National Household Travel Survey
Northern Cape profile

Statistics South Africa

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Northern Cape Profile
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Abbreviations and acronyms

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

District Municipalities

Namakwa

Pixley Ka Seme

ZF Mgcawu

Frances Baard

John Taolo Gaetsewe

Foreword

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

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

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

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

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

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

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

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

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1. Key findings

Introduction

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

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

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

Gaining a better understanding of household transport needs and behaviour

General travel patterns

This section indicates the number of trips undertook across the province. The reference period of the study was a period of seven days prior to the interview. About 8 in 10 persons in the Northern Cape were more likely to travel. Slightly above a third of persons who undertook trips were from Frances Baard DM (36,4%), followed by 21,6% in ZF Mgcawu DM, while Namakwa DM had the least percentage of persons who undertook trips (8,4%). The majority of persons who undertook trips were more likely to reside in the urban areas (88,3%) than in rural areas (74,7%). Both sexes had close to an equal share of individuals who undertook trips, with 50,2% for males and 49,8% for females.

Most trips occurred during weekdays, with the majority of males travelling during the week, while on Sunday females took the lead with close to two-thirds undertaking trips during that day. Provincially, not needing to travel (40,6%) and being too old/young (27,8%) were the most common reasons given for not travelling.

Education and education related travel

Learners' travel patterns and modes of transport

About 85 000 learners in total were identified across the province, irrespective of the type of educational institution they attended, including private, public and special schools. Residents of urban areas (73,0%) were more likely to attend educational institutions than those living in rural areas (27,0%). Out of 72 000 learners attending school in Northern Cape, 31 000 lived in Pixley Ka Seme DM, 14 000 lived in Namakwa DM and 13 000 resided in Frances Baard DM and John Taolo Gaetsewe DM.

In terms of modes of transport used, the highest percentage of learners who walked all the way was pre-school learners (75,5%) and school-going learners (75,1%). The majority of the learners who attended educational institutions and used public transport, used buses (54,4%) as their mode of travel, followed by those who used taxis (45,6%).

Learners' number of days and travel time

Across all educational institutions, as would be expected, most learners travelled to their institution of learning for five days a week. The majority of learners (54,3%) left their residential places between 07:00 and 07:59 in the morning to their place of learning. In Namakwa DM and Frances Baard DM, more than 60% of learners travelled during this time slot. In ZF Mgcawu DM, 22,6% of learners travelled at this time, as a significant number travelled before 06:30 (20,9%) and between 06:30 and 06:59 (54,4%).

About 5% of learners travelled more than 60 minutes to reach their educational institution. In proportion to those attending higher education institutions, 15,8% were more likely than learners attending school (7,6%) to travel more than 60 minutes. The majority of learners that walked all the way (81,6%) spent 30 minutes or less to reach their educational institutions, while a further 15,8% needed between 31 and 60 minutes to reach their institutions.

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

Workers' geographic location

The results shows that 257 000 workers were found in urban areas, with slightly less than forty per cent of those residing in Frances Baard DM (38,9%) and more than a quarter in ZF Mgcawu DM (27,2%). About 62 000 of workers were found in rural areas, with the highest percentage of workers living in John Taolo Gaetsewe DM (47,9%) and ZF Mgcawu DM (20,7%).

Workers' mode of travel

Workers in the Northern Cape province were more likely to walk all the way (42,2%) to their place of work, followed by those who used cars either as drivers or as passengers (39,5%). A small percentage used taxis and buses as their public transport (12,7% and 3,4% respectively). In the urban areas, workers were more likely to use cars as either drivers or passengers (41,8%), while more than half of the workers in rural areas walked all the way to work.

The total number of public transport trips per weekday to go to work was estimated at 48 000. Out of that number of trips, taxis counted the highest number (38 000), while buses covered just ten thousand. The majority of workers who were more likely to use taxis and buses were found in Frances Baard DM (19 000 and 3 000 respectively).

Slightly more than 70% of the workers travelled for five days of the week to their place of work, while close to 22% travelled for six plus days. In the urban areas, the same pattern was followed where workers travelled for five days to work. About 6 in 10 workers in the rural areas travelled for five days in a week, while 3 in 10 travelled for more than five days a week.

Time workers leave for work

Approximately more than 4 in 10 workers left their place of residence between 07:00 and 07:59 (41,1%). More than a quarter of workers in Northern Cape left their home before 06:30 (29,1%), while nearly eight per cent left around 08:00 or later (7,5%). Workers in the rural areas (19,2%) were more likely to leave their place of residence before 06:00 in the morning than those in the urban areas (10,1%).

