National Household Travel Survey
Eastern Cape profile

EASTERN CAPE

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Statistics South Africa

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Contents

List of tables

List of figures

Abbreviations

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

Summary of key findings

Gaining a better understanding of general travel patterns of South Africans

The largest proportion of persons who travelled a week prior to the interviews were found in Nelson Mandela Bay (20,1%), followed by O.R. Tambo (17,8%), Alfred Nzo (15,3%), Amathole (13,0%), and Buffalo City (12,5%), while the smallest proportion of travellers were found in Joe Gqabi (4,3%), followed by Sarah Baartman (7,1%) and Chris Hani (9,8%).

Generally, more females (50,9%) than males (49,1%) undertook trips in the seven days prior to the interview in the Eastern Cape . In addition, persons aged 7–14 years (25,5%) followed by those aged 26–40 years (20,3%) undertook more trips seven days prior to the interview in the province. More than 65% of males tended to travel during weekdays and less than 25% travelled on weekends. On the other hand, more than 50% of females travelled during weekdays.

About 49,5% of persons interviewed in the Eastern Cape indicated that they did not travel because there was no need to travel, while 19,6% could not travel because they are either too young or too old to travel.

Main purpose of travel by household members

About 48,8% of persons in the province cited travelling to educational institutions as their main purpose for travelling, followed by travelling to usual place (21,7%). Travelling for holiday or leisure (0,4%) and to welfare offices (0,4%) were the least reasons stated by households for travelling.

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

More than 50% of the household members walked all the way to their destination, followed by those that used taxis (23,1%), car or truck driver (10,5%) and car/truck as a passenger (10,3%). The highest proportion of persons who walked all the way resided in Alfred Nzo (69,5%), followed by Amathole (63,5%) and O.R. Tambo (61,5%). The least persons who walked all the way resided in Buffalo City (30,6%) and Nelson Mandela Bay (31,0%).

All districts indicated that using a taxi was their second mode of travel except Sarah Baartman which used car or truck as a driver (17,7%) as their second mode of travel.Train (0,3%) was the least used mode of transport in the province (0,3%) with only Buffalo City (1,3%), Nelson Mandela Bay (0,4%) and Alfred Nzo (0,1%) household members using it as a mode of travel.

Education and education-related travel

Learners' travel patterns and modes of transport

The Eastern Cape had 86,1% of learners who were attending school, followed by those who attended pre-school (8,4%). Those who attended higher education and FET and other colleges in 2020 were 2.8% and 2.2%, respectively. Most learners that attended school in the province resided in the rural areas (58,8%), while the rest resided in the urban areas (41,2%).

Approximately 80% of learners in the Eastern Cape who attended educational institutions and used public transport, used taxis to travel to educational institutions. Majority of pre-school (69,5%) and school learners (66,5%) indicated walking all the way as their main mode of travel. For higher education training student, private car or truck as a passenger (28,4%) was the most common used mode of travel, followed by taxis (26,8%). Tvet college (52,6%) and other institution (42,3%) used taxis as their main mode of travel.

About 96,1% of learners across all institutions in the province attended school for five days, while slightly less than 2% attended school for six-seven days. Most learners (69,9%) left their residential places at 07:00-07:59, 16,1% left at 06:30-06:59, 11,7% left before 06:30 and only 2,3% left at 08:00 or later.

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

Out of 1,1 million households employed in the province, Nelson Mandela Bay (27,6%), followed by Buffalo City (18,0%), Sarah Baartman (11,6%), and O.R. Tambo (11,5%) had the highest percentage of households employed. A large percentage of disabled workers resided in Nelson Mandela Bay (35,5%), followed by Amathole (15,9%) and Buffalo City (14,4%).

In the Eastern Cape , approximately 58,9% of workers travelled five days to work, followed by those who travelled six or more days (23,1%). Only 18% of workers travelled one-four days. Provincially, 90,3% of workers walked all the way, followed by those using taxis (89,5%). The largest percentage of workers who walked all the way resided in Joe Gqabi (55,3%), followed by Amathole (52,5%) and Alfred Nzo (52,4%).

Roughly 44,0% of workers in the Eastern Cape left for work at 07:00 to 07:59, while 18,6% left before 06:00 and 18,4% left around 06:30 to 06:59. In the province, workers indicated buses as being the most expensive mode of travel with a mean of R1 037,5, followed by taxis with a mean around R914,9 and car/truck as a driver with a mean of R776. Train was cited as a cheap mode of travel in the province compared to other modes, with a mean of R148,3.

Workers' mode of travel

The workers who used public transport by district municipality and walking time at the end of the trip to reach their place of work. Nelson Mandela Bay (38,9%), followed by Buffalo City (20,9%) and Alfred Nzo (14,2%) had the highest percentage of taxi commuters who walked up to 15 minutes at the end of their trip to reach their place of work. Nelson Mandela Bay also had the highest proportion of workers who walked 11-15 minutes (43,4%) and more than 15 minutes (33,8%).

About 84,2% of workers who used buses in Nelson Mandela Bay walked up to 5 minutes at the end of their trip to reach place of work. Nelson Mandela Bay and Buffalo City had 60,7% and 39,3% of train users who walked up to five minutes, respectively.

Time workers leave for work

According to Table 4.14, 44,0% of workers in the Eastern Cape left for work between 07:00 to 07:59, while 18,6% left before 06:00 and 18,4% left around 06:30 to 06:59. Chris Hani (65,8%) had the highest proportion of workers who left for work at 07:00 to 07:59, followed by Amathole (50,1%). Workers who resided in Buffalo City (37,2%) and Sarah Baartman (39,0%) were the least to leave for work at 07:00 to 07:59. About 23,3% of workers in Sarah Baartman left for work before 06:30.

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

The results show that the highest proportion of workers who waited up to five minutes for first taxi were found in Nelson Mandela Bay (36,7%), followed by Buffalo City (22,3%) and Alfred Nzo (14,1%). The lowest proportion of workers were found in Joe Gqabi (2,0%), followed by Chris Hani (4,2%), Sarah Baartman (5,4%), Amathole (6,5%) and O.R. Tambo (8,8%). Nelson Mandela Bay (47,0%) had the highest proportion of workers who waited 11-15 minutes and more than 15 minutes.

In Buffalo City (100%), all workers indicated that they waited for 11-15 minutes for the first bus, while only 4,2 % waited up to five minutes. Nelson Mandela Bay had 86,9% and 77,7% of workers who waited up to five minutes and six-ten minutes for the first bus, respectively.

Total time travelled to work

Provincially, workers travelling by trains tended to travel more than 1 hour and 30 minutes to reach their place of work. About 82,4% of workers using trains travelled more than 60 minutes, while 17,8% travelled 31-60 minutes. In Eastern Cape , most workers needed more than 60 minutes to reach their place of work. All workers that resided Joe Gqabi, O.R. Tambo, and Sarah Baartman indicated that they needed more than 60 minutes to get to their place of work.

Business trips

Out of the total of 1,3 million workers aged 15 years and older, only 115 000 undertook business trips during this period. The highest percentage of workers who undertook business trips resided in Sarah Baartman (17,7%), Buffalo City (17,0%), O.R. Tambo (16,5%), Nelson Mandela Bay (12,5%) and Alfred Nzo (11,0%), while those who undertook less business trips were found in Joe Gqabi (8,2%) and Amathole (9,7%). In the Eastern Cape , 88,4% of workers undertook one-five business trips, while 5,8% undertook six-ten business trips.

Car or truck as driver (48,8%) was the main mode of travel used for business trip in the province, followed by taxis (24,4%) and car/truck as a passenger (13,0%). In Nelson Mandela Bay (63,2%), Sarah Baartman (62,7%), Chris Han (60,4%), Buffalo City (513.1%), Amathole (46,5%) and Alfred Nzo (42,3%), car/truck as a driver was the main mode of travel used for business trips, while in Joe Gqabi (53,7%) and O.R. Tambo (46,5%) used taxis as the main mode of travel for business trips. Nelson Mandela Bay (10,0%), Amathole (4,2%), Sarah Baartman (3,2%) and Buffalo City (2,4%) were the only districts that used aircraft for business trips.

Other travel patterns – day and overnight trips

Day trips

Of the 4,4 million persons aged 15 years and older interviewed in the province, 1 million indicated that they undertook day trips away from their usual home or place of residence in the 12 months prior to the interview. The largest proportion of persons aged 15 years and older who undertook daily trips resided in Nelson Mandela Bay (26,0%), followed by O.R. Tambo (14,9%), Amathole (14,4%), and Alfred Nzo (13,2%), while the smallest were found in Chris Hani (8,1%), Buffalo City (9,3%) and Sarah Baartman (9,9%). Visiting friends or family or ancestral home (34,7%), followed by shopping (13,1%) and going on leisure or holiday (12,3%) were the most common reasons given by day travellers, while visiting wellness facilities (0,3%) and attending a wedding (0,7%) were the less common reasons. About 45,5% of day travellers used taxi as their main mode of travel, followed by those that used car or truck as a driver (17,6%) and car or truck as a passenger (17,1%).

Overnight trips

A large percentage of persons aged 15 years and older who undertook overnight trips were found in Nelson Mandela Bay (26,3%), followed by Buffalo City (19,7%), Alfred Nzo (19,4%) and Amathole (17,6%). The most common reasons given by overnight travellers were visiting friends or family or ancestral (50,5%), followed by leisure or holiday (16,5%). Taxi (48,3%) was the main mode of travel used for overnight trips in the province, followed by car or truck as a passenger (18,5%), car or truck as a driver (15,7%) and bus (10,4%).

Household travel patterns, attitudes and perceptions

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

More than five in ten of households who went to other shops (58,7%), home affairs (57,1%) and municipal offices (51,2%) used taxis. Over 50% of households walked all the way to reach food or grocery shops and slightly less than 50% walked all the way to reach religious institutions (49,6%). Buses and other forms of transport were the least used modes of travel.

Use of taxis, buses and trains

Taxis (85,1%) were the most used public transport in the province during the month preceding the survey followed by buses (13,5%). Households that used taxis as their main mode of travel resided in Sarah Baartman (98,9%), followed by those in O.R. Tambo (94,0%), Buffalo City (91,6%) and Chris Hani (91,6%). The lowest proportion of households that used taxis were found in Alfred Nzo (69,9%).

Buses were the second used public transport. Alfred Nzo (30,2%), Amathole (26,4%) and Joe Gqabi (20,4%) used buses during the month preceding the survey. Trains were the least used public transport in the province as well as within the districts. Approximately 5% of the households in Buffalo City used trains during the preceding month of the interview.

Attitudes and perceptions about transport

Poor condition of the roads (21,4%) was the most important transport-related problem indicated by households in the province. Chris Hani (31,7%) and Alfred Nzo (31,5%) had almost the same percentage of households who complained about the poor road conditions as their main problem.

Taxis being too expensive (10,8%) was stated as the second most important transport related problem. Households in Joe Gqabi (21,1%), Chris Hani (16,9%), Sarah Baartman (15,6%) and O.R. Tambo (14,8%) complained about taxis being too expensive. A large proportion of households in Amathole (36,6%), Joe Gqabi (30,5%), Alfred Nzo (26,5%), O.R. Tambo (23,3%) and Buffalo City (20,2%) complained about the non-availability of buses.

Household 's choice of mode of travel

Travel cost (29,0%) and travel time (22,3%) were the main significant factors influencing household's choice of mode of travel in the Eastern Cape . More than 60% of households in Joe Gqabi stated travel cost as the main factor influencing their choice of mode of travel. Approximately 47,6% of households in Amathole indicated that travel time was the main factor influencing their choice of mode of travel. Reliability (26,6%) was the main common factor influencing households in Alfred Nzo.

Dissatisfaction with taxi, bus, and train services

Minibus taxi users in Nelson Mandela Bay were most likely dissatisfied with security on the taxis (33,6%), security whilst walking to or from the taxi rank (25,5%) and the level of crowding inside the taxi (25,4%). Over 20% of the taxi users in Buffalo City (22,4%) and O.R. Tambo (21,1%) specified that they were dissatisfied with the roadworthiness of taxis. Amathole and Joe Gqabi were the only districts that had less than 10% of dissatisfied taxi users on all the attributes.

Majority of households indicated that facilities (71,8%) were the main significant reason for the high level of dissatisfaction with bus services. The level of crowding (39,2%), frequency of bus during off-peak period (35,2%) and security at the bus station (33,2%) were other attributes that recorded high percentages of dissatisfaction with bus services.

Results show dissatisfaction with train services by district municipality. Waiting time (68,9%), level of crowding (55,6%), facilities (53,3%), security whilst walking to or from the train station (51,1%) and distance (51,1%) were the main significant reasons for dissatisfaction with train services. Train fare (4,4%) was the least reason for dissatisfaction with train services.

Availability, ownership and use of motor cars

Ownership of bicycles and/or access to cars

The results show that about 60 000 of households in Eastern Cape owned one to three bicycles. More than 50% of households in Nelson Mandela Bay owned one to three bicycles, while 85,6 % owned more than three bicycles. In Sarah Baartman slightly less than 30% of households owned one to three bicycles.

Buffalo City had the largest proportion of households who owned motorcycles (47,3%) and company cars/bakkies/station wagons/4x4s (31,6%).

Household cars/bakkies/station wagons/4x4s were most likely vehicles to be owned by residents in Nelson Mandela Bay (89,0%), Amathole (80,0%), Alfred Nzo (79,7%), Buffalo City (74,9%) and Sarah Baartman (73,3%).

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Statistician-General

2. General travel patterns

2.1 Trips undertaken during the seven days preceding the survey

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

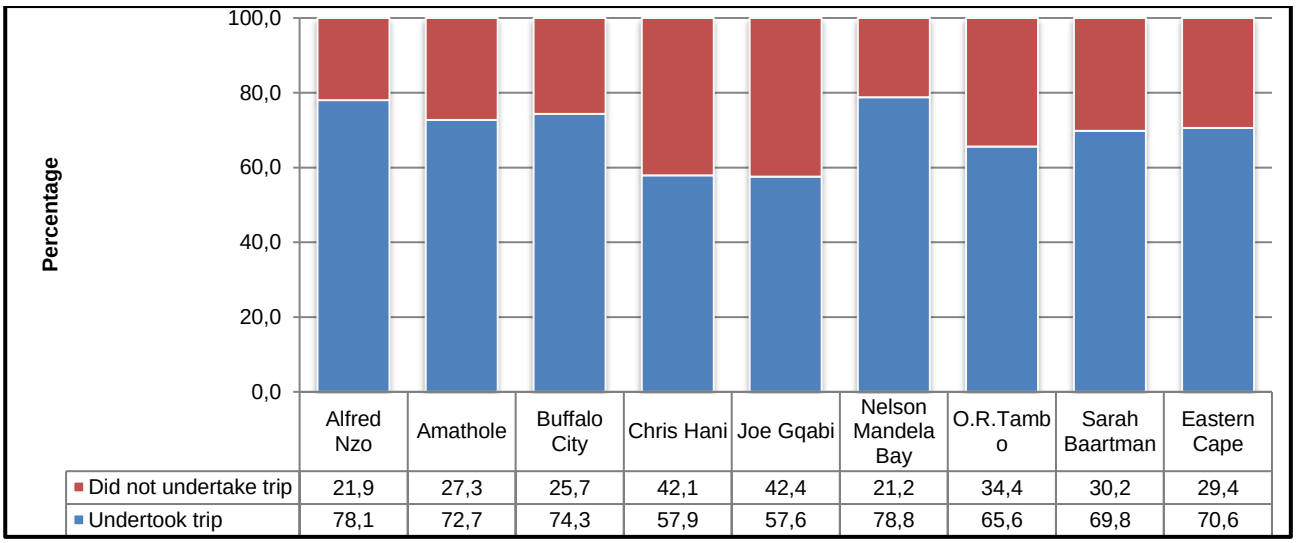
Table 2.1: Persons who undertook trips in the seven days prior to the interview by district municipality, 2013 and 2020

	Undertook trip				Population ('000)	
	Number ('000)		Percentage of RSA			
District Municipality	**2013**	**2020**	**2013**	**2020**	**2013**	**2020**
Alfred Nzo	603	726 447	11,6	15,3	780	13,9
Amathole	568	618 053	10,9	13,0	796	12,7
Buffalo City	706	594 166	13,6	12,5	845	11,9
Chris Hani	609	464 704	11,7	9,8	805	12,0
Joe Gqabi	245	203 163	4,7	4,3	305	5,3
Nelson Mandela Bay	931	952 976	17,9	20,1	1 066	18,0
O.R. Tambo	1 182	845 552	22,8	17,8	1 608	19,2
Sarah Baartman	344	334 942	6,6	7,1	403	7,1
Eastern Cape	**5 187**	**4 740 003**	**100,0**	**100,0**	**6 607**	**100,0**

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

Table 2.1 depicts the number of persons who undertook trips seven days prior to the interview by district municipality. The largest proportion of persons who travelled a week prior to the interview were found in Nelson Mandela Bay (20,1%), followed by O.R. Tambo (17,8%), Alfred Nzo (15,3%), Amathole (13,0%), and Buffalo City (12,5%), while the smallest proportion of travellers were found in Joe Gqabi (4,3%), followed by Sarah Baartman (7,1%) and Chris Hani (9,8%).

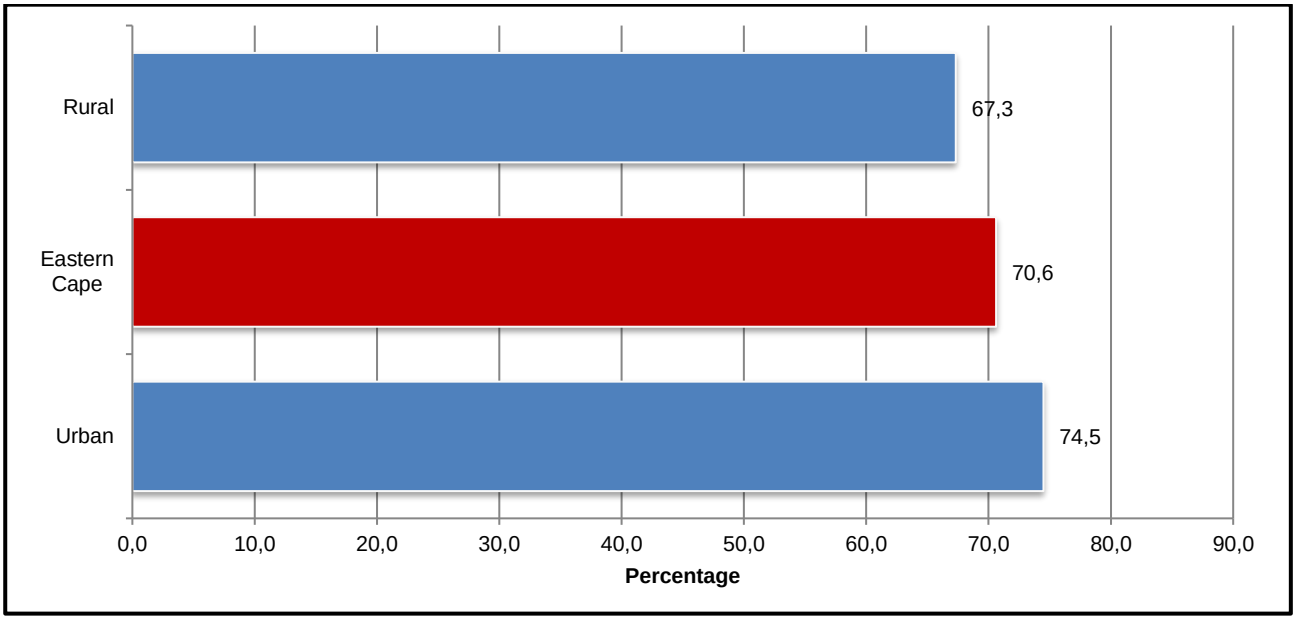
Figure 2.1: Percentage of persons who travelled during the seven days prior to the interview by district municipality, 2020



Percentage calculated within the district municipality.

Figure 2.1 shows that around 70,6% of persons undertook trips during the seven days prior to the interview. The highest proportion of persons who undertook trips resided in Nelson Mandela Bay (78,8%), Alfred Nzo (78,1%), Buffalo City (74,3%) and Amathole (72,7%).

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



Percentage calculated within the geographic location.

Figure 2.2 depicts that 70,6% of persons in the province undertook trips seven days prior to the interview and a large proportion of those persons resided in the urban areas (74,5%).

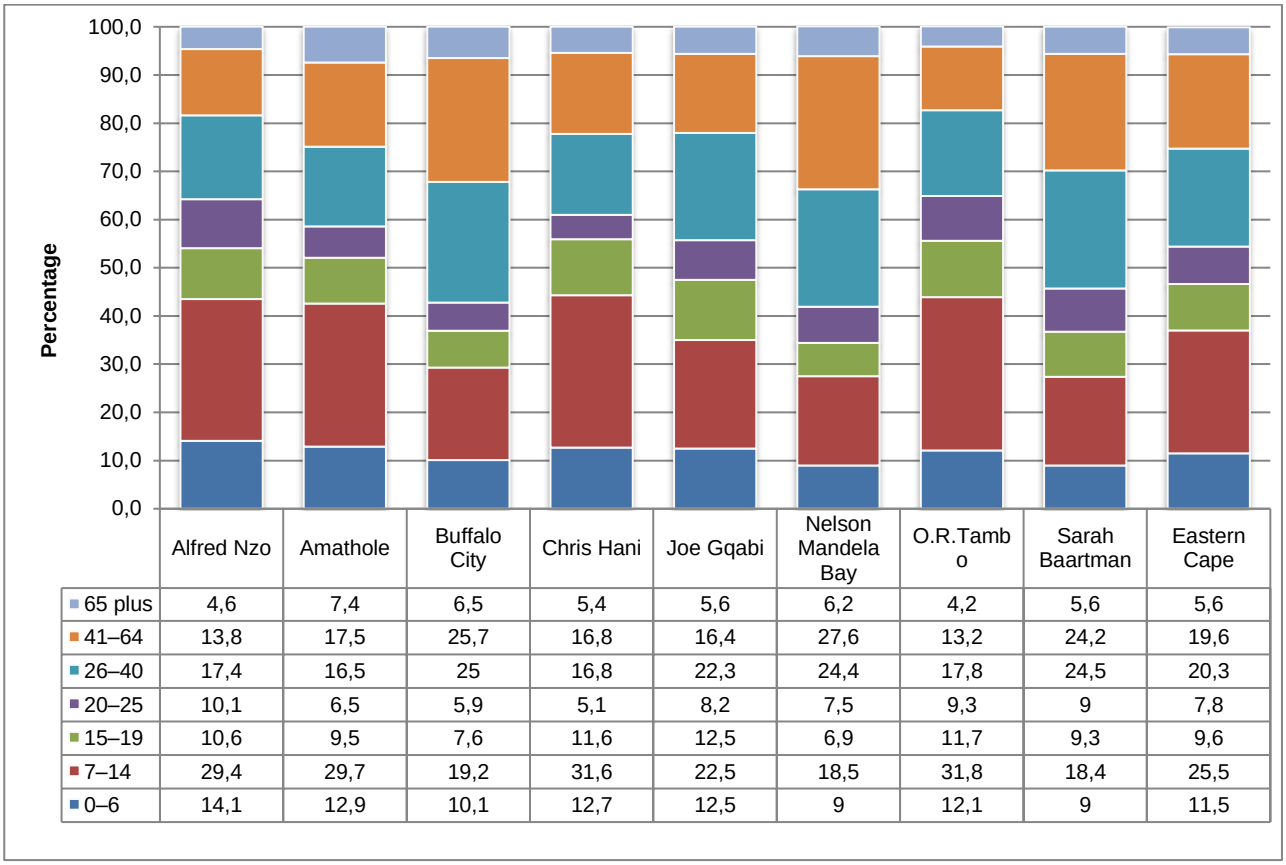
Table 2.2: Persons who undertook trips in the seven days prior to the interview by district municipality and sex, 2020

District Municipality	Number of persons who undertook trips ('000)	Sex			
		Male		Female	
		Number ('000)	Percentage of district municipality	Number ('000)	Percentage of district municipality
Alfred Nzo	726 447	344 095	47,4	382 352	52,6
Amathole	618 053	306 757	49,6	311 296	50,4
Buffalo City	594 166	286 771	48,3	307 395	51,7
Chris Hani	464 704	219 312	47,2	245 392	52,8
Joe Gqabi	203 163	109 189	53,7	93 975	46,3
Nelson Mandela Bay	952 976	480 213	50,4	472 763	49,6
O.R. Tambo	845 552	417 462	49,4	428 090	50,6
Sarah Baartman	334 942	165 263	49,3	169 679	50,7
Eastern Cape	**4 740 003**	**2 329 062**	**49,1**	**2 410 940**	**50,9**

Percentage calculated within the district municipality, within Eastern Cape.

Table 2.2 shows that in the Eastern Cape , females (50,9%) were more likely to travel than males (49,1%). In addition, most female travellers resided in Chris Hani (52,8%), followed by Alfred Nzo (52,6%) and Buffalo City (51,7%). Females who travelled less resided in Joe Gqabi (46,3%), followed by Nelson Mandela Bay (49,6%).

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



	Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R.Tambo	Sarah Baartman	Eastern Cape
65 plus	4,6	7,4	6,5	5,4	5,6	6,2	4,2	5,6	5,6
41–64	13,8	17,5	25,7	16,8	16,4	27,6	13,2	24,2	19,6
26–40	17,4	16,5	25	16,8	22,3	24,4	17,8	24,5	20,3
20–25	10,1	6,5	5,9	5,1	8,2	7,5	9,3	9	7,8
15–19	10,6	9,5	7,6	11,6	12,5	6,9	11,7	9,3	9,6
7–14	29,4	29,7	19,2	31,6	22,5	18,5	31,8	18,4	25,5
0–6	14,1	12,9	10,1	12,7	12,5	9	12,1	9	11,5

Percentages calculated within district municipalities.

Figure 2.3 illustrates that provincially, about 25,5% of persons aged 7–14 years undertook trips seven days prior to the interview, followed by those aged 26-40 years (20,3%). Persons aged 65 and above (5,6%) were least likely to travel. Nelson Mandela and Sarah Baartman shared the same percentage of persons aged 0–6 years who undertook trips.

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

Indicator		Days of the week						
		Monday	**Tuesday**	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Sunday**
Sex	Male ('000)	2 146	2 126	2 130	2 104	2 104	739	757
	Per cent of males	66,3	65,7	65,8	65,0	65,0	22,8	23,4
	Female ('000)	1 994	1 981	1 985	1 958	1 949	651	983
	Per cent of females	57,3	57,0	57,1	56,3	56,1	18,7	28,3
Age group								
0–2 yrs	Number	80	84	82	79	77	18	32
	Per cent in age group	21,7	22,8	22,3	21,5	20,9	4,9	8,7
3–4 yrs	Number	168	169	169	167	167	27	41
	Per cent in age group	63,4	63,8	63,8	63,0	63,0	10,2	15,5
5–6 yrs	Number	297	296	296	297	297	39	62
	Per cent in age group	93,7	93,4	93,4	93,7	93,7	12,3	19,6
7–14 yrs	Number	1 240	1 241	1 239	1 238	1 236	153	228
	Per cent in age group	97,3	97,4	97,3	97,3	97,0	12,0	17,9
15–19 yrs	Number	453	452	455	452	452	105	99
	Per cent in age group	83,3	82,9	83,6	83,1	83,1	19,3	18,2
20–25 yrs	Number	291	290	291	284	284	159	151
	Per cent in age group	47,6	47,4	47,5	46,4	46,5	26,0	24,7
26–40 yrs	Number	779	760	770	739	753	415	438
	Per cent in age group	54,2	52,9	53,5	51,4	52,4	28,9	30,5
41–54 yrs	Number	484	480	477	465	464	225	288
	Per cent in age group	57,3	56,9	56,5	55,1	55,0	26,7	34,1
55 yrs and older	Number	347	336	337	341	322	249	402
	Per cent in age group	33,0	32,0	32,0	32,4	30,6	23,7	38,2
Total	**Total**	**4 140**	**4 108**	**4 115**	**4 063**	**4 052**	**1 390**	**1 740**
	Per cent of all travellers	**61,7**	**61,2**	**61,3**	**60,5**	**60,4**	**20,7**	**25,9**

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

According to Table 2.3, more than 65% of males tended to travel during the week and less than 25% travelled on weekends. On the other hand, more than 50% of females travelled during the week, while less travelled during weekends. Persons between the age of 7-14 years travelled more than any other age group, followed by those between the age of 5-6 years and 15-19 years. Infants and the elderly travelled less.

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

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

Main reason for not travelling	Statistics (numbers in thousands)	District municipality								Eastern Cape
		Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	
Did not need to travel	Number	90	71	128	264	30	97	214	81	**975**
	Per cent	44,2	30,9	62,6	78,3	19,8	37,7	48,4	55,7	**49,5**
Too old/young to travel	Number	72	58	21	17	43	42	109	23	**385**
	Per cent	35,5	25,2	10,4	5,1	28,5	16,3	24,6	16,0	**19,6**
Financial reasons/too expensive	Number	10	6	26	13	52	16	47	11	**181**
	Per cent	4,7	2,4	12,8	4,0	34,5	6,2	10,7	7,7	**9,2**
No particular reason	Number	4	57	*	*	4	20	10	7	**107**
	Per cent	1,9	24,5	1,0	1,0	2,5	7,8	2,3	5,1	**5,4**
Not well enough to travel/sick	Number	10	17	6	19	6	37	24	8	**127**
	Per cent	4,7	7,4	3,0	5,8	3,9	14,5	5,4	5,5	**6,5**
Taking care of children/ sick/elderly relative	Number	7	7	*	4	6	22	19	4	**72**
	Per cent	3,6	3,0	1,3	1,3	4,0	8,6	4,3	2,9	**3,7**
Disabled: unable to leave the house/ transport inaccessible	Number	4	6	4	6	*	12	7	4	**45**
	Per cent	2,0	2,6	1,8	1,8	1,8	4,6	1,6	2,5	**2,3**
Other	Number	7	9	14	10	7	11	12	7	**77**
	Per cent	3,4	4,0	7,0	2,8	5,0	4,3	2,7	4,6	**3,9**
Total	**Number**	**204**	**231**	**205**	**337**	**149**	**257**	**443**	**145**	**1 970**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 2.4 illustrates that 49,5% of persons interviewed across all districts in Eastern Cape indicated that they did not travel because there was no need to travel, while 19,6% could not travel because they are either too young or too old to travel. Chris Hani (78,3%), followed by Buffalo City (62,6%) and Sarah Baartman (55,7%) had the largest percentage of households that stated no need to travel as their main reason for not travelling during the period. Financial reasons or transport being too expensive (9,2%) was the third reason why persons did not travel.

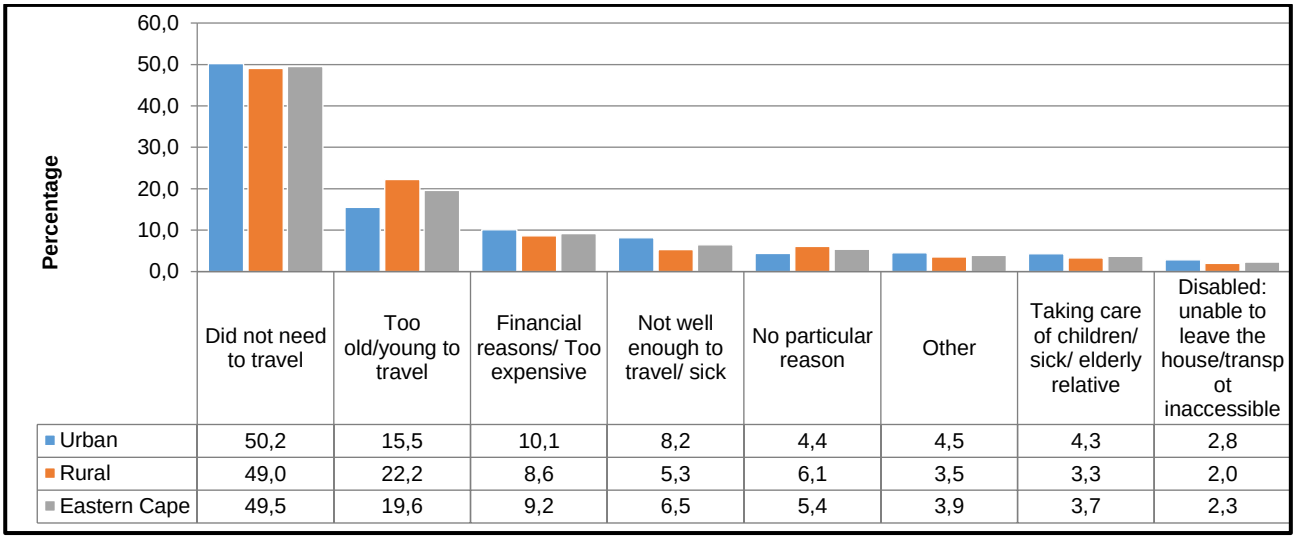
Table 2.5: Main reasons for not travelling in the seven days prior to the interview by age group, 2020

Main reason for not travelling	Statistics (numbers in thousands)	Age group								Eastern Cape
		0–4	5–6	7–14	15–19	20–25	26–40	41–54	55+	
Did not need to travel	Number	96	9	25	50	144	283	145	222	**975**
	Per cent	25,2	39,5	39,7	57,1	59,5	59,9	59,7	48,6	**49,5**
Too old/young to travel	Number	267	9	9	*	*	*	*	96	**385**
	Per cent	70,0	35,9	13,9	1,1	0,7	0,2	0,7	21,1	**19,6**
Financial reasons/Too expensive	Number	5	*	11	14	38	70	26	15	**181**
	Per cent	1,2	7,3	17,1	15,5	15,9	14,8	10,8	3,3	**9,2**
No particular reason	Number	9	*	4	10	20	34	11	18	**107**
	Per cent	2,3	6,1	6,9	10,9	8,1	7,2	4,7	3,9	**5,4**
Not well enough to travel/sick	Number	*	*	7	4	6	20	21	67	**127**
	Per cent	0,2	1,6	11,2	5,0	2,6	4,2	8,7	14,7	**6,5**
Taking care of children/sick/elderly relative	Number	*	*	*	*	14	31	15	9	**72**
	Per cent	0,1	3,6	*	2,2	5,6	6,6	6,1	2,0	**3,7**
Disabled: unable to leave the house/ transport inaccessible	Number	*	*	4	*	8	8	8	14	**45**
	Per cent	0,2	1,7	6,1	2,3	3,2	1,7	3,2	3,2	**2,3**
Other	Number	*	*	*	5	11	25	15	14	**77**
	Per cent	0,7	4,2	5,1	6,0	4,5	5,3	6,0	3,1	**3,9**
Total	**Number**	**381**	**24**	**64**	**88**	**242**	**472**	**243**	**456**	**1 970**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 2.5 shows the main reasons for not travelling in the seven days prior to the interview by age group. Slightly less than 60% of persons between 20-54 years indicated that their main reason for not travelling was because they did not need to travel. Those between 0-6 years and 55 plus indicated that they are either too old or too young to travel.

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



	Did not need to travel	Too old/young to travel	Financial reasons/ Too expensive	Not well enough to travel/ sick	No particular reason	Other	Taking care of children/ sick/ elderly relative	Disabled: unable to leave the house/transpot inaccessible
Urban	50,2	15,5	10,1	8,2	4,4	4,5	4,3	2,8
Rural	49,0	22,2	8,6	5,3	6,1	3,5	3,3	2,0
Eastern Cape	49,5	19,6	9,2	6,5	5,4	3,9	3,7	2,3

Figure 2.4 illustrates that slightly less than 50% of households indicated no need to travel as their main reason for not travelling seven days prior to the interview, followed by being too young or too old to travel (19,6%).

