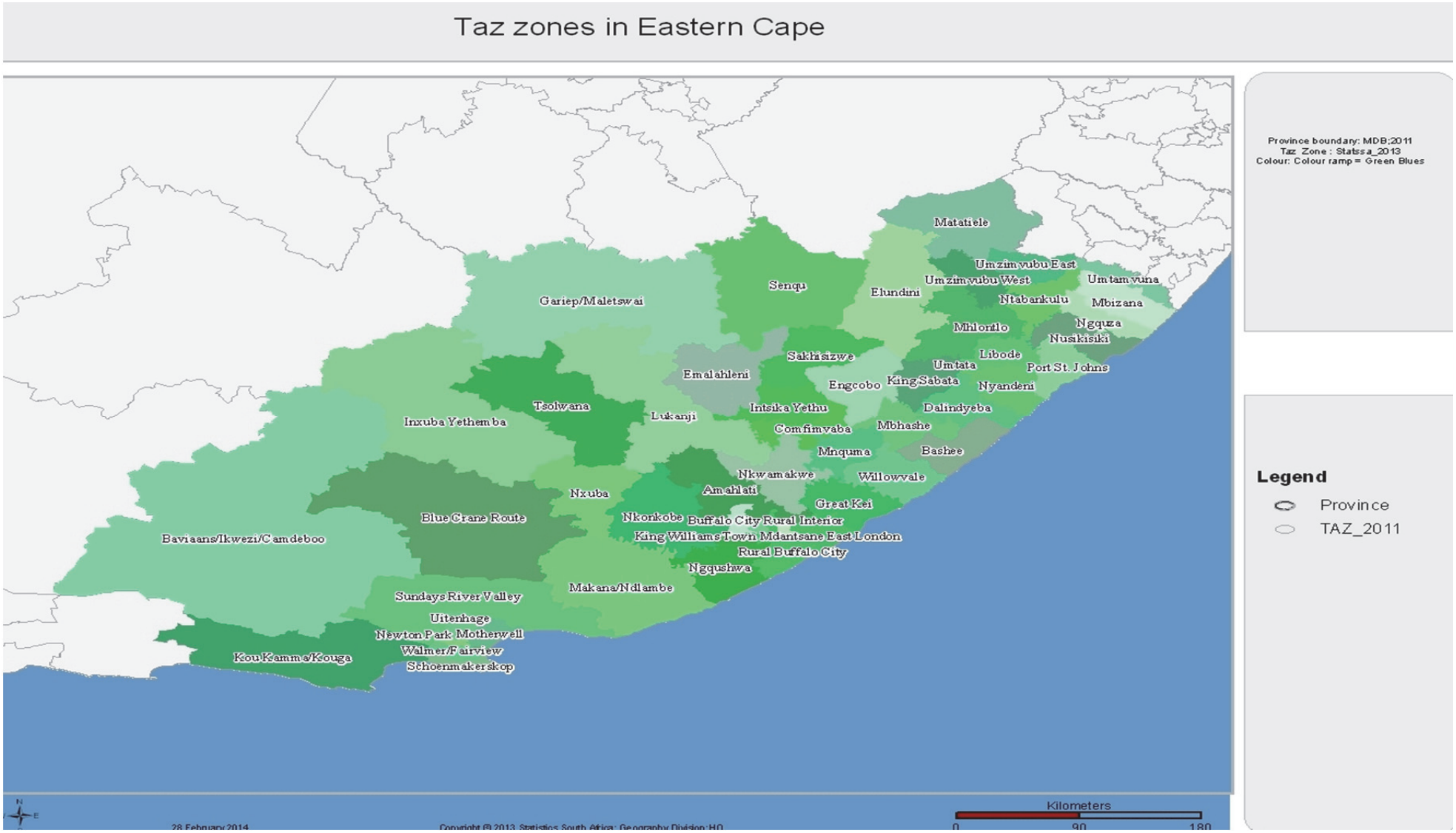
Table 10.3: Sample distribution across districts