Workers receiving travel allowances from the employer

The percentage of workers who received a travelling allowance in Northern Cape was just 2,2%. Workers in John Taolo Gaetsewe DM (5,3%) were more likely to receive this allowance, while less than one per cent received it in ZF Mgcawu DM (0,2%).

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

Slightly more than 65% of workers walked up to five minutes to their first public transport, followed by 23,5% of those who walked between six to ten minutes. Close to nine per cent of workers in the province walked for more than fifteen minutes to the first public transport, with the majority of those coming from Pixley Ka Seme DM and John Taolo Gaetsewe DM.

After workers had been dropped off by their public transport, most workers had to walk to reach their workplace. The majority of workers (67,4%) walked up to 5 minutes at the end of their trip, which is the same occurrence across all district municipalities.

Business trips

Business trips are defined as trips taken by people aged 15 years and older, as part of their capability to accomplish their work responsibilities. Business trips can be day or overnight trip(s), and were defined as trips of 20 km or more from the usual place of work.

Approximately 26 000 people in the province undertook business trips during the past calendar month of the survey. More than half (54,1%) of the people indicated that they had undertaken business trips in Frances Baard DM. Furthermore, just above fifteen per cent of people stated that they had also undertaken business trips in Pixley Ka Seme DM and ZF Mgcawu DM. People in Namakwa DM were least likely to undertake business trips (3%).

About two-thirds of the people who undertook business trips used a car/bakkie/truck as drivers, and about nineteen per cent were passengers in a car/bakkie/truck. Most business trips were within the province. However, when travellers had to leave their province of residence, most of the business trips were undertaken to Gauteng.

Other travel patterns

'Other travel patterns' refers to trips other than work, education and business related trips. Some people travel on a weekly basis, monthly or once in three months. This replaces the 2003 section on migration related travel and was broadened to capture all kinds of other travel. Such trips were categorised as day and/or overnight trips.

Day trips

More than four in ten individuals in the province undertook day trips during the month preceding the survey. The highest proportion of people who undertook day trips were found in Frances Baard DM (67,3%), Pixley Ka Seme DM (48,2%) and John Taolo Gaetsewe DM (36,8%). The main purpose for those who took day trips was shopping for business or personal possessions (37,8%), which was followed by those who visited friends and family (24,2%). The majority of day travellers used taxis as their main mode of transport (33,6%). In addition to that, only 13,2% indicated that they had used a car/bakkie/truck as drivers.

Overnight trips

Visiting family and friends as the main purpose for overnight trips showed a large percentage in the province (37,2%), while over a quarter of night travellers said that they had visited home (26,7%). Other overnight trips were undertaken to attend funerals, with a significant percentage of residents undertaking trips for this purpose residing in John Taolo Gaetsewe DM (26,2%) and ZF Mgcawu DM (22,6%). Being a passenger in a car/bakkie/truck was the most popular mode of travel used for overnight trips, with almost the same percentage across district municipalities. Taxis were the second most used mode for night travellers in the province (33,4%), and only a small percentage of people said that they had walked all the way to their destinations (2,1%).

Household travel patterns, attitudes and perceptions

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

A vast majority of households in the province indicated that they travelled up to fifteen minutes to different facilities. Approximately four out of ten households travelled between 16 and 30 minutes, and only a small percentage of households were most likely to travel for more than an hour.

Urban and rural

Households in rural areas were most likely to travel for more than 60 minutes to selected services, whilst those in urban areas were least likely to travel for more than 60 minutes. The results showed that slightly more than two-thirds of households in rural areas had to travel for more than 60 minutes to services such as food or grocery shops, a tribal authority and the post office. Almost half of the households in urban areas revealed that they had to travel for more than 60 minutes to reach selected services.

Use of taxis and buses

Taxis were the most prevalent mode of transport used in the province with 51% usage during the month preceding the survey. District municipalities such as Francis Baard DM (65,9%) and John Taolo Gaetsewe DM (65,4%) were more likely to use taxis than buses. Buses were rarely used, especially in Pixley Ka Seme DM (0,8%).

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

Approximately 17,3% of households in Northern Cape stated that they walked for more than 15 minutes to the nearest taxi rank. Almost a third of households who walked for more 15 minutes to their nearest taxi rank were found in John Taolo Gaetsewe DM. Only 3,3% of households walked for more than 30 minutes to the nearest bus stations in the province.