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

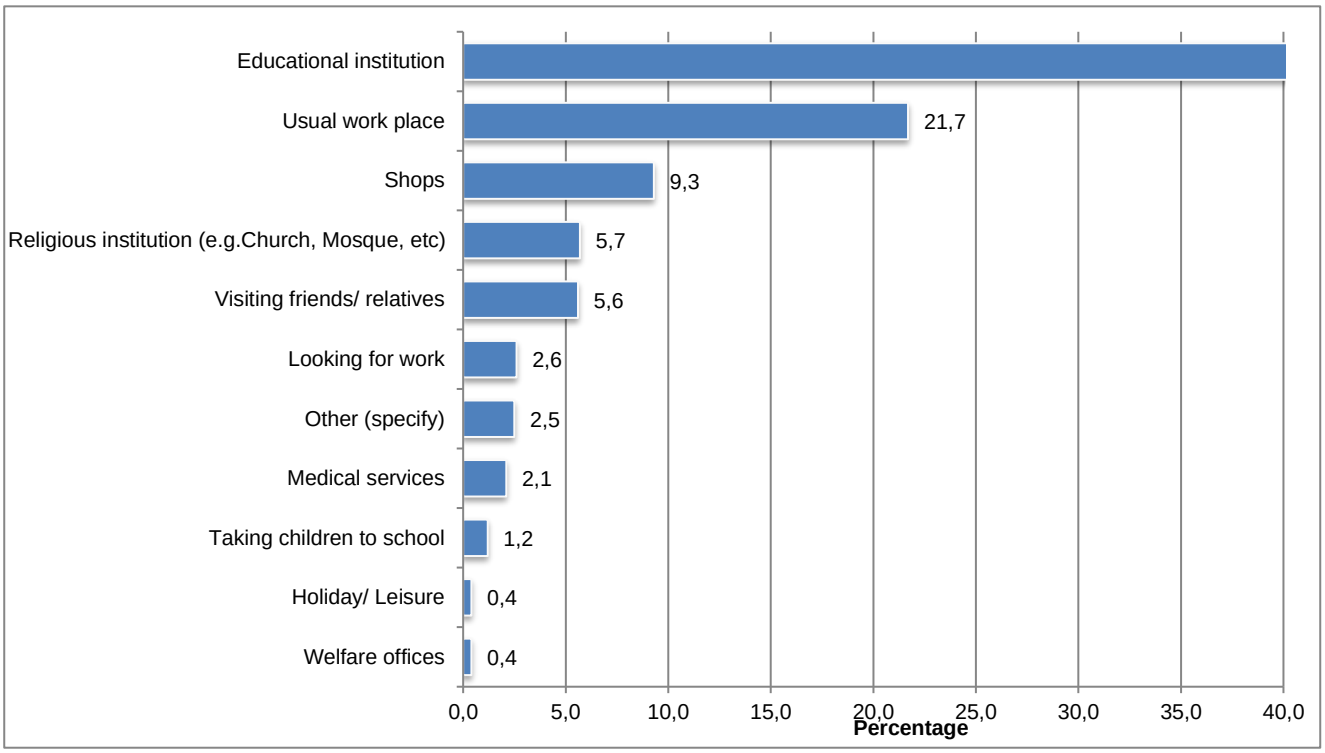
Main purpose of trip	Statistics (numbers in thousands)	District municipality								Eastern Cape
		Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	
Educational institution	Number	379	311	220	224	90	329	473	97	**2 123**
	Per cent	60,8	51,7	40,7	49,8	45,2	38,6	59,1	31,9	**48,6**
Usual work place	Number	77	79	180	65	45	314	97	92	**950**
	Per cent	12,4	13,1	33,2	14,5	22,9	36,8	12,2	30,1	**21,7**
Shops	Number	51	42	33	66	20	64	79	53	**407**
	Per cent	8,1	6,9	6,0	14,6	10,3	7,5	9,9	17,3	**9,3**
Religious institutions	Number	20	41	24	43	20	44	54	6	**251**
	Per cent	3,3	6,8	4,3	9,5	10,1	5,1	6,8	2,0	**5,7**
Visiting friends/relatives	Number	49	49	22	15	10	33	43	26	**246**
	Per cent	7,8	8,1	4,0	3,3	5,1	3,8	5,4	8,6	**5,6**
Looking for work	Number	10	19	15	10	6	20	19	12	**112**
	Per cent	1,7	3,2	2,8	2,2	3,2	2,4	2,3	3,8	**2,6**
Medical services	Number	8	26	12	8	*	11	14	8	**91**
	Per cent	1,2	4,4	2,2	1,8	1,6	1,3	1,8	2,5	**2,1**
Taking children to school	Number	*	6	15	*	*	17	*	6	**52**
	Per cent	0,4	1,0	2,8	0,5	0,3	2,0	0,3	2,0	**1,2**
Holiday/leisure	Number	*	*	*	*	*	9	*	*	**15**
	Per cent	0,3	0,0	0,3	0,3	0,1	1,0	0,1	0,2	**0,4**
Welfare offices	Number	*	*	*	*	*	*	4	*	**15**
	Per cent	0,3	0,4	0,4	0,7	0,1	0,1	0,4	0,4	**0,4**
Other (specify)	Number	23	26	17	12	*	11	13	4	**109**
	Per cent	3,7	4,4	3,2	2,7	1,2	1,3	1,6	1,3	**2,5**
Total	**Number**	**623**	**601**	**541**	**450**	**199**	**854**	**799**	**306**	**4 372**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated within district municipalities.
Totals excludes unspecified cases.

Table 2.6 shows that overall, 48,6% persons in the Eastern Cape travelled to education institutions seven days prior to the interview, followed by those who travelled to usual work (21,7%). The highest percentage of learners resided in Alfred Nzo (60,8%), followed by O.R. Tambo and Amathole. The least students to travel to educational institutions resided in Sarah Baartman (31,9%) and Nelson Mandela Bay (38,6%).

Travelling to usual work place (21,7%) was the second main reason for travelling indicated by household members with Nelson Mandela Bay (36,8%) having the highest persons who are employed, followed by Buffalo City (33,2%) and Sarah Baartman (30,1%).

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



About 48,8% of persons in the province cited travelling to educational institutions as their main purpose for travelling seven days prior to their interview, as illustrated by Figure 2.5. This was followed by travelling to usual place (21,7%). Travelling for holiday or leisure (0,4%) and to welfare offices (0,4%) were the least reasons stated by households for travelling.

Table 2.7: Percentage of trips undertaken by household members in the seven days prior to the interview by geographic location, 2020

Geographic location	Number of persons who completed the question ('000)	Number of trips undertook (percentage of household members within geographic location)			Total
		1 trip	2 trips	3 trips and more	
Metro	1 395	88,1	7,5	4,3	**100,0**
Non-metro	2 977	81,2	10,8	8,0	**100,0**
Urban	2 116	82,5	9,6	7,9	**100,0**
Rural	2 256	84,3	9,8	5,9	**100,0**
Eastern Cape	**4 372**	**83,4**	**9,7**	**6,9**	**100,0**

Percentages calculated within geographical location.
Totals excludes unspecified cases.

According to Table 2.7, approximately 83,4% of households' members in the Eastern Cape undertook one trip seven days prior to the interview, while 9,7% undertook two trips. The largest percentage of those that took one trip resided in the rural areas (84,3%).

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

Mode of travel		Statistics (numbers in thousands)	District municipality								Eastern Cape
			Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	
Public transport	Train	Number	*	*	7	*	*	4	*	*	**12**
		Per cent	0,1	*	1,3	*	*	0,4	*	*	**0,3**
	Bus	Number	26	7	19	8	*	46	6	*	**117**
		Per cent	4,2	1,2	3,6	1,8	1,4	5,3	0,7	0,8	**2,7**
	Taxi	Number	94	148	164	99	52	187	227	41	**1 011**
		Per cent	15,0	24,7	30,4	21,9	26,0	21,9	28,4	13,3	**23,1**
Private transport	Car/truck driver	Number	23	32	92	32	15	177	34	54	**460**
		Per cent	3,7	5,4	17,1	7,2	7,7	20,7	4,2	17,7	**10,5**
	Car/truck passenger	Number	45	20	88	44	9	168	41	36	**450**
		Per cent	7,2	3,4	16,2	9,7	4,5	19,7	5,1	11,6	**10,3**
Walking all the way		Number	434	382	165	261	117	264	491	168	**2 282**
		Per cent	69,5	63,5	30,6	57,9	58,9	31,0	61,5	55,1	**52,2**
Other		Number	*	11	4	7	*	8	*	5	**40**
		Per cent	0,3	1,8	0,8	1,6	1,4	0,9	0,1	1,5	**0,9**
Total		**Number**	**623**	**601**	**541**	**450**	**199**	**854**	**799**	**306**	**4 372**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated within district municipalities.
Totals excludes unspecified cases.

More than 50% of the household members walked all the way to their destination, followed by those that used taxis (23,1%), car or truck driver (10,5%) and car/truck as a passenger (10,3%). The highest proportion of persons who walked all the way resided in Alfred Nzo (69,5%), followed by Amathole (63,5%) and O.R. Tambo (61,5%). The least persons who walked all the way resided in Buffalo City (30,6%) and Nelson Mandela Bay (31,0%).

All districts indicated that taxis were their second mode of travel, except Sarah Baartman which used car or truck as a driver (17,7%) as their second mode of travel. Train (0,3%) was the least used mode of transport in the province (0,3%) with only Buffalo City (1,3%), Nelson Mandela Bay (0,4%) and Alfred Nzo (0,1%) household members using it as a mode of travel.

2.2 Summary

The reference period of the study was seven days prior to the interview. The results show that the number of households in Eastern Cape who had travelled during the seven days prior to the survey decreased from 5,1 million in 2013 to 4.7 million in 2020. The largest proportion of persons who travelled a week prior to the interviews were found in Nelson Mandela Bay (20,1%), followed by O.R. Tambo (17,8%), Alfred Nzo (15,3%), Amathole (13,0%), and Buffalo City (12,5%), while the smallest proportion of travellers were found in Joe Gqabi (4,3%), followed by Sarah Baartman (7,1%) and Chris Hani (9,8%).

Generally, more females (50,9%) than males (49,1%) undertook trips in the seven days prior to the interview in the Eastern Cape . In addition, persons aged 7–14 years (25,5%) followed by those aged 26–40 years (20,3%) undertook more trips seven days prior to the interview in the province. More than 65% of males tended to travel during weekdays and less than 25% travelled on weekends. On the other hand, more than 50% of females travelled during weekdays.

About 49,5% of persons interviewed in the Eastern Cape indicated that they did not travel because there was no need to travel, while 19,6% could not travel because they are either too young or too old to travel. A large percentage of persons who indicated to be too young/old to travel as their main reason for not travelling were found in age group 0–4 years (70%), followed by age 5-6 years (35,9%) and 55 years and older (21,1%).

3. Education and education-related travel patterns

3.1 Introduction

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

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

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

Indicator	Statistics (numbers in thousands)	District municipality								Eastern Cape
		Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	
Type of institution										
Pre-school	Number	22	21	24	16	7	42	51	14	**196**
	Per cent	5,6	6,3	10,0	5,8	5,8	11,8	10,1	11,0	**8,4**
School	Number	359	297	189	251	115	266	437	105	**2 019**
	Per cent	92,0	90,2	77,5	91,8	91,9	75,0	86,8	83,7	**86,1**
ABET and literacy classes	Number	*	*	*	*	*	*	*	*	**6**
	Per cent	0,6	0,0	0,8	0,4	0,2	0,2	*	*	**0,3**
Higher educational institution	Number	*	6	12	*	*	30	7	4	**65**
	Per cent	0,6	1,8	4,8	1,1	0,7	8,5	1,4	3,2	**2,8**
FET & other colleges	Number	5	5	15	*	*	12	9	*	**51**
	Per cent	1,3	1,7	6,0	0,8	1,2	3,3	1,7	1,6	**2,2**
Other	Number	*	*	*	*	*	4	*	*	**7**
	Per cent	*	*	0,8	0,1	0,2	1,2	.	0,5	**0,3**
Total	**Number**	**391**	**329**	**244**	**274**	**125**	**354**	**504**	**126**	**2 346**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Geographic location										
Urban	Number	37	89	188	105	45	341	49	114	**967**
	Per cent	9,4	27,2	76,9	38,3	35,7	96,4	9,7	90,8	**41,2**
Rural	Number	354	240	56	169	81	13	455	12	**1 379**
	Per cent	90,6	72,8	23,1	61,7	64,3	3,6	90,3	9,2	**58,8**
Household income quintiles										
Quintile 1 (lowest income quintile)	Number	29	39	91	54	23	132	66	25	**460**
	Per cent	7,5	11,9	37,3	19,7	18,2	37,2	13,2	20,2	**19,6**
Quintile 2	Number	87	62	43	84	26	75	104	15	**496**
	Per cent	22,3	18,8	17,4	30,6	21,1	21,3	20,7	11,7	**21,2**
Quintile 3	Number	81	47	30	50	23	36	100	18	**387**
	Per cent	20,8	14,3	12,3	18,3	18,6	10,3	19,9	14,3	**16,5**
Quintile 4	Number	105	89	35	50	26	30	90	20	**444**
	Per cent	26,8	27,1	14,3	18,3	20,4	8,5	17,8	15,9	**18,9**
Quintile 5 (highest income quintile)	Number	88	92	45	36	27	80	143	48	**559**
	Per cent	22,5	27,9	18,6	13,1	21,7	22,7	28,4	37,9	23,8

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

Table 3.1 illustrates the type of educational institution attended, geographical location and income quantiles by districts. The Eastern Cape had 86,1% of learners who were attending school, followed by those who attended pre-school (8,4%). Those who attended higher education, FET and other colleges in 2020 were 2.8% and 2.2%, respectively.

It is evident that most learners that attended school in the province resided in the rural areas (58,8%) while the rest resided in the urban areas (41,2%). Alfred Nzo and O.R. Tambo had 90,6% and 90,3% of learners residing in the rural areas, respectively. Furthermore, Sarah Baartman (37,9%) had the highest proportion of households who earned the highest income.

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

Indicator	Statistics (numbers in thousands)	Mode of travel							Eastern Cape
		Public transport			Private transport		Walking all the way	Other	
		Train	Bus	Taxi	Car/truck driver	Car/truck passenger			
Scholars and disability status									
Scholars	Number	*	73	255	19	194	1 276	18	**1 835**
	Per cent	0,1	4,0	13,9	1,0	10,6	69,5	1,0	**100,0**
Disabled scholars	Number	*	*	10	*	11	57	*	**82**
	Per cent	*	2,7	12,5	0,6	13,3	68,9	2,0	**100,0**
Geographic location									
Urban	Number	*	24	103	10	132	451	8	**729**
	Per cent	0,2	3,3	14,1	1,3	18,1	61,9	1,1	**100,0**
Rural	Number	*	51	162	9	73	882	12	**1 189**
	Per cent	*	4,3	13,6	0,8	6,1	74,2	1,0	**100,0**
Household income quintiles									
Quintile 1 (lowest income quintile)	Number	*	17	57	5	83	194	4	**361**
	Per cent	0,1	4,8	15,9	1,3	23,1	53,8	1,0	**100,0**
Quintile 2	Number	*	13	49	6	28	314	5	**416**
	Per cent	0,2	3,1	11,8	1,5	6,8	75,5	1,1	**100,0**
Quintile 3	Number	*	13	44	*	17	247	*	**326**
	Per cent	*	4,0	13,6	0,6	5,2	75,9	0,8	**100,0**
Quintile 4	Number	*	11	43	*	25	280	*	**362**
	Per cent	0,1	3,1	11,8	0,1	6,8	77,4	0,8	**100,0**
Quintile 5 (highest income quintile)	Number	*	20	71	6	52	298	6	**453**
	Per cent	*	4,5	15,8	1,3	11,5	65,7	1,4	**100,0**

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

Table 3.2 shows that of the 1,8 million scholars that attended within the province, 82 000 were disabled scholars. Non-motorised transport was the main mode of travel used by scholars to travel to school. Provincially, over six in ten scholars (69,5%) walked all the way to attend school. Slightly less than 70% of disabled scholars walked all the way to attend school, while 13,3% used cars/trucks as passengers and 12,5% used taxis.

Cars/trucks as a passenger (18,1%) and taxis (14,1%) were the second and third most used modes of travel by scholars in the urban areas, however, the opposite emerged in the rural areas.

Majority of scholars within all the household income quantiles (65,5%) walked all the way to their education institutions.

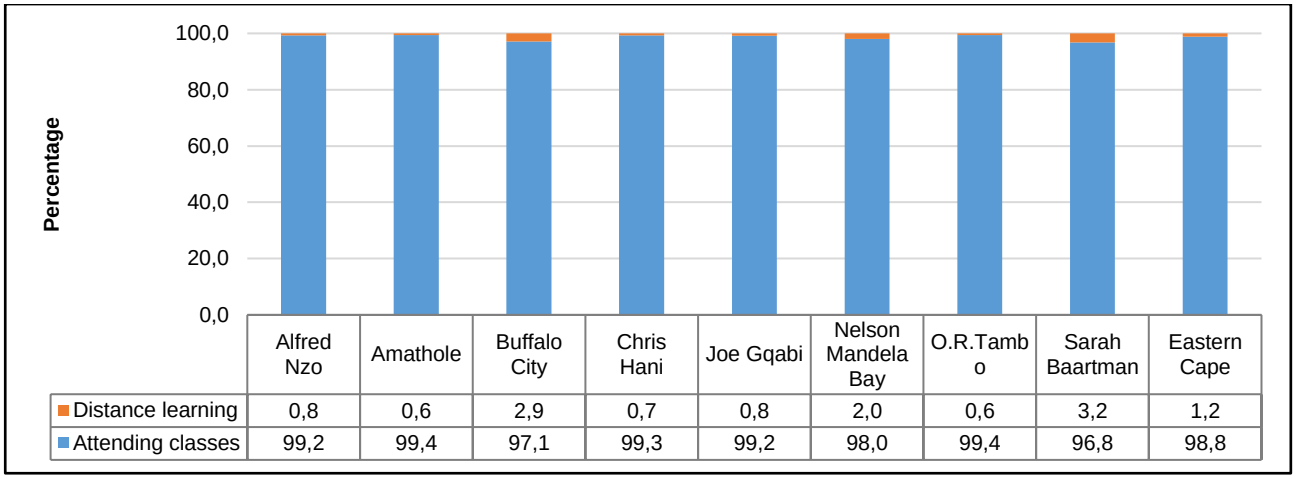
Table 3.3: Attendance of an educational institution through attending classes or distance learning by district municipality, 2013 and 2020

District municipality	Statistic (numbers in thousands)	2013			2020		
		Learners who completed the question	Attending classes	Distance learning	Learners who completed the question	Attending classes	Distance learning
Alfred Nzo	Number	336	325	11	391	388	*
	Per cent	13,4	13,1	27,5	16,7	16,7	9,4
Amathole	Number	299	297	*	329	327	*
	Per cent	11,9	12,0	2,9	14,0	14,1	8,7
Buffalo City	Number	283	273	9	244	237	7
	Per cent	11,3	11,1	22,9	10,4	10,2	24,8
Chris Hani	Number	338	334	*	274	272	*
	Per cent	13,4	13,5	8,6	11,7	11,7	4,4
Joe Gqabi	Number	114	113	*	125	124	*
	Per cent	4,6	4,6	3,6	5,3	5,3	4,3
Nelson Mandela Bay	Number	329	325	4	354	347	7
	Per cent	13,1	13,2	10,7	15,1	15,0	25,6
O.R. Tambo	Number	699	691	8	504	501	*
	Per cent	27,8	28,0	20,8	21,5	21,6	7,7
Sarah Baartman	Number	113	112	*	126	122	4
	Per cent	4,5	4,5	3,1	5,4	5,2	15,2
Eastern Cape	**Number**	**2 510**	**2 470**	**40**	**2 346**	**2 318**	**28**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

It is evident that in Eastern Cape, there were more learners attending classes (2,3 million) than distance learning (28 000). The highest proportion of learners who attend classes were found in O.R. Tambo (21,6%), followed by Alfred Nzo (16,7%). Learners who resided in Nelson Mandela, followed by Buffalo City (24,8%) and Sarah Baartman (15,2%) preferred distance learning.

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



Percentages calculated within district municipalities

Figure 3.1 shows that there were 98,8% of learners in the province who attended classes, while less than 2% attended educational institutions through distance learning. Over nine in ten learners in all districts attended classes. Learners in Sarah Baartman (3,2%), Buffalo City (2,9%) and Nelson Mandela Bay (2,9%) attended educational institutions through distance learning.

3.2 Education-related travel mode

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

Educational institution and number of days		Statistics numbers in thousands)	District municipality								
			Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	Eastern Cape
Pre-school	1–4	Number	*	*	*	*	*	*	*	*	**5**
		Per cent	0,5	2,8	*	5,9	*	2,8	3,6	*	**2,3**
	5	Number	22	20	24	15	7	41	48	14	**191**
		Per cent	99,5	97,2	100,0	94,1	100,0	97,2	96,4	100,0	**97,7**
	6–7	Number	*	*	*	*	*	*	*	*	*****
		Per cent	*	*	*	*	*	*	*	*	*****
School	1–4	Number	*	*	*	*	*	*	7	*	**21**
		Per cent	0,7	0,8	1,0	0,9	0,1	0,8	1,6	3,0	**1,0**
	5	Number	350	290	186	242	114	258	416	100	**1 955**
		Per cent	97,5	97,7	98,2	96,3	99,8	98,1	95,5	96,4	**97,2**
	6–7	Number	6	5	*	7	*	*	13	*	**36**
		Per cent	1,8	1,6	0,8	2,8	0,1	1,1	2,9	0,6	**1,8**
Higher education institutions	1–4	Number	*	*	*	*	*	7	*	*	**13**
		Per cent	24,7	19,4	32,3	*	*	23,2	22,9	29,1	**24,0**
	5	Number	*	4	7	*	*	22	4	*	**41**
		Per cent	75,3	80,6	63,6	100,0	100,0	76,8	69,4	48,8	**73,2**
	6–7	Number	*	*	*	*	*	*	*	*	*****
		Per cent	*	*	4,2	*	*	*	7,7	22,2	**2,9**
Other institutions	1–4	Number	4	*	4	*	*	4	*	*	**13**
		Per cent	51,9	17,8	23,7	5,7	9,0	27,4	*	*	**21,9**
	5	Number	*	5	11	*	*	10	8	*	**44**
		Per cent	48,1	82,2	74,5	85,7	91,0	72,6	99,3	100,0	**77,0**
	6–7	Number	*	*	*	*	*	*	*	*	*****
		Per cent	*	*	1,7	8,5	*	*	0,7	*	**1,1**
All institutions	1–4	Number	7	5	9	*	*	14	10	4	**51**
		Per cent	1,7	1,4	3,7	1,2	0,3	3,9	2,0	3,3	**2,2**
	5	Number	377	318	228	262	123	331	476	117	**2 231**
		Per cent	96,6	97,1	95,4	96,1	99,6	95,2	95,4	95,6	**96,1**
	6–7	Number	6	5	*	7	*	*	13	*	**38**
		Per cent	1,6	1,4	0,9	2,7	0,1	0,8	2,6	1,1	**1,6**
Unspecified		Number	0,9	1,6	4,9	1,1	1,9	6,7	4,8	3,6	**25,5**
Total		**Number**	**390,9**	**328,6**	**243,9**	**273,1**	**124,9**	**353,7**	**503,8**	**125,6**	**25,5**

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

According to Table 3.4, 96,1% of learners across all institutions in the province attended school for five days. There was slightly less than 2% of learners who attended school for 6-7 days. In Buffalo City (100%), Joe Gqabi (100%) and Sarah Baartman (100%), all Pre-School learners attended school for five days. Over nine in ten school learners across all districts attended school for five days.

In Eastern Cape , approximately 97,2% of school learners travelled five days to their educational institution, while 1,8% travelled 6-7 days. Over 95% of learners in all districts attended school travelled five days to their educational institutions. About 73,2% of students in higher educational institutions travelled five days to their educational institutions, while 24,0% travelled one-four days. All students who resided in Chris Han (100%) and Joe Gqabi (100%) indicated that they travelled five days to higher educational institutions. Buffalo City had the largest percentage of students who travelled one-four days.

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

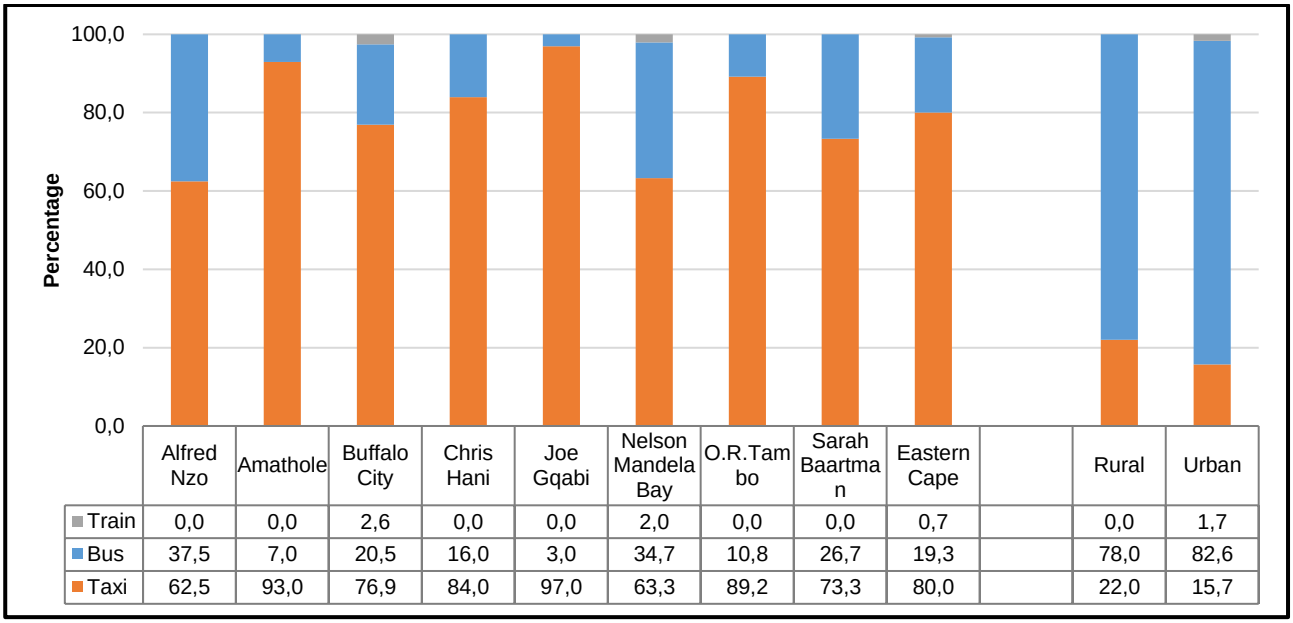
Mode of travel		Statistics ('000)	District municipality (per cent within District municipality)								Eastern Cape
			Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	
Public transport	Train	Number	*	*	*	*	*	*	*	*	*****
		Per cent	*	*	0,9	*	*	0,2	*	*	**0,1**
	Bus	Number	21	4	16	8	*	17	8	4	**79**
		Per cent	5,5	1,2	7,0	2,8	1,5	5,3	1,8	3,2	**3,6**
	Taxi	Number	35	53	60	42	32	31	66	11	**328**
		Per cent	9,3	16,5	26,2	15,7	34,9	9,6	14,1	9,6	**15,1**
Private transport	Car/ truck driver	Number	*	*	*	*	*	16	*	*	**32**
		Per cent	0,9	0,9	1,2	0,9	1,6	4,8	0,2	2,1	**1,5**
	Car/truck passenger	Number	24	12	43	21	4	94	26	17	**242**
		Per cent	6,4	3,8	18,8	7,9	4,8	29,2	5,6	15,0	**11,1**
Walking all the way		Number	290	240	101	188	52	163	363	78	**1 475**
		Per cent	77,8	75,0	44,3	70,2	57,1	50,5	78,0	68,8	**67,6**
Other		Number	*	8	4	7	*	*	*	*	**23**
		Per cent	*	2,6	1,6	2,5	0,0	0,4	0,2	1,3	**1,0**
Total		**Number**	**373**	**320**	**228**	**268**	**90**	**322**	**466**	**114**	**2 182**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

In the Eastern Cape , more than 60% of learners walked all the way to their educational institutions, followed by those using taxis (15,1%) and private transport as car/truck passengers (11,1%), as illustrated by Table 3.5. O.R. Tambo (78,0%) had the highest percentage of learners who walk all the way to their education institutions, followed by Alfred Nzo (77,8%), Amathole (75,0%) and Chris Hani (70,2%).

Taxis (15,1%) and car/truck as a passenger (11,1%) were second and third main modes of travel used by learners. Joe Gqabi and Buffalo City had 34,9% and 26,2% of learners who used taxis to their educational institutions, respectively. Slightly less than 30% of learners in Nelson Mandela Bay used cars/trucks as passengers to travel to reach their educational institutions. Train (0,1%) was the least used mode of transport by learners in the province to travel to their educational institutions. Buffalo City (0,9%) and Nelson Mandela Bay (0,2%) were the only two districts where learners indicated that they used trains to travel to educational institutions.

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



	Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R.Tambo	Sarah Baartman	Eastern Cape		Rural	Urban
Train	0,0	0,0	2,6	0,0	0,0	2,0	0,0	0,0	0,7		0,0	1,7
Bus	37,5	7,0	20,5	16,0	3,0	34,7	10,8	26,7	19,3		78,0	82,6
Taxi	62,5	93,0	76,9	84,0	97,0	63,3	89,2	73,3	80,0		22,0	15,7

Percentages calculated within municipalities and geographical location

Approximately 80% of learners in the Eastern Cape used taxis to travel to educational institutions. Majority of those learners were found in Joe Gqabi (97,0%), Amathole (93,0%), O.R. Tambo (89,2%) and Chris Hani (84,0%). Over three in ten learners who resided in Alfred Nzo (37,5%) and Nelson Mandela Bay (34,7%) used buses to travel to their educational institutions. Trains were only used by learners who resided in urban areas (1,7%).

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

Mode of travel		Statistics (numbers in thousands)	District municipality (per cent within District municipality)								Eastern Cape
			Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	
Public transport	Train	Number	*	*	*	*	*	*	*	*	*****
		Per cent	*	*	100,0	*	*	*	*	*	**100,0**
	Bus	Number	21	4	16	7	*	13	8	4	**75**
		Per cent	27,6	5,0	21,4	10,0	1,8	18,1	11,2	4,9	**100,0**
	Taxi	Number	31	47	42	37	28	22	49	9	**265**
		Per cent	11,9	17,6	15,7	14,1	10,7	8,3	18,5	3,2	**100,0**
Private transport	Car/truck driver	Number	*	*	*	*	*	7	*	*	**19**
		Per cent	17,6	12,8	4,9	8,4	7,6	34,3	5,2	9,1	**100,0**
	Car/truck passenger	Number	20	10	38	19	*	77	25	13	**205**
		Per cent	9,6	4,9	18,6	9,2	1,6	37,7	12,1	6,3	**100,0**
Walking all the way		Number	273	222	84	176	48	132	328	68	**1 333**
		Per cent	20,5	16,7	6,3	13,2	3,6	9,9	24,6	5,1	**100,0**
Other		Number	*	8	4	6	*	*	*	*	**20**
		Per cent	0,9	38,0	18,0	30,6	0,2	2,4	3,1	6,8	**100,0**
Total		**Number**	**349**	**292**	**186**	**248**	**82**	**251**	**412**	**97**	**1 917**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 3.6 depicts the school-going learners' main mode of travel to the educational institution by district municipality. School-going learners who resided in Nelson Mandela Bay indicated that they used cars/trucks as passengers (37,7%) as their main mode of travel to their educational institutions and car/truck as drivers (34,3%) as their second mode of travel.

In Alfred Nzo, learners used buses (27,6%) as their main mode of travel to educational institutions, followed by walking all the way (20,6%). About 24,6% of learners in O.R. Tambo stated walking all the way as their main mode of travel.

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

Mode of travel		Statistics (numbers in thousands)	Educational institution					Eastern Cape
			Pre-school	School	Higher education institution	TVET college	Other institution	
Public transport	Train	Number	*	*	*	*	*	*****
		Per cent	0,1	0,1	2,4	0,7	*	**0,1**
	Bus	Number	*	75	*	*	*	**79**
		Per cent	0,4	3,9	6,1	2,6	0,2	**3,6**
	Taxi	Number	32	265	10	16	5	**328**
		Per cent	17,5	13,8	26,8	52,6	42,3	**15,1**
Private transport	Car/truck driver	Number	5	19	7	*	*	**32**
		Per cent	2,5	1,0	17,7	3,4	4,8	**1,5**
	Car/truck passenger	Number	22	205	11	*	*	**242**
		Per cent	12,2	10,7	28,4	5,9	16,8	**11,1**
Walking all the way		Number	122	1 333	6	11	4	**1 475**
		Per cent	66,5	69,5	15,3	34,8	35,9	**67,6**
Other		Number	*	20	*	*	*	**23**
		Per cent	0,9	1,0	3,3	*	*	**1,0**
Total		**Number**	**183**	**1 917**	**38**	**31**	**12**	**2 182**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

According to Table 3.7, majority of pre-school (69,5%) and school learners (66,5%) indicated walking all the way as their main mode of travel. Furthermore, both pre-school and school learners cited taxis and car/truck as a passenger as their second and third modes of travel.

For higher education training student, private car or truck as a passenger (28,4%) was the most common used mode of travel, followed taxis (26,8%). Tvet college (52,6%) and other institutions (42,3%) used taxis as their main mode of travel.

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

District municipality	Walked all the way			Cycled all the way			Drove all the way			Hitchhiked all the way		
	Number (`000)	% within Eastern Cape	% within district municipality	Number (`000)	% within Eastern Cape	% within district municipality	Number (`000)	% within Eastern Cape	% within district municipality	Number (`000)	% within Eastern Cape	% within district municipality
Alfred Nzo	290	19,7	77,8	*	*	*	*	*	*	*	8,4	18,1
Amathole	240	16,3	75,0	*	*	*	*	11,6	30,9	*	21,5	25,4
Buffalo City	101	6,9	44,3	*	*	*	*	6,2	2,4	*	18,7	4,2
Chris Hani	188	12,8	70,2	*	*	*	*	2,0	4,4	*	11,1	12,5
Joe Gqabi	52	3,5	57,1	*	*	*	*	0,3	1,1	*	0,8	1,8
Nelson Mandela Bay	163	11,0	50,5	*	*	*	14	69,1	12,4	*	*	*
O.R.Tambo	363	24,6	78,0	*	86,8	0,8	*	0,5	2,1	5	37,7	50,9
Sarah Baartman	78	5,3	68,8	*	13,2	0,4	*	10,3	25,0	*	1,8	2,5
Eastern Cape	**1 475**	**100,0**	**67,6**	*****	**100,0**	**0,1**	**20**	**100,0**	**9,9**	**12**	**100,0**	**5,6**
Geographic Location												
Urban	525	35,6	58,7	*	13,2	0,0	15	76,8	9,1	*	25,2	1,8
Rural	951	64,4	73,8	*	86,8	0,3	5	23,2	14,0	9	74,8	21,3

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

Table 3.8 summarise the learners who walked, cycled, drove or hitchhiked all the way to educational institutions. A large percentage of learners who walked to educational institutions were found in OR Tambo (24,6%), followed by Alfred Nzo (19,7%) and Amathole (16,3%). In OR Tambo, 86,8% cycled all the way to educational institutions.

Of the 20 000 learners who drove to educational institutions, Nelson Mandela Bay (69,1%) had the highest proportion, followed by Amathole (11,6%) and Sarah Baartman (10,3%). Learners in OR Tambo (37,7%), followed by Amathole (21,5%), Buffalo City (18,7%) and Chris Hani (11,1%) hitchhiked to educational institutions. Learners in urban areas were more likely to drive to educational institutions (76,8%), while those in rural areas were more likely to hitchhike all the way to their educational institutions (74,8%).