District municipality	Number of PSUs	Average number of dwelling units per PSU	Total number of dwelling units
Cacadu	76	10	763
Amatole	114	10	1 177
Chris Hani	100	11	1 061
Joe Gqabi	44	10	459
O.R. Tambo	120	11	1 333
Alfred Nzo	76	10	791
Nelson Mandela Bay	98	11	1 040
Buffalo City	82	11	873
Eastern Cape	**710**	**11**	**7 497**

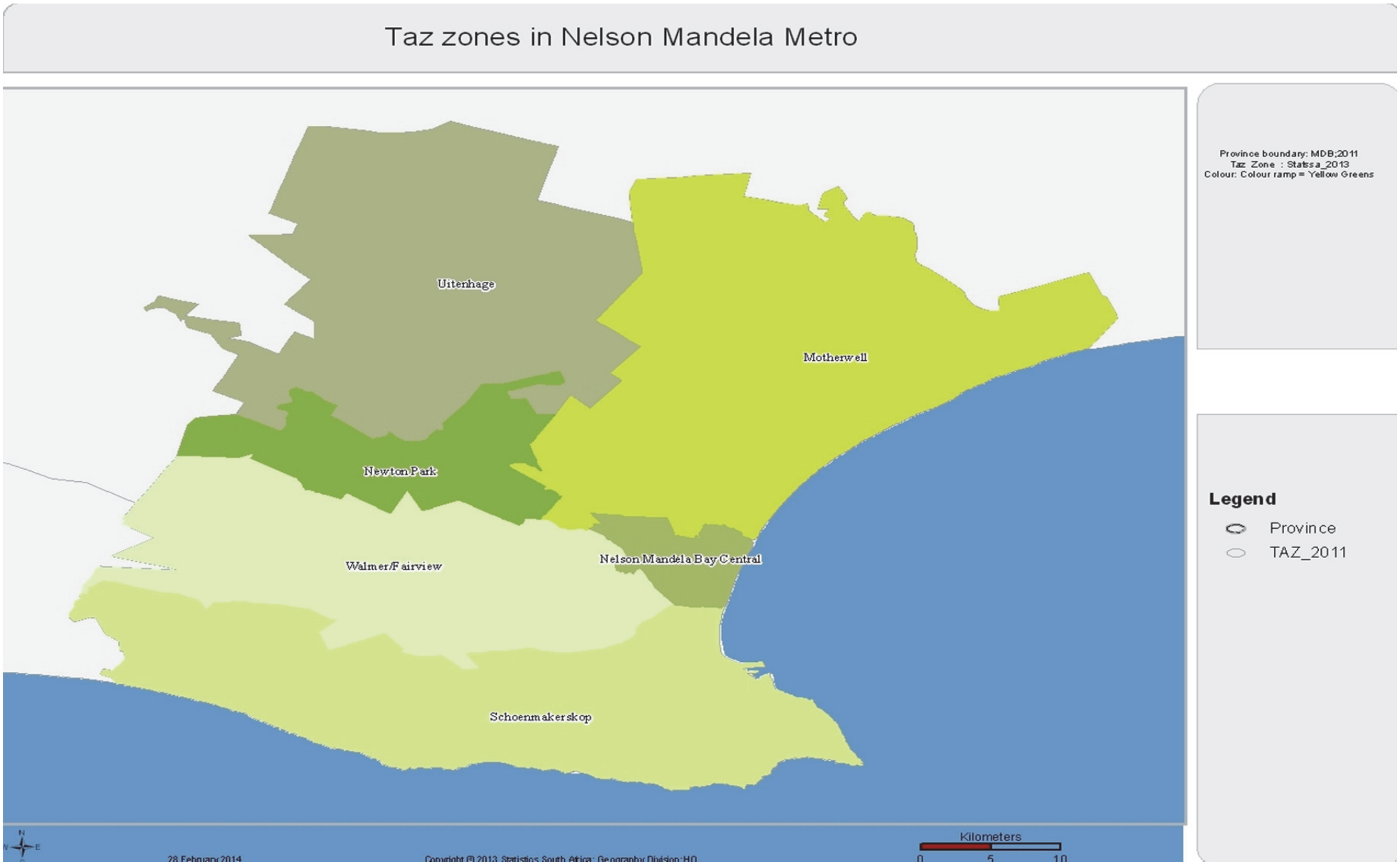
Map 10.1: PSU sample distribution



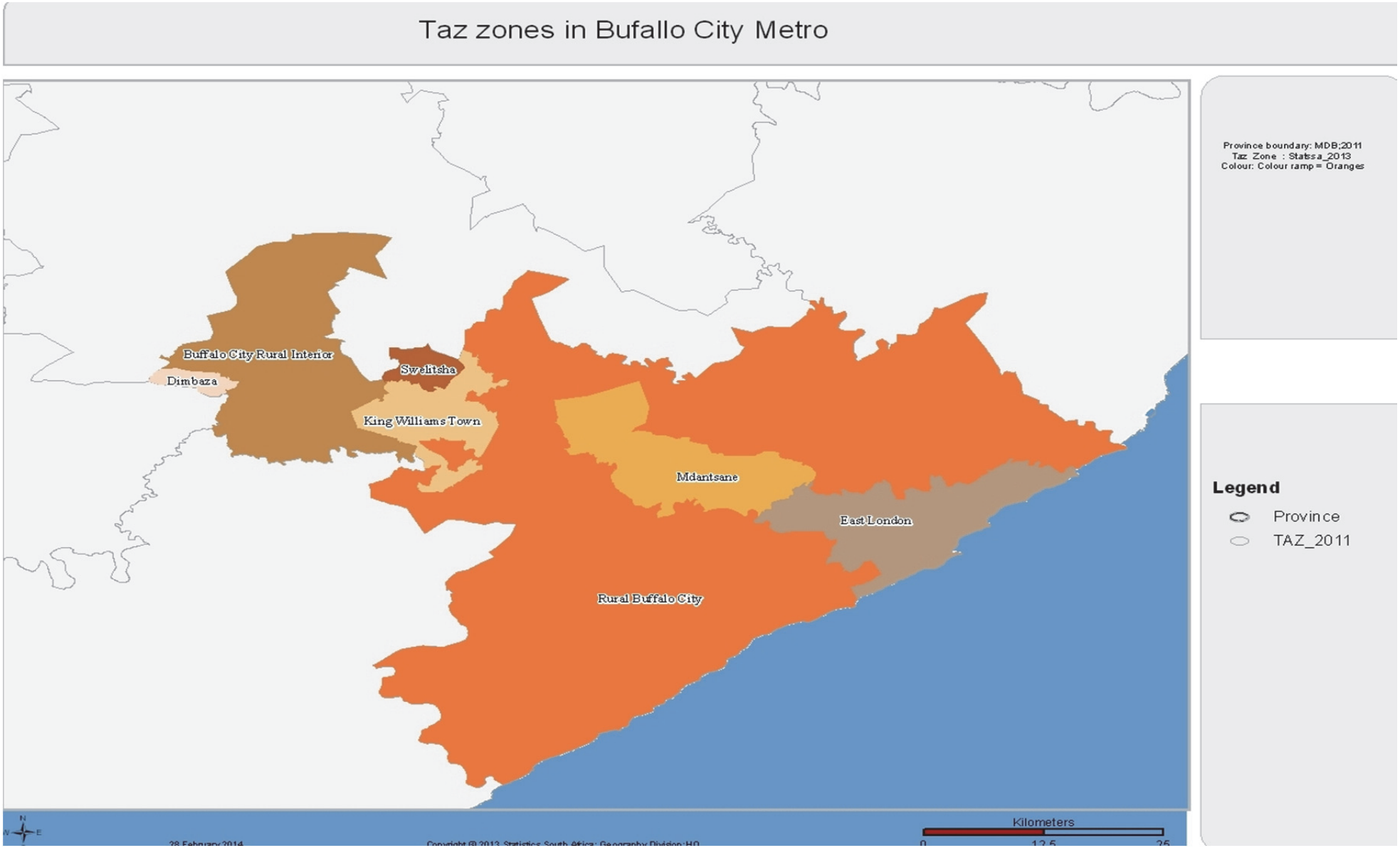
Map 10.2: TAZ zones in Eastern Cape



Map 10.3: Nelson Mandela Bay Metro



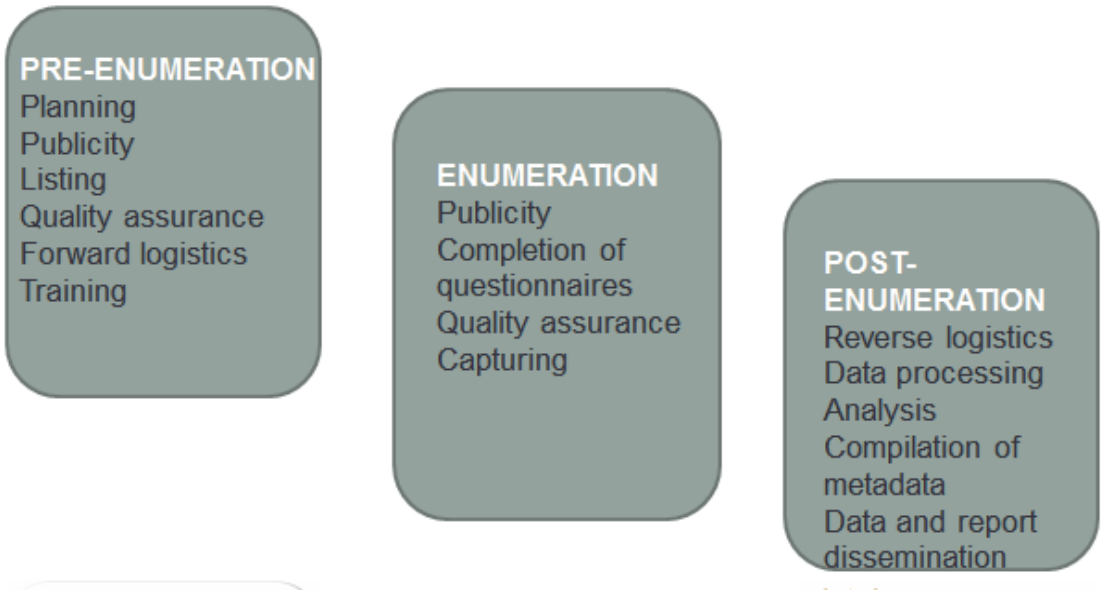
Map 10.4: Buffalo City Metro



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.

Figure 10.1: Phases of data collection



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

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

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

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

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

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

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