Attitudes and perceptions about transport

Close to twenty per cent (19,3%) of households specified that they had no transport related problems. Poor condition of the roads was the most common problem cited by households (15,2%). The district municipalities who complained most about the poor condition of the roads were Namakwa DM (18,7%), Frances Baard DM (18%) and ZF Mgcawu DM (14,7%). Almost ten per cent (9,5%) of households also mentioned that the availability of buses was their major problem, especially in places such as Pixley Ka Seme DM (19,7%) and Namakwa DM (13,4%).

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

Thirteen per cent (12,8%) of households in the province were concerned about taxis being too expensive. Similarly, the district municipalities with this problem were ZF Mgcawu DM (24%) and Pixley Ka Seme DM (16%). Reckless driving by taxi drivers also appeared to be of high concern, contributing 7%. About 11% of households in Frances Baard DM and 9,9% in ZF Mgcawu DM identified reckless driving of taxi drivers as a problem.

Dissatisfaction levels with taxi and bus services

A significant percentage of households were dissatisfied with the facilities at the taxi ranks (43,7%). ZF Mgcawu DM households were not happy with these facilities (60,9%). On the other hand, slightly more than a quarter of households were not happy with the distance between the bus stop and their homes. Security at the bus stop in Namakwa DM seemed to be a serious problem for residents (58,2%).
Other problems mentioned by households with significant percentages included:

- Safety from accidents
- The travel time by bus
- The level of crowding in the bus and taxis
- The waiting time for taxis

Factors influencing the household's choice

The highest proportion of households mentioned that travel time was the predominant factor influencing their choice of mode of travel (30,9%), followed by travel cost (30,6%). About 8,9% of households said that flexibility did play a part when choosing the mode of travel.

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

Ownership of bicycles and/or access to cars

Drivers' licences

In Northern Cape, the majority of people aged 18 years and older who had a driver's licence were from Frances Baard DM (42%), followed by ZF Mgcawu DM (20,8%) and Pixley Ka Seme DM (14,3%). Individuals in the urban areas (20,8%) were more likely to have a driver's licence than those in the rural areas (10,5%). Individuals with the highest percentage of persons 18 years and older with all types of driver's licences resided in Frances Baard DM. Moreover, Pixley Ka Seme DM followed with close to a quarter of those who had a motorcycle licence.

Whites (84,6%) were more likely to have driver's licence, followed by Indians/Asians (41,1%), while coloured and black African residents made up the smallest percentage (16,1% and 12,8% respectively) of people who had a driver's licence.

Measuring usage of non-motorised transport

Use of non-motorised transport

The majority of workers in Northern Cape walked all the way (40,6%) to work, followed by a third of those who drove all the way (33,5%). Those who cycled all the way were the least with just 3,1%. Most of the workers who were more likely to cycle all the way were found in the urban areas, while those who walked all the way were found in the rural areas.

2. Introduction

2.1 Background

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

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

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

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

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

2.2 Objectives of the National Household Travel Survey 2013

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

These objectives were:

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

2.3 Target population

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

3. General travel patterns

3.1 Trips undertaken during the seven days preceding the survey

This section focuses on the travel patterns of persons in the province seven days prior to the survey, their movement from different area locations to different activities for different reasons. The strategic goal is to ensure effective, efficient, safe and the overall quality of road traffic services in the Northern Cape province. The department strives to enhance transport mobility of communities and particularly those with limited transport access, and to help address transport challenges in the province. The safe mobility of all road users and road integration will result in economic growth for the province and for the country as a whole.

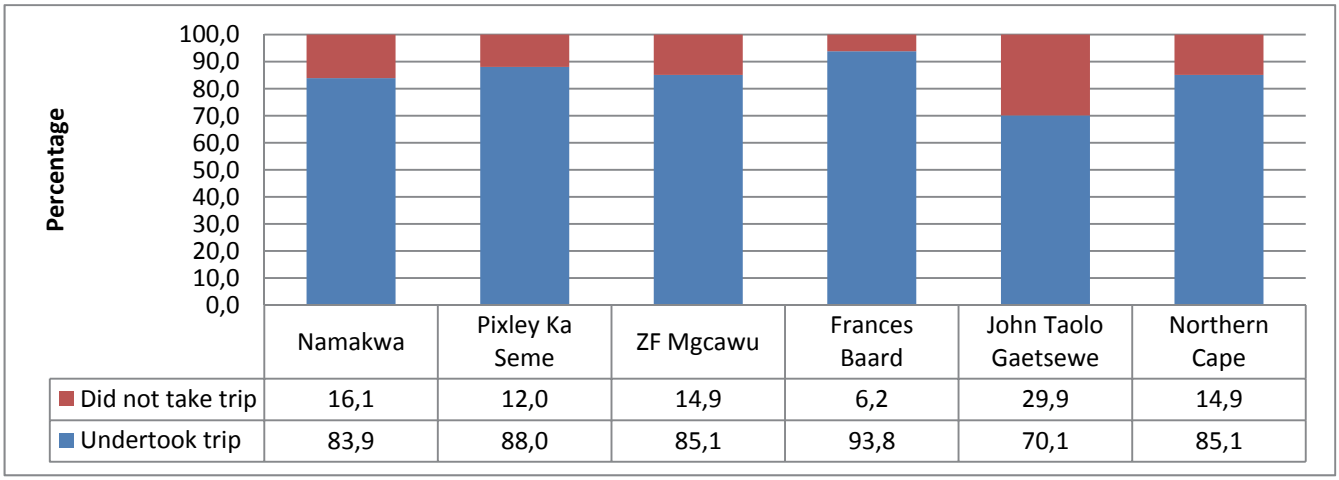
Table 3.1: Persons who undertook trips in the seven days prior to the interview by municipality