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

Main reasons for walking all the way	Statistics (numbers in thousands)	Geographic location		Eastern Cape
		Urban	Rural	
Nearby/close enough to walk	Number	379	730	**1 109**
	Per cent	72,3	76,8	**75,2**
Public transport too expensive	Number	64	72	**136**
	Per cent	12,3	7,6	**9,2**
It was by choice	Number	61	23	**84**
	Per cent	11,7	2,4	**5,7**
No transport	Number	9	85	**94**
	Per cent	1,7	8,9	**6,3**
Public transport not available	Number	4	33	**37**
	Per cent	0,7	3,5	**2,5**
Health reasons/exercising	Number	*	*	**5**
	Per cent	0,5	0,2	**0,3**
No public transport available at specific times	Number	*	4	**4**
	Per cent	0,1	0,4	**0,3**
Public transport is not enough	Number	*	*	*****
	Per cent	0,0	0,1	**0,1**
Other	Number	4	*	**6**
	Per cent	0,8	0,2	**0,4**
Total	**Number**	**525**	**951**	**1 475**
	Per cent	**100,0**	**100,0**	**100,0**

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

Table 3.9 depicts the main reasons for walking all the way to the educational institution by geographic location. In Eastern Cape , learners indicated that their main reason for walking all the way was that it was nearby or close enough to walk (75,2%) and about 76,8% of those learners resided in rural areas. Public transport being too expensive (9,2%), no transport (6,3%) and walking as a choice (5,7%) were other reasons specified by learners for walking all the way.

Table 3.10: Main reason for cycling all the way to the educational institution, 2020

Main reasons for cycling all the way	Statistics (numbers in thousands)	Eastern Cape
It was by choice	Number	*****
	Per cent	**13,5**
Nearby/close enough to walk	Number	*****
	Per cent	*****
Public transport too expensive/not available/not enough	Number	*****
	Per cent	**49,8**
Other	Number	*****
	Per cent	**36,7**
Total	**Number**	*****
	Per cent	**100,0**

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

According to Table 3.10, public transport being too expensive/not available/not enough (49,8%) was the main reason for cycling all the way to their educational institutions, followed by other reasons (36,7%). Cycling as a choice (13,5%) was the least main reason for cycling all the way to educational institution.

Table 3.11: Main reason for hitchhiking all the way to the educational institution by geographic location, 2020

Main reason for hitchhiking all the way	Statistics (numbers in thousands)	Geographic location		Eastern Cape
		Urban	Rural	
It is cheaper/reasonable/free of charge	Number	*	*	**4**
	Per cent	26,3	37,3	**34,5**
Public transport too expensive/not available/not enough	Number	*	*	**4**
	Per cent	21,6	35,1	**31,7**
It was by choice	Number	*	*	*****
	Per cent	29,7	2,9	**9,7**
No transport	Number	*	*	*****
	Per cent	11,4	10,9	**11,0**
Nearby/close enough to hitchhike	Number	*	*	*****
	Per cent	*	*	*****
No transport money	Number	*	*	*****
	Per cent	*	*	*****
Other	Number	*	*	*****
	Per cent	11,0	13,9	**13,1**
Total	**Number**	*****	**9**	**12**
	Per cent	**100,0**	**100,0**	**100,0**

Only one response was possible per person.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

Approximately 34,5% of scholars in the Eastern Cape indicated that their main reason for hitchhiking all the way to educational institutions was that it is cheaper or reasonable or free of charge. Public transport being too expensive/not available/not enough (31,7%) was the second most common reason cited by scholars for hitchhiking. Other reasons (13,1%), no transport (11,1%) and hitchhiking choice (9,7%) were also specified by scholars as the reasons for hitchhiking all the way to educational institutions.

Table 3.12: Scholars who used public and private scholar transport to their educational institution by district municipality, 2020

District municipality	Statistics (numbers in thousands)	Type of scholar transport		Eastern Cape
		Government scholar transport	Private scholar transport	
Alfred Nzo	Number	22	48	**71**
	Per cent	31,6	68,4	**100,0**
Amathole	Number	15	49	**64**
	Per cent	23,2	76,8	**100,0**
Buffalo City	Number	13	52	**65**
	Per cent	20,5	79,5	**100,0**
Chris Hani	Number	32	31	**63**
	Per cent	51,1	48,9	**100,0**
Joe Gqabi	Number	15	15	**30**
	Per cent	50,9	49,1	**100,0**
Nelson Mandela Bay	Number	3	36	**39**
	Per cent	8,7	91,3	**100,0**
O.R. Tambo	Number	18	59	**77**
	Per cent	23,8	76,2	**100,0**
Sarah Baartman	Number	6	16	**23**
	Per cent	27,4	72,6	**100,0**
Eastern Cape	Number	126	306	**432**
	Per cent	29,1	70,9	**100,0**

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

Table 3.12 shows scholars who used public and private scholar transport to their educational institution by district municipality. Majority of scholars in all districts except Chris Hani (48,9%) and Joe Gqabi (49,1%) used private scholar transport. Nelson Mandela (91,3%) had the highest percentage of scholars who used private scholar transport, followed by Buffalo City (79,5%), Amathole (76,8%), O.R. Tambo (76,2%) and Sarah Baartman (72,6%). Chris Hani and Joe Gqabi had 51,1% and 50,9% of scholars who used government scholar transport, respectively.

Table 3.13: Percentage of educational trips by district municipality of origin and destination, 2020

District municipality of origin	District municipality of destination								Eastern Cape
	Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	
Alfred Nzo	96,0	*	*	*	0,3	*	3,7	*	**100,0**
Amathole	*	99,4	0,5	*	*	*	0,1	*	**100,0**
Buffalo City	*	1,4	98,4	*	*	0,1	*	*	**100,0**
Chris Hani	*	*	*	100,0	*	*	*	*	**100,0**
Joe Gqabi	*	*	*	*	100,0	*	*	*	**100,0**
Nelson Mandela Bay	*	*	*	*	*	99,8	0,2	*	**100,0**
O.R. Tambo	*	*	*	*	*	*	100,0	*	**100,0**
Sarah Baartman	*	*	*	*	*	0,6	*	99,4	**100,0**
Eastern Cape	**15,9**	**14,3**	**10,9**	**12,3**	**5,4**	**14,5**	**21,4**	**5,2**	**100,0**

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

Chris Hani (100%), Joe Gqabi (100%) and O.R. Tambo (100%) had all their educational trips within their districts. All the other districts had over nine in ten of educational trips taken within their districts.

Table 3.14: Main mode of travel to educational institution, 2013 and 2020

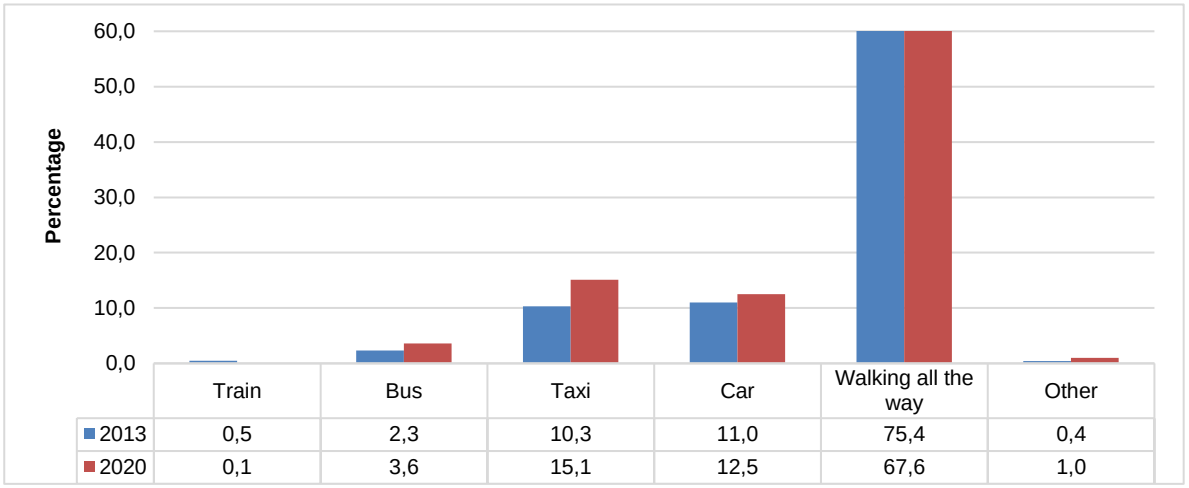
2013	Number of persons attending educational institution ('000)	Main mode of travel (per cent across institution)					
		Train	Bus	Taxi	Car	Walk	Other
Pre-school	188	*	0,7	7,8	13,3	74,9	0,9
School	2 030	0,4	2,4	2,4	6,7	77,5	0,4
Post-matric	81	1,2	2,5	2,5	17,3	*	*
Other	19	*	*	*	0,6	*	*
Total	**2 319**	**0,5**	**2,3**	**10,3**		**75,4**	**0,4**
2020							
Pre-school	183	0,1	0,4	17,5	14,7	66,5	0,9
School	1 917	0,1	3,9	13,8	11,7	69,5	1,0
Post-matric	69	1,7	4,5	38,3	29,7	24,0	1,8
Other	12	*	0,2	42,3	21,5	35,9	*
Total	**2 182**	**0,1**	**3,6**	**15,1**	**12,5**	**67,6**	**1,0**

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

Table 3.15 depicts the main mode of travel to educational institutions. Walking all the way was the main mode of travel to educational institution used by Pre-school (66,5%) and school learners (69,5%). Taxis and cars were specified to be the second and third main mode of travel used by Pre-school and school learners.

Taxi was the main mode of travel used by learners in post-matric (38,3%) and other institutions (42,3%). However, cars (29,7%) were the second mode of travel used by learners in post-matric, while walking all the way (24,0%) was the second mode of travel used. Overall, trains and other forms of travel were the least used modes of travel used by all persons attending educational institutions.

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



There was a reduction in the percentage of learners who walked all the way to educational institutions in 2020 (67,6%) compared to 2013 (75,4%). In 2020, the proportion of learners who used taxis, cars, buses and other forms of mode of travel increased in 2020 when compared to 2013 (Figure 3.3).

3.3 Departure, waiting, arrival and total travel times

Table 3.15: Attendees' time of leaving their place of residence to attend an educational institution by district municipality, 2020

District municipality	Number of persons who completed the question ('000)	Attendees' time of leaving for educational institution (per cent within district municipality)				
		Before 06:30	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Alfred Nzo	373	18,6	14,1	64,7	2,6	**100,0**
Amathole	320	8,9	13,8	75,1	2,2	**100,0**
Buffalo City	228	6,4	20,9	69,4	3,3	**100,0**
Chris Hani	268	12,5	16,2	69,6	1,7	**100,0**
Joe Gqabi	90	13,8	18,1	64,5	3,6	**100,0**
Nelson Mandela Bay	322	5,0	14,9	77,0	3,1	**100,0**
O.R. Tambo	466	16,2	18,8	63,6	1,4	**100,0**
Sarah Baartman	114	5,0	9,0	84,8	1,3	**100,0**
Eastern Cape	**2 182**	**11,7**	**16,1**	**69,9**	**2,3**	**100,0**

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

Table 3.15 shows that in Eastern Cape , 69,9% attendees left their place of residence to attend an educational institution between 07:00am and 07:59am. Sarah Baartman (84,8%) had the highest proportion of attendees who left their place of residence between 07:00 and 07:59am, followed by Nelson Mandela Bay (77,0%) and Amathole (75,1%).

Attendees in all districts were less likely to leave their place of residence to attend educational institutions at 08:00 or later.

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

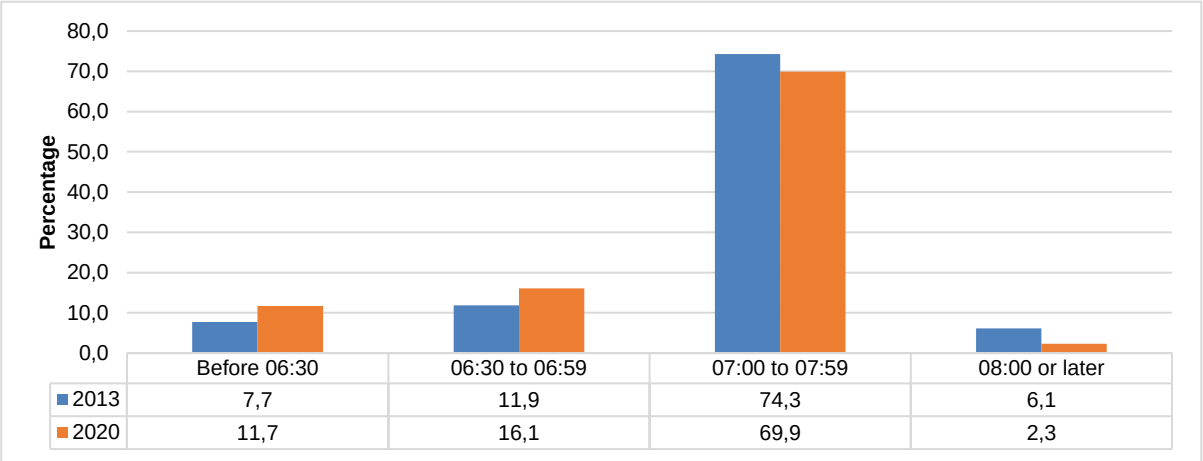


Figure 3.4 illustrates that in 2020, less attendees tended to leave their place of residence to attend educational institutions during 07:00 to 07:59 and 08:00 or later when compared to 2013. However, the opposite was observed for attendees who left their place of residence before 06:30 and at 06:30 to 06:59.

Table 3.16: Time spent walking to reach first transport by district municipality, 2020

District municipality	Number of learners who walk to their first transport ('000)	Travel time (per cent within district municipality)					
		Up to 15 min.	16–30 min.	31–45 min.	46–60 min.	> 60 min.	Total
Alfred Nzo	65	90,4	7,6	0,3	1,7	*	**100,0**
Amathole	50	91,5	8,5	*	*	*	**100,0**
Buffalo City	51	88,0	10,4	0,9	0,6	*	**100,0**
Chris Hani	30	79,2	14,5	1,7	4,7	*	**100,0**
Joe Gqabi	22	94,8	5,2	*	*	*	**100,0**
Nelson Mandela Bay	34	94,0	4,0	2,0	*	*	**100,0**
O.R. Tambo	57	87,7	9,4	0,1	1,9	0,9	**100,0**
Sarah Baartman	10	91,1	8,9	*	*	*	**100,0**
Eastern Cape	**319**	**89,4**	**8,7**	**0,6**	**1,2**	**0,2**	**100,0**

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

Table 3.16 illustrates the time spent walking to reach the first transport by district municipality. Provincially, 89,4% of the learners walked up to 15 minutes to their first transport, while 8,9% walked 16 to 30 minutes. Majority of learners in all districts walked up to 15 minutes to their first transport. Joe Gqabi (94,8%), Nelson Mandela (94,0%), Amathole (91,5%), Sarah Baartman (91,1%) and Alfred Nzo (90,4%) had the largest percentage of learners that specified that they walked up to 15 minutes to their first transport.

None of the learners in Amathole, Joe Gqabi and Sarah Baartman walked more than half an hour to their first transport. Only one in ten learners in O.R. Tambo (1,0%) walked more than an hour to their first transport.

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

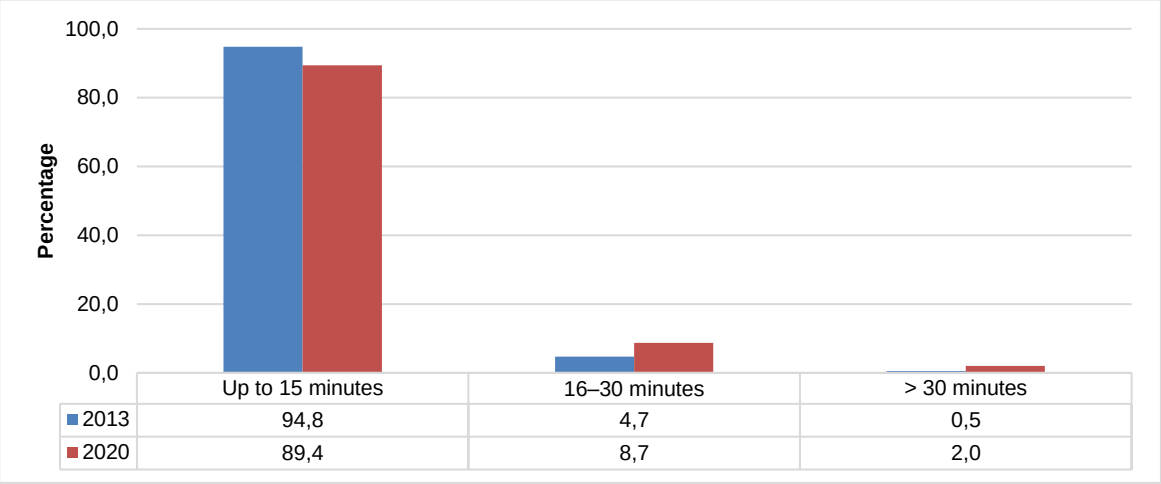


Figure 3.5 shows that between 2013 and 2020, there was a decrease in the number of students who walked up to five minutes to reach first transport. However, the number of students who walked 16-30 minutes and more than 30 minutes increased.

Table 3.17: Time spent waiting for the first transport to arrive by district municipality, 2020

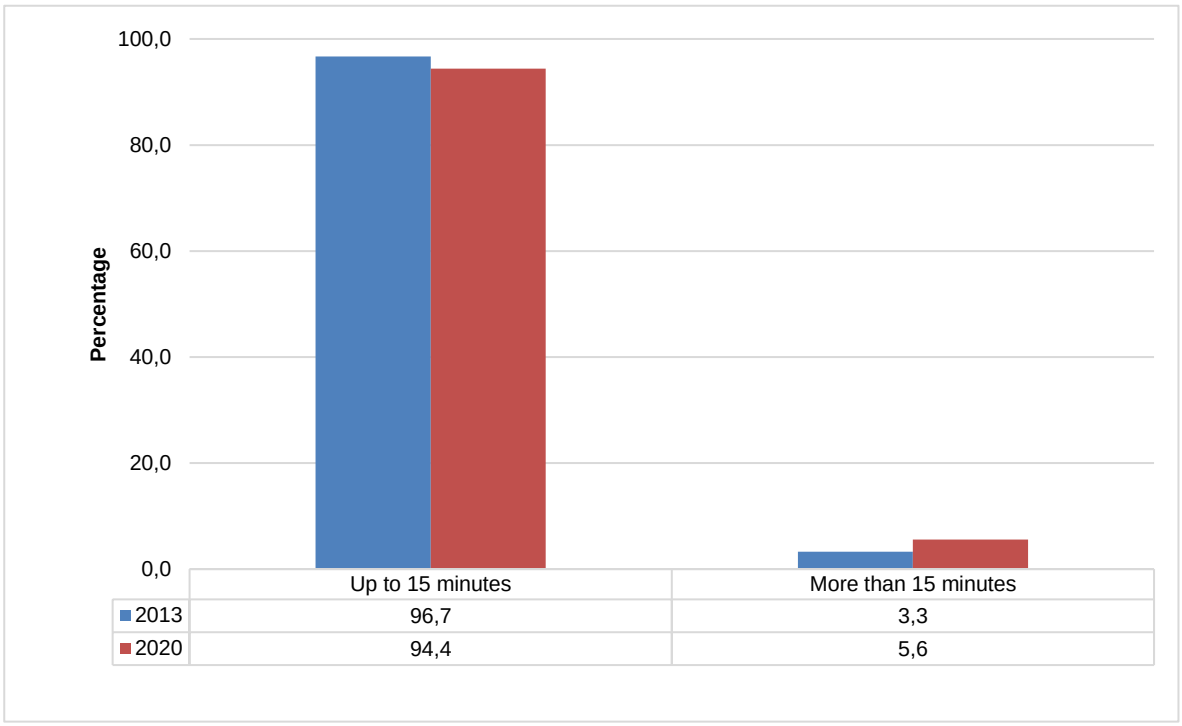
District municipality	Number of learners who wait for first transport (`000)	Waiting time					
		Up to 15 minutes		16–30 minutes		More than 30 minutes	
		Number (`000)	Per cent	Number (`000)	Per cent	Number (`000)	Per cent
Alfred Nzo	66	64	97,7	*	2,3	*	*
Amathole	50	49	99,1	*	*	*	0,9
Buffalo City	51	40	79,8	7	13,4	*	6,8
Chris Hani	25	25	99,1	*	0,9	*	*
Joe Gqabi	22	21	91,2	*	8,1	*	0,7
Nelson Mandela Bay	34	33	98,4	*	*	*	1,6
O.R. Tambo	56	54	97,0	*	1,5	*	1,5
Sarah Baartman	10	9	90,3	*	9,7	*	*
Eastern Cape	**313**	**296**	**94,4**	**12**	**3,9**	**5**	**1,7**

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

Table 3.17 summarises the time spent waiting for the first transport to arrive by district municipality. In the Eastern Cape , 94,4% of learners indicated that they spent up to 15 minutes waiting for their first transport. Amathole (99,1%) and Chris Hani (99,1% both had the highest percentage of learners who spent up to 15 minutes waiting for their first transport, followed by Nelson Mandela Bay (98,4%), Alfred Nzo (97,7%), O.R. Tambo (97,0%) Joe Gqabi (91,2%) and Sarah Baartman (90,3%). Buffalo City (79,8%) had the lowest proportion of learners who waited up to 15 minutes for their first transport.

None of the learners who resided in Alfred Nzo, Chris Hani and Sarah Baarman waited more than 30 minutes for their first transport.

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



Between 2013 and 2020, the percentage of learners who walked up to 15 minutes decreased, while the percentage of learners who walked more than 15 minutes increased, as illustrated by Figure 3.6.

Table 3.18: Time spent walking to educational institution after disembarking from transport used on weekdays, by district municipality, 2020

District municipality	Number of persons that walk at the end of the trip (`000)	Walking time (per cent within district municipality)			Total
		Up to 15 minutes	16–30 minutes	> 31 minutes	
Alfred Nzo	65	99,0	1,0	*	**100,0**
Amathole	48	93,9	5,5	0,6	**100,0**
Buffalo City	51	97,9	1,7	0,5	**100,0**
Chris Hani	26	100,0	*	*	**100,0**
Joe Gqabi	22	100,0	*	*	**100,0**
Nelson Mandela Bay	33	100,0	*	*	**100,0**
O.R. Tambo	56	85,6	6,9	7,4	**100,0**
Sarah Baartman	9	95,4	2,1	2,5	**100,0**
Eastern Cape	**310**	**95,8**	**2,7**	**1,6**	**100,0**

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

Table 3.18 shows that 95,8% of learners in the province walked up to 15 minutes to educational institutions after disembarking from transport used on week days. All learners in Chris Hani, Joe Gqabi and Nelson Mandela Bay walked up to 15 minutes to educational institutions. Approximately 99,0% of learners in Alfred Nzo walked up to 15 minutes to educational institutions, while 1,0% walked 16-30 minutes.

O.R. Tambo and Sarah Bartman had 7,4% and 2,5% of learners who walker more than 31 minutes to educational institutions after disembarking from transport used, respectively.

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

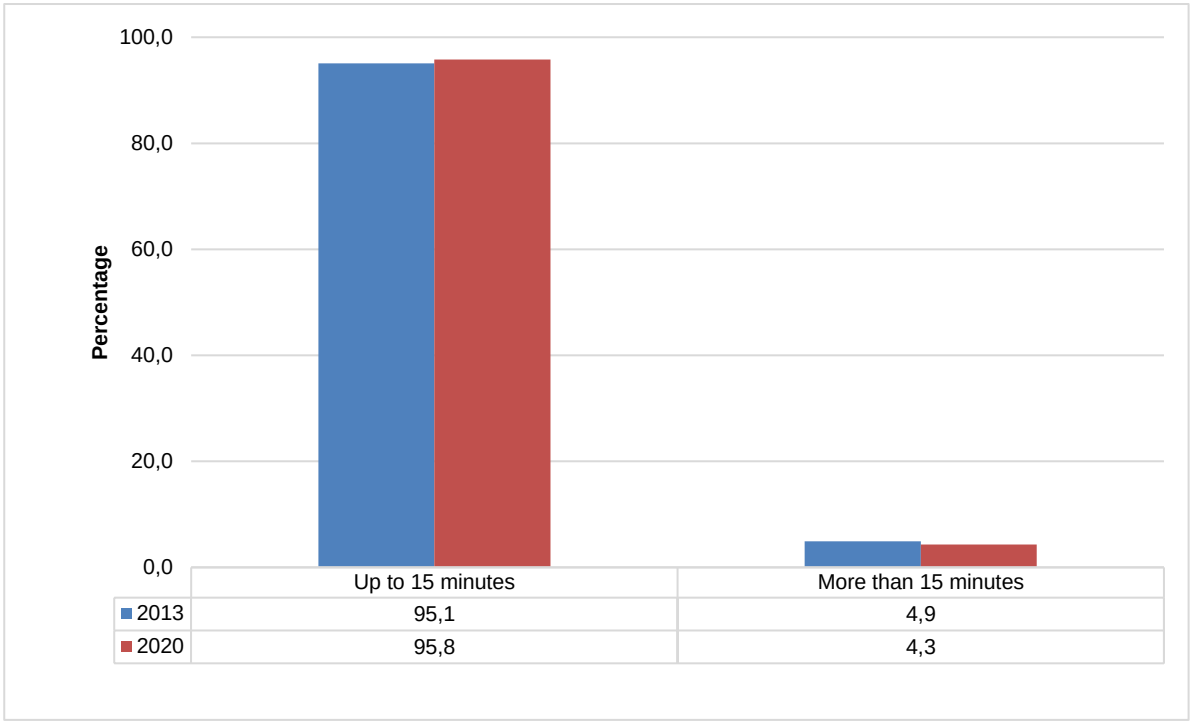


Figure 3.7 depicts that in between 2013 to 2020, there was slight increase in the proportion of learners who walked up to 15 minutes and a slight decrease in the proportion of learners who walked more than 15 minutes.

Table 3.19: Total time travelled to the educational institution by main mode of transport and district municipality, 2020

Mode and time travelled in minutes	District municipality (per cent within district municipality)								Eastern Cape
	Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	
Train									
Mean (minutes)	*	*	98,8	*	*	105,0	*	*	**100,4**
1 – 30	*	*	*	*	*	*	*	*	*****
31 – 60	*	*	10,5	*	*	*	*	*	**7,8**
61+	*	*	89,5	*	*	100,0	*	*	**92,2**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Bus									
Mean (minutes)	60,0	83,8	56,0	47,3	62,5	61,2	64,7	45,1	**59,2**
1 – 30	17,0	3,3	13,7	30,4	15,4	12,5	10,6	18,1	**15,3**
31 – 60	47,5	28,9	63,8	65,8	43,9	50,7	53,5	67,6	**53,9**
61+	35,5	67,8	22,5	3,9	40,8	36,8	35,9	14,3	**30,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi									
Mean (minutes)	51,2	51,8	46,1	55,7	42,5	47,7	57,3	40,7	**50,7**
1 – 30	32,4	27,4	34,7	36,3	53,6	34,3	19,5	49,2	**32,6**
31 – 60	41,4	39,6	51,2	33,9	27,0	37,0	48,5	34,4	**41,4**
61+	26,2	33,0	14,2	29,8	19,4	28,8	32,0	16,3	**26,0**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck driver									
Mean (minutes)	61,9	17,5	45,8	36,0	20,3	28,8	49,6	16,0	**32,7**
1 – 30	29,1	85,5	28,5	17,0	83,4	75,9	17,6	91,6	**62,7**
31 – 60	34,9	14,5	71,5	83,0	16,6	16,4	72,0	8,4	**29,4**
61+	35,9	*	*	*	*	7,7	10,4	*	**7,9**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck passenger									
Mean (minutes)	59,3	35,5	30,3	43,4	71,0	37,3	51,8	32,7	**40,5**
1 – 30	32,5	65,1	70,4	43,2	50,6	52,6	13,9	70,2	**50,5**
31 – 60	37,3	27,5	21,7	39,3	18,4	34,4	65,9	19,6	**34,7**
61+	30,2	7,3	7,9	17,5	30,9	13,0	20,2	10,2	**14,8**
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)	33,2	27,1	28,3	37,4	35,7	23,6	36,4	20,0	**31,5**
1 – 30	63,1	76,4	74,2	59,0	67,3	79,8	54,6	88,5	**66,7**
31 – 60	27,4	17,8	22,0	28,9	25,2	19,3	34,1	11,4	**25,5**
61+	9,5	5,8	3,9	12,0	7,5	0,9	11,3	0,1	**7,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

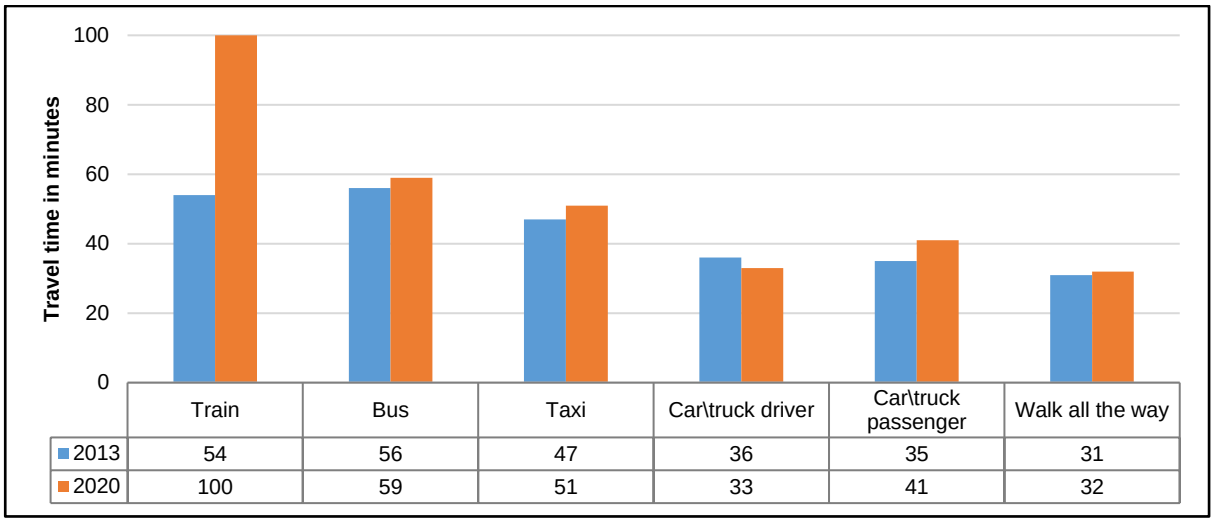
*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Total excludes unspecified travel time

Table 3.19 summarises the total time travelled to educational institutions. In the Eastern Cape , 92,2% of the learners who used trains needed more than 60 minutes to get to their educational institutions, while 7,8% needed 31-60 minutes. All train users who resided in Nelson Mandela (100%) travelled more than an hour to reach their educational institutions. More than eight in ten train users found in Buffalo City (89,5%) needed more than an hour to get to their educational instructions, while the remaining travelled 31-60 minutes (10,5%).

Most learners in the province who used buses tended to travel about 59 minutes to reach their educational institutions. Approximately 53,9% travelled 31 to 60 minutes, followed by those that travelled more than 60 minutes (30,8%) and those that travelled 1 to 30 minutes (15, 3%).Provincially, most learners needed about 50 minutes to get to their educational institutions. About 41,4% needed 31 to 60 minutes, followed by those that needed 1 to 30 minutes (32,6%) and those who needed more than 60 minutes (26,0%).

In the Eastern Cape , it took 30 minutes or more for learners who walked all the way to get to their educational institutions. Sarah Baartman (88,5%), followed by Nelson Mandela Bay (79,8%), Amathole (76,4%) and Buffalo City (74,2%) had the highest percentage of learners that walked 1 to minutes.

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



	Train	Bus	Taxi	Car\truck driver	Car\truck passenger	Walk all the way
2013	54	56	47	36	35	31
2020	100	59	51	33	41	32

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

In 2020, learners who used public transport experienced long travel times in the morning to access their educational institution — train users travelled for 100 minutes, bus travellers 59 minutes and taxi users travelled 51 minutes. On the other hand, those who travelled by car/bakkie/truck as a passenger needed 41 minutes, while and those who drove themselves took 33 minutes. Learners who walked all the way to their educational institution required 32 minutes to arrive at their destination.

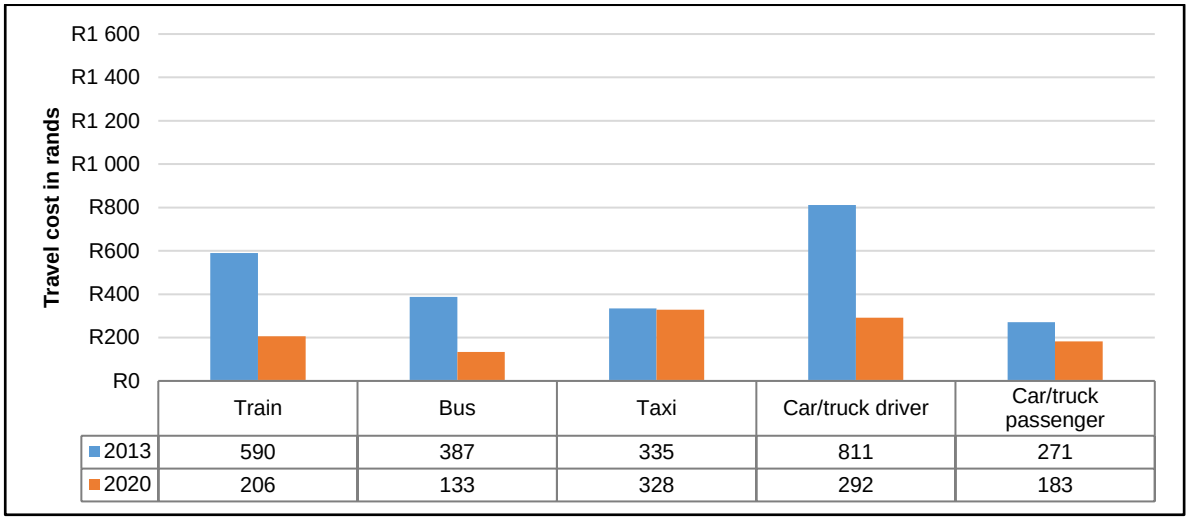
Table 3.20: Monthly cost of transport by main mode of transport and district municipality, 2020

Mode and monthly payment in rand	District municipality								Eastern Cape
	Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	
Train									
Mean (Rand)	*	*	151,9	*	*	360,0	*	*	**206,0**
1–100	*	*	*	*	*	*	*	*	*****
101–200	*	*	88,0	*	*	*	*	*	**63,2**
200+	*	*	12,0	*	*	100,0	*	*	**36,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Bus									
Mean (Rand)	35,9	0,0	98,1	35,1	23,2	391,9	57,1	170,9	**133,0**
1–100	*	*	11,1	15,3	*	*	*	14,0	**4,9**
101–200	39,6	*	82,1	77,2	100,0	4,6	*	*	**36,4**
200+	60,4	*	6,8	7,5	*	95,4	100,0	86,0	**58,7**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi									
Mean (Rand)	326,4	285,4	466,4	257,9	175,8	422,1	306,9	342,0	**327,7**
1–100	8,3	1,5	0,7	10,4	5,4	*	3,3	4,0	**3,6**
101–200	34,8	26,5	12,6	14,2	37,9	14,9	20,2	8,1	**21,1**
200+	56,9	72,0	86,7	75,4	56,7	85,1	76,5	87,9	**75,2**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car\bakkie\truck driver									
Mean (Rand)	234,3	483,7	999,6	141,4	41,5	234,4	261,3	0,0	**292,4**
1–100	*	*	12,6	*	*	19,6	*	*	**10,0**
101–200	66,2	*	*	*	100,0	*	42,6	*	**18,5**
200+	33,8	100,0	87,4	100,0	*	80,4	57,4	*	**71,5**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car\bakkie\truck passenger									
Mean (Rand)	235,7	282,8	165,2	230,4	133,5	152,3	204,8	171,5	**183,0**
1–100	0,7	1,8	1,8	14,0	*	1,6	0,5	*	**2,7**
101–200	26,9	8,8	18,2	40,2	21,9	12,9	29,1	22,1	**22,1**
200+	72,4	89,4	80,0	45,8	78,1	85,5	70,4	77,9	**75,3**
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
The totals used to calculate percentages excluded unspecified cases transport and cost.