The following were the key roles of Quality Assurers:

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

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

Table 10.4: Data collection staffing framework with roles and responsibilities

Level	Responsibilities
Provincial Survey Coordinator (PSC)	The Provincial Survey Coordinator is responsible for the administration and management of the NHTS activities at provincial level.
Fieldwork Coordinator (FWC)	The Fieldwork Coordinator reports to the Provincial Survey Coordinator for NHTS related content matters and the District Manager on administrative matters. He/she is also in charge of the overall administration, management and implementation of NHTS activities at 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 10.6, where response code 1 = Respondent, 2 = Non-respondent, and 3 = Out-of-scope. The table also shows the percentage of households in each category.

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

Result code	Label	Response code	Frequency	Per cent
11	Completed	1	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 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 dataset.

2) In addition to this, the sampling statisticians also had problems linking TAZ zone boundaries with the Census EA boundaries as the EA did not always correspond with MDB boundaries, and GIS technologies were not as advanced as they currently are.

3) Thus within the above context, re-benchmarking the 2003 data according to the 2011 provincial boundaries may have further compromised sample design integrity and perhaps compound the existing sampling errors.

4) If re-benchmarking was done, no adjustment at sub-provincial level would have been possible given the constraints mentioned in points 1 and 2. In practice this would have meant that two sets of weights would have had to be distributed with the 2003 data: a) the new weights for national and provincial data, and b) the existing weights for sub-provincial analysis. This undoubtedly would have increased the complexity of dataset use and increased the possibility of users unintentionally using the wrong weights.