District municipality	Undertook trip		Population	
	Number ('000)	Percentage of Northern Cape	Number ('000)	Percentage of Northern Cape
Namakwa	83	8,4	99	8,5
Pixley Ka Seme	155	15,8	177	15,3
ZF Mgcawu	212	21,6	250	21,6
Frances Baard	357	36,4	382	33,0
John Taolo Gaetsewe	174	17,7	252	21,7
Northern Cape	**980**	**100,0**	**1 159**	**100,0**

Percentage calculated across district municipality.

The above table shows the number of people who undertook trips seven days prior to the interviews in Northern Cape. Of the 1,2 million people who reside in the province, 980 000 people indicated that they had undertaken trips seven days prior to the interviews. Most persons who undertook trips were those who resided in Frances Baard DM (36,4%), followed by ZF Mgcawu DM (21,6%) and John Taolo Gaetsewe DM (17,7%). Residents of Namakwa DM were the least likely to travel, with only 8,4%.

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

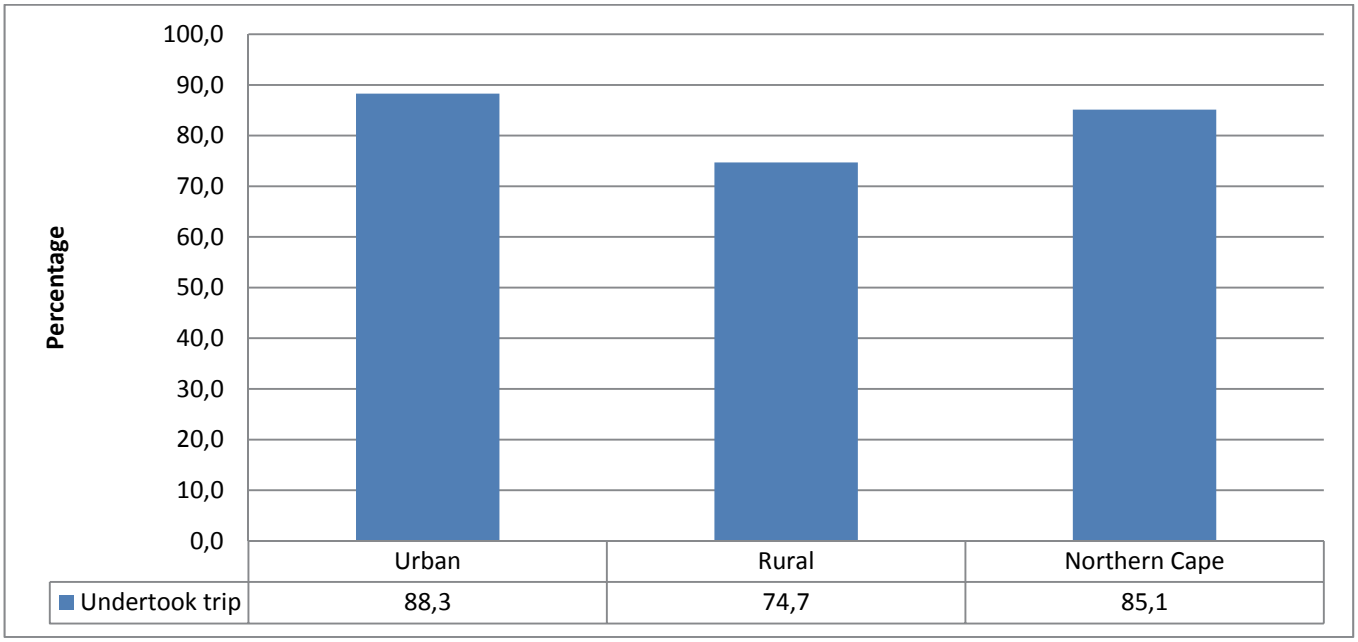


	Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
Did not take trip	16,1	12,0	14,9	6,2	29,9	14,9
Undertook trip	83,9	88,0	85,1	93,8	70,1	85,1

Percentage calculated within district municipality.