Table 3.20 indicates that provincially, taxis were the most expensive mode of travel with a mean of R327,7. Learners stated that travelling by buses was cheaper than using any other mode of travel, with a mean around R133.

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



	Train	Bus	Taxi	Car/truck driver	Car/truck passenger
2013	590	387	335	811	271
2020	206	133	328	292	183

In 2020, the average cost of transport to educational institutions decreased across all modes of transport, as illustrated by Figure 3.9. A drastic decrease was observed among learners who used car/truck as a driver, trains, buses and car/truck as a passenger.

3.4 Summary

The Eastern Cape had 86,1% of learners who were attending school, followed by those who attended pre-school (8,4%). Those who attended higher education, FET and other colleges in 2020 were 2.8% and 2.2%, respectively. Most learners that attended school in the province resided in the rural areas (58,8%), while the rest resided in the urban areas (41,2%).

Approximately 80% of learners in the Eastern Cape who attended educational institutions and used public transport, used taxis to travel to educational institutions. Majority of pre-school (69,5%) and school learners (66,5%) indicated walking all the way as their main mode of travel. For higher education training student, private car or truck as a passenger (28,4%) was the most common used mode of travel, followed taxis (26,8%). Students attending Tvet college (52,6%) and other institutions (42,3%) used taxis as their main mode of travel.

About 96,1% of learners across all institutions in the province attended school for five days, while slightly less than 2% attended school for 6-7 days. Most learners (69,9%) left their residential places at 07:00-07:59, 16,1% left at 06:30-06:59, 11,7% left before 06:30 and only 2,3% left at 08:00 or later.

4. Work-related travel patterns

4.1 Introduction

Workers across the country use different modes of travel, from motorised to non-motorised vehicles, and from public to private transport, to reach their place of work. In metropolitan areas, roads are often congested during peak hours when persons are on their way to work from their place of residence or returning home after work. This section covers work-related travel patterns of persons aged 15 years and older. The table below shows the distribution of workers by their District of origin, geographic location and income quintile.

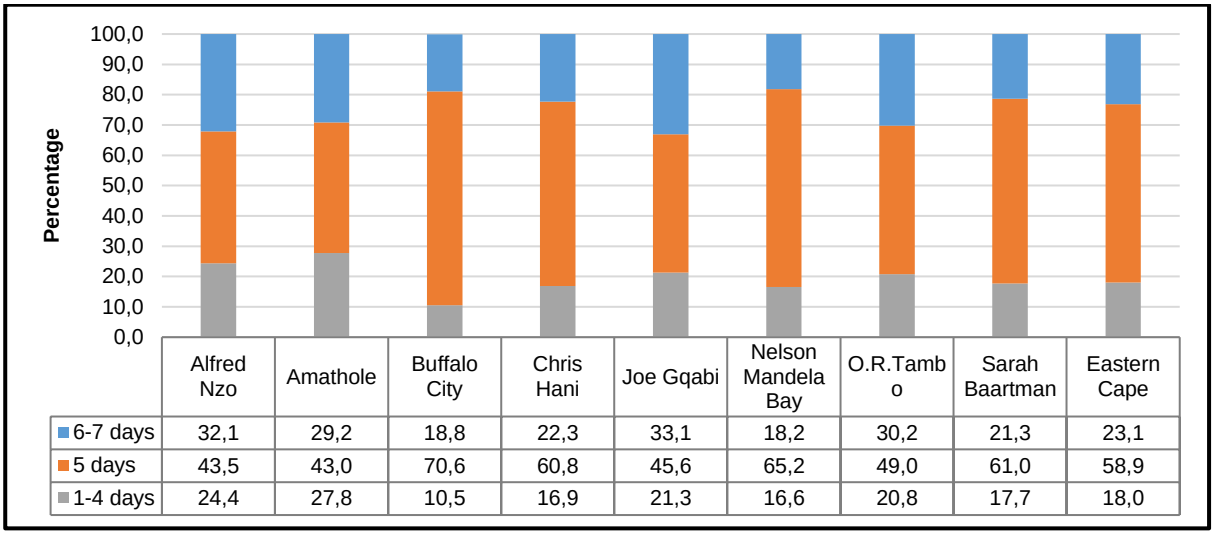
Table 4.1: Workers' disability status, geographic location and household income quintiles by district municipality, 2020

Indicator		District municipality								Eastern Cape
		Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	
Worker status										
Worker	Number	103	96	208	99	64	319	133	134	**1 156**
	Per cent	8,9	8,3	18,0	8,5	5,6	27,6	11,5	11,6	**100,0**
Disabled	Number	9	26	23	10	8	57	13	15	**161**
	Per cent	5,4	15,9	14,4	6,3	5,2	35,5	8,1	9,3	**100,0**
Geographic location										
Urban	Number	21	58	201	61	31	356	40	107	**876**
	Per cent	2,4	6,6	23,0	7,0	3,6	40,6	4,6	12,3	**100,0**
Rural	Number	91	64	30	47	41	20	106	42	**441**
	Per cent	20,7	14,5	6,9	10,7	9,4	4,5	24,0	9,4	**100,0**
Household income quintiles										
Quintile 1 (lowest income quintile)	Number	7	11	79	23	14	117	7	37	**294**
	Per cent	2,2	3,8	26,7	7,7	4,8	39,8	2,4	12,5	**100,0**
Quintile 2	Number	15	14	54	28	14	81	23	17	**247**
	Per cent	6,3	5,5	22,0	11,4	5,7	33,0	9,2	7,0	**100,0**
Quintile 3	Number	30	27	29	22	16	45	27	23	**219**
	Per cent	13,7	12,5	13,3	10,1	7,1	20,6	12,2	10,5	**100,0**
Quintile 4	Number	34	38	25	21	15	40	44	30	**247**
	Per cent	13,8	15,3	10,0	8,4	6,3	16,2	17,8	12,2	**100,0**
Quintile 5 (highest income quintile)	Number	26	31	45	15	13	92	46	42	**309**
	Per cent	8,4	10,1	14,5	4,7	4,3	29,7	14,7	13,6	**100,0**

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

Table 4.1 depicts the workers' disability status, geographic location and household income quantiles by district municipality. Out of 1.1 million households employed in the province, Nelson Mandela Bay (27,6%), followed by Buffalo City (18,0%), Sarah Baartman (11,6%), and O.R. Tambo (11,5%) had the highest percentage of households employed. A large percentage of disabled workers resided in Nelson Mandela Bay (35,5%), followed by Amathole (15,9%) and Buffalo City (14,4%).

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



Percentages calculated within district municipalities

Figure 4.1 shows that 58,8% of workers in the province travelled 5 days to a place of work, followed by those that travelled 6-7 days (23.1%). A large percentage of workers who travelled five days to work resided in Buffalo City (70,6%), Nelson Mandela Bay (65,2%), Sarah Baartman (61,0%) and Chris Hani (60,8%). In Joe Gqabi (33,1%), Alfred Nzo (32,1%) and O.R. Tambo (30,2%), workers were more likely to travel 6-7 days to a place of work.

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

District municipality	Statistics (numbers in thousands)	Days worked (per cent within District)			Total
		1–4 days	5 days	6+ days	
Alfred Nzo	Number	24	42	31	**97**
	Per cent	24,4	43,5	32,1	**100,0**
Amathole	Number	30	46	31	**106**
	Per cent	27,8	43,0	29,2	**100,0**
Buffalo City	Number	22	151	40	**214**
	Per cent	10,5	70,6	18,8	**100,0**
Chris Hani	Number	17	61	22	**100**
	Per cent	16,9	60,8	22,3	**100,0**
Joe Gqabi	Number	13	27	20	**60**
	Per cent	21,3	45,6	33,1	**100,0**
Nelson Mandela Bay	Number	59	234	65	**358**
	Per cent	16,6	65,2	18,2	**100,0**
O.R. Tambo	Number	26	61	37	**124**
	Per cent	20,8	49,0	30,2	**100,0**
Sarah Baartman	Number	25	86	30	**141**
	Per cent	17,7	61,0	21,3	**100,0**
Eastern Cape	**Number**	**215**	**707**	**277**	**1 200**
	Per cent	**18,0**	**58,9**	**23,1**	**100,0**
Geographic location					
Urban	Number	125	514	180	**820**
	Per cent	15,3	62,7	22,0	**100,0**
Rural	Number	90	193	97	**380**
	Per cent	23,7	50,8	25,5	**100,0**

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

Table 4.2 shows the number of days travelled to place of work per week by district municipality. In the Eastern Cape , there were 58,9% of workers who travelled five days to work followed by those who travelled 6 or more days (23,1%). The highest proportion of workers who travelled five days to work resided in Buffalo City (70,6%), followed by Nelson Mandela Bay (65,2%), Sarah Baartman (61,0%) and Chris Han (60,8%). There were more workers who travelled five days in urban areas (62,7%) than rural areas (50,8%).

4.2 Modes of travel to work

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

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

		Mode of travel							
		Public transport			Private transport				
Indicator		**Train**	**Bus**	**Taxi**	**Car/truck driver**	**Car/truck passenger**	**Walking all the way**	**Other**	**Eastern Cape**
Worker	Number	*	19	211	275	76	269	8	**861**
	Per cent	80,7	87,4	89,5	84,2	87,9	90,3	88,8	**87,7**
Disabled worker	Number	*	*	25	52	10	29	*	**120**
	Per cent	19,3	12,6	10,5	15,8	12,1	9,7	11,2	**12,3**
District municipality									
Alfred Nzo	Number	*	*	18	14	4	41	*	**78**
	Per cent	*	*	22,7	18,5	5,5	52,4	0,9	**100,0**
Amathole	Number	*	*	10	26	4	46	*	**88**
	Per cent	*	0,5	11,6	30,0	4,2	52,5	1,2	**100,0**
Buffalo City	Number	*	*	60	69	20	29	*	**185**
	Per cent	1,5	0,9	32,7	37,5	11,0	15,7	0,7	**100,0**
Chris Hani	Number	*	*	18	21	*	37	*	**80**
	Per cent	*	0,7	22,5	26,3	3,5	46,2	0,9	**100,0**
Joe Gqabi	Number	*	*	7	11	*	26	*	**47**
	Per cent	*	0,3	15,9	23,2	3,1	55,3	2,3	**100,0**
Nelson Mandela Bay	Number	*	18	75	123	40	25	*	**284**
	Per cent	0,2	6,4	26,4	43,4	14,0	8,7	0,9	**100,0**
O.R. Tambo	Number	*	*	33	21	4	41	*	**100**
	Per cent	*	1,1	33,3	21,2	3,5	40,9	*	**100,0**
Sarah Baartman	Number	*	*	13	39	11	52	*	**118**
	Per cent	*	0,1	11,3	33,3	9,2	44,2	1,8	**100,0**
Eastern Cape	**Number**	*	22	236	326	87	297	9	**982**
	Per cent	0,3	2,3	24,0	33,2	8,9	30,3	1,0	**100,0**
Geographic location									
Urban	Number	*	21	188	251	72	138	6	**680**
	Per cent	0,5	3,1	27,6	36,9	10,6	20,4	0,9	**100,0**
Rural	Number	*	*	48	76	15	159	*	**301**
	Per cent	*	0,4	16,0	25,1	4,9	52,7	1,0	**100,0**
Household income quintiles									
Quintile 1 (lowest income quintile)	Number	*	5	43	112	23	42	4	**229**
	Per cent	0,1	2,3	18,9	48,7	10,0	18,3	1,5	**100,0**
Quintile 2	Number	*	7	53	44	20	57	*	**182**
	Per cent	0,5	3,6	29,0	24,2	10,8	31,6	0,4	**100,0**
Quintile 3	Number	*	4	37	17	11	82	*	**154**
	Per cent	0,8	2,3	24,0	11,3	7,3	53,4	0,9	**100,0**
Quintile 4	Number	*	*	63	31	9	74	*	**181**
	Per cent	0,1	1,5	34,8	17,1	5,0	40,7	0,8	**100,0**
Quintile 5 (highest income quintile)	Number	*	4	40	122	24	42	*	**236**
	Per cent	0,3	1,7	17,0	51,8	10,2	17,9	1,0	**100,0**

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

Provincially, 90,3% of workers walked all the way, followed by those using taxis (89,5%). A large percentage of workers who walked all the way resided in Joe Gqabi (55,3%), followed by Amathole (52,5%) and Alfred Nzo (52,4%).

About 36,6% of workers who lived in urban areas drove themselves to work using cars or trucks, followed by those who used taxis (27,6%) and walked all the way (20,4%).

With regard to household income quantiles, most workers within the highest income quantile (51,8%) and lowest income quantile (48,7%) drove cars/trucks to work. Workers within household income quantile 2, quantile 3 and quantile 4 were more likely to walk to their work places.

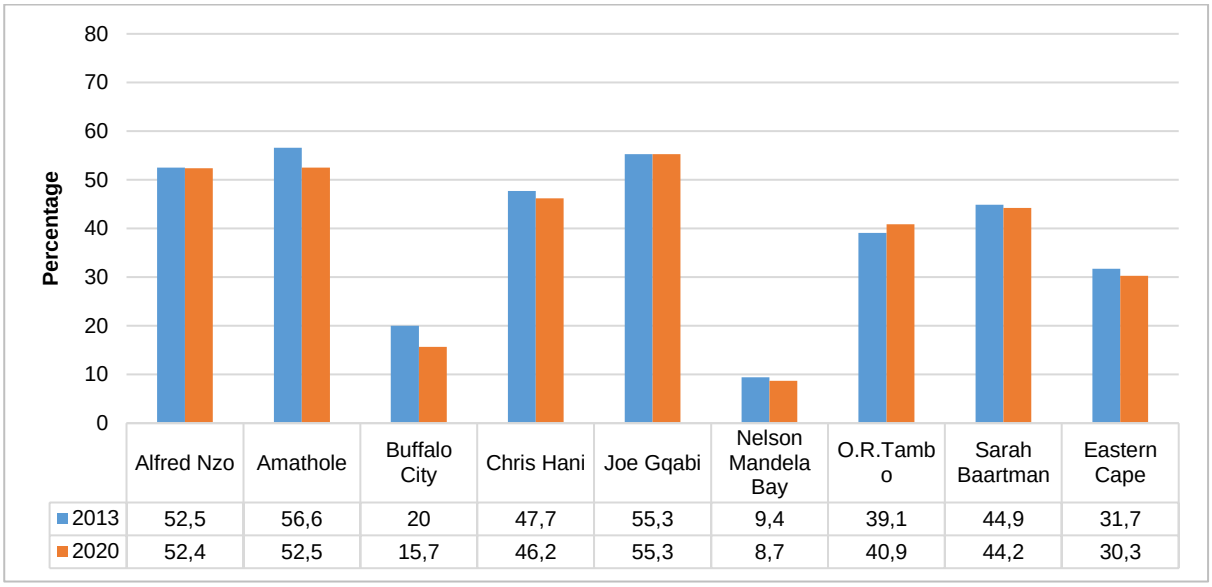
Table 4.4: Total number of trips to work using public transport by district municipality, 2013 and 2020

2013	Total number of trips ('000)			
District municipality	**Train**	**Bus**	**Taxi**	**Eastern Cape**
Alfred Nzo	*	*	9	**11**
Amathole	*	*	15	**17**
Buffalo City	10	*	96	**109**
Chris Hani	*	*	14	**15**
Joe Gqabi	*	*	9	**9**
Nelson Mandela Bay	*	25	99	**128**
O.R. Tambo	*	*	57	**58**
Sarah Baartman	*	*	17	**19**
Eastern Cape	**14**	**34**	**320**	**370**
% of all public transport trips	**4**	**9,39**	**86,8**	**100,0**
2020				
Alfred Nzo	*	*	17	**17**
Amathole	*	*	10	**10**
Buffalo City	*	*	60	**64**
Chris Hani	*	*	18	**18**
Joe Gqabi	*	*	7	**7**
Nelson Mandela Bay	*	18	75	**93**
O.R. Tambo	*	*	33	**34**
Sarah Baartman	*	*	13	**13**
Eastern Cape	*****	**22**	**235**	**261**
% of all public transport trips	**1,3**	**8,5**	**90,2**	**100,0**

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

Table 4.4 shows the total number of trips to work using public transport by district municipality. In the province, there were 90,2 % trips to work using taxis, followed by those taken using a bus (8,5%). Nelson Mandela Bay ((75 000) had the highest number of trips taken to work using a taxi, followed by Buffalo City with 60 000.

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



	Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R.Tambo	Sarah Baartman	Eastern Cape
2013	52,5	56,6	20	47,7	55,3	9,4	39,1	44,9	31,7
2020	52,4	52,5	15,7	46,2	55,3	8,7	40,9	44,2	30,3

Percentages calculated within district municipalities

When compared to 2013, in the province, the percentage of workers who walked all the way to work slightly decreased in 2020. The same pattern was observed in all districts, except in Joe Gqabi which remained the same throughout the two years at 53,3% and O.R Tambo where an increase of +1,8% was recorded.

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

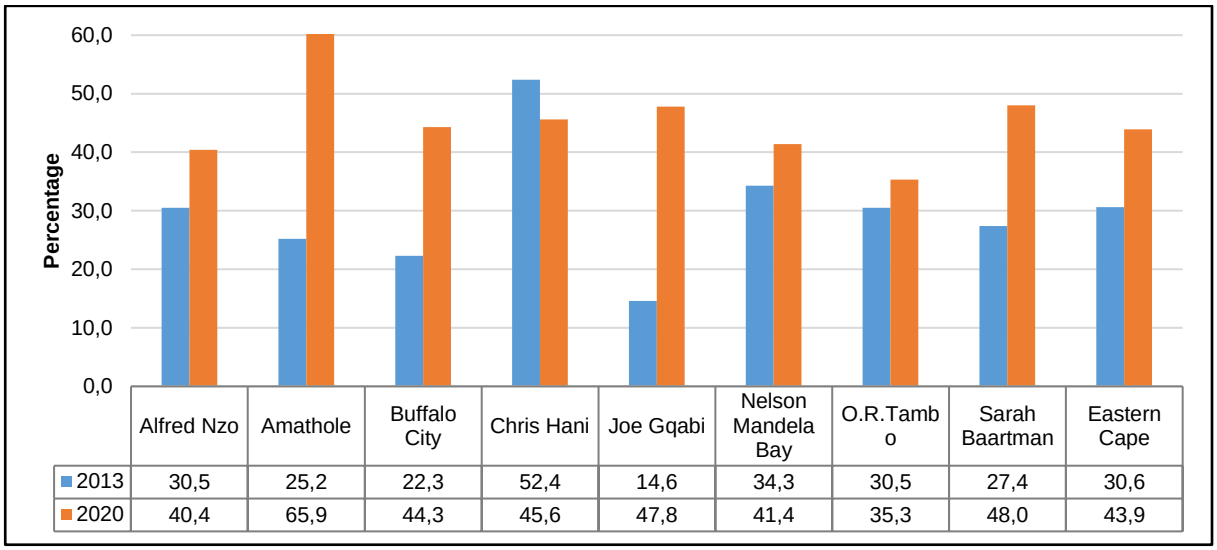
District municipality	Walked to work			Cycled to work			Drove to work			Hitchhiked all the way		
	Number (`000)	% within Eastern Cape	% within district municipality	Number (`000)	% within Eastern Cape	% within district municipality	Number (`000)	% within Eastern Cape	% within district municipality	Number (`000)	% within Eastern Cape	% within district municipality
Alfred Nzo	41	13,7	52,4	*	*	*	14	4,8	40,4	*	11,0	8,1
Amathole	46	15,5	52,5	*	10,8	1,7	24	8,3	65,9	5	18,8	12,5
Buffalo City	29	9,8	15,7	*	7,9	0,3	65	22,8	44,3	8	30,2	5,3
Chris Hani	37	12,5	46,2	*	9,6	1,4	18	6,5	45,6	*	7,3	4,7
Joe Gqabi	26	8,8	55,3	*	1,8	0,6	9	3,2	47,8	*	6,8	8,9
Nelson Mandela Bay	25	8,3	8,7	*	38,4	1,0	107	37,3	41,4	*	*	.
O.R.Tambo	41	13,8	40,9	*	*	*	19	6,8	35,3	5	16,9	7,8
Sarah Baartman	52	17,6	44,2	*	31,5	3,1	30	10,3	48,0	*	8,9	3,8
Eastern Cape	**297**	**100,0**	**30,3**	**6**	**100,0**	**0,9**	**286**	**100,0**	**43,9**	**27**	**100,0**	**4**
Geographic location												
Urban	138	46,6	20,4	5	70,6	0,8	218	76,1	41,5	12	45,3	2,3
Rural	159	53,4	52,4	*	29,4	1,3	68	23,9	54,3	15	54,7	10,6

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

Table 4.5 summarises the workers who walked, cycled, drove or hitchhiked all the way to educational institutions. A large percentage of workers who walked all the way to work resided in Sarah Baartman (17,6%), followed by Amathole (15,5%). Nelson Mandela Bay and Sarah Baartman had 38,4% and 31,5% of workers who cycled to work.

Of the 286 000 workers who drove to work, Nelson Mandela Bay (37,3%) had the highest proportion, followed by Buffalo City (22,8%) and Sarah Bartman (10,3%). Workers in Buffalo City (30,2%), followed by Amathole (18,8%), OR Tambo (16,9%) and Alfred Nzo (11,0%) hitchhiked to work. Workers in urban areas were more likely to drive to work (76,1%), while those in rural areas were more likely to hitchhike all the way to work (54,7%).

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



Percentages calculated within district municipalities

Figure 4.3 shows that in the province, the percentage of workers who drove all the way to their place of work significantly increased in 2020 (43,9%) when compared to 2013 (30,6%). The same pattern was observed in all districts, except in Buffalo City. except in Chris Hani where a decrease of -6,8% was recorded.

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

Main reasons for walking all the way	Statistics (numbers in thousands)	Geographic location		Total
		Urban	Rural	
Nearby/close enough to walk	Number	84	124	**208**
	Per cent	60,3	78,1	**69,8**
It was by choice	Number	22	13	**35**
	Per cent	16,1	8,0	**11,8**
Public transport too expensive	Number	23	9	**31**
	Per cent	16,3	5,4	**10,5**
Public transport not available	Number	*	*	**4**
	Per cent	0,9	1,5	**1,2**
No transport	Number	*	4	**7**
	Per cent	1,9	2,5	**2,2**
No public transport available at specific times	Number	*	*	**
	Per cent	0,5	0,2	**0,4**
Health reasons/exercising	Number	*	*	**
	Per cent	1,5	0,6	**1,0**
Public transport is not enough	Number	*	*	**
	Per cent	0,1	0,3	**0,2**
Other	Number	*	5	**9**
	Per cent	2,5	3,3	**2,9**
Total	**Number**	**138**	**159**	**297**
	Per cent	**100,0**	**100,0**	**100,0**

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

Table 4.6 illustrates the main reason for walking all the way to work by geographical location. About 69,8% of workers in the province indicated that their main reason for walking all the way to work was that it is nearby or close enough to work. A high proportion of those workers resided in rural areas (78.1%).

Walking all the way by choice (11,8%) and public transport being too expensive (10,5%) were cited by workers as second and third reasons for walking all the way to work. Public transport not being enough (0,2%) and non-availability of public transport at specific times (0,4%) were the least reasons indicated by workers for walking all the way.

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

Main reasons for cycling all the way	Statistics (numbers in thousands)	Geographic location		Total
		Urban	Rural	
It was by choice	Number	*	*	*****
	Per cent	36,0	23,9	**32,4**
Public transport: too expensive/not available/not enough	Number	*	*	*****
	Per cent	6,6	54,6	**20,7**
Nearby/close enough to walk	Number	*	*	*****
	Per cent	40,1	15,3	**32,8**
Health reasons/exercising	Number	*	*	*****
	Per cent	5,5	*	**3,9**
Other	Number	*	*	*****
	Per cent	11,8	6,2	**10,2**
Total	**Number**	**5**	*****	**6**
	Per cent	**100,0**	**100,0**	**100,0**

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

Table 4.7 shows that in the province, the main reason for workers to cycle all the way to work was that it was nearby or close to work (32,8%). Urban areas (40,1%) had the highest proportion of workers who indicated that they cycled all the way to work because it is nearby or close to work. Cycling by choice (32,4%) and public transport being too expensive or not available and not enough (20,7%) were the second and third reasons for cycling all the way to work.

Cycling all the way to work for health reasons or exercising (3,9%) was the least reason indicated by workers.

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

Main reasons for driving all the way	Statistics (numbers in thousands)	Geographic location		Total
		Urban	Rural	
While at work for work purposes	Number	51	24	**75**
	Per cent	53,5	66,8	**57,1**
To drop/pick up passengers on his/her way to work	Number	24	5	**29**
	Per cent	25,0	13,7	**21,9**
To drop/pick up passengers on his/her way back home	Number	14	5	**19**
	Per cent	14,8	12,7	**14,2**
To pick up lift-club members	Number	3	2	**5**
	Per cent	3,3	5,0	**3,8**
Other	Number	3	1	**4**
	Per cent	3,4	1,9	**3,0**
Total	**Number**	**95**	**36**	**131**
	Per cent	**100,0**	**100,0**	**100,0**

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

According to Table 4.8, the main reason for driving all the way to work was while at work for work purposes (57,1%), with the highest proportion of workers residing in the rural areas (66,8%). To drop or pick up passengers on his/her way to work (21,9%) and drop/pick up passengers on his/her way back home (14,2%) were the second and third main reasons for driving all the way to work. To pick lift-club members (3,8%) and other (3,0%) were the least main reason for driving all the way to work.

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

Main reasons for hitchhiked all the way	Statistics (numbers in thousands)	Geographic location		Total
		Urban	Rural	
Public transport too expensive/not available/not enough	Number	*	6	**10**
	Per cent	27,6	42,2	**35,6**
It is cheaper/reasonable/free of charge	Number	*	*	*****
	Per cent	25,0	1,4	**12,1**
It was by choice	Number	*	*	**6**
	Per cent	21,5	19,0	**20,2**
No transport	Number	*	*	**4**
	Per cent	9,1	17,7	**13,8**
Nearby/close enough to hitchhike	Number	*	*	*****
	Per cent	*	2,4	**1,3**
No transport money	Number	*	*	*****
	Per cent	5,9	2,6	**4,1**
Other	Number	*	*	**4**
	Per cent	10,9	14,7	**13,0**
Total	**Number**	**12**	**15**	**27**
	Per cent	**100,0**	**100,0**	**100,0**

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

Table 4.9 shows that in the Eastern Cape , the main reason for hitchhiking all the way to work was that public transport is too expensive, not available or not enough (35,6%) and majority of those workers resided in the rural areas (42,2%). Hitchhiking by choice (20,2%) was the second common reason stated by workers Nearby/close enough to hitchhike (1,3%) and no transport money (4,1%) were the least reasons for hitchhiking.

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

District	Number who did not drive all the way to work ('000)	Changed transport		
		Number ('000)	Per cent within district municipality	Per cent within Eastern Cape
Alfred Nzo	20	*	11,9	**7,4**
Amathole	12	*	7,2	**2,7**
Buffalo City	82	14	17,0	**42,3**
Chris Hani	22	*	4,0	**2,7**
Joe Gqabi	10	*	5,2	**1,6**
Nelson Mandela Bay	151	9	6,2	**28,3**
O.R. Tambo	35	4	12,1	**13,0**
Sarah Baartman	32	*	2,1	**2,1**
Eastern Cape	**365**	**33**	**9,0**	**100,0**

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

Table 4.10 shows workers who changed transport on the way to work by district municipality. Buffalo City (42,3%) had the highest proportion of workers who changed transport on their way to work within the province, followed by Nelson Mandela Bay (28,3%) and O.R. Tambo (13,0%). The table further shows that Buffalo City (17,0%) had the highest number of workers who changed transport within the district municipality, followed by O.R. Tambo (12,1%) and Alfred Nzo (11,9%).

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

Main mode of travel	Statistics (numbers in thousands)	Changed transport		Total
		Yes	No	
Train	Number	*	*	*
	Per cent	19,3	80,7	100,0
Bus	Number	*	20	22
	Per cent	10,4	89,6	100,0
Taxi	Number	29	207	236
	Per cent	12,4	87,6	100,0
Total	**Number**	**32**	**229**	**262**
	Per cent	**12,3**	**87,7**	**100,0**

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

According to Table 4.11,about 89,6% of workers who used buses to work did not change transport on their way to work, while 10,4% of workers changed transport. Majority of taxi users (87,6%) changed transport on their way to work. Over eight in ten workers (80,7%) who used trains changed transport on their way to work.

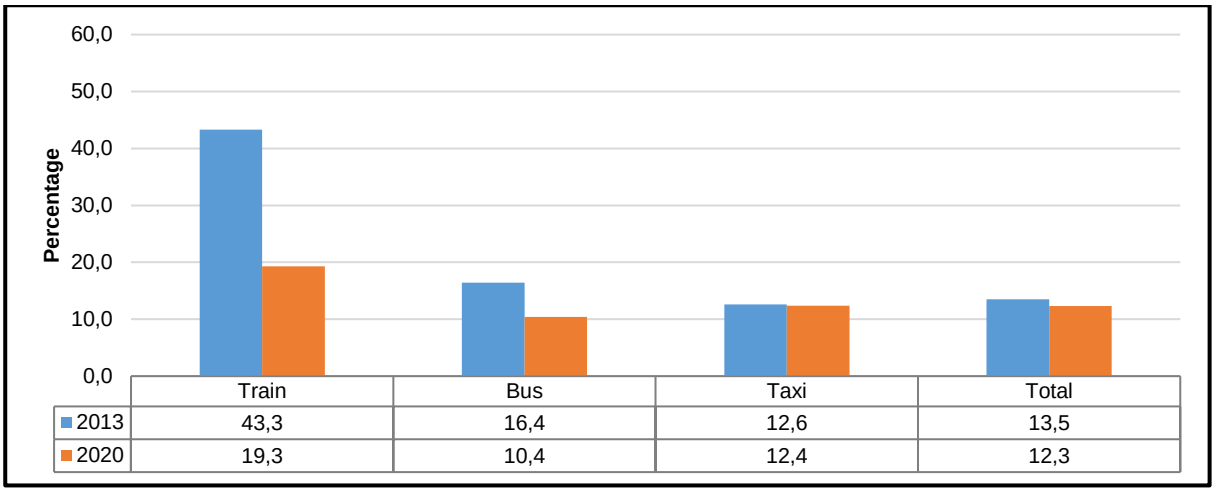
Table 4.12: Number of transfers made by public transport users, 2020

Main mode of travel	Statistics (numbers in thousands)	No of transfers (percentage of trips)			Total
		1	2	3	
Train	Number	*	*	*	*
	Per cent	100,0	*	*	100,0
Bus	Number	*	*	*	*
	Per cent	74,5	25,5	*	100,0
Taxi	Number	28	*	*	29
	Per cent	94,6	5,4	*	100,0
Total	**Number**	**30**	*	*	**32**
	Per cent	**93,3**	**6,7**	*	**100,0**

Percentages calculated within mode of travel
Totals used excluded unspecified cases

Table 4.12 depicts the number of transfers made by public transport users. All train (100%) users made one transfer. Approximately 74,5% of bus users made one transfer and 25,5% made two transfers, while 94,6% of taxi users made one transfer and 6,7% made two transfers. None of the train, bus or taxi made three transfers.

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



Percentages calculated within mode of travel

Figure 4.4 depicts the percentage of public transport users who made at least one transfer. In 2020, there was a reduction in the percentage of public transport users who made at least one transfer.

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

District municipality of origin	District municipality of destination								Eastern Cape
	Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	
Alfred Nzo	97,6	*	*	*	*	*	2,4	*	**100,0**
Amathole	*	96,9	3,0	*	*	*	*	0,1	**100,0**
Buffalo City	*	1,5	98,1	0,1	*	0,2	0,1	*	**100,0**
Chris Hani	*	*	*	100,0	*	*	*	*	**100,0**
Joe Gqabi	0,4	*	*	0,6	99,0	*	*	*	**100,0**
Nelson Mandela Bay	0,2	*	0,1	*	*	98,8	*	0,9	**100,0**
O.R. Tambo	0,3	*	*	0,3	0,5	*	99,0	*	**100,0**
Sarah Baartman	*	*	0,1	*	*	0,2	*	99,7	**100,0**
Eastern Cape	**8,1**	**9,3**	**17,7**	**8,4**	**5,4**	*****	**15,6**	**16,2**	**100,0**

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

Table 4.13 shows that provincially, 17,7% of work trips were undertaken in Buffalo City, 16,2% in Sarah Baartman and 15,6% in O.R. Tambo. All work trips taken in Chris Hani (100%) were within the district municipality. Joe Gqabi and O.R. Tambo both had 99,0% of work trips taken within their district municipalities.

4.3 Departure, waiting, arrival and total travel times

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

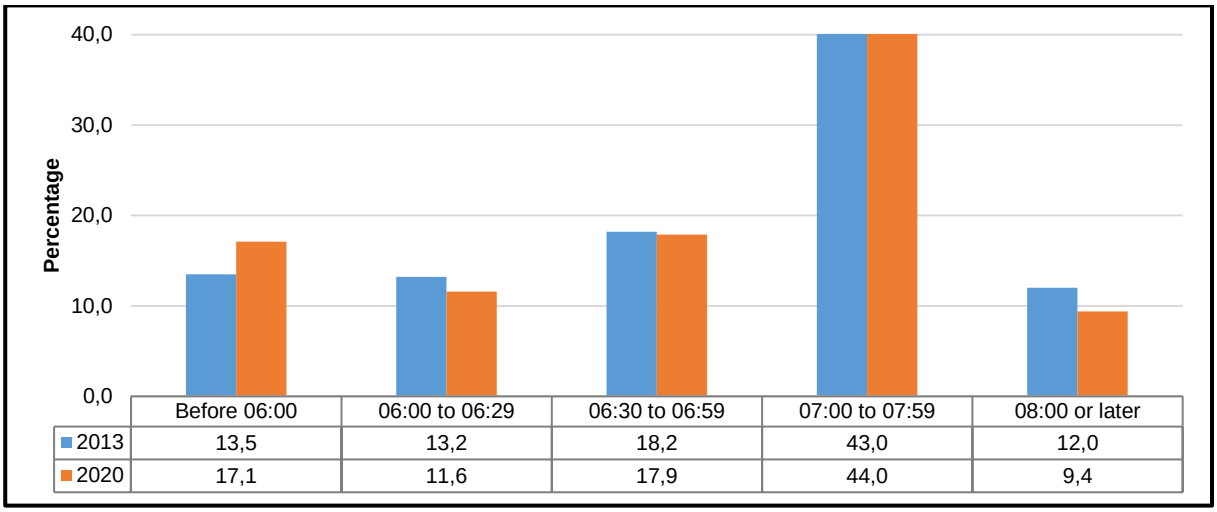
Table 4.14: Time workers leave for work by district municipality, 2020

District municipality	Number of persons who completed the question (`000)	Time workers leave (percentage of workers within district municipality)					
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Alfred Nzo	78	13,7	9,5	24,0	48,4	4,4	**100,0**
Amathole	88	16,6	8,1	15,1	50,1	10,0	**100,0**
Buffalo City	185	17,8	14,5	19,4	37,2	11,1	**100,0**
Chris Hani	80	5,6	6,9	13,5	65,8	8,1	**100,0**
Joe Gqabi	47	14,9	11,3	19,7	47,9	6,2	**100,0**
Nelson Mandela Bay	284	19,0	11,7	17,4	41,1	10,8	**100,0**
O.R. Tambo	100	16,1	16,4	17,6	42,7	7,2	**100,0**
Sarah Baartman	118	23,3	9,8	17,4	39,0	10,6	**100,0**
Eastern Cape	**982**	**17,1**	**11,6**	**17,9**	**44,0**	**9,4**	**100,0**
Geographic location							
Urban	680	16,4	11,0	17,7	44,0	10,9	**100,0**
Rural	301	18,6	12,8	18,4	44,1	6,2	**100,0**

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

According to Table 4.14, about 44,0% of workers in the Eastern Cape left for work at 07:00 to 07:59, while 18,6% left before 06:00 and 18,4% left around 06:30 to 06:59. Chris Hani (65,8%) had the highest proportion of workers who left for work at 07:00 to 07:59, followed by Amathole (50,1%). Workers who resided in Buffalo City (37,2%) and Sarah Baartman (39,0%) were the least to leave for work at 07:00 to 07:59. About 23,3% of workers in Sarah Baartman left for work before 06:30.