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

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

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

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

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

Glossary

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

Concept	Definition
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, Ekurhuleni 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 16000 kg>= C1 = HMV, 3500 kg up to 16000 kg EC1 = Heavy duty vehicle EC = Extra-heavy duty EB = LMV with trailer exceeding 750 kg
Main destination	The place that was visited in order to accomplish the main purpose of the trip.
Main mode of travel	The main mode of travel is the highest mode of travel used in the following hierarchy of travel modes: 1. Train 2. Bus 3. Taxi 4. Car driver 5. Car passenger 6. Walking all the way 7. Other
Main purpose of trip	This is the purpose in the absence of which the trip would not have been made to the given destination or would not have been visited. A travel party, that is, a group of people making a trip together, has by convention only one main purpose for the trip e.g., a person accompanying his/her spouse on a business trip, but the main purpose still being business.
Metered taxi	A sedan, a cab or minibus which contains a meter which enables the operator to charge a passenger a rate per kilometre travelled.
Metropolitan	Covers the six metropolitan municipalities defined by the Municipal Structures Act namely the entire jurisdictions of Cape Town, Ekurhuleni, eThekwini, Nelson Mandela Bay, Buffalo City, Mangaung, Johannesburg and Tshwane.
Minibus-taxi	A 10 to 16 seater vehicle which operated an unscheduled public transport service for reward. Most minibus-taxis operate to or from a rank.
Mode of travel	Type/means of transport used for travel purposes. This includes non-motorised transport, e.g. walking all the way, cycling or animal-drawn vehicles.

Concept	Definition
Multiple household	Multiple households occur when two or more households live in one sampled dwelling unit. **Note: If there are two or more households in the selected dwelling unit and they do not share resources, all households are to be interviewed**. The dwelling unit as a whole has been given one chance of selection and all households located there must be interviewed. **Note:** A separate set of forms must be completed for each household. The cover of the questionnaire requires you to record each household separately. If some members of the selected dwelling unit have moved out of the main dwelling to occupy the backroom within the same yard and no longer share resources with occupants of the selected dwelling, **they should be enumerated as a separate (extra) household, provided the dwelling they are occupying is not listed separately, i.e. given a chance of selection.** It is also important to first confirm through the listing that other dwellings that form part of the sampled dwelling have not been listed separately.
Non-motorised transport	Any mode of travel without a motor to provide the motive force for the movement of the vehicle.
Overnight trip	A trip where one night or more is spent away from the dwelling unit. Focus was on trips 20 km or more away from the usual place of residence.
Private transport	All forms of motorised 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 frail care Boarding schools — applies only to the students

Concept	Definition
Traditional dwelling	A dwelling made of clay, mud, reeds or other locally available materials. This is a general term, which includes huts, rondavels, etc. Such dwellings can be found as single units or in clusters.
Transfer	A movement from one mode to another or from one vehicle to another, if the transfer is between one train and another or any similar movement.
Transport Analysis Zone	Transport analysis zones are small area subdivisions that serve as the smallest geographic basis for travel demand model forecasting systems.
Travel day	One randomly selected day of the week for which the detailed travel patterns of household members will be recorded.
Travel time	Time between departure from home and arrival at the destination, in other words the door-to-door travel time.
Tribal 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 considered to be 20 km or more away from household.
Worker	In the case of the NHTS, this term applies to any person who works. No distinction is made between occupational categories or classes.
Workers' hostel	There are many workers' hostels in South Africa and some are quite large. If the hostel has separate rooms for families who cater for themselves, then these rooms are listed separately and are to be treated the same as private dwelling units. If the rooms or dormitories are mostly for single people and they eat in a common place, then they are treated as parts of special dwellings i.e. the beds are listed individually. Some hostels have been partly converted for self-catering families and the other part remains a centrally catered single hostel. In these cases the different parts will have to be treated differently; the self-catering part as dwelling units and the centrally catered part as a special dwelling.

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Enquiries:
Printing and distribution User Information Services
Tel: 012 310 8358 or 012 310 8600
Fax: 012 321 7381 or 012 310 8500/8495
Email: magdaj@statssa.gov.za or info@statssa.gov.za