Figure 3.1 shows that more than nine in ten (93,8%) people who resided in Frances Baard DM had undertaken a trip during the seven days prior to the interviews, followed by Pixley Ka Seme DM (88,0%) and ZF Mgcawu DM(85,1%).

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



Percentage calculated within geographic location.

According to Figure 3.2, more people in the urban areas (88,3%) undertook trips than those in the rural areas (74,7%) during the week prior to the interviews.

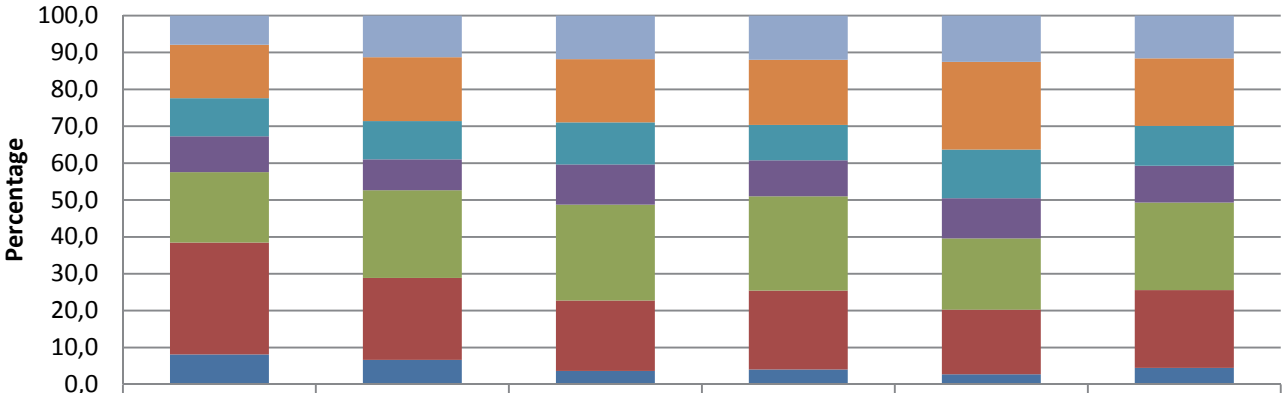
Table 3.2: Persons who undertook trips in the seven days prior to the interview by district municipality and sex

District municipality	Number of persons who undertook trips ('000)	Sex			
		Male		Female	
		Number ('000)	Percentage of district municipality	Number ('000)	Percentage of district municipality
Namakwa	83	41	49,6	42	50,4
Pixley Ka Seme	155	77	49,7	78	50,3
ZF Mgcawu	212	115	54,1	97	45,9
Frances Baard	357	174	48,6	183	51,4
John Taolo Gaetsewe	174	86	49,3	88	50,7
Northern Cape	**980**	**492**	**50,2**	**488**	**49,8**

Percentage calculated within the district municipality, within Northern Cape.

Table 3.2 shows individuals who undertook trips in the seven days prior to the survey, by sex. In Northern Cape, males (50,2%) were more likely to travel than females (49,8%). Most males who undertook trips resided in ZF Mgcawu DM (54,1%) and Pixley Ka Seme DM (49,7%). Females who were more likely to travel lived in Frances Baard DM (51,4%) and John Taolo Gaetsewe DM (50,7%).