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



According to Figure 4.5, the percentage of workers who left for work before 06:00 increased in 2020, while the opposite was observed for workers who left for work at 06:00 or later.

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

District municipality	Number of persons who completed the question (`000)	Time workers leave (percentage of workers within district municipality)					
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Alfred Nzo	78	7,5	4,3	10,6	59,4	18,2	**100,0**
Amathole	88	11,8	2,6	10,3	50,6	24,6	**100,0**
Buffalo City	185	10,2	4,2	12,0	54,7	18,9	**100,0**
Chris Hani	80	3,3	4,0	8,0	38,2	46,4	**100,0**
Joe Gqabi	47	10,8	2,9	16,2	50,0	20,1	**100,0**
Nelson Mandela Bay	284	13,9	2,6	10,0	52,3	21,1	**100,0**
O.R. Tambo	100	11,7	2,5	14,8	54,8	16,2	**100,0**
Sarah Baartman	118	18,8	3,3	15,5	46,3	16,2	**100,0**
Eastern Cape	**982**	**11,9**	**3,3**	**11,8**	**51,4**	**21,7**	**100,0**
Geographic location							
Urban	680	11,1	3,0	11,5	51,2	23,1	**100,0**
Rural	301	13,5	3,9	12,3	51,9	18,5	**100,0**

Percentages calculated within district municipalities.
Total excludes unspecified arrival time

According to Table 4.15, about 51,4% of workers in the Eastern Cape arrived at a place of work at 07:00 to 07:59, 51,9% of those workers resided in the rural areas while 51,2% resided in the urban areas. Furthermore, the highest proportion of workers who arrive at a place of work at 07:00 to 07:59 were found in Alfred Nzo (59,4%), followed by O.R. Tambo (54,8%), Buffalo City (54,7%), Nelson Mandela Bay (52,3%), Amathole (50,6%) and Joe Gqabi (50,0%). The least proportion of workers were found in Chris Hani (38,2%) and Sarah Baartman (46,3%).

About 46,4% of workers who resided in Chris Hani arrived at work at 08:00 or later. Within all the districts, workers were least expected to arrive at a place of work at 06:00 to 06:29.

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

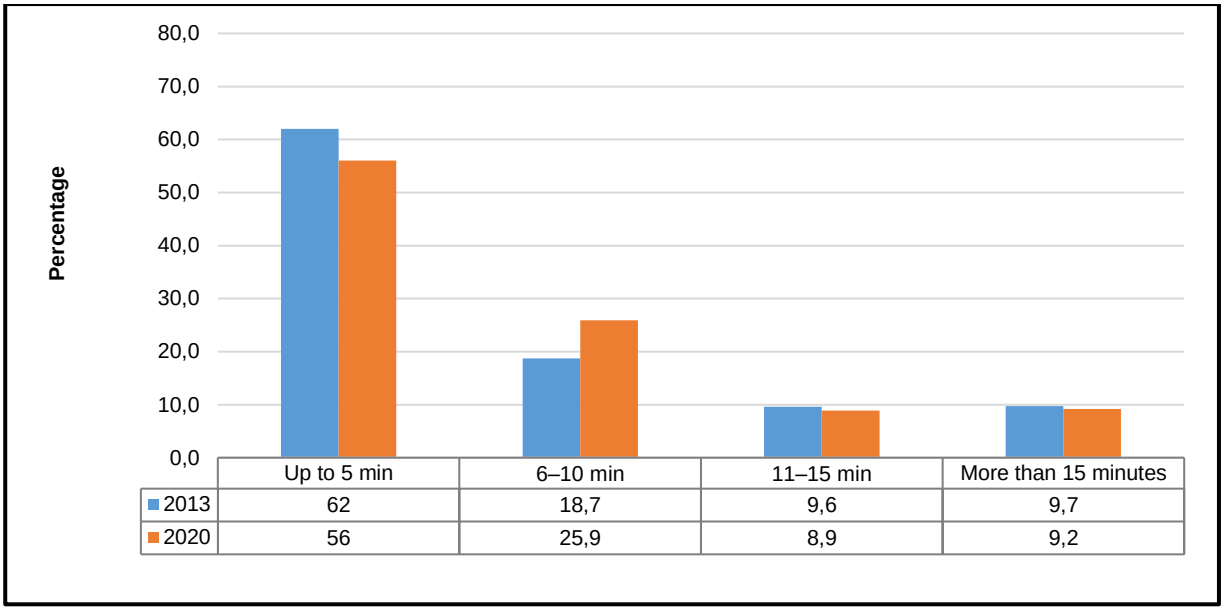
District municipality	Number of workers who walked to first public transport ('000)	Walking time (per cent within district municipality)				
		Up to 5 min	6–10 min	11–15 min	>15 min	Total
Alfred Nzo	21	66,3	20,0	7,8	5,8	**100,0**
Amathole	13	53,5	23,4	11,1	12,0	**100,0**
Buffalo City	48	47,5	27,4	13,0	12,2	**100,0**
Chris Hani	7	78,3	10,2	7,5	4,0	**100,0**
Joe Gqabi	6	38,7	26,9	7,2	27,2	**100,0**
Nelson Mandela Bay	75	59,9	25,1	9,0	5,9	**100,0**
O.R. Tambo	24	44,1	42,7	3,4	9,7	**100,0**
Sarah Baartman	20	64,0	18,4	6,0	11,5	**100,0**
Eastern Cape	**215**	**56,0**	**25,9**	**8,9**	**9,2**	**100,0**

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

Table 4.16 shows that in the Eastern Cape , the highest proportion of workers walked up to 5 minutes (56,0%), followed by those that walked 6-10 minutes (25,9%). The lowest proportion of walkers in the province walked 11-15 minutes (8,9%) and more than 15 minutes (9,2%).

The table further shows that Chris Hani (78,3%), followed by Alfred Nzo (66,3%), Sarah Baartman (64,0%), Nelson Mandela Bay (59,9%) and Amathole (53,5%) had the highest proportion of workers who walked up to 5 minutes to first public transport. Joe Gqabi (38,7%), O.R. Tambo (44,1%) and Buffalo City (47,5%) had the lowest proportion of workers who walked up to five minutes to first public transport. In addition, Joe Gqabi had approximately 27,2% of workers who walked more than 15 minutes to first public transport.

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



By comparison, there was a decrease in the percentage of workers who walked up to five minutes, 11-15 minutes and more than to reach the first public transport in 2020.

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

Mode of travel	Number of workers who used public transport and completed walking time question ('000)	Walking time (per cent within mode)				Total
		Up to 5 min.	6–10 min.	11–15 min.	>15 min.	
Train	*	27,9	8,6	14,4	49,2	**100,0**
Bus	16	52,7	38,5	5,5	3,3	**100,0**
Taxi	153	58,5	24,0	8,8	8,7	**100,0**
Total	**172**	**57,3**	**25,0**	**8,6**	**9,0**	**100,0**

Totals used to calculate percentages excluded unspecified cases.

Table 4.17 shows that there were 58,5% of workers who walked up to five minutes for the first taxi and 52,7% for the first bus. Furthermore, workers who walked six-ten minutes for the first taxi and bus were 38,5% and 24,0%, respectively. About 49,2% of workers walked more than 15 minutes for the first train.

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

District municipality	Number of workers who waited for public transport ('000)	Waiting time (per cent within district municipality)				
		Up to 5 min.	6–10 min.	11–15 min.	>15 min.	Total
Alfred Nzo	17	92,2	3,2	2,2	2,3	**100,0**
Amathole	9	91,2	6,1	2,7	*	**100,0**
Buffalo City	38	72,3	22,3	4,5	0,9	**100,0**
Chris Hani	6	81,5	5,5	7,2	5,8	**100,0**
Joe Gqabi	5	52,1	30,6	13,8	3,5	**100,0**
Nelson Mandela Bay	65	82,8	11,0	4,7	1,5	**100,0**
O.R. Tambo	20	54,1	42,6	2,3	1,0	**100,0**
Sarah Baartman	8	73,1	16,1	5,2	5,5	**100,0**
Eastern Cape	**168**	**77,1**	**16,8**	**4,4**	**1,7**	**100,0**

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

Table 4.18 shows the waiting time for first public transport (train, bus and taxi) by district municipality. In the Eastern Cape, there were 77,1% of workers who waited up to five minutes for first public transport. Alfred Nzo (92,2%), followed by Amathole (91,2%), Nelson Mandela (82,2%) and Chris Han (81,5%) had the largest proportion of workers who indicated that they waited up to 5 minutes for first public transport. More than 40% of workers in O.R. Tambo waited for 10-16 minutes for public transport. Further, none of the workers in Amathole waited for more than 15 minutes for public transport.

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

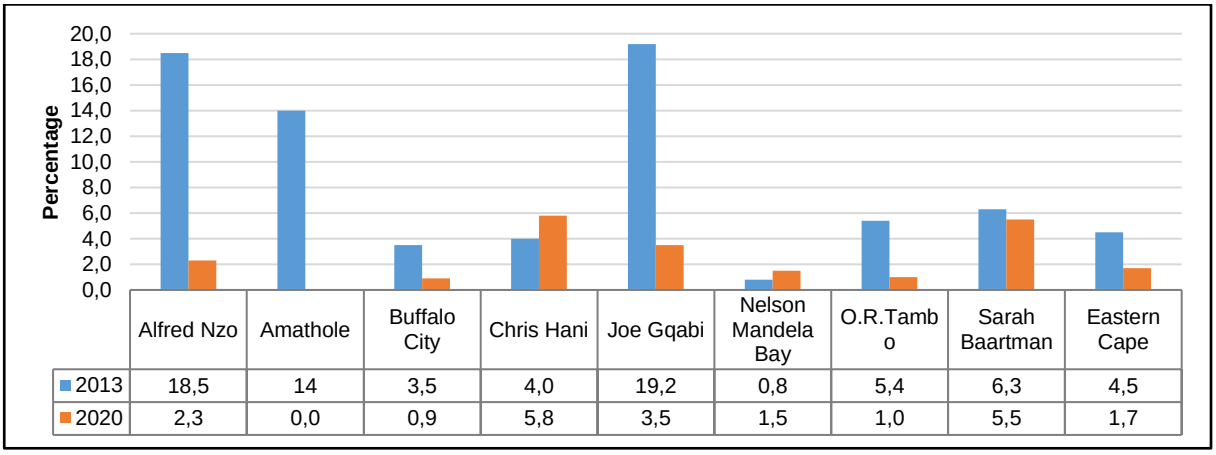


Figure 4.7 illustrates that in the province, the percentage of workers who waited more than 15 minutes for the first public transport decreased in 2020 when compared to 2013. The same pattern was observed in all districts except in Chris Hani and Nelson Mandela Bay.

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

District municipality	Total (`000)	Train				Total (`000)	Bus				Total (`000)	Taxi			
		Up to 5 min	6–10 min	11–15 min	>15 min		Up to 5 min	6–10 min	11–15 min	>15 min		Up to 5 min	6–10 min	11–15 min	>15 min
Alfred Nzo	*	*	*	*	*	*	*	*	*	*	**18**	14,1	2,2	5,9	13,9
Amathole	*	*	*	*	*	*	3,2	*	*	*	**8**	6,5	2,0	3,5	*
Buffalo City	*	65,0	100,0	100,0	*	*	4,2	*	100,0	*	**35**	22,3	32,3	13,5	12,3
Chris Hani	*	*	*	*	*	*	*	*	*	*	**6**	4,2	1,2	6,5	11,7
Joe Gqabi	*	*	*	*	*	*	1,2	*	*	*	**5**	2,0	5,5	10,1	5,7
Nelson Mandela Bay	*	35,0	*	*	*	**13**	86,9	77,7	*	*	**52**	36,7	21,7	47,0	33,5
O.R. Tambo	*	*	*	*	*	*	4,5	22,3	*	*	**19**	8,8	29,9	6,8	7,0
Sarah Baartman	*	*	*	*	*	*	*	*	*	*	**8**	5,4	5,2	6,7	15,9
Eastern Cape	*	**100,0**	**100,0**	**100,0**	*	**16**	**100,0**	**100,0**	**100,0**	*	**151**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 4.19 shows that the highest proportion of workers who waited up to 5 minutes for first taxi were found in Nelson Mandela Bay (36,7%), followed by Buffalo City (22,3%) and Alfred Nzo (14,1%). The lowest proportion of workers were found in Joe Gqabi (2,0%), followed by Chris Hani (4,2%), Sarah Baartman (5,4%), Amathole (6,5%) and O.R. Tambo (8,8%). Nelson Mandela Bay (47,0%) had the highest proportion of workers who waited 11-15 minutes and more than 15 minutes.

In Buffalo City (100%), all workers indicated that they waited for 11-15 minutes for the first bus, while only 4,2 % waited up to five minutes. Nelson Mandela Bay had 86,9% and 77,7% of workers who waited up to five minutes and 6-10 minutes for the first bus, respectively.

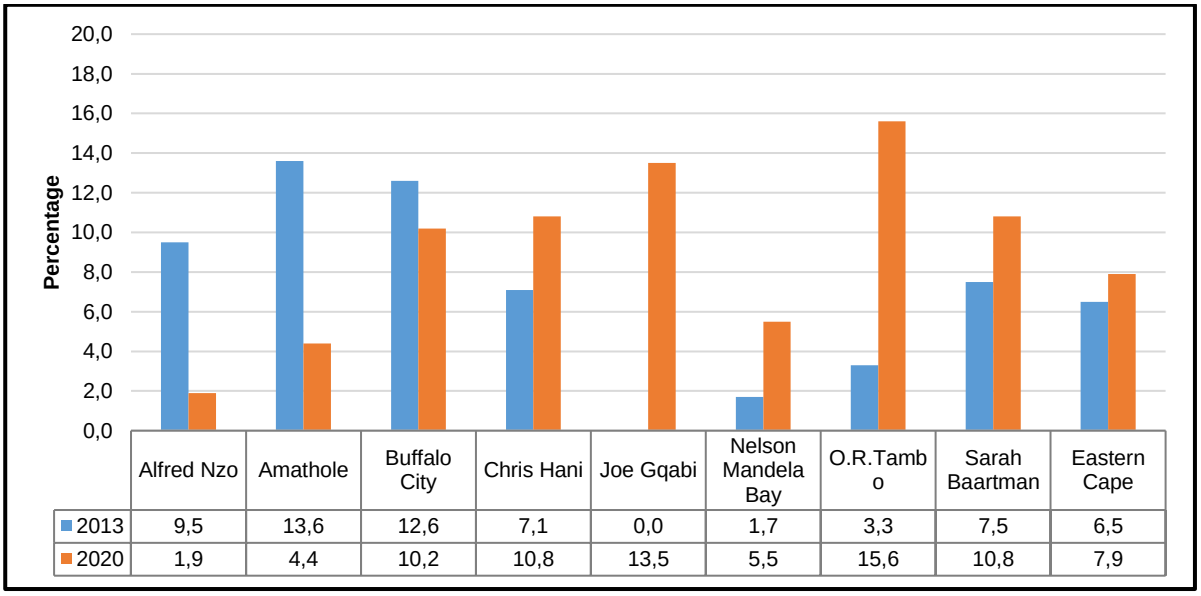
Table 4.20: Walking time at the end of the work trip using public transport (train, bus and taxi) by district municipality, 2020

District municipality	Number of workers who walked at the end of the work trip ('000)	Walking time (per cent within district municipality)				
		Up to 5 min.	6–10 min.	11–15 min.	>15 min.	Total
Alfred Nzo	16	85,9	8,6	3,6	1,9	**100,0**
Amathole	9	74,3	21,3	*	4,4	**100,0**
Buffalo City	32	69,4	11,2	9,2	10,2	**100,0**
Chris Hani	5	66,5	18,9	3,8	10,8	**100,0**
Joe Gqabi	4	58,8	16,4	11,3	13,5	**100,0**
Nelson Mandela Bay	62	77,9	8,9	7,6	5,5	**100,0**
O.R. Tambo	19	52,8	26,1	5,5	15,6	**100,0**
Sarah Baartman	6	80,6	8,6	*	10,8	**100,0**
Eastern Cape	**152**	**72,9**	**12,7**	**6,5**	**7,9**	**100,0**

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

Table 4.20 depicts the walking time at the end of the work trip using public transport by district municipality. In the Eastern Cape, 72,9% of workers walked up to five minutes at the end of the work trip using public transport, followed by those that walked 6-10 minutes. Alfred Nzo (85,9%) had the highest proportion of workers who walked up to five minutes, followed by Sarah Baartman (80,6%), Nelson Mandela Bay (77,9%) and Amathole (74,3%).

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



By comparison, all districts observed a decrease in the percentage of individuals who walked for 15 minutes or more at the end of a trips to reach their place of work, as illustrated by Figure 4.8.

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

		Train					Bus					Taxi			
District municipality	**Total (`000)**	**Up to 5 min**	**6–10 min**	**11–15 min**	**>15 min**	**Total (`000)**	**Up to 5 min**	**6–10 min**	**11–15 min**	**>15 min**	**Total (`000)**	**Up to 5 min**	**6–10 min**	**11–15 min**	**>15 min**
Alfred Nzo	*	*	*	*	*	*	*	*	*	*	**16**	14,2	8,1	6,6	3,1
Amathole	*	*	*	*	*	*	3,7	*	*	*	**8**	6,1	10,7	*	3,8
Buffalo City	*	39,3	100,0	100,0	100,0	*	7,5	*	*	*	**28**	20,9	15,5	30,7	19,6
Chris Hani	*	*	*	*	*	*	*	*	*	*	**5**	3,3	5,4	2,1	5,2
Joe Gqabi	*	*	*	*	*	*	*	*	*	*	**4**	2,5	4,0	5,4	5,6
Nelson Mandela Bay	*	60,7	*	*	*	**11**	84,2	100,0	100,0	*	**50**	38,9	25,3	43,4	33,8
O.R. Tambo	*	*	*	*	*	*	4,6	*	*	100,0	**18**	9,4	28,2	11,7	22,9
Sarah Baartman	*	*	*	*	*	*	*	*	*	*	**6**	4,6	2,8	*	6,0
Eastern Cape	*	**100,0**	**100,0**	**100,0**	**100,0**	**14**	**100,0**	**100,0**	**100,0**	**100,0**	**135**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 4.21 summarises the workers who used public transport by district municipality and walking time at the end of the trip to reach their place of work. Nelson Mandela Bay (38,9%), followed by Buffalo City (20,9%) and Alfred Nzo (14,2%) had the highest percentage of taxi commuters who walked up to 15 minutes at the end of their trip to reach their place of work. Nelson Mandela Bay also had the highest proportion of workers who walked 11-15 minutes (43,4%) and more than 15 minutes (33,8%).

About 84,2% of workers who used buses in Nelson Mandela Bay walked up to five minutes at the end of their trip to reach place of work. Nelson Mandela Bay and Buffalo City had 60,7% and 39,3% of train users who walked up to five minutes, respectively.

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

Main mode of travel and total time in minutes	District municipality								Eastern Cape
	Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	
Train									
Mean (minutes)	*	*	101,4	*	*	70,0	*	*	**95,3**
1–30	*	*	*	*	*	*	*	*	*****
31–60	*	*	21,8	*	*	*	*	*	**17,6**
61+	*	*	78,2	*	*	100,0	*	*	**82,4**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Bus									
Mean (minutes)	*	48,4	80,8	67,2	270,0	58,8	147,9	70,0	**66,6**
1–30	*	7,9	*	*	*	16,7	*	*	**13,7**
31–60	*	92,1	69,2	39,0	*	49,3	*	*	**48,3**
61+	*	*	30,8	61,0	100,0	34,0	100,0	100,0	**38,0**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi									
Mean (minutes)	55,7	44,4	47,3	41,3	52,7	50,5	48,6	34,8	**48,0**
1–30	26,1	52,1	30,1	60,3	46,7	27,1	33,8	58,6	**34,8**
31–60	46,9	27,0	53,4	30,1	34,5	49,6	54,9	36,5	**47,4**
61+	27,1	20,8	16,6	9,5	18,8	23,2	11,3	4,9	**17,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car driver									
Mean (minutes)	39,6	34,7	35,6	36,4	30,2	40,5	44,0	27,8	**37,0**
1–30	65,4	64,0	63,8	64,7	76,3	44,8	52,7	71,3	**57,4**
31–60	14,9	21,1	26,3	20,5	7,4	41,9	31,0	19,6	**29,8**
61+	19,7	14,9	9,9	14,7	16,3	13,3	16,3	9,1	**12,9**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car passenger									
Mean (minutes)	54,1	35,0	44,9	36,6	40,9	40,5	53,8	34,9	**41,7**
1–30	23,6	61,0	46,6	65,8	60,4	50,7	13,7	56,3	**48,7**
31–60	46,2	33,7	34,8	29,1	19,9	31,7	62,7	34,1	**34,5**
61+	30,2	5,3	18,7	5,2	19,8	17,6	23,6	9,6	**16,8**
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)	30,7	24,1	32,5	27,3	28,9	30,7	29,5	21,8	**27,5**
1–30	67,4	78,8	67,7	73,8	77,0	74,5	73,6	77,9	**74,1**
31–60	29,1	12,4	18,6	23,0	17,9	14,4	15,8	17,8	**18,7**
61+	3,4	8,8	13,8	3,2	5,1	11,1	10,5	4,3	**7,2**
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.
Total excludes unspecified travelled time

Table 4.22 depicts the total time travelled to work by main mode of travel. Provincially, workers travelling by trains tended to travel more than 1 hour and 30 minutes to reach their place of work. About 82,4% of workers using trains travelled more than 60 minutes, while 17,8% travelled 31-60 minutes. In Eastern Cape , most workers needed more than 60 minutes to reach their place of work. All workers that resided Joe Gqabi, O.R. Tambo, and Sarah Baartman indicated that they needed more than 60 minutes to get to their place of work.

About 47,4% of taxi users in the province travelled 31 to 60 minutes to get to their place of work. O.R. Tambo and Buffalo City had 54,9% and 53,4% of workers that indicated that they travelled 31 to 60 minutes. Most workers in the province who used taxis and those that walked all the way needed 48 minutes and around 27 minutes to get to their place of work, respectively. Approximately, 47,4% of learners that used taxis travelled 31 to 60 minutes, while 34,8% travelled one to 30 minutes. Over 7 in ten workers (74,1%) walked for one to 30 minutes and 18,7% walked for 31 to 60 minutes.

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

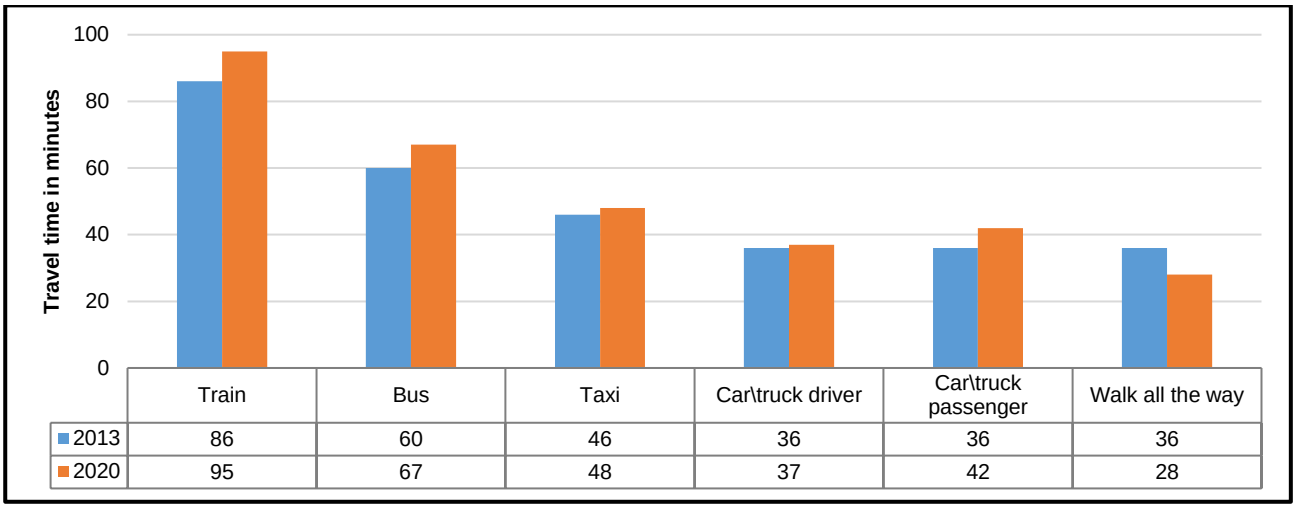


Figure 4.9 has shown that from 2013 to 2020 there was an increase in the average total time travelled to work when using trains, buses, taxis, car/truck as drivers and car/truck as passengers. However, the average total time walking all the way to work decreased.

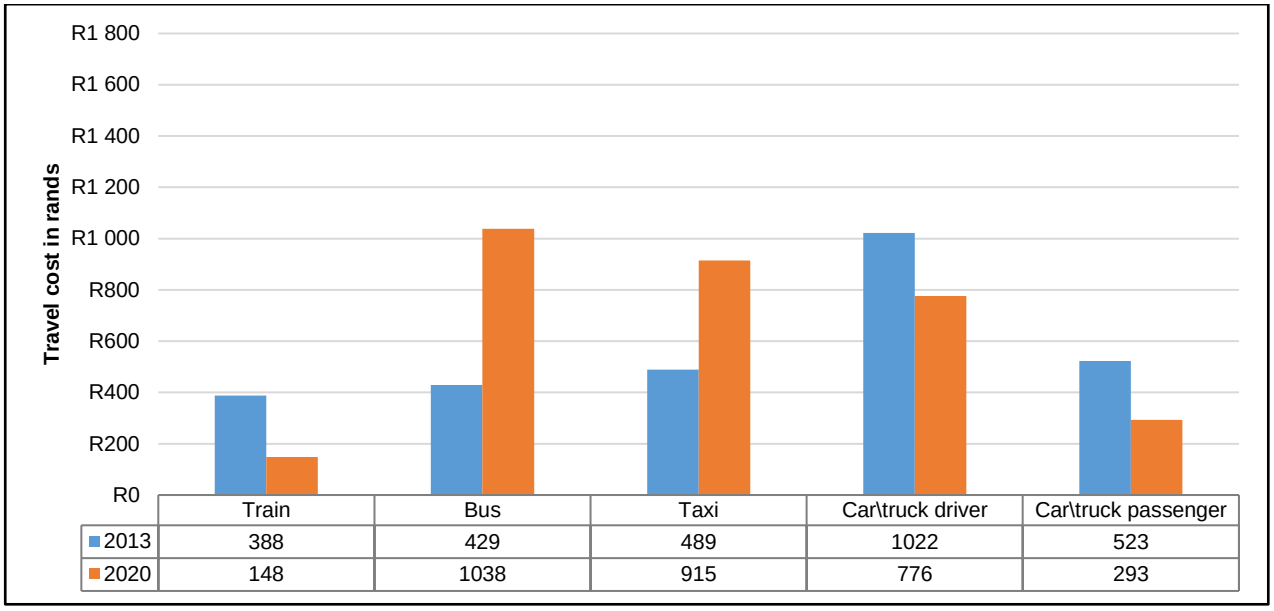
Table 4.23: Monthly cost of transport by main mode and district municipality, 2020

Mode and monthly payment in rand	District municipality								Eastern Cape
	Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	
Train									
Mean (rand)	*	*	169,5	*	*	60,0	*	*	**148,3**
1-100	*	*	*	*	*	100,0	*	*	**19,3**
101-200	*	*	79,5	*	*	*	*	*	**64,1**
200+	*	*	20,5	*	*	*	*	*	**16,6**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Bus									
Mean (rand)	*	400,0	674,4	547,8	24000,0	459,3	8484,9	0,0	**1037,5**
1-100	*	*	*	*	*	*	*	*	*****
101-200	*	*	*	*	*	*	*	*	*****
200+	*	100,0	100,0	100,0	100,0	100,0	100,0	*	**100,0**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi									
Mean (rand)	1046,2	1145,3	852,6	567,2	519,2	561,2	2154,3	422,4	**914,9**
1-100	*	0,4	1,1	4,2	*	*	3,8	2,0	**1,3**
101-200	*	0,4	3,1	*	4,9	*	6,0	8,3	**2,3**
200+	100,0	99,2	95,8	95,8	95,1	100,0	90,2	89,7	**96,4**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck driver									
Mean (rand)	643,8	1268,5	939,4	684,1	601,0	491,3	2239,7	406,2	**776,0**
1-100	*	0,8	1,2	3,8	*	8,m7	*	3,5	**3,9**
101-200	*	0,5	*	7,0	27,2	*	0,8	5,8	**1,4**
200+	100,0	98,7	98,8	89,2	72,8	91,3	99,2	90,8	**94,7**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck passenger									
Mean (rand)	420,9	573,9	262,9	392,3	273,7	270,7	288,2	264,8	**293,2**
1-100	*	*	*	19,5	*	3,9	*	*	**2,5**
101-200	*	*	6,4	*	54,3	11,0	*	5,4	**7,4**
200+	100,0	100,0	93,6	80,5	45,7	85,1	100,0	94,6	**90,1**
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.
Total excludes unspecified monthly cost

Table 4.23 summarises the monthly cost of transport by main mode of transport and district municipality. In the Eastern Cape , workers indicated buses as being the most expensive mode of travel with a mean of R1 037,5, followed by taxis with a mean around R914,9 and car/truck as a driver with a mean of R776. Train was cited as a cheap mode of travel in the province compared to other modes, with a mean of R148,3.

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



	Train	Bus	Taxi	Car\truck driver	Car\truck passenger
2013	388	429	489	1022	523
2020	148	1038	915	776	293

According to Figure 4.10, the average monthly cost of buses and taxis increased in 2020 as compared to 2013. However, the average monthly cost of trains, car/truck as a driver and car/truck as a passenger decreased.

4.4 Summary

Out of 1.1 million households employed in the province, Nelson Mandela Bay (27,6%), followed by Buffalo City (18,0%), Sarah Baartman (11,6%), and O.R. Tambo (11,5%) had the highest percentage of households employed. A large percentage of disabled workers resided in Nelson Mandela Bay (35,5%), followed by Amathole (15,9%) and Buffalo City (14,4%).

In the Eastern Cape , approximately 58,9% of workers travelled five days to work, followed by those who travelled six or more days (23,1%). Only 18% of workers travelled one-four days. Provincially, 90,3% of workers walked all the way, followed by those using taxis (89,5%). A largest percentage of workers who walked all the way were resided in Joe Gqabi (55,3%), followed by Amathole (52,5%) and Alfred Nzo (52,4%).

Roughly 44,0% of workers in the Eastern Cape left for work at 07:00 to 07:59, while 18,6% left before 06:00 and 18,4% left around 06:30 to 06:59. In the province, workers indicated buses as being the most expensive mode of travel with a mean of R1 037,5, followed by taxis with a mean around R914,9 and car/truck as a driver with a mean of R776. Train was cited as a cheap mode of travel in the province compared to other modes, with a mean of R148,3.

5. Business trips

5.1 Introduction

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

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

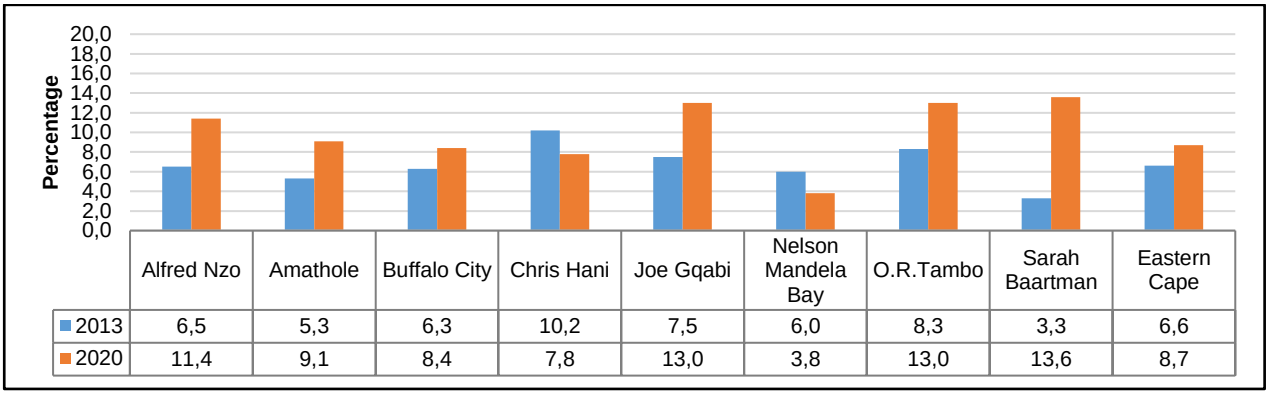
Table 5.1: Incidence of business trips during the past calendar month by district municipality and geographic location, 2020

District municipality	Workers aged 15 years and older ('000)	Business trips amongst workers 15 years and older		
		Number ('000)	Per cent within District/geographical area	Per cent within Eastern Cape
Alfred Nzo	111,9	12,7	11,4	**11,0**
Amathole	121,5	11,1	9,1	**9,7**
Buffalo City	231,6	19,6	8,4	**17,0**
Chris Hani	108,7	8,4	7,8	**7,3**
Joe Gqabi	72,6	9,5	13,0	**8,2**
Nelson Mandela Bay	375,6	14,4	3,8	**12,5**
O.R. Tambo	146,0	19,0	13,0	**16,5**
Sarah Baartman	148,9	20,3	13,6	**17,7**
Eastern Cape	**1317**	**115**	**8,7**	**100,0**
Geographic location				
Urban	875,5	77,0	8,8	**66,9**
Rural	441,4	38,1	8,6	**33,1**

Percentages calculated across district municipalities, within Eastern Cape.

Table 5.1 summarises the incidence of business trips during the past calendar month. Out of the total of 1,3 million workers aged 15 years and older, only 115 000 undertook business trips during this period. The highest number of workers who undertook business trips resided in Sarah Baartman (17,7%), Buffalo City (17,0%), O.R. Tambo (16,5%), Nelson Mandela Bay (12,5%) and Alfred Nzo (11,0%). Workers who undertook less business trips were found in Joe Gqabi (8,2%) and Amathole (9,7%).

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



	Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R.Tambo	Sarah Baartman	Eastern Cape
2013	6,5	5,3	6,3	10,2	7,5	6,0	8,3	3,3	6,6
2020	11,4	9,1	8,4	7,8	13,0	3,8	13,0	13,6	8,7

Percentages calculated within district municipalities

Figure 5.1 shows that between 2013 and 2020, there was an increase in the number of workers in the province who undertook business trips. The increase was also observed in all districts, except in Chris Hani and Nelson Mandela Bay.

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

District municipality	Number of workers who undertook business trips ('000)	Number of business trips (per cent within district municipality)					
		1–5 trips	6–10 trips	11–15 trips	16–20 trips	>20 trips	Total
Alfred Nzo	13	87,3	6,6	1,9	*	4,2	**100,0**
Amathole	11	94,0	6,0	*	*	*	**100,0**
Buffalo City	20	86,1	1,3	*	11,5	1,2	**100,0**
Chris Hani	8	96,8	3,2	*	*	*	**100,0**
Joe Gqabi	9	83,0	6,5	5,8	4,7	*	**100,0**
Nelson Mandela Bay	14	79,0	15,8	*	5,2	*	**100,0**
O.R. Tambo	19	100,0	*	*	*	*	**100,0**
Sarah Baartman	20	83,2	8,5	2,1	1,1	5,1	**100,0**
Eastern Cape	**115**	**88,4**	**5,8**	**1,1**	**3,2**	**1,6**	**100,0**

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

Table 5.2 shows the number of workers who undertook business trips during the calendar month prior to the interview by district municipality. In the Eastern Cape , 88,4% of workers undertook 1-5 business trips, while 5,8% undertook six-ten business trips. Furthermore, workers were less likely to take 11-15 business trips (1,1%) and more than 20 business trips (1,6%) in the province.

All workers who resided in O.R. Tambo (100%) stated that they undertook one-five business trips within the district municipality. In Chris Hani and Amathole, there were 96,8% and 94,0% of workers who undertook one-five business trips, respectively. Further, the rest of the workers in both districts undertook six-ten trips.

Sarah Baartman was the only district that had workers who specified that they undertook trips in all range of business trips.

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

Mode of travel		Statistics ('000)	District municipality								
			Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	Eastern Cape
Public transport	Train	Number	*	*	*	*	*	*	*	*	*****
		Per cent	*	*	*	*	*	*	*	*	*****
	Bus	Number	*	*	*	*	*	*	*	*	**7**
		Per cent	4,1	3,4	4,8	3,1	1,7	8,0	17,5	2,1	**6,2**
	Taxi	Number	4	4	*	*	5	*	9	*	**28**
		Per cent	32,7	38,1	3,3	28,8	53,7	5,6	46,5	9,4	**24,4**
Private transport	Car/truck driver	Number	5	5	10	5	*	9	5	13	**56**
		Per cent	42,3	46,5	53,1	60,4	31,8	63,2	27,5	62,7	**48,8**
	Car/truck passenger	Number	*	*	6	*	*	*	*	*	**15**
		Per cent	12,0	7,8	32,3	4,4	5,9	13,2	7,7	9,9	**13,0**
Aircraft		Number	*	*	*	*	*	*	*	*	*****
		Per cent	*	4,2	2,4	*	*	10,0	*	3,2	**2,6**
Other modes		Number	*	*	*	*	*	*	*	*	**6**
		Per cent	8,9	*	4,0	3,2	6,9	*	0,8	12,8	**4,9**
Total		**Number**	**13**	**11**	**20**	**8**	**9**	**14**	**19**	**20**	**115**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 5.3 shows that car or truck as drivers (48,8%) was the main mode of travel used for business trip in the province, followed by taxis (24,4%) and car/truck as a passenger (13,0%). In Nelson Mandela Bay (63,2%), Sarah Baartman (62,7%), Chris Hani (60,4%), Buffalo City (53.1%), Amathole (46,5%) and Alfred Nzo (42,3%), car/truck as a drive was the main mode of travel used for business trip. In contrast, Joe Gqabi (53,7%) and O.R. Tambo (46,5%) used taxis as the main mode of travel for business trips.

Nelson Mandela Bay (10,0%), Amathole (4,2%), Sarah Baartman (3,2%) and Buffalo City (2,4%) were the only districts that used aircraft for business trips. Further, none of the districts used train for business trips.

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

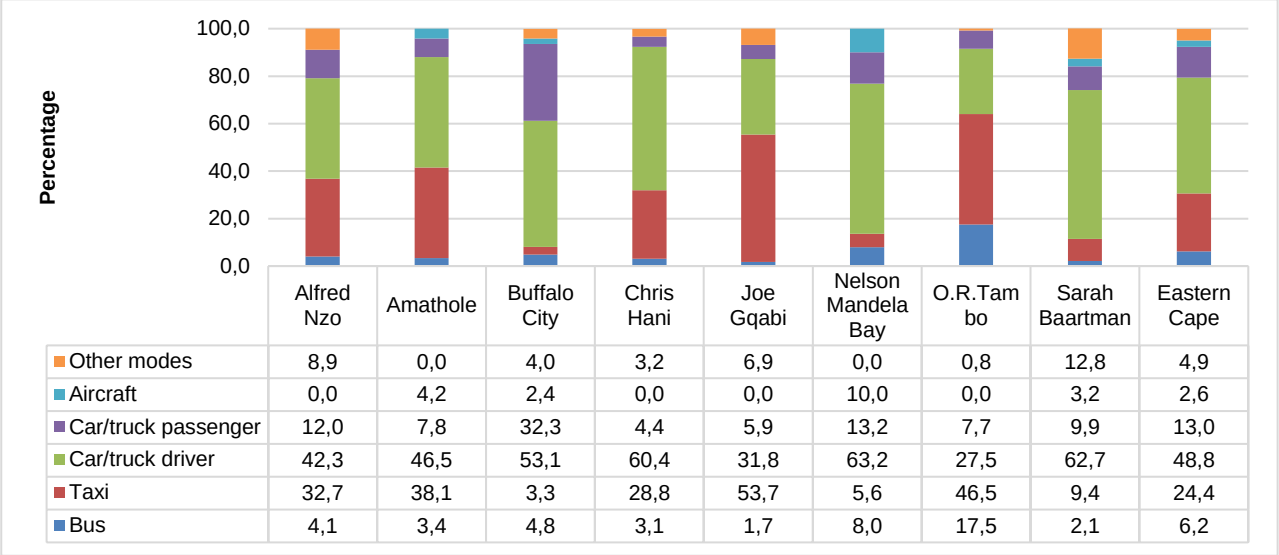


Figure 5.2 indicates the percentage of business trips for which trains, buses, taxis and aircrafts were used. In the province, workers were more likely to drive themselves (48,8%) to business trips, followed by those who used taxis (24,4%). A large percentage of workers who used cars/trucks as drivers were found in Nelson Mandela Bay (63,2%), Sarah Baartman (62,7%) and Chris Hani (60,4%).

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

District municipality of origin	District municipality of destination (per cent within District of origin)								Eastern Cape
	Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	
Alfred Nzo	84,1	*	*	*	6,2	*	9,7	*	**100,0**
Amathole	8,0	47,9	26,8	11,2	*	1,9	*	4,1	**100,0**
Buffalo City	1,5	23,4	53,7	*	2,9	6,1	9,4	2,9	**100,0**
Chris Hani	*	16,2	*	63,1	11,0	2,6	1,5	5,6	**100,0**
Joe Gqabi	3,4	3,8	*	3,6	89,2	*	*	*	**100,0**
Nelson Mandela Bay	6,0	9,2	17,9	*	*	48,4	*	18,5	**100,0**
O.R. Tambo	5,0	13,9	*	2,9	9,1	*	69,1	*	**100,0**
Sarah Baartman	1,1	4,1	*	0,8	3,5	5,6	2,7	82,3	**100,0**
Eastern Cape	**10,3**	**15,2**	**14,6**	**7,6**	**10,5**	**8,2**	**14,1**	**19,5**	**100,0**

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

Table 5.4 depicts the percentage of business trips by district municipality of origin and municipality of destination. Joe Gqabi (89,2%), followed by Alfred Nzo (84,1%) and Sarah Baartman (82,3%) had the highest proportion of workers who undertook business trips within the districts. Amathole (47,9%) and Nelson Mandela Bay (48,4%) had the lowest percentage of workers who undertook business trips within the districts.

5.2 Summary

Out of the total of 1,3 million workers aged 15 years and older, only 115 000 undertook business trips during this period. The highest percentage of workers who undertook business trips resided in Sarah Baartman (17,7%), Buffalo City (17,0%), O.R. Tambo (16,5%), Nelson Mandela Bay (12,5%) and Alfred Nzo (11,0%),

while those who undertook less business trips were found in Joe Gqabi (8,2%) and Amathole (9,7%). In the Eastern Cape , 88,4% of workers undertook 1-5 business trips, while 5,8% undertook six-ten business trips.

Car or truck as driver (48,8%) was the main mode of travel used for business trip in the province, followed by taxis (24,4%) and car/truck as a passenger (13,0%). In Nelson Mandela Bay (63,2%), Sarah Baartman (62,7%), Chris Hani (60,4%), Buffalo City (513.1%), Amathole (46,5%) and Alfred Nzo (42,3%), car/truck as a drive was the main mode of travel used for business trip, while in Joe Gqabi (53,7%) and O.R. Tambo (46,5%) used taxis as the main mode of travel for business trips. Nelson Mandela Bay (10,0%), Amathole (4,2%), Sarah Baartman (3,2%) and Buffalo City (2,4%) were the only districts that used aircraft for business trips.

6. Other travel patterns

6.1 Introduction

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

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

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

6.2 Day trips

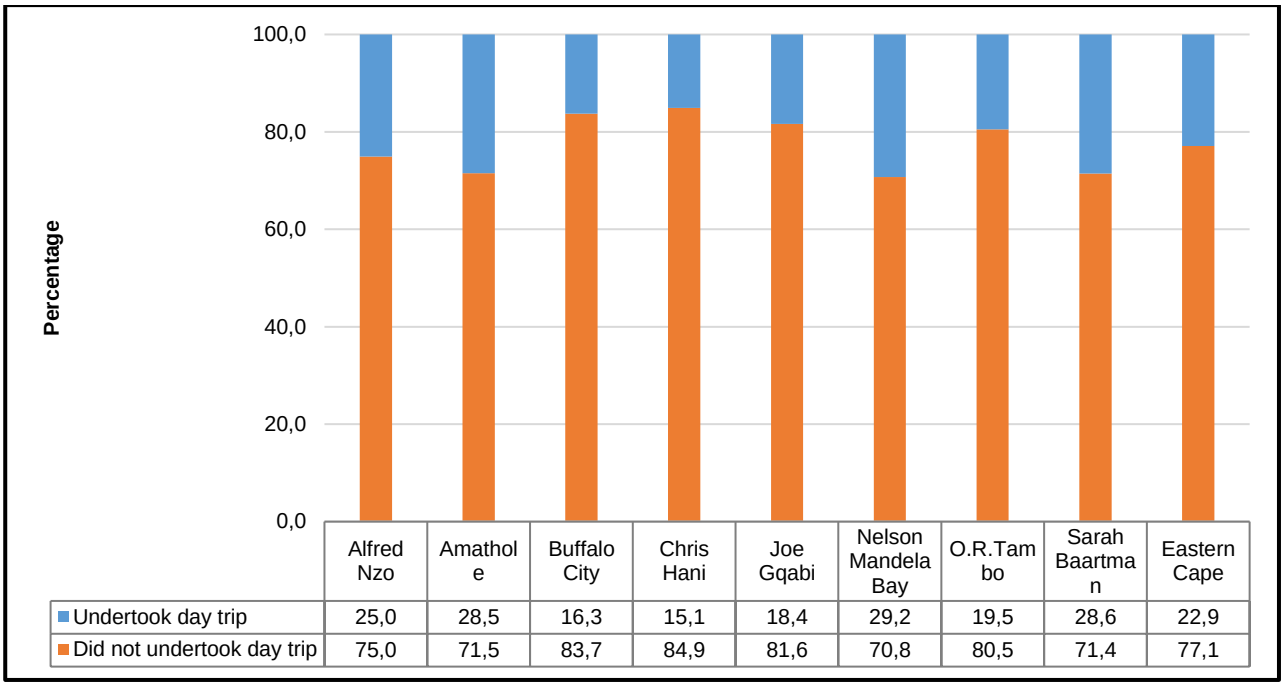
Table 6.1: Day trip/s taken away from usual home/place of residence in the twelve months prior to the interview, 2020

District municipality	Number of persons aged 15 years and older ('000)	Trips taken away from usual home/place of residence	
		Number ('000)	Per cent in Eastern Cape
Alfred Nzo	539	135	**13,2**
Amathole	520	148	**14,4**
Buffalo City	590	96	**9,3**
Chris Hani	551	83	**8,1**
Joe Gqabi	234	43	**4,2**
Nelson Mandela Bay	913	267	**26,0**
O.R. Tambo	785	153	**14,9**
Sarah Baartman	356	102	**9,9**
Eastern Cape	**4 489**	**1 027**	**100,0**

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

Table 6.1 shows day trip/s taken away from usual home or place of residence in the twelve months prior to the interview. Nelson Mandela Bay (26,0%) had the highest percentage share of day trip/s taken in the province, followed by O.R. Tambo (14,9%), Amathole (14,4%), and Alfred Nzo (13,2%). Chris Hani (8,1%), followed by Buffalo City (9,3%) and Sarah Baartman (9,9%) had the lowest percentage share of day trip/s.

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



	Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R.Tambo	Sarah Baartman	Eastern Cape
Undertook day trip	25,0	28,5	16,3	15,1	18,4	29,2	19,5	28,6	22,9
Did not undertook day trip	75,0	71,5	83,7	84,9	81,6	70,8	80,5	71,4	77,1

Percentage calculated within district municipalities.

Figure 6.1 illustrates the percentage of persons 15 years and older by whether they undertook day trips. Provincially, about 22,9% of households undertook day trips. Households who resided in Nelson Mandela Bay (29,2%), followed by Sarah Baartman (28,6%), Amathole (28,5%) and Alfred Nzo (25,0%) were most likely to undertake day trips.

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

Main purpose of trip	District municipality (per cent within district municipality)								Eastern Cape
	Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	
Visit friends/family/ancestral home	34,1	21,2	46,7	50,8	42,0	41,7	19,7	31,4	**34,7**
Leisure/holiday	5,6	5,8	15,6	7,1	6,3	26,2	3,4	11,6	**12,3**
Shopping	10,9	21,2	5,6	4,1	12,5	10,3	24,8	8,2	**13,1**
Sporting	1,0	3,3	1,0	0,5	1,7	2,4	2,9	2,1	**2,1**
Funeral	7,6	7,9	7,7	4,7	12,3	2,5	4,1	19,8	**7,0**
Medical	7,7	9,0	2,7	8,4	3,7	1,8	7,5	5,9	**5,6**
Government services	8,6	1,2	3,4	1,3	1,8	1,0	2,0	1,2	**2,5**
Looking for work	8,6	6,9	2,5	10,9	12,6	1,3	9,4	2,1	**5,7**
Wellness (e.g. spa, health farm, etc.)	0,0	0,4	*	1,1	*	0,4	*	*	**0,3**
Religious/cultural/ traditional	6,6	9,0	2,9	6,0	3,6	5,9	12,2	6,8	**7,1**
Wedding	1,1	1,3	0,7	0,7	0,4	0,3	0,1	1,3	**0,7**
Other	8,1	12,8	11,1	4,2	3,2	6,3	13,9	9,6	**9,1**
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: Weddings, leisure/holiday, sporting – spectator/participant, etc.

According to Table 6.2, about 34,7% persons undertook day trip/s to visit friends, families or ancestral home. This was followed by those that undertook day trip/s for shopping (13,1%) and leisure or holiday (12,3%). Five in ten households in Chris Hani undertook trips to visit friends/family/ancestral homes, while 15,6% for leisure or holiday. Visiting friends/family/ancestral homes (21,2%) and shopping (21,2%) were the main reasons households undertook trips in Amathole.

Persons who resided in O.R. Tambo (24,8%) stated shopping as the main purpose of undertaking trips during the period.

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

Mode of travel		Statistics ('000)	District municipality								Eastern Cape
			Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	
Public transport	Train	Number	*	*	*	*	*	*	*	*	**4**
		Per cent	*	*	0,5	1,3	0,1	0,9	*	0,1	**0,4**
	Bus	Number	10	6	5	21	6	20	18	5	**90**
		Per cent	7,7	4,1	5,3	25,1	12,9	7,3	11,6	4,8	**8,8**
	Taxi	Number	90	95	40	40	22	66	79	37	**468**
		Per cent	66,7	64,3	41,6	48,0	49,8	24,6	51,2	36,3	**45,5**
Private transport	Car/truck driver	Number	11	28	22	10	5	70	8	27	**181**
		Per cent	8,3	18,8	22,5	12,4	12,2	26,0	5,2	26,9	**17,6**
	Car/truck passenger	Number	19	11	24	8	9	65	17	23	**176**
		Per cent	13,8	7,6	25,0	10,2	21,6	24,2	10,8	22,6	**17,1**
Other		Number	*	4	4	*	*	24	*	8	**45**
		Per cent	1,2	2,8	3,7	2,8	1,9	9,2	0,3	7,4	**4,4**
Walking		Number	*	4	*	*	*	21	32	*	**64**
		Per cent	2,2	2,5	1,4	0,3	1,6	7,9	20,9	1,8	**6,2**
Total		**Number**	**135**	**148**	**96**	**83**	**43**	**267**	**153**	**102**	**1 027**
		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.
Other includes: Bicycle, scooter/motorcycle, animal drawn transport etc.
Total excludes unspecified mode of travel.

Table 6.3 shows that in the province, 45,5% of persons used taxis as their main mode of travel, followed by those that used car or truck as a driver (17,6%) and car or truck as a passenger (17,1%). Taxi was the main mode of travel used to undertake day trips in Alfred Nzo (66,7%), Amathole (64,3%), O.R. Tambo (51,2%), Joe Gqabi (49,8%), Buffalo City (41,6%) and Sarah Baartman (36,3%).

The main mode of travel used to undertake day trips in Nelson Mandela was car or truck as a driver (26,0%), followed by taxi (24,6%) and car or truck as a passenger (24,2%).

6.3 Overnight trips

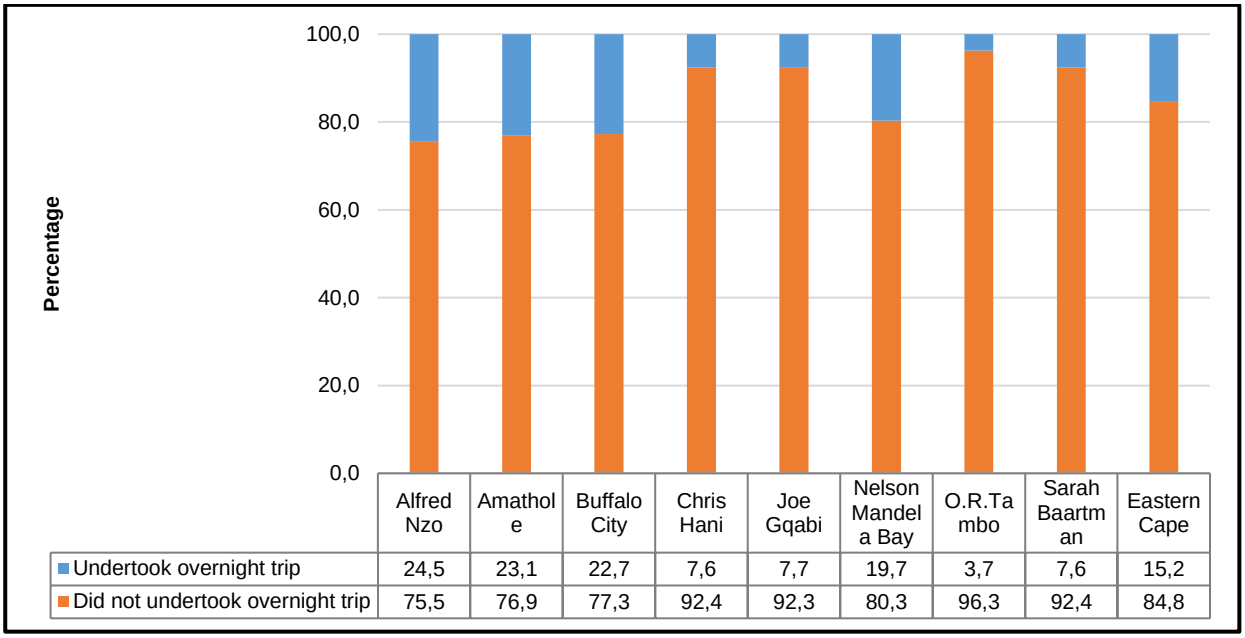
Table 6.4: Overnight trips taken away from usual home/residence in the twelve months prior to the interview by district municipality, 2020

District municipality	Number of persons aged 15 years and older	Undertook overnight trips	
		Number ('000)	Per cent
Alfred Nzo	539	132	19,4
Amathole	520	120	17,6
Buffalo City	590	134	19,7
Chris Hani	551	42	6,1
Joe Gqabi	234	18	2,7
Nelson Mandela Bay	913	180	26,3
O.R. Tambo	785	29	4,2
Sarah Baartman	356	27	4,0
Eastern Cape	**4 489**	**683**	**100,0**

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

Table 6.4 depicts the overnight trips taken away from usual home/residence in the twelve months prior to the interview by district municipality. Nelson Mandela Bay (26,3%) had the highest proportion of persons who undertook overnight trips, followed by Buffalo City (19,7%), Alfred Nzo (19,4%) and Amathole (17,6%). Persons who undertook fewer overnight trips away from usual home or residence resided in Sarah Baartman (4,0%), followed by O.R. Tambo (4,2%) and Chris Hani (6,1%).

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



In the province, 15,2% of persons undertook overnight trips, as indicated by Figure 6.2. Persons in Alfred Nzo (24,5%), Amathole (23,1%), Buffalo City (22,7%) and Nelson Mandela Bay (19,7%) were most likely to undertake overnight trips. However, persons in O.R. Tambo (3,7%), Chris Hani (7,6%), Sarah Baartman (7,6%) and Joe Gqabi (7,7%) were less likely to undertake overnight trips.

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

	District municipality (per cent within district municipality)								
Main purpose of trip	**Alfred Nzo**	**Amathole**	**Buffalo City**	**Chris Hani**	**Joe Gqabi**	**Nelson Mandela Bay**	**O.R. Tambo**	**Sarah Baartman**	**Eastern Cape**
Visit friends/family/ancestral home	43,6	46,1	54,5	62,9	46,3	56,2	44,6	36,4	**50,5**
Leisure/holiday	7,3	8,8	23,9	8,3	4,1	27,0	5,5	22,7	**16,5**
Shopping	0,6	1,3	0,2	*	1,4	*	3,1	*	**0,6**
Sporting	0,3	1,2	0,2	*	1,4	1,9	*	*	**0,8**
Funeral	9,9	9,4	5,2	4,4	10,4	1,7	1,8	16,2	**6,3**
Medical	3,5	2,3	1,2	7,3	5,3	*	8,1	3,1	**2,4**
Government services	3,8	0,4	2,2	1,4	2,0	0,7	1,5	*	**1,6**
Looking for work	10,2	4,9	2,1	7,7	22,4	0,5	9,9	3,1	**5,0**
Wellness (e.g. spa, health farm, etc.)	*	*	*	*	*	0,6	*	*	**0,1**
Religious/cultural/traditional	11,4	14,7	4,1	4,4	3,1	3,8	13,2	4,2	**7,7**
Wedding	1,7	2,4	0,2	0,5	*	0,5	0,3	2,9	**1,1**
Other	7,7	8,4	6,2	3,1	3,7	7,1	11,8	11,4	**7,3**
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 purposes include Weddings, leisure/holiday, sporting – spectator/participant, etc.

Visiting friends or family or ancestral (50,5%) was the main reason for undertaking overnight trips in the province, followed by leisure or holiday (16,5%), as illustrated by Table 6.5. The highest percentage of persons who indicated that they undertook overnight trips to visit friends or family or friends resided in Chris Hani (62,9%), followed by Nelson Mandela Bay (56,2%) and Buffalo City (54,5%).

More than two in ten households in Nelson Mandela Bay (27,0%), Buffalo City (23,9%) and Sarah Baartman (22,7%) undertook overnight trips for leisure or holiday. In the Eastern Cape, wellness (0,1%) was the least reason persons undertook overnight trips, followed by shopping (0,6%) and sporting (0,8%). Nelson Mandela Bay (0,6%) was the only district where persons undertook overnight trips for wellness reasons.

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

Mode of travel		Statistics ('000)	District municipality								Eastern Cape
			Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	
Public transport	Train	Number	*	*	*	*	*	*	*	*	*****
		Per cent	*	*	0,3	1,0	*	0,3	*	*	**0,2**
	Bus	Number	14	10	8	11	*	17	8	*	**71**
		Per cent	10,7	8,2	6,2	26,5	10,6	9,2	25,9	5,2	**10,4**
	Taxi	Number	85	78	52	19	12	58	16	11	**330**
		Per cent	64,5	64,4	38,5	44,4	66,8	32,3	55,7	38,9	**48,3**
Private transport	Car/truck driver	Number	7	14	30	4	*	43	*	5	**107**
		Per cent	5,1	11,8	22,1	10,0	7,9	24,2	7,4	18,8	**15,7**
	Car/truck passenger	Number	20	13	34	6	*	43	*	6	**126**
		Per cent	15,0	10,6	25,5	13,3	10,1	24,0	7,3	23,3	**18,5**
Aircraft		Number	*	*	8	*	*	16	*	*	**29**
		Per cent	0,3	0,8	6,1	0,6	0,3	8,9	1,0	9,2	**4,2**
Other		Number	6	5	*	*	*	*	*	*	**19**
		Per cent	4,4	4,2	1,3	4,1	4,3	1,1	2,7	4,7	**2,8**
Total		**Number**	**132**	**120**	**134**	**42**	**18**	**180**	**29**	**27**	**683**
		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 municipalities.

According to Table 6.6, Taxi (48,3%) was the main mode of travel used for overnight trips in the province, followed by car or truck as a passenger (18,5%), car or truck as a driver (15,7%) and bus (10,4%). The highest proportion of persons who used taxis for overnight trips resided in Joe Gqabi (66,8%), Alfred Nzo (64,5%) and Amathole (64,4%).

6.4 Summary

Of the 4,4 million persons aged 15 years and older interviewed in the province, one million indicated that they undertook day trips away from usual home or place of residence in the 12 months prior to the interview. A large proportion of persons aged 15 years and older who undertook daily trips resided in Nelson Mandela Bay (26,0%), followed by O.R. Tambo (14,9%), Amathole (14,4%), and Alfred Nzo (13,2%), while the smallest were found in Chris Hani (8,1%), Buffalo City (9,3%) and Sarah Baartman (9,9%). Visiting friends or family or ancestral home (34,7%), followed by shopping (13,1%) and going on leisure or holiday (12,3%) were the most common reasons given by day daily travellers, while visiting wellness facilities (0,3%) and attending a wedding (0,7%) were the less common reasons. About 45,5% of day travellers used taxi as their main mode of travel, followed by those that used car or truck as a driver (17,6%) and car or truck as a passenger (17,1%).

A largest percentage of persons aged 15 years and older who undertook overnight trips were found in Nelson Mandela Bay (26,3%), followed by Buffalo City (19,7%), Alfred Nzo (19,4%) and Amathole (17,6%). The most common reasons given by overnight travellers were visiting friends or family or ancestral (50,5%), followed by leisure or holiday (16,5%). Taxi (48,3%) was the main mode of travel used for overnight trips in the province, followed by car or truck as a passenger (18,5%), car or truck as a driver (15,7%) and bus (10,4%).

7. Households

7.1 Introduction

The NHTS questionnaire was divided into two parts: questions directed at all individuals considered part of the household and questions related to households. This part of the report summarises the findings related to the household section of the questionnaire, which primarily dealt with the general household socio-economic profile and the ownership of bicycles, motor vehicles and animal-drawn vehicles. This part also included questions about modes of transport used to reach selected services and public facilities, questions related to attitudes and perceptions about transport in general and the modes of transport usually used by the household. The final part covered the use of public transport (taxis, buses and trains) and the levels of satisfaction with these modes of public transport.

7.2 Socio-economic circumstances of households

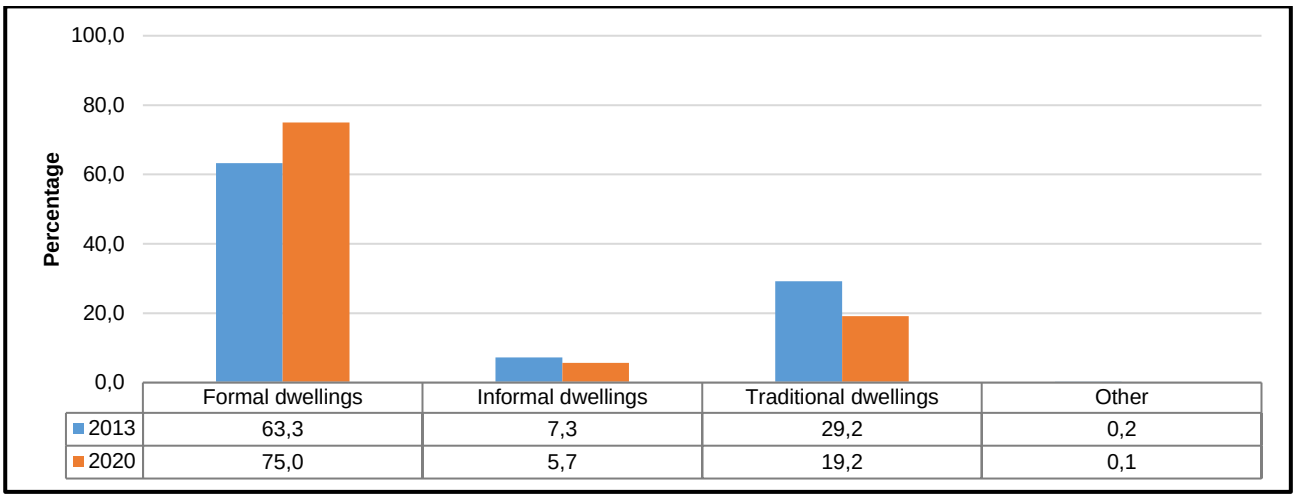
Table 7.1: Dwelling type of household, by district municipality, 2013 and 2020

	District municipality (per cent within district municipality)								
Dwelling type	Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	Eastern Cape
2013									
Formal dwellings	31,6	48,0	70,4	58,2	81,2	90,8	48,8	91,5	**63,3**
Informal dwellings	0,3	2,0	26,2	2,8	8,3	8,9	1,4	6,7	**7,3**
Traditional dwellings	68,1	50,0	3,3	39	10,3	*	50,6	1,0	**29,2**
Other	*	*	0,1	*	0,2	0,3	0,2	0,8	**0,2**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
2020									
Formal dwellings	75,2	65,2	78,5	80,6	72,2	93,2	50,6	90,7	**75,0**
Informal dwellings	0,1	6,6	17,2	0,4	2,1	6,8	1,3	8,8	**5,7**
Traditional dwellings	24,8	28,1	4,3	19,0	25,7	*	48,0	0,3	**19,2**
Other	*	0,1	*	*	0,1	*	0,1	0,2	**0,1**
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
Total excludes unspecified type of dwelling
Other dwellings include: Traditional, caravan/tent, flat or apartment, cluster house, etc.

Approximately 75% of households in the Eastern Cape province lived in formal dwellings, 19,2% in traditional dwellings, 5,7% in informal dwellings and 0,1% in other types of dwellings. Majority of the households in Nelson Mandela Bay (93,2%) and Sarah Baartman (90,7%) lived in formal dwellings. Over 40% of the households in O.R. Tambo lived in traditional dwellings. About 17,2% of households in Buffalo City resided in informal dwellings.

Figure 7.1: Dwelling type of household, 2013 and 2020



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

Figure 7.1 illustrates that there was an increase in the percentage of households who lived in formal dwellings in 2020 compared to 2013. The percentage of households who resided in informal, traditional and other forms of dwelling decreased.

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

Source of household income	District municipality (per cent within income source category)								
	Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	Eastern Cape
Salaries	8,0	8,7	19,6	8,2	4,1	29,5	10,0	12,0	**100,0**
Income from business	13,5	7,0	14,6	7,7	10,0	15,1	16,5	15,5	**100,0**
Pensions	9,6	10,8	32,6	1,8	2,7	14,9	12,0	15,7	**100,0**
Grants	13,1	15,2	11,8	13,8	5,2	17,3	17,2	6,5	**100,0**
Remittances	15,7	10,8	11,7	13,1	4,2	15,5	22,4	6,6	**100,0**
Other income	23,3	14,1	8,6	13,1	2,1	25,2	12,1	1,5	**100,0**
Source of household income	**District municipality (per cent within district municipality)**								
	Alfred Nzo	**Amathole**	**Buffalo City**	**Chris Hani**	**Joe Gqabi**	**Nelson Mandela Bay**	**O.R. Tambo**	**Sarah Baartman**	**Eastern Cape**
Salaries	23,0	24,3	43,8	24,5	29,0	47,1	22,3	45,4	**33,7**
Income from business	3,9	1,9	3,2	2,3	7,0	2,4	3,6	5,8	**3,3**
Pensions	2,5	2,8	6,6	0,5	1,7	2,2	2,4	5,4	**3,1**
Grants	52,9	59,3	36,7	57,8	51,4	38,5	53,4	34,3	**47,1**
Remittances	15,8	10,5	9,1	13,7	10,5	8,7	17,4	8,8	**11,8**
Other income	2,0	1,2	0,6	1,2	0,4	1,2	0,8	0,2	**1,0**
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.
Respondents could select more than one source of income.
Other income sources include: Rental income, interest.

Table 7.2 illustrates the source of household income by district municipality. Less than half (45,7%) of the households received grants and 33,7% of households received income from salaries. Over 40% of households in Nelson Mandela Bay (47,1%), Sarah Baartman (45,4%) and Buffalo City (43,8%) received income from salaries. More than 50% of households in Joe Gqabi, Alfred Nzo, O.R. Tambo, Chris Hani and Amathole received grants.

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

District municipality	Number of households who completed question (`000)	Monthly household expenditure on public transport (per cent within district municipality)							
		Nothing	R1–R100	R101–R200	R201–R300	R301–R500	R501–R1 000	R1 001 or more	Total
Alfred Nzo	192	7,0	37,3	23,5	10,4	8,1	8,8	4,9	**100,0**
Amathole	211	15,0	33,2	27,2	11,7	5,1	5,6	2,2	**100,0**
Buffalo City	236	28,2	19,5	15,8	6,7	8,4	9,4	12,0	**100,0**
Chris Hani	192	17,9	31,2	22,5	8,2	11,4	7,1	1,8	**100,0**
Joe Gqabi	84	37,8	25,8	14,5	9,4	7,3	4,1	1,1	**100,0**
Nelson Mandela Bay	298	41,5	17,0	9,4	6,5	10,2	9,7	5,7	**100,0**
O.R. Tambo	301	8,7	50,3	23,5	7,2	4,4	3,6	2,3	**100,0**
Sarah Baartman	135	56,2	13,2	8,6	4,9	8,9	4,5	3,7	**100,0**
Eastern Cape	**1 650**	**24,5**	**29,7**	**18,5**	**8,0**	**7,9**	**6,9**	**4,6**	**100,0**
Geographic location									
Urban	833	38,6	18,7	11,8	7,3	8,5	8,7	6,4	**100,0**
Rural	817	10,1	40,8	25,4	8,7	7,2	5,1	2,7	**100,0**

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

Table 7.3 shows that in Eastern Cape, slightly less than 30% of households spent R1-R100 on public transport, followed by those that spent nothing (24,5%) on public transport. Households in O.R. Tambo (50,3%), followed by Alfred Nzo (37,3%), Amathole (33,2%) and Chris Hani (31,2%) spend R1 to R100 on public transport. More than 50% of households in Sarah Baartman spent nothing on public transport.

In Urban areas, 40,8% of households spent R1-R100 on public transport while in rural areas 38,6% of household spent nothing on public transport.