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



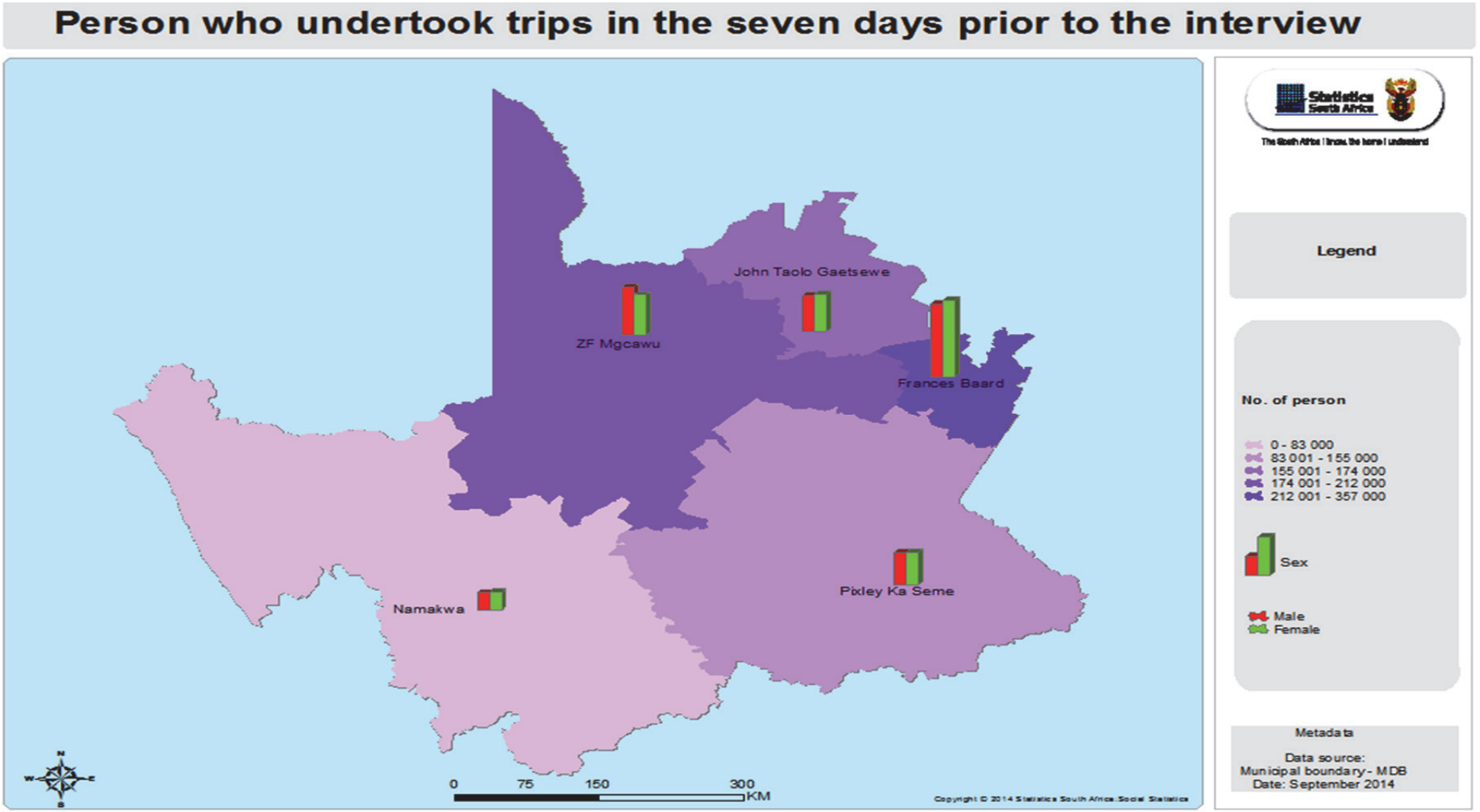
	Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
0-6	7,9	11,3	11,8	12,0	12,5	11,6
7-14	14,5	17,3	17,1	17,7	23,8	18,3
15-19	10,3	10,4	11,4	9,6	13,2	10,8
20-25	9,7	8,3	10,9	9,7	10,9	10,0
26-40	19,1	23,8	26,0	25,6	19,3	23,7
41-64	30,4	22,2	19,1	21,4	17,5	21,1
65+	8,1	6,7	3,7	4,1	2,7	4,5

Percentage calculated within district municipality

Figure 3.3 shows that the highest percentage of persons who undertook trips in the seven days prior to the interview in Northern Cape were in the age group 26–40 years (23,7%), followed by those aged 41–64 years (21,1%) and those aged 7–14 years (18,3%). Persons aged 65 years and older (4,5%) were the least likely to undertake trips.

In Namakwa DM, persons aged 41–64 years (30,4%) were more likely to travel compared to other age groups, followed by persons aged 26–40 years (19,1%). Only 2,7% of persons aged 65 years and older in John Taolo Gaetsewe DM undertook trips.