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

District municipality	Number of households who completed question (`000)	Monthly household expenditure on public transport (percentage within district municipality)						
		R1–R100	R101–R200	R201–R300	R301–R500	R501–R1 000	R1 001 or more	Total
Alfred Nzo	25	7,5	10,5	8,5	26,3	34,7	12,5	**100,0**
Amathole	28	14,7	23,4	9,0	22,8	14,1	16,0	**100,0**
Buffalo City	116	7,4	7,4	4,5	18,4	27,0	35,3	**100,0**
Chris Hani	27	22,4	10,6	6,5	23,7	24,8	12,0	**100,0**
Joe Gqabi	7	9,5	15,0	20,9	34,3	8,2	12,2	**100,0**
Nelson Mandela Bay	161	11,3	8,8	6,3	36,2	27,2	10,3	**100,0**
O.R. Tambo	58	24,1	18,1	17,5	17,2	17,0	6,1	**100,0**
Sarah Baartman	25	3,6	9,5	13,4	42,7	22,6	8,1	**100,0**
Eastern Cape	**448**	**12,2**	**10,9**	**8,3**	**27,3**	**24,7**	**16,7**	**100,0**
Geographic location								
Urban	346	9,8	9,5	7,7	28,3	26,4	18,3	**100,0**
Rural	101	20,4	15,5	10,0	23,8	18,8	11,4	**100,0**

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

According to Table 7.4, 27,3% of households in Eastern Cape spent R301-R500 on public transport, followed by those that spent R501-R1 000 (24,7%). Sarah Baartman (42,7%), followed by Nelson Mandela (36,2%) and Joe Gqabi (34,3%) had the highest proportion of households who spent R301-R500 on public transport trips to work. Buffalo City had 35,3% of households that spent R1 010 or more on public transport trips to work while Alfred Nzo had 34,7% of households that spent R301-R500.

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

District municipality	Number of households who completed question (`000)	Monthly household expenditure on public transport (percentage within district municipality)						
		R1–R100	R101–R200	R201–R300	R301–R500	R501–R1 000	R1 001 or more	Total
Alfred Nzo	35	6,4	18,5	16,5	33,3	17,4	7,9	**100,0**
Amathole	45	5,9	22,8	19,2	18,4	29,0	4,7	**100,0**
Buffalo City	74	8,0	15,8	12,3	17,8	31,5	14,6	**100,0**
Chris Hani	30	10,9	27,3	16,8	17,6	20,2	7,1	**100,0**
Joe Gqabi	9	4,1	23,5	15,2	14,2	36,1	6,9	**100,0**
Nelson Mandela Bay	83	7,1	9,9	10,7	37,9	26,5	7,8	**100,0**
O.R. Tambo	46	10,0	22,6	17,0	16,4	23,4	10,7	**100,0**
Sarah Baartman	22	8,2	7,0	21,0	20,9	15,1	27,8	**100,0**
Eastern Cape	**344**	**7,8**	**17,1**	**14,9**	**24,2**	**25,5**	**10,5**	**100,0**
Geographic location								
Urban	207	6,8	13,5	14,3	26,3	27,3	11,8	**100,0**
Rural	136	9,3	22,7	15,8	21,0	22,8	8,4	**100,0**

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

Table 7.5 shows monthly household expenditure of public transport trips to educational institutions. In the Eastern Cape , 25,5% of households spent R501 to R1000 monthly on public transport trips to educational institutions, followed by those that spent R301-R500 (24,2%) monthly. Joe Gqabi and Buffalo City had 36,1% and 31,5%, respectively of households that spent R501 to R1 000 on public transport to educational institutions. On the other hand, households in Nelson Mandela Bay (37,9%), Alfred Nzo (33,3%) and Sarah Baartman (20,9%) spent R301 to R500 monthly on public transport to educational institutions.

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

District municipality	Number of bicycles (per cent across Districts, within Eastern Cape)						
	0 bicycles		1-3 bicycles		3+ bicycles		
	Number (`000)	% within Eastern Cape	Number (`000)	% within Eastern Cape	Number (`000)	% within Eastern Cape	Number (`000)
Alfred Nzo	192	**11,1**	*	**2,8**	*	*	194
Amathole	217	**12,6**	*	**3,4**	*	**6,1**	220
Buffalo City	252	**14,6**	*	**3,2**	*	**8,3**	254
Chris Hani	219	**12,7**	*	**4,4**	*	*	222
Joe Gqabi	88	**5,1**	*	**0,6**	*	*	88
Nelson Mandela Bay	329	**19,0**	33	**55,0**	*	**85,6**	365
O.R. Tambo	310	**18,0**	*	**1,3**	*	*	311
Sarah Baartman	120	**7,0**	18	**29,3**	*	*	138
Eastern Cape	**1 728**	**100,0**	**60**	**100,0**	**4**	**100,0**	**1 792**

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

Table 7.6 shows that about 60 000 of households in Eastern Cape owned one to three bicycles. More than 50% of households in Nelson Mandela Bay owned one to three bicycles, while 85,6 % owned more than three bicycles. In Sarah Baartman slightly less than 30% of households owned one to three bicycles.

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

District municipality	Type of vehicles (per cent across district municipality, within EC)						
	Motorcycle	Company car/bakkie/ station wagon/4x4	Household car/bakkie/ station wagon/4x4	Relative/friend car/bakkie/ station wagon/4x4	Minibus/ Kombi	Truck	Other
Alfred Nzo	*	2,4	5,0	9,8	5,2	*	4,5
Amathole	3,5	7,3	9,6	8,1	6,1	7,9	20,2
Buffalo City	47,3	31,6	20,7	7,1	7,9	15,0	3,0
Chris Hani	8,8	10,4	4,1	10,9	4,0	10,5	31,9
Joe Gqabi	0,7	4,1	2,5	3,5	10,5	2,0	6,9
Nelson Mandela Bay	14,6	17,3	40,0	24,8	8,4	24,6	*
O.R. Tambo	*	12,5	6,1	21,2	50,7	10,3	29,8
Sarah Baartman	25,1	14,4	12,0	14,5	7,1	29,7	3,7
Eastern Cape	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
District municipality	**Type of vehicles owned (per cent within district municipality)**						
	Motorcycle	**Company car/bakkie/ station wagon/4x4**	**Household car/bakkie/ station wagon/4x4**	**Relative/friend car/bakkie/ station wagon/4x4**	**Minibus/ Kombi**	**Truck**	**Other**
Alfred Nzo	*	5,0	79,7	9,5	4,1	*	1,6
Amathole	1,1	8,0	80,0	4,2	2,6	0,5	3,7
Buffalo City	6,4	15,0	74,9	1,6	1,4	0,4	0,2
Chris Hani	4,4	18,4	55,1	8,9	2,7	1,0	9,4
Joe Gqabi	0,6	13,5	63,2	5,3	13,1	0,4	3,8
Nelson Mandela Bay	1,2	5,1	89,0	3,4	0,9	0,4	*
O.R. Tambo	*	13,4	49,4	10,6	20,7	0,6	5,3
Sarah Baartman	5,7	11,6	73,3	5,4	2,2	1,3	0,5
Eastern Cape	**2,9**	**10,1**	**76,3**	**4,7**	**3,8**	**0,6**	**1,7**

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

Table 7.7 shows that in the province, 50,7% of households in O.R. Tambo owned minibuses or kombis, while none of the households owned motorcycles. Buffalo City had the largest proportion of households who owned motorcycles (47,3%) and company cars/bakkies/station wagons/4x4s (31,6%).

Household cars/bakkies/station wagons/4x4s were most likely vehicles to be owned by residents in Nelson Mandela Bay (89,0%), Amathole (80,0%), Alfred Nzo (79,7%), Buffalo City (74,9%) and Sarah Baartman (73,3%).

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

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

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

	Travel time(per cent of households within facility category)				
Facility	**1–15 min**	**16–30 min**	**31–60 min**	**>60 min**	**Total**
Food or grocery shops	58,4	19,3	11,4	10,9	**100,0**
Other shops	27,1	28,2	25,2	19,5	**100,0**
Religious institution	42,7	24,8	9,9	22,6	**100,0**
Medical service	34,3	31,6	21,1	12,9	**100,0**
Post office	21,7	22,9	19,7	35,6	**100,0**
Welfare office	15,7	23,5	21,8	38,9	**100,0**
Police station	24,2	26,1	22,1	27,6	**100,0**
Municipal office	20,7	27,0	23,2	29,0	**100,0**
Home affairs	15,3	27,3	26,3	31,1	**100,0**
Library	14,2	9,9	7,2	68,6	**100,0**
Tribal authority	20,0	15,8	8,4	55,8	**100,0**
Financial services/banks	28,9	28,9	24,3	18,0	**100,0**

Total excludes unspecified cases.

Table 7.8 depicts household travel time to services and facilities. More than half of households travelled 1 to 15 minutes to reach food or grocery shops (58,4%), while 19,3% travelled 16-30 minutes. Approximately 42,7% of households travelled one to five minutes to religious institutions. A larger proportion of households travelled more than 60 minutes to reach libraries (68,6%) and tribal authorities (55,8%).

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

Mode	Service/facility (per cent within service category)											
	Food or grocery shop	Other shop	Religious institution	Medical service	Post office	Welfare office	Police station	Municipal office	Home Affairs	Library	Tribal authority	Financial services/ bank
Walk	51,1	9,9	49,6	35,3	12,9	8,8	17,4	13,3	7,2	13,3	36,8	12,7
Train	0,1	0,0	0,0	0,0	0,0	*	*	0,0	0,0	*	0,0	0,0
Bus	0,8	2,1	0,3	1,6	1,7	1,8	1,5	1,8	1,7	0,7	0,5	1,9
Taxi	28,2	58,7	14,7	38,2	44,3	48,5	47,9	51,2	57,1	12,6	7,4	59,3
Car/bakkie/minibus	4,8	7,7	3,6	6,0	6,5	6,2	6,7	6,6	7,0	2,4	1,8	7,6
Car/bakkie passenger	10,7	15,6	12,7	14,9	11,0	9,1	11,8	12,3	11,0	5,0	1,7	15,0
Other modes	*	0,1	0,2	0,5	0,1	0,3	0,5	0,2	0,1	0,3	0,4	0,7
Do not need to get there	3,9	5,0	16,7	3,4	22,6	24,5	13,7	14,2	15,1	58,6	48,5	2,5
Cannot get there	0,5	0,7	2,3	0,2	0,7	0,8	0,6	0,5	0,8	7,0	3,0	0,3
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

7.4 Attitudes and perceptions about transport

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

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

Transport-related problems	District municipality (per cent within Eastern Cape)								Eastern Cape
	Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	
No transport problems	1,9	6,0	3,9	4,2	5,2	12,5	2,5	10,9	**6,1**
Poor condition of roads	31,5	28,1	20,1	31,7	13,2	9,4	23,3	14,1	**21,4**
Rude drivers	0,8	1,6	2,5	2,1	5,2	5,5	1,1	3,6	**2,8**
Overload	4,2	3,1	1,3	3,1	1,7	6,0	8,2	3,0	**4,5**
Congestion	0,1	1,2	4,0	0,5	0,0	4,5	0,9	0,0	**1,8**
Crime	0,3	0,9	2,8	6,1	1,5	12,4	1,5	0,8	**4,3**
Toll fees	0,1	*	*	*	*	0,2	*	0,1	**0,0**
Parking	0,4	0,2	*	*	0,2	*	0,0	1,3	**0,2**
Other	0,5	4,2	2,9	3,4	2,4	1,9	1,6	3,3	**2,4**
Taxi									
Taxis too expensive	8,0	4,7	4,4	16,9	21,1	7,9	14,8	15,6	**10,8**
Reckless driving by taxi drivers	2,1	1,6	4,4	2,2	0,4	17,1	7,0	6,8	**6,6**
No taxis at specific times	2,6	4,1	5,2	1,0	2,5	1,5	1,5	3,1	**2,5**
Taxis too far	1,6	2,2	4,6	3,1	2,6	4,6	5,4	5,4	**3,9**
No taxis available	5,1	2,0	1,8	2,4	7,5	0,8	2,6	9,4	**3,1**
Bus									
No buses available	26,5	36,6	20,2	14,4	30,5	4,2	23,3	19,5	**19,7**
No buses at specific times	7,6	0,9	6,7	4,0	1,0	3,5	2,3	0,3	**3,5**
Buses too far	3,6	0,9	2,9	3,8	2,1	2,2	0,4	*	**2,0**
Buses too expensive	0,3	0,1	0,3	0,5	1,4	1,1	0,0	0,2	**0,5**
Reckless driving by bus drivers	0,4	1,1	1,0	0,2	0,2	2,4	1,5	1,2	**1,2**
Train									
No trains available	1,7	0,1	1,6	0,3	0,3	0,3	1,6	0,7	**0,9**
Trains are not available	0,1	0,0	1,2	0,1	*	0,6	0,3	0,1	**0,4**
Trains too far	0,1	*	7,3	0,0	0,3	1,1	*	*	**1,2**
No trains at specific times	0,1	0,2	0,9	0,0	0,1	0,1	0,1	0,1	**0,2**
Trains too expensive	0,3	.	0,1	0,2	0,5	0,1	0,1	0,4	**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 per cell are too small to provide reliable estimates
Total calculated within district municipalities

Poor condition of the roads (21,4%) was the main significant transport-related problem indicated by households in the province. Chris Han (31,7%) and Alfred Nzo (31,5%) had almost the same percentage of households who complained about the poor road conditions as their main problem.

Taxis being too expensive (10,8%) was stated as the second most important transport related problem. Households in Joe Gqabi (21,1%), Chris Han (16,9%), Sarah Baartman (15,6%) and O.R. Tambo (14,8%) complained about taxis being too expensive. A large proportion of households in Amathole (36,6%), Joe Gqabi (30,5%), Alfred Nzo (26,5%), O.R. Tambo (23,3%) and Buffalo City (20,2%) complained about the non-availability of buses.

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

Factors influencing household's choice of mode of travel	District municipality (per cent within district municipality)								
	Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	Eastern Cape
Travel cost	20,4	24,6	19,0	27,9	64,1	26,5	38,5	31,4	**29,0**
Travel time	14,0	47,6	6,9	12,1	16,4	22,2	31,9	20,2	**22,3**
Flexibility	3,8	5,4	15,5	2,4	1,5	25,0	1,5	12,3	**10,0**
Reliability	26,6	5,0	21,2	5,0	0,3	5,3	3,2	13,3	**9,8**
Comfort	8,8	6,7	9,8	23,3	7,3	7,3	1,0	10,4	**8,9**
Distance from home to transport/ accessibility	5,8	4,4	14,0	16,2	0,6	2,3	21,3	4,9	**9,7**
Safety from accidents	2,7	2,0	1,8	2,9	1,0	2,7	0,8	2,9	**2,1**
Security from crime	*	1,5	2,9	1,0	1,1	7,4	0,4	1,5	**2,5**
Drivers attitude	0,7	0,9	.	0,7	2,8	0,8	0,9	0,9	**0,8**
Timetable not available/information inaccurate	*	0,1	0,8	*	0,1	*	*	0,2	**0,1**
Other	17,2	1,7	8,0	8,4	4,8	0,5	0,5	2,2	**4,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Other include: Timetable not available/information not accurate.

According to Table 7.11, travel costs (29,0%) and travel time (22,3%) were the main significant factors influencing household's choice of mode of travel in the Eastern Cape province. More than 60% of households in Joe Gqabi stated cost of traveling as the main factor influencing their choice of mode of travel. Approximately 47,6% of households in Amathole indicated that travel time was the main factor influencing their choice of mode of travel. Reliability (26,6%) was the main common factor influencing households in Alfred Nzo.

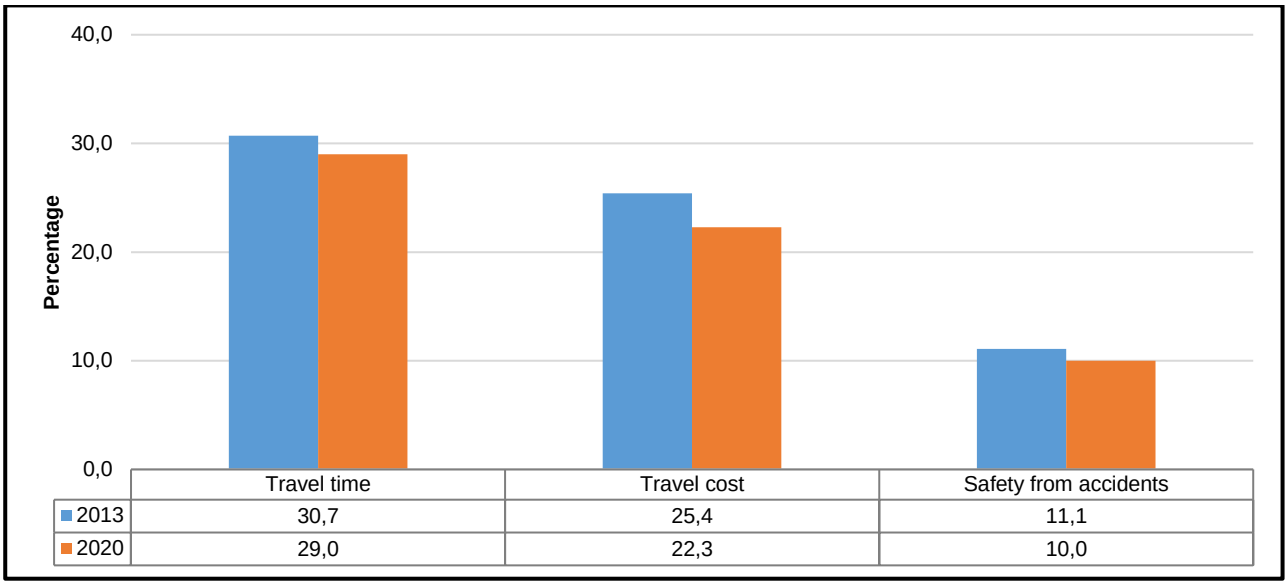
Table 7.12: Most important factors influencing household's choice of mode of travel as selected by the household by district municipality and geographic location, 2020

District municipality	Factors prioritised	% of households within the District
Alfred Nzo	Reliability	26,6
	Travel cost	20,4
	Travel time	14,0
Amathole	Travel time	47,6
	Travel cost	24,6
	Comfort	6,7
Buffalo City	Reliability	21,2
	Travel cost	19,0
	Flexibility	15,5
Chris Hani	Travel cost	27,9
	Comfort	23,3
	Distance	16,2
Joe Gqabi	Travel cost	64,1
	Travel time	16,4
	Comfort	7,3
Nelson Mandela Bay	Travel cost	26,5
	Flexibility	25,0
	Travel time	22,2
O.R. Tambo	Travel cost	38,5
	Travel time	31,9
	Distance	21,3
Sarah Baartman	Travel cost	31,4
	Travel time	20,2
	Flexibility	12,3
Eastern Cape	**Travel cost**	**29,0**
	Travel time	**22,3**
	Flexibility	**10,0**
Geographic location		
Urban	Travel cost	27,0
	Travel time	19,2
	Flexibility	16,2
Rural	Travel cost	31,2
	Travel time	25,6
	Distance	12,8

Total used to calculate percentages excluded unspecified cases.

Table 7.12 illustrates the three most important factors influencing the household's choice of mode of travel. Travel cost, travel time and flexibility were the main factors to be taken into consideration when travelling in the province. Urban areas had the same pattern as the province. However, households in the rural areas stated travel cost, travel time and distance as the most important factors.

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



Provincially, there was a decrease in the percentage of households whose choices of mode of travel were influenced by travel time, travel cost and safety from accidents (Figure 7.2).

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

Mode of travel	District municipality (per cent within district municipality)								
	Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	Eastern Cape
Train	0,0	1,0	3,5	0,2	0,2	1,1	0,3	0,4	**1,0**
Bus	20,4	6,4	2,0	8,4	7,5	8,9	2,9	1,0	**7,1**
Taxi	62,6	73,5	67,0	65,2	63,1	51,8	85,8	49,4	**65,7**
Car/bakkie/truck driver	3,2	6,7	19,3	7,6	9,0	32,1	3,9	25,5	**14,5**
Car/bakkie/truck passenger	11,2	5,1	4,6	13,4	8,0	3,1	6,2	9,0	**6,9**
Walking all the way	2,5	7,0	3,1	4,8	12,0	2,8	0,8	14,5	**4,6**
Other	*	0,2	0,6	0,3	0,2	0,2	0,0	0,2	**0,2**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 7.13 shows the main modes of travel usually used by households by district municipality. In the Eastern Cape , taxi (65,7%) was the most used mode of travel by households, followed by car or bakkie or truck driver. O.R. Tambo (85,5%) had the highest proportion of households that used taxi as the main mode of travel, followed by Amathole (73,5%), Buffalo City (67,0%), Chris Hani (65,2%), Joe Gqabi (63,1%) and Alfred Nzo (62,6%). Sarah Baartman (49,4%) and Nelson Mandela Bay (51,8%) had the lowest proportion of households that used a taxi as their main mode of travel. Train (1,0%) was the least used mode of travel in the province.

7.5 Household use of public transport at a glance

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

Location		Mode of travel (per cent within District)					
		Taxis		Buses		Trains	
District municipality		**2013**	**2020**	**2013**	**2020**	**2013**	**2020**
Alfred Nzo	Number	*	122	*	53	*	*
	Per cent	40,2	69,8	30,2	30,2	0,6	*
Amathole	Number	*	42	*	15	*	*
	Per cent	43,6	73,6	13,4	26,4	0,5	*
Buffalo City	Number	*	182	*	7	*	10
	Per cent	82,1	91,6	5,0	3,4	10,3	5,0
Chris Hani	Number	*	123	*	11	*	*
	Per cent	61,1	91,6	11,1	8,4	1,2	*
Joe Gqabi	Number	*	31	*	8	*	*
	Per cent	75,5	79,6	6,6	20,4	1,5	*
Nelson Mandela Bay	Number	*	185	*	42	*	6
	Per cent	67,7	79,4	19,9	18,2	2,4	2,4
O.R. Tambo	Number	*	205	*	13	*	*
	Per cent	66,4	94,0	7,9	5,8	0,1	0,2
Sarah Baartman	Number	*	52	*	*	*	*
	Per cent	49	98,9	2,7	1,1	0,5	*
Eastern Cape	**Number**	*****	**943**	*****	**150**	*****	**16**
	Per cent	**62,1**	**85,1**	**12,5**	**13,5**	**2,3**	**1,4**
Geographic region							
Urban	Number	*	485	*	62	*	15
	Per cent	*	86,3	*	11,1	*	2,7
Rural	Number	*	457	*	88	*	1
	Per cent	*	83,8		16,0	*	0,2

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

According to Table 7.14, taxis (85,1%) were the most used public transport in the province during the month preceding the survey followed by buses (13,5%). Households that used taxis as their main mode of travel resided in Sarah Baartman (98,9%), followed by those in O.R. Tambo (94,0%), Buffalo City (91,6%) and Chris Hani (91,6%). The lowest proportion of households that used taxis were found in Alfred Nzo (69,9%).

Buses were the second used public transport. Alfred Nzo (30,2%), Amathole (26,4%) and Joe Gqabi (20,4%) used buses during the month preceding the survey. Trains were the least used public transport in the province as well as within the districts. Approximately 5% of the households in Buffalo City used trains during the preceding month of the interview.

7.6 Use of minibus taxis

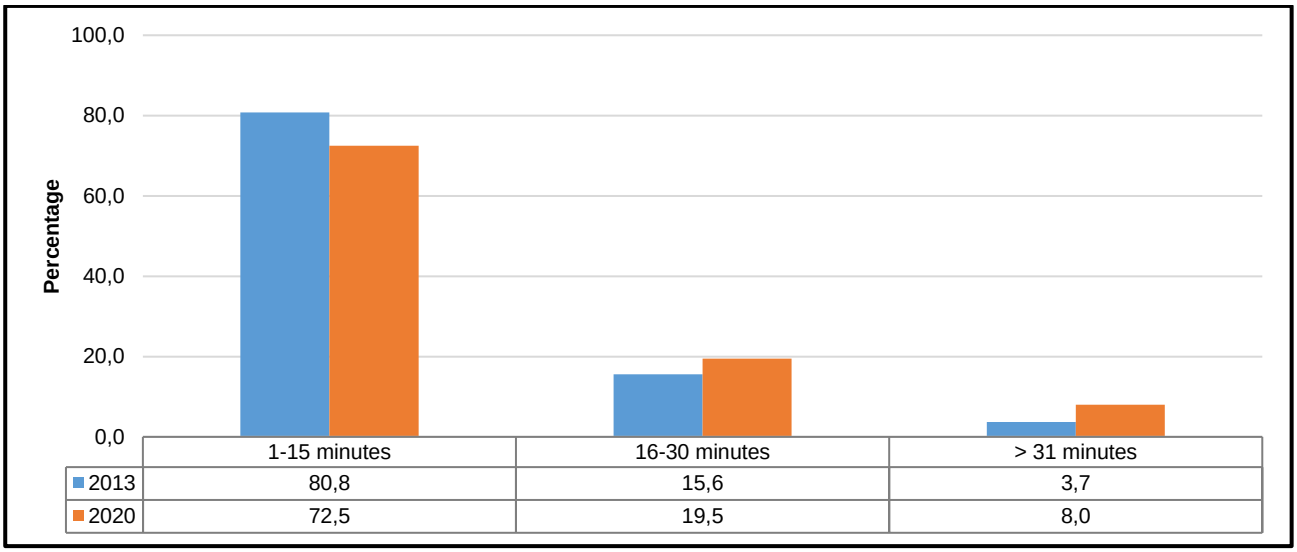
Table 7.15: Time taken to walk to the nearest taxi rank/route station by those who used taxis during the calendar month preceding the survey, 2020

District municipality	Time category (per cent within district municipality)				Total
	1- 15 min	16 - 30 min	31 - 60 min	> 60 min	
Alfred Nzo	75,2	18,9	5,0	0,9	**75,2**
Amathole	74,1	21,4	3,6	0,9	**74,1**
Buffalo City	80,0	15,9	4,1	*	**80,0**
Chris Hani	83,2	14,3	2,2	0,3	**83,2**
Joe Gqabi	90,5	7,8	1,4	0,3	**90,5**
Nelson Mandela Bay	70,3	27,2	2,6	*	**70,3**
O.R. Tambo	57,3	17,2	12,4	13,1	**57,3**
Sarah Baartman	74,1	16,3	8,6	0,9	**74,1**
Eastern Cape	**72,5**	**19,5**	**5,3**	**2,7**	**72,5**
Geographic location					
Urban	73,5	21,0	4,9	0,6	**73,5**
Rural	71,1	17,5	5,8	5,6	**71,1**

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

Table 7.15 illustrates the time taken to walk to the nearest taxi rank/route station by those who used taxis during the calendar month preceding the survey. More than 70% of taxi commuters walked 1 to 15 minutes to the nearest taxi rank/route station in the Eastern Cape , followed by those that walked 16 to 30 minutes (19,5%). Joe Gqabi (90,5%), followed by Chris Hani (83,2%) and Buffalo City (80,0%) had the highest proportion of taxi commuters who walked 1 to 15 minutes to the nearest taxi rank/route station. O.R. Tambo had the highest proportion of taxi commuters who walked more than 60 minutes to the nearest taxi rank/route station.

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



Between 2013 and 2020, the percentage of taxi users who walked one-five minutes to the nearest taxi rank/route station decreased, while that of taxi users who walked 16-30 minutes and more than 30 minutes increased.

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

Year	Percentage of non-users	District municipality (per cent within district municipality, all reasons combined)								
		Alfred Nzo	**Amathole**	**Buffalo City**	**Chris Hani**	**Joe Gqabi**	**Nelson Mandela Bay**	**O.R. Tambo**	**Sarah Baartman**	**Eastern Cape**
2013	Not available	59,2	42,2	2,0	41,7	10,3	1,0	61,1	20,5	**35,8**
	Prefer train	0,2	0,1	0,4	0,1	8,0	0,5	*	*	**0,2**
	Prefer bus	5,2	4,8	*	1,6	1,9	3,3	1,9	*	**3,1**
	Prefer private transport	5,9	3,3	42,6	23,8	1,6	63,3	1,6	29,2	**19,5**
	Can walk	4,8	14,6	10,9	9,9	4,3	6,5	4,3	8,9	**9,8**
	Don't travel much	5,2	16,2	13,8	5,0	7,6	9,0	7,6	12,2	**10,7**
	Reasons relating to service attributes	18,1	17,8	29,7	17,6	19,9	15,7	19,9	27,3	**19,3**
	Other reasons	1,0	1,0	0,5	0,3	3,6	0,8	3,6	1,8	**1,6**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
2020	Not available	61,0	47,8	29,9	26,6	26,3	4,3	21,0	17,9	**26,6**
	Prefer train	*	0,1	0,7	*	*	1,3	*	*	**0,4**
	Prefer bus	3,9	2,0	*	0,7	0,5	4,5	2,4	*	**2,1**
	Prefer private transport	3,4	4,3	27,9	8,2	4,8	41,3	1,9	17,7	**16,0**
	Can walk	10,6	4,8	0,7	4,4	9,2	14,9	12,3	10,2	**9,2**
	Don't travel much	7,2	6,1	8,0	14,7	11,1	5,4	6,1	9,0	**8,0**
	Reasons relating to service attributes	9,0	30,4	29,0	32,9	43,8	27,1	52,4	43,3	**33,4**
	Other reasons	5,0	4,5	3,7	12,5	4,3	1,2	3,9	1,9	**4,4**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Service attributes (33,4%) was cited as the main common reason for not using minibus taxis, while unavailability of minibuses (26,6%) was the second main reason for not using minibus taxis. Over 50% of households in O.R. Tambo indicated that they did not use minibuses due to service attributes.

Approximately 61,0% of households in Alfred Nzo did not use minibuses because they were not available, while 41,3% of households in Nelson Mandela Bay did not use minibuses because they preferred taxis.

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

Indicator	Statistics ('000)	District municipality (per cent within district municipality)								Eastern Cape
		Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	
Not available	Number	61	108	24	43	22	12	34	26	**331**
	Per cent	61,0	47,8	29,9	26,6	26,3	4,3	21,0	17,9	**26,6**
Prefer train	Number	*	*	*	*	*	4	*	*	**4**
	Per cent	*	0,1	0,7	*	*	1,3	*	*	**0,4**
Prefer bus	Number	4	5	*	*	*	13	4	*	**27**
	Per cent	3,9	2,0	*	0,7	0,5	4,5	2,4	*	**2,1**
Prefer private transport	Number	*	10	22	13	4	117	*	26	**199**
	Per cent	3,4	4,3	27,9	8,2	4,8	41,3	1,9	17,7	**16,0**
Can walk	Number	11	11	*	7	8	42	20	15	**114**
	Per cent	10,6	4,8	0,7	4,4	9,2	14,9	12,3	10,2	**9,2**
Do not travel much	Number	7	14	6	24	9	15	10	13	**99**
	Per cent	7,2	6,1	8,0	14,7	11,1	5,4	6,1	9,0	**8,0**
Reasons relating to service attributes	Number	9	69	23	53	37	77	85	63	**416**
	Per cent	9,0	30,4	29,0	32,9	43,8	27,1	52,4	43,3	**33,4**
Other	Number	5	10	*	20	4	4	6	*	**55**
	Per cent	5,0	4,5	3,7	12,5	4,3	1,2	3,9	1,9	**4,4**
Total	**Number**	**101**	**227**	**80**	**163**	**85**	**284**	**161**	**145**	**1 245**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 7.17 shows the reasons for not having used minibus taxis in the calendar month preceding the survey. Minibus taxi users in Alfred Nzo (61,0%), Amathole (47,8%) and Buffalo City (29,9%) cited the unavailability of minibus taxi as their main reason for not using it. On the contrary, O.R. Tambo (52,4%), Joe Gqabi (43,8%), Sarah Baartman (43,3%) and Chris Hani (32,9%) indicated that the main reason for not using minibus taxis was related to service attributes. Private transport preference was the main reason for not using minibus taxis in Nelson Mandela Bay (41,3%).

Table 7.18: Dissatisfaction levels with minibus taxi services by district municipality, 2013 and 2020

Attributes of the minibus taxi service	District municipality (per cent across district municipality) - 2013								
	Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R.Tambo	Sarah Baartman	Eastern Cape
The distance between the taxi rank/route and your home	16,3	5,8	20,4	10,0	4,1	20,4	16,7	6,2	**100,0**
The travel time by taxi	14,0	5,4	21,0	10,6	5,2	20,6	17,1	6,1	**100,0**
Security on the walk to/from the taxi rank	14,3	4,0	22,0	8,9	2,9	25,5	13,7	8,6	**100,0**
Security at the taxi rank	18,7	3,8	16,2	9,3	2,5	22,7	16,3	10,5	**100,0**
Security on the taxis	11,9	5,1	13,6	13,0	2,7	33,6	11,0	9,0	**100,0**
The level of crowding in the taxis	13,6	5,4	11,9	13,3	1,9	25,4	23,2	5,3	**100,0**
Safety from accident	13,3	5,8	20,4	12,7	2,0	19,2	21,8	4,8	**100,0**
The frequency of taxi during peak period	16,0	5,2	15,1	16,8	6,1	12,7	22,9	5,1	**100,0**
The frequency of taxi during off-peak period	17,3	9,5	18,0	14,9	4,9	8,0	21,4	5,9	**100,0**
The waiting time for taxi	14,2	6,9	23,3	13,9	5,0	11,5	17,6	7,5	**100,0**
The taxi fare	21,3	5,2	12,6	14,5	4,2	17,0	18,8	6,5	**100,0**
The facilities at the taxi rank, e.g. shelters	13,7	5,3	23,2	9,1	2,3	21,6	18,1	6,7	**100,0**
Roadworthiness of taxis	8,2	5,3	22,4	17,9	1,3	16,5	21,1	7,3	**100,0**
Behaviour of the taxi drivers towards passengers	12,9	4,1	20,6	11,1	1,6	24,7	16,4	8,4	**100,0**
The taxi service overall	14,4	5,0	19,8	14,8	2,9	19,8	16,6	6,7	**100,0**
Attributes of the minibus taxi service	**District municipality (per cent within district municipality) - 2020**								
	Alfred Nzo	**Amathole**	**Buffalo City**	**Chris Hani**	**Joe Gqabi**	**Nelson Mandela Bay**	**O.R.Tambo**	**Sarah Baartman**	**Eastern Cape**
The distance between the taxi rank/route and your home	38,9	30,4	30,6	22,4	35,8	27,2	22,5	28,2	28,8
The travel time by taxi	37,6	29,8	35,6	25,4	46,1	32,1	25,8	29,3	31,6
Security on the walk to/from the taxi rank	41,7	29,5	40,2	25,6	30,6	42,9	24,6	54,1	34,6
Security at the taxi rank	42,6	30,4	24,0	23,2	29,3	31,5	21,6	55,6	30,5
Security on the taxis	16,8	31,4	13,7	20,8	16,4	32,3	6,2	32,0	18,9
The level of crowding in the taxis	46,3	56,9	20,9	33,2	21,1	40,7	34,4	28,9	36,0
Safety from accident	33,6	57,5	31,5	30,8	19,0	29,6	28,1	25,9	32,3
The frequency of taxi during peak period	33,6	48,5	17,4	30,4	37,1	14,6	32,9	18,4	29,4
The frequency of taxi during off-peak period	44,7	74,3	29,2	34,2	41,8	11,9	35,7	35,0	37,9
The waiting time for taxi	39,6	59,6	42,2	35,0	50,0	18,3	35,6	43,6	39,3
The taxi fare	68,7	49,9	27,3	44,8	47,8	32,9	39,2	45,1	44,5
The facilities at the taxi rank, e.g. shelters	64,1	82,1	69,8	38,8	44,8	63,3	33,4	74,1	56,0
Roadworthiness of taxis	26,1	58,0	37,5	46,0	14,2	26,4	38,1	40,6	36,7
Behaviour of the taxi drivers towards passengers	31,1	22,0	27,7	23,8	17,2	33,4	20,9	36,1	26,2
The taxi service overall	37,5	33,6	30,8	33,0	22,0	28,6	17,2	32,0	28,8

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

Table 7.18 shows the dissatisfaction levels with minibus taxi services by district municipalities. The facilities at ranks (56,0%), cost of taxis (44,5%), waiting time for taxi (39,3%), frequency of taxi during off-peak period (37,9%) and roadworthiness of taxis (36,7%) were the attributes most likely to elicit dissatisfaction amongst taxi users.