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



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

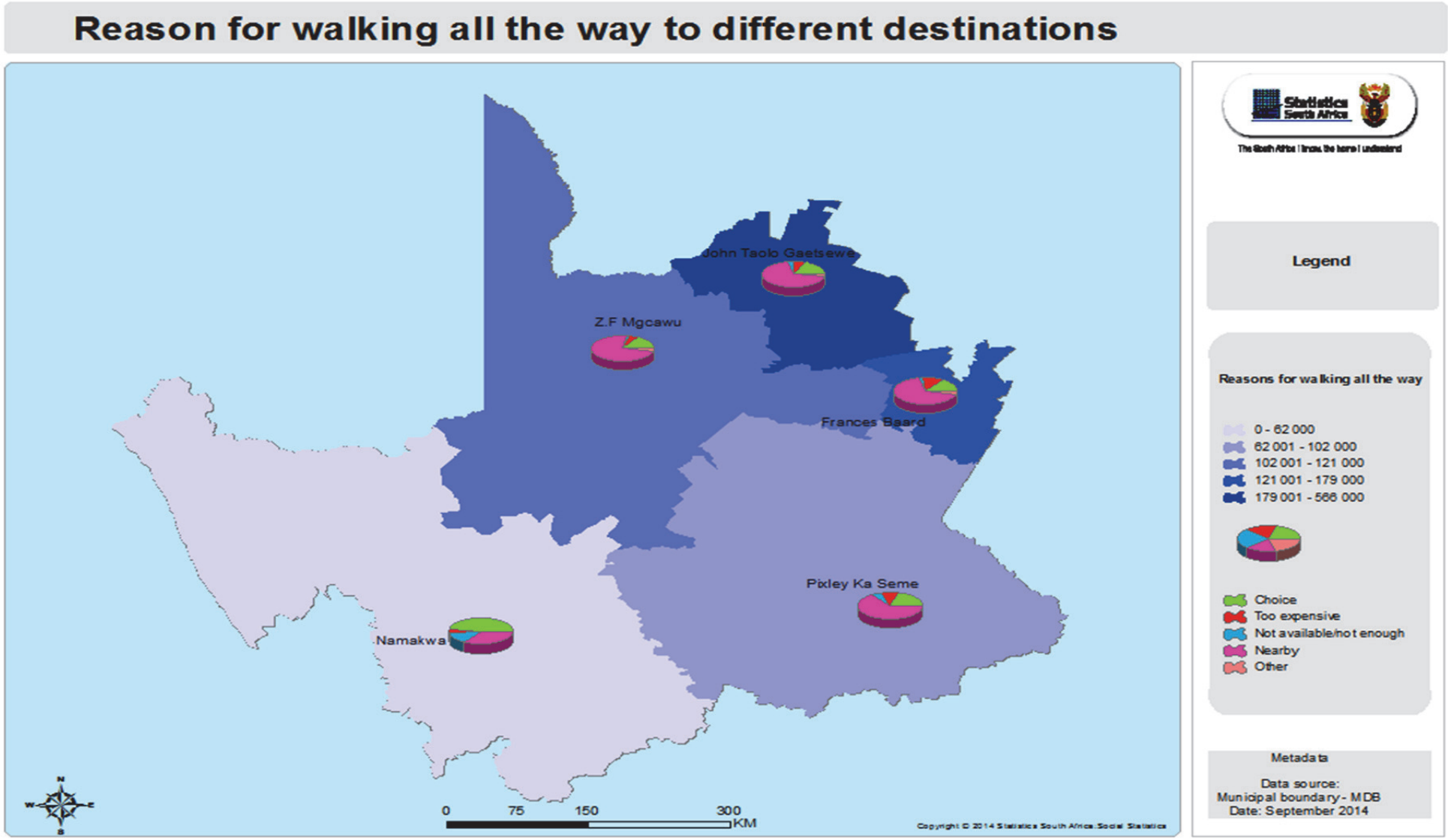


Table 3.3: Days of the week when persons usually travel by age group and sex

Indicator	Statistics (numbers in thousands)	Days of the week						
		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Sex								
Male	Number	455	452	449	451	456	306	348
	Per cent	81,5	81,1	80,8	81,2	81,7	55,1	62,8
Female	Number	424	422	425	423	426	291	388
	Per cent	72,1	72,0	72,6	72,2	72,9	50,0	66,3
Total	**Number**	**878**	**874**	**874**	**874**	**881**	**597**	**736**
	Per cent	**76,7**	**76,4**	**76,6**	**76,5**	**77,2**	**52,5**	**64,6**
Age group								
0–2 yrs	Number	30	29	30	29	30	21	37
	Per cent	42,2	41,1	42,6	40,9	42,3	29,9	51,2
3–4 yrs	Number	29	29	28	28	29	15	22
	Per cent	69,5	69,8	69,3	69,6	71,2	37,2	53,1
5–6 yrs	Number	42	42	42	42	43	24	32
	Per cent	95,3	94,7	95,1	94,7	95,4	52,8	70,0
7-14 yrs	Number	180	178	178	178	179	82	112
	Per cent	98,1	97,6	97,9	97,8	98,0	45,1	61,8
15–19 yrs	Number	102	103	102	103	103	58	70
	Per cent	89,4	90,5	89,3	90,4	90,5	51,3	61,7
20–25 yrs	Number	84	83	82	82	83	69	74
	Per cent	72,6	71,8	71,1	71,3	72,2	59,9	64,8
26–40 yrs	Number	205	204	204	207	207	162	176
	Per cent	76,5	76,2	76,6	77,2	77,5	60,5	65,7
41–54 yrs	Number	129	130	129	128	131	100	115
	Per cent	77,3	77,8	77,7	76,7	78,7	60,6	69,5
55 yrs and older	Number	76	75	77	76	76	66	99
	Per cent	54,9	54,2	55,4	54,6	54,5	47,7	71,2