The distance between the taxi rank/route and the home was more prevalent in Buffalo City and Nelson Mandela Bay (both at 20,4%), O.R.Tambo (16,7%) and Alfred Nzo (16,3). Households who were not satisfied with taxi travel time were found more in Buffalo City (21,0%), Nelson Mandela Bay (20,6%), O.R.Tambo (17,1%) and Alfred Nzo (14,0%). The roadworthiness of taxis was of most concern in Buffalo City (22,4%), O.R.Tambo (21,1%) and Chris Hani (17,9%).

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

	Eastern Cape (per cent within EC)	
Attributes of the minibus taxi service	**2013**	**2020**
Dissatisfaction		
The facilities at the taxi rank, e.g. shelters	59,2	56,0
The taxi fare	54,3	44,5
The waiting time for taxi	39,2	39,3
The frequency of taxi during off-peak period	32,8	37,9
Roadworthiness of taxis	45,7	36,7
The level of crowding in the taxis	43,9	36,0
Security on the walk to/from the taxi rank	37,8	34,6
Safety from accident	48,0	32,3
The travel time by taxi	22,6	31,6
Security at the taxi rank	37,4	30,5
The frequency of taxi during peak period	31,9	29,4
The distance between the taxi rank/route and your home	29,4	28,8
The taxi service overall	41,3	28,8
Behaviour of the taxi drivers towards passengers	41,9	26,2
Security on the taxis	29,9	18,9

The total used to calculate percentages excluded unspecified cases.

Table 7.19 shows the comparison of dissatisfaction level with minibus taxi services between 2013 and 2020. Facilities at the taxi rank remained the highest reason indicated for dissatisfaction with minibus taxi services, travel time by taxi was the least cited reasons 2013, while security on the taxis towards passengers was the least in 2020.

The proportion of households who indicated facilities at the taxi rank as the reason for dissatisfaction decreased from 59,2% in 2013 to 56,0% in 2020, while the proportion of those who indicated travel time by taxi increased by 9,0% between 2013 and 2020. The taxi service overall as a reason for dissatisfaction decreased from 41,3% in 2013 to 28,8% in 2020.

7.7 Use of buses

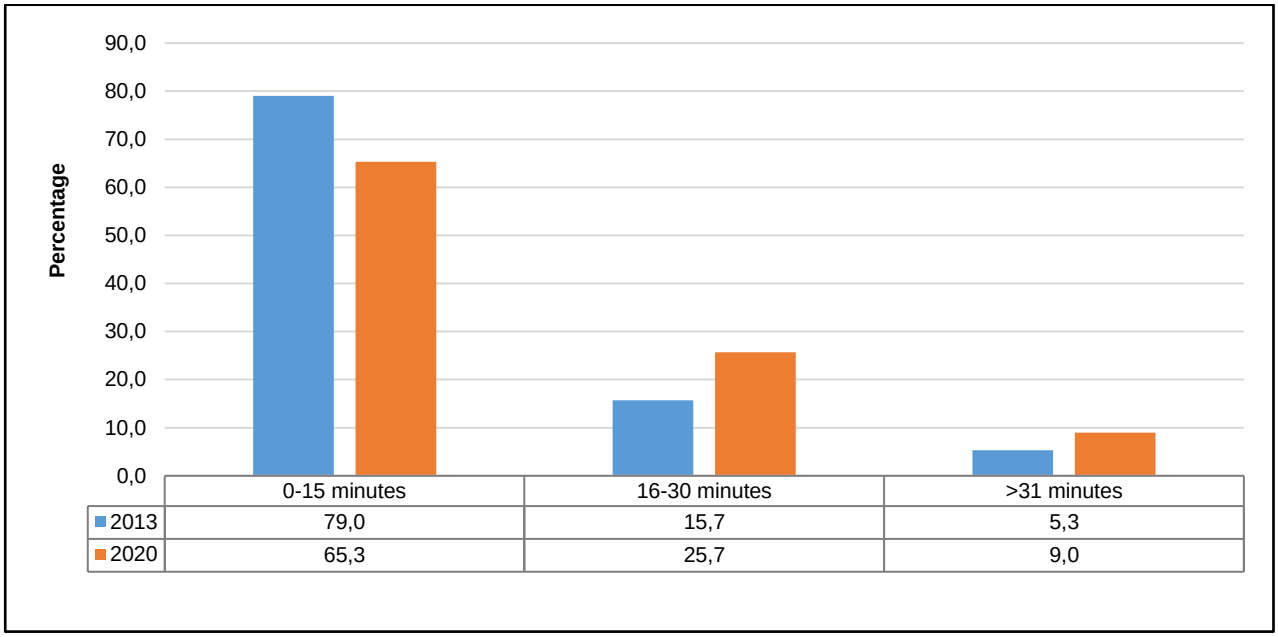
Table 7.20: Time taken to walk to the nearest bus stop/station by those who travelled by bus during the calendar month preceding the survey, 2020

	Time is taken to walk to the nearest bus stop/station (per cent within district municipality)				
District municipality	**Up to 15 minutes**	**16–30 minutes**	**31–45 minutes**	**46–60 minutes**	**Total**
Alfred Nzo	70,9	24,9	3,9	0,3	**100,0**
Amathole	64,5	27,2	8,0	0,3	**100,0**
Buffalo City	52,5	33,4	11,3	2,8	**100,0**
Chris Hani	38,8	48,7	3,9	8,6	**100,0**
Joe Gqabi	72,9	21,8	5,3	*	**100,0**
Nelson Mandela Bay	78,0	20,9	0,6	0,5	**100,0**
O.R. Tambo	34,8	21,9	17,0	26,3	**100,0**
Sarah Baartman	100,0	*	*	*	**100,0**
Eastern Cape	**65,3**	**25,7**	**4,5**	**4,5**	**100,0**

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

According to Table 7.20, there were 65,3% of persons who walked up to 15 minutes to the nearest bus stop/station in the province. All those that travelled by bus during the calendar month preceding the survey in Sarah Baartman (100%) walked up to 15 minutes to the nearest bus stop/station. More than 70% of bus passengers in Nelson Mandela Bay, Joe Gqabi and Alfred Nzo walked up to 15 minutes to the nearest bus stop or station.

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



	0-15 minutes	16-30 minutes	>31 minutes
2013	79,0	15,7	5,3
2020	65,3	25,7	9,0

As illustrated by Figure 7.4, there was a decrease in the percentage of bus commuters who walked 0-15 minutes to the nearest bus stop/station in 2020 when compared to 2013. However, the percentage of bus commuters who walked 16-30 minutes and more than 30 minutes increased.

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

Year	Reasons	District municipality (per cent within District, all reasons combined)								Eastern Cape
		Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	
2013	Not available	41,6	49,0	38,7	66,4	92,2	2,1	76,2	77,3	**48,7**
	Prefer taxi	8,5	9,6	17,2	4,4	3,7	15,7	5,3	2,3	**10,1**
	Prefer train	0,4	*	0,9	*	*	0,5	*	0,2	**0,3**
	Prefer private transport	3,8	2,0	8,5	8,7	1,0	24,9	0,8	9,6	**8,2**
	Can walk	4,0	10,5	2,7	1,9	0,2	4,9	1,8	1,8	**4,1**
	Don't travel much	5,0	13,5	3,7	4,9	2,0	5,9	6,3	6,3	**5,5**
	Reasons relating to service attributes	36,7	15,0	28,1	13,4	0.9	45,6	2,4	2,4	**22,4**
	Other	*	0,4	0,2	0,2	*	0,4	0,1	0,1	**0,7**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
2020	Not available	45,6	65,5	65,4	43,5	54,4	7,6	53,6	61,0	**44,8**
	Prefer taxi	17,8	6,2	2,6	17,4	13,9	20,2	18,6	7,4	**14,4**
	Prefer train	0,3	0,1	0,2	0,1	0,1	0,1	0,0	0,1	**0,1**
	Prefer private transport	0,9	3,7	4,1	4,0	3,4	21,6	0,9	9,2	**7,3**
	Can walk	8,8	4,6	0,4	4,1	5,2	15,9	9,1	5,1	**7,8**
	Don't travel much	4,3	7,6	0,7	6,2	8,1	4,2	3,9	7,1	**4,9**
	Reasons relating to service attributes	19,5	9,4	25,1	17,5	13,8	29,8	12,6	6,4	**18,2**
	Other	2,7	2,9	1,5	7,3	1,1	0,5	1,1	3,8	**2,5**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

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

According to 7.21, the main reason for not having used buses in the calendar month preceding the survey was that buses were not available (44,8%). Amathole (65,5%), followed by Buffalo City (65,4%) and Sarah Baartman (61,0%) had the highest proportion of households that indicated unavailability of buses as their main reason for not having used buses.

Reasons relating to service attributes (18,2%) and taxi preference (14,4%) were the second and third main reasons for not having used buses. Furthermore, train preference was the least reason for not having used buses.

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

Attributes of the bus service	District municipality (per cent across district municipality)								
	Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R.Tambo	Sarah Baartman	Eastern Cape
The distance between the bus stop and your home	17,1	11,3	7,5	6,3	10,6	30,3	15,9	0,9	**100,0**
The travel time by bus	23,7	9,2	4,5	6,6	12,6	28,5	15,0	*	**100,0**
Security on the walk to/from the bus stop	13,6	11,8	6,9	3,2	12,2	42,8	9,3	0,3	**100,0**
Security at the bus stop	9,8	10,7	6,4	4,7	13,4	48,0	7,1	*	**100,0**
Security on the buses	6,6	7,5	10,8	7,0	23,7	44,4	*	*	**100,0**
The level of crowding in the bus	19,7	10,4	6,9	4,8	12,9	35,5	9,9	*	**100,0**
Safety from accidents	18,4	10,9	5,7	6,7	19,3	31,8	6,0	1,2	**100,0**
The frequency of buses during peak period	24,2	17,6	8,2	6,4	3,1	32,8	6,7	1,1	**100,0**
The frequency of buses during off-peak period	21,2	17,0	9,2	5,8	6,4	22,1	17,3	1,0	**100,0**
The punctuality of buses	24,2	11,6	8,5	5,1	3,3	37,8	8,2	1,3	**100,0**
The bus fares	38,6	3,2	9,1	*	9,7	27,6	9,6	2,2	**100,0**
The facilities at the bus stop, e.g. toilets, offices	19,7	10,0	9,5	1,6	9,2	40,9	8,6	0,4	**100,0**
Behaviour of the bus drivers towards passengers	33,8	7,8	25,5	10,8	2,1	12,3	7,7	*	**100,0**
The bus service overall	31,6	9,2	7,1	2,2	18,0	23,4	8,6	*	**100,0**
Availability of information	29,1	10,7	9,4	2,2	6,1	34,7	7,4	0,3	**100,0**
Attributes of the bus service	**District municipality (per cent within district municipality)**								
	Alfred Nzo	**Amathole**	**Buffalo City**	**Chris Hani**	**Joe Gqabi**	**Nelson Mandela Bay**	**O.R.Tambo**	**Sarah Baartman**	**Eastern Cape**
The distance between the bus stop and your home	25,8	28,2	22,2	27,3	31,0	16,3	40,9	50,0	**25,0**
The travel time by bus	42,4	33,3	16,7	27,3	37,9	15,1	40,9	*	**29,2**
Security on the walk to/from the bus stop	22,7	33,3	27,8	13,6	44,8	26,7	18,2	50,0	**27,1**
Security at the bus stop	18,2	33,3	27,8	18,2	62,1	31,4	13,6	*	**28,9**
Security on the buses	9,1	10,3	22,2	13,6	58,6	16,3	*	*	**16,9**
The level of crowding in the bus	45,5	30,8	22,2	22,7	44,8	22,1	40,9	*	**32,4**
Safety from accidents	33,3	23,1	16,7	18,2	51,7	12,8	4,5	50,0	**23,2**
The frequency of buses during peak period	40,9	38,5	22,2	18,2	6,9	12,8	13,6	50,0	**23,6**
The frequency of buses during off-peak period	50,0	56,4	33,3	18,2	24,1	9,3	54,5	50,0	**32,7**
The punctuality of buses	30,3	33,3	27,8	13,6	10,3	14,0	13,6	50,0	**21,1**
The bus fares	36,4	10,3	11,1	*	31,0	9,3	13,6	100,0	**18,3**
The facilities at the bus stop, e.g. toilets, offices	80,3	76,9	77,8	18,2	82,8	53,5	63,6	50,0	**65,5**
Behaviour of the bus drivers towards passengers	15,2	12,8	27,8	9,1	3,4	3,5	9,1	*	**9,9**
Availability of information	30,3	28,2	16,7	4,5	37,9	5,8	13,6	*	**19,0**
The bus service overall	48,5	41,0	27,8	9,1	27,6	15,1	22,7	50,0	**28,9**

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

More than four in five households in Alfred Nzo and Joe Gqabi were dissatisfied with the facilities at the bus stop, this was the case in Amathole and Buffalo City were above three quarter of the households share the same sentiments as these mentioned before. Nelson Mandela bay had the highest percentage of households who mentioned security at the bus stop as their biggest reason for dissatisfaction in the province (48,0%). Sarah Baartman had the least dissatisfied bus commuters in almost all attributes of bus services.

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

Attributes of the bus service	EC (per cent within EC)	
	2013	2020
Dissatisfaction		
The facilities at the bus stop, e.g. toilets, offices	51,3	65,5
The frequency of buses during off-peak period	38,4	32,7
The level of crowding in the bus	43,5	32,4
The travel time by bus	29,7	29,2
Security at the bus stop	30,5	28,9
Availability of information	25,7	28,9
Security on the walk to/from the bus stop	29,6	27,1
The distance between the bus stop and your home	30,5	25,0
The frequency of buses during peak period	35,8	23,6
Safety from accidents	24,2	23,2
The punctuality of buses	25,1	21,1
The bus service overall	19,3	19,0
The bus fares	13,3	18,3
Security on the buses	19,4	16,9
Behaviour of the bus drivers towards passengers	11,2	9,9

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

Table 7.23 depicts the comparison of dissatisfaction level with bus services between 2013 and 2020. Facilities at the bus stop remained the highest reason indicated for dissatisfaction with bus services, while behaviour of the bus drivers towards passengers remained the least between 2013 and 2020. The proportion of households who indicated facilities at the bus stop as the reason for dissatisfaction increased from 51,3% in 2013 to 65,5% in 2020, while the proportion of those who indicated behaviour of the bus drivers towards passengers decreased 1,3% between 2013 and 2020. The bus service overall as a reason for dissatisfaction remained the same throughout the two years' period.

7.8 Use of trains

Table 7.24: Time taken to walk to the nearest passenger train station by those who used trains during the calendar month preceding the survey by district municipality, 2020

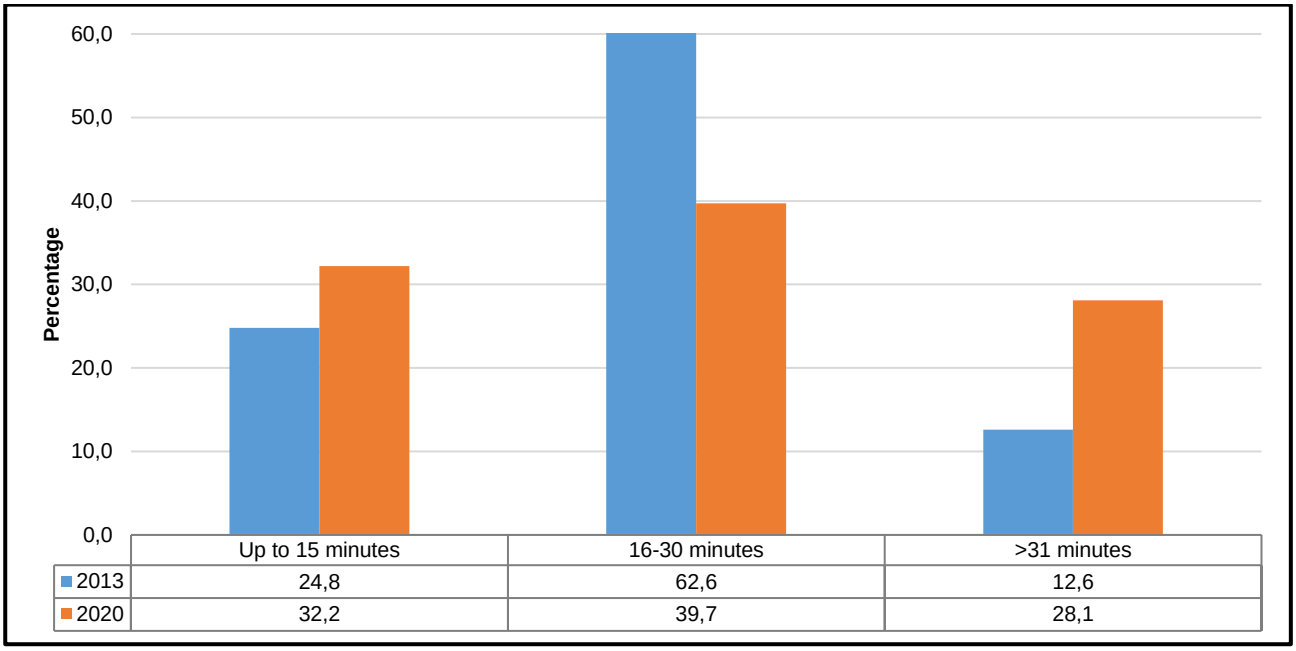
District municipality	Time taken to walk to the nearest train station (per cent within district municipality)				Total
	Up to 15 minutes	16–30 minutes	31–45 minutes	46–60 minutes	
Alfred Nzo	100,0	*	*	*	**100,0**
Amathole	1,0	49,1	49,5	0,4	**100,0**
Buffalo City	24,6	32,0	32,9	10,4	**100,0**
Chris Hani	14,2	68,5	16,7	0,6	**100,0**
Joe Gqabi	94,4	2,9	2,7	*	**100,0**
Nelson Mandela Bay	38,3	47,2	14,6	*	**100,0**
O.R. Tambo	77,4	6,3	2,1	14,2	**100,0**
Sarah Baartman	3,7	84,0	12,3	*	**100,0**
Eastern Cape	**32,2**	**39,7**	**23,0**	**5,1**	**100,0**

The total used to calculate percentages excluded unspecified cases.

Table 7.24 depicts the time taken to walk to the nearest passenger train station by those who used trains during the calendar month preceding the survey by district municipality. In the Eastern Cape , 39,7% of persons walked 16 to 30 minutes to the nearest passenger train station, followed by those that walked up to 15 minutes (32,2%) and 31 to 45 minutes (23,0%). Train passengers (5,1%) were less likely to walk 46 to 60 minutes.

All train passengers in Alfred Nzo (100%) walked up to 15 minutes to the nearest passenger train station. Joe Gqabi and O.R. Tambo had 94,4% and 77,4% train passengers who walked up to 15 minutes to the nearest passenger train station, respectively. Further, Sarah Baartman (84,0%) had the highest proportion of train passengers who walked 16 to 30 minutes to the nearest passenger train station, followed by Chris Hani (68,5%).

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



In 2020, it is observed that the percentage of train users who walked up to 15 minutes and more than 31 minutes increased to the nearest train station (Figure 7.5).

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

Year	Reason	District municipality (per cent within District, all reasons combined)								Eastern Cape
		Alfred Nzo	Amathole	Buffalo City	Chris Hani	Joe Gqabi	Nelson Mandela Bay	O.R. Tambo	Sarah Baartman	
2013	Not available	96,3	49,5	30,3	73	96	22,4	86,6	83,2	**57,5**
	Prefer bus	0,3	4,5	0,1	0,6	0,3	1,7	0,1	*	**1,3**
	Prefer taxi	0,2	8,7	16,1	6,1	1,4	8	4,2	1,5	**7,4**
	Prefer private transport	0,1	2,0	8,0	6,1	0,5	20,1	0,4	7,9	**6,7**
	Can walk	0,1	9,5	3,3	2,2	1,1	3,5	1,3	2,5	**3,6**
	Don't travel much	0,3	14,4	5,2	3,9	0,3	6,2	0,4	3,9	**5,4**
	Reasons relating to service attributes	2,7	10,9	36	8,1	0,4	37,8	4,1	0,7	**17,3**
	Other	*	0,6	5,0	0,1	*	0,5	3,2	0,3	**0,9**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
2020	Not available	62,7	69,1	61,8	53,7	57,0	30,2	61,9	60,1	**54,3**
	Prefer bus	1,8	1,7	0,2	0,4	0,1	3,0	0,5	*	**1,2**
	Prefer taxi	14,5	4,8	2,3	17,5	13,1	18,4	17,0	6,9	**13,2**
	Prefer private transport	0,7	3,2	3,8	3,8	2,6	19,4	0,8	10,0	**6,7**
	Can walk	7,8	3,5	0,2	4,0	5,6	13,9	9,4	4,3	**7,3**
	Don't travel much	2,2	6,9	1,9	6,6	8,2	3,6	4,5	7,3	**4,7**
	Reasons relating to service attributes	1,2	7,7	28,3	9,2	11,9	11,0	4,5	7,6	**9,7**
	Other	9,1	3,1	1,6	4,7	1,3	0,6	1,4	3,7	**2,9**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

The total used to calculate percentages excluded unspecified cases.

Table 7.25 shows the main reason for not having used trains during the past month. Unavailability of trains main significant reason for not using trains, while taxi preference (13,2%) was the second main reason that hindered the use of trains in the Eastern Cape . More than 60% of households in Amathole, Alfred Nzo, O.R. Tambo, Buffalo City and Sarah Baartman cited unavailability of trains as their main reason for not using trains during the past month.

Over 20% of households in Buffalo City did not use trains because of service attributes. Households in Nelson Mandela (18,4%), followed by Chris Hani (17,5%) and O.R. Tambo (17,0%) did not use trains because they preferred taxis.

Table 7.26: Dissatisfaction with train services by District, 2013 and 2020

Attributes of the train service	District (per cent across District) - 2013			
	Buffalo City	Nelson Mandela Bay	O.R.Tambo	Eastern Cape
Dissatisfaction				
The distance between the train station and your home	82,9	9,7	7,4	**100,0**
The travel time by train	96,3	*	3,7	**100,0**
Security on the walk to/from the train station	89,7	10,3	*	**100,0**
Security at the train station	74,0	26,0	*	**100,0**
Security on the train	100,0	*	*	**100,0**
The level of crowding in the train	90,6	6,5	2,9	**100,0**
Safety from accident in the train	86,7	*	13,3	**100,0**
The frequency of train during peak period	96,4	3,6	*	**100,0**
The frequency of train during off-peak period	96,4	3,6	*	**100,0**
The waiting time for train	92,1	5,6	2,3	**100,0**
The train fare	40,6	59,4	*	**100,0**
The facilities at the train station, e.g. toilets, offices	92,4	7,6	*	**100,0**
The train service overall	100,0	*	*	**100,0**
Attributes of the train service	**District (per cent within District) - 2020**			
	Buffalo City	**Nelson Mandela Bay**	**O.R.Tambo**	**Eastern Cape**
Dissatisfaction				
The distance between the train station and your home	56,3	20,0	100,0	**50,0**
The travel time by train	53,1	*	50,0	**40,9**
Security on the walk to/from the train station	65,6	20,0	*	**52,3**
Security at the train station	6,3	10,0	*	**6,8**
Security on the train	12,5	*	*	**9,1**
The level of crowding in the train	65,6	20,0	50,0	**54,5**
Safety from accident in the train	12,5	*	50,0	**11,4**
The frequency of train during peak period	62,5	10,0	*	**47,7**
The frequency of train during off-peak period	62,5	10,0	*	**47,7**
The waiting time for train	84,4	20,0	50,0	**68,2**
The train fare	3,1	10,0	*	**4,5**
The facilities at the train station, e.g. toilets, offices	68,8	20,0	*	**54,5**
The train service overall	59,4	*	*	**43,2**

The total used to calculate percentages excluded unspecified cases.

All the train users who were dissatisfied with security on the train (100%) and the train service overall (100%) were from Buffalo City DM. Furthermore, 96,3% of train users were dissatisfied with the travel time by train, the frequency of trains during the peak time and the frequency of trains during the off-peak period (both at 96,4%). Approximately tree in five train users in Nelson Mandela Bay were dissatisfied with train fares (59,4%).

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

Attributes of the train service	EC (per cent within EC)	
	2013	2020
Dissatisfaction		
The waiting time for train	44,1	68,2
The level of crowding in the train	69,2	54,5
The facilities at the train station, e.g. toilets, offices	38,8	54,5
Security on the walk to/from the train station	55,0	52,3
The distance between the train station and your home	65,6	50,0
The frequency of train during peak period	41,9	47,7
The frequency of train during off-peak period	41,4	47,7
The train service overall	39,6	43,2
The travel time by train	52,8	40,9
Safety from accident in the train	19,9	11,4
Security on the train	35,8	9,1
Security at the train station	27,9	6,8
The train fare	16,1	4,5

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

Table 7.27 compares the dissatisfaction with train services for the year 2013 and 2020. In 2020, waiting time (68,2%), level of crowding (54,5%), the facilities at the train station (54,3%), security on the walk to or from the train station (52,3%) and the distance between the train station and your home (50,0%) were the main significant reasons for dissatisfaction with train services. Train fare (4,5%) was the least reason for dissatisfaction with train services.

8. Technical notes

8.1 Survey requirements and design

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

8.2 Sample design

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

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

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

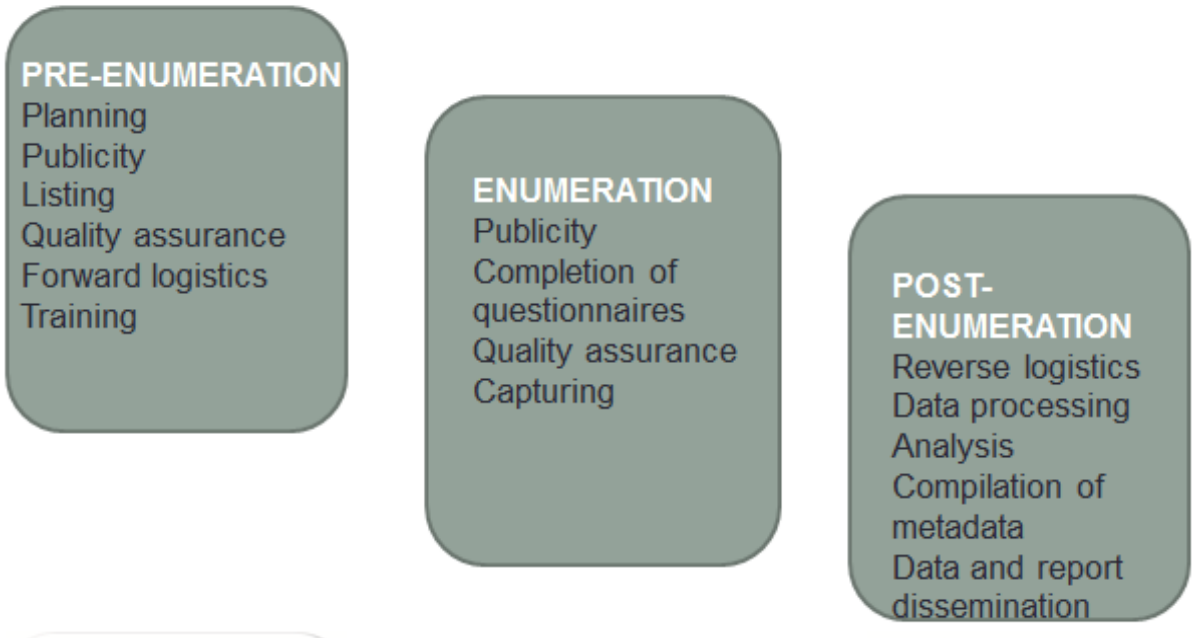
Table 8.1: Sample distribution by province

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

8.3 Data collection

Data collection consisted of three phases: pre-enumeration, enumeration and post-enumeration, as depicted in Figure 8.1. The primary activities during pre-enumeration are planning and publicity. The main purpose of publicity is to inform the potential respondents and stakeholders of the upcoming survey and its purpose. The publicity process was planned to be conducted a week before data collection commenced. The actual publicity process was conducted in conjunction with data collection, from 27 January to 27 March 2020. Posters, pamphlets and approach letters were used. The latter were given to gatekeepers, whilst the publicity pamphlets were distributed to selected dwelling units informing the respondent about the purpose and objectives of the survey. During this phase, appointments were also arranged with households who could not be interviewed at the time when publicity was conducted.

Figure 8.1: Phases of data collection

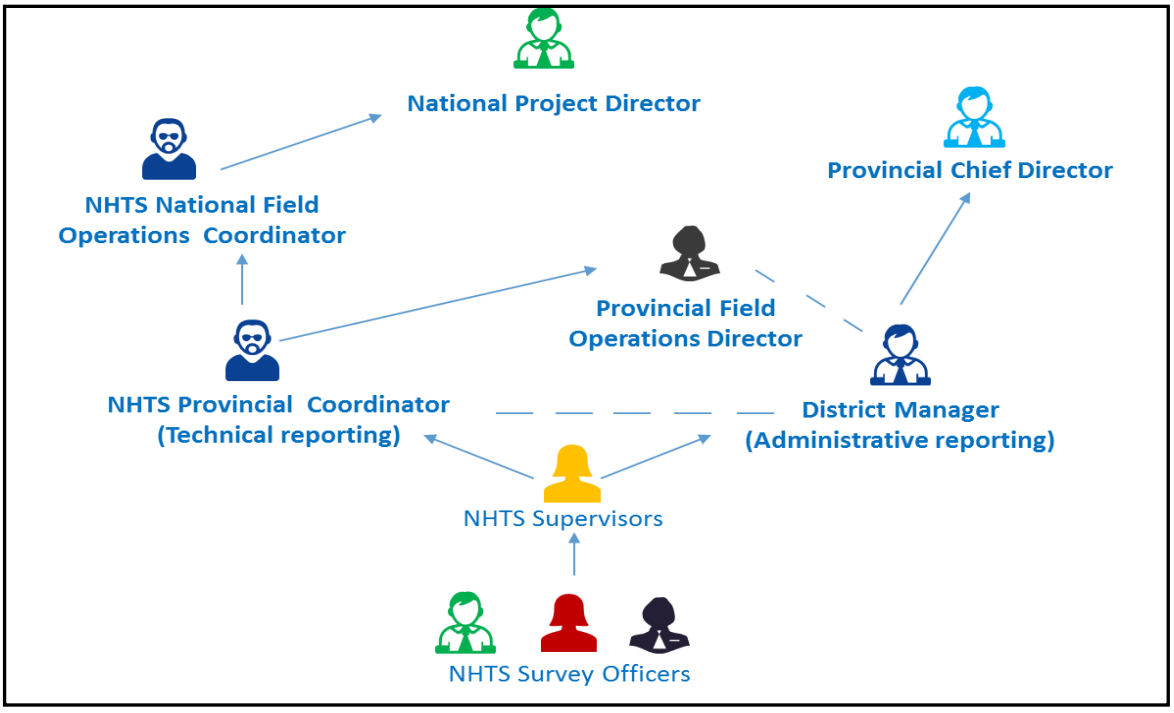


Data collection training was divided into two phases: national and provincial. Different modules (competencies) were covered during training. During the national training, permanent workers were identified in head office to attend the train-the-trainer national training from 06 to 11 January 2020. Each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

Communication (including Publicity and Advocacy), Business Modernisation, Finance and Assets, and Survey Coordination, Monitoring, and Evaluation.

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

Figure 8.2: Functional field operations structure for the NHTS 2020



8.4 Questionnaire

The NHTS questionnaire was largely based on the 2013 questionnaire. However, it was revised based on emerging information needs, the need to standardise certain questions from a Stats SA perspective and the technological requirements for CAPI system. A copy of the questionnaire is available in the metadata.

Table 8.3: The structure of the NHTS 2020 questionnaire

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

All sections	**305**	

8.5 Response rate

Table 8.4: Response rates per province, NHTS 2020

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

8.6 Editing and imputation

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

8.7 Construction of household and individual sample weights

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

person level weighting process is the ‘Integrated Household Weighting’ approach that assigns all person records within a household the same weight.

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

8.8 Estimation

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

8.9 Limitations of the surveys

The sample design is such that households and individuals who live in institutions such as boarding houses, residential hotels, military barracks and hospital accommodation were excluded. The study was executed within a limited time frame and with contract survey officers. Training had to start after the December holidays and fieldwork had to be completed before travel patterns changed for the Easter school holidays at the end of March.

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

Given that the Stats SA provincial offices are occupied with other surveys throughout the course of the year, executing an ad hoc survey, albeit with contract workers, placed additional strain on their organisation resources. Even though care was taken to train the survey officers and monitor the implementation of the survey, its sheer scope made it difficult to ensure that the survey is implemented in exactly the same way in all districts.

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

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

8.10 Comparability with previous surveys

Even though the importance of maintaining a time series was recognised, advances in technology and questionnaire design, as well as the need to reduce respondent burden, made it necessary to modify some of the questions in the 2020 questionnaire. Where possible, analysis did refer back to 2013. However, if the comparisons were not completely valid, explanatory notes of differences were provided.

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

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

8.11 Glossary

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

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

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

Concept	Definition
Main mode of travel	The main mode of travel is the highest mode of travel used in the following hierarchy of travel modes: 1. Train 2. Bus 3. Taxi 4. Car driver 5. Car passenger 6. Walking all the way 7. Other
Main purpose of trip	This is the purpose in the absence of which the trip would not have been made to the given destination or such destination would not have been visited. A travel party, that is, a group of people making a trip together, has by convention only one main purpose for the trip. E.g. a person accompanying his/her spouse on a business trip, but the main purpose still being business.
Metered taxi	A sedan, a cab or minibus which contains a meter which enables the operator to charge a passenger a rate per kilometre travelled.
Metropolitan	Covers the six metropolitan municipalities defined by the Municipal Structures Act, namely the entire jurisdictions of Cape Town, Ekurhuleni, eThekwini, Nelson Mandela Bay, Buffalo City, Mangaung, Johannesburg and Tshwane.
Minibus-taxi	A 10- to 16-seater vehicle which operates an unscheduled public transport service for reward. Most minibus-taxis operate to or from a rank.
Mode of travel	Type/means of transport used for travel purposes. This includes non-motorised transport, e.g. walking all the way, cycling or animal-drawn vehicles.
Multiple household	Multiple households occur when two or more households live in one sampled dwelling unit. **Note: If there are two or more households in the selected dwelling unit and they do not share resources, all households are to be interviewed**. The dwelling unit as a whole has been given one chance of selection, and all households located there must be interviewed. **Note**: A separate set of forms must be completed for each household. The cover of the questionnaire requires you to record each household separately. If some members of the selected dwelling unit have moved out of the main dwelling to occupy the backroom within the same yard and no longer share resources with occupants of the selected dwelling, **they should be enumerated as a separate (extra) household, provided the dwelling they are occupying is not listed separately, i.e. given a chance of selection.** It is also important to first confirm through the listing that other dwellings that form part of the sampled dwelling have not been listed separately.
Non-motorised transport	Any mode of travel without a motor to provide the motive force for the movement of the vehicle.
Overnight trip	A trip where one night or more is spent away from the dwelling unit. Focus was on trips 20 km or more away from the usual place of residence.
Private transport	All forms of motorised transport which were used by individuals in travel modes other than public transport. Thus private transport includes car drivers, car passengers and company vehicles.
Public transport	All transport services for which passengers made payment, including trains, buses and taxis.
Recreational land	This is land that is usually used for entertainment purposes. It includes state parks, golf courses, caravan parks, nature reserves, forest areas, state land, public entertainment areas, parks and botanical gardens.

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

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