Percentage calculated within day of the week and sex.

Table 3.3 summarises the days of the week when people in Northern Cape usually travelled. More than 80% of males indicated that they travelled during weekdays. However, this figure decreases on Saturday (55,1%) and Sunday (62,8%). Slightly more than seven in ten women travelled on weekdays and 50% on Saturday. The only day of the week when women were more likely to travel than men was on Sundays, when 66,3% of women travelled and only 62,8% of men.

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

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

Main reason for not travelling	Statistics (numbers in thousands)	District municipality					
		Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
Did not need to travel	Number	9	6	15	6	33	69
	Per cent	56,2	29,1	41,6	25,0	44,8	40,6
Financial reasons/too expensive	Number	*	*	*	*	10	11
	Per cent	*	*	*	*	13,6	6,4
Too old/young to travel	Number	3	8	10	9	17	47
	Per cent	22,0	41,1	26,6	36,7	23,0	27,8
No particular reason	Number	1	2	4	1	9	17
	Per cent	7,6	8,8	11,2	4,4	12,4	10,2
Not well enough to travel/sick	Number	1	1	3	2	3	10
	Per cent	4,6	6,3	9,1	8,2	3,9	6,0
Other reasons	Number	2	3	4	6	2	15
	Per cent	9,6	12,4	10,1	25,6	2,2	9,1
Total	**Number**	**16**	**20**	**37**	**23**	**73**	**169**
	Per cent	**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.
'Other reasons' include: Not enough time to travel, worried about safety, transport strike, no interest, etc.
Only one response was possible per person.
Percentages calculated within district municipalities.

Table 3.4 shows the main reasons provided for not travelling in the seven days before the interview by district municipality. Out of 169 000 persons who did not travel, 40,6% said they did not need to travel, while 27,8% said they were too old/young to travel. Other commonly cited reasons were 'no particular reason' (10,2%) and financial factors (12,8%).

The main reasons cited by persons in Namakwa DM for not travelling were that they did not need to travel (56,2%), followed by too old/young to travel (22%). Too old/young to travel (36,7%) was the main reason given by persons who did not travel in Frances Baard DM, followed by 'other reasons' (25,6%).

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

Main reasons for not travelling	Statistics (numbers in thousands)	Age group							
		0–4	5–14	15–19	20–25	26–40	41–54	55+	Total
Did not need to travel	Number	6	3	5	11	21	10	13	69
	Per cent	14,2	49,9	64,1	58,5	54,6	50,9	35,2	40,6
Financial reasons/too expensive	Number	1	1	1	2	5	1	1	11
	Per cent	2,8	11,9	8,5	9,0	12,0	6,0	2,3	6,4
Too old/young to travel	Number	33	2	*	*	*	*	12	47
	Per cent	77,5	27,9	*	*	*	*	32,6	27,8
No particular reason	Number	2	*	2	3	4	4	2	17
	Per cent	5,2	*	18,5	15,2	11,9	17,6	6,3	10,2
Not well enough to travel/sick	Number	*	*	*	*	2	2	5	10
	Per cent	*	*	*	*	6,4	11,2	12,5	6,0
Other reasons	Number	*	*	1	3	6	2	4	15
	Per cent	*	*	7,0	14,6	14,7	12,3	11,1	9,1
Total	**Number**	**42**	**6**	**9**	**18**	**38**	**20**	**36**	**169**
	Per cent	**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.
Percentages calculated within age groups.
'Other reasons' include: Not enough time to travel, worried about safety, transport strike, no interest, etc.

Table 3.5 highlights the main reasons for not travelling seven days prior to the interviews by age group. In terms of age, the 0–4-year old age group as well as the 55-plus age group indicated that they did not travel because they were too young/old to travel. Financial reasons were more likely to be cited in the 26–40-year-old and 5–14-year-old age groups than in other age groups.

4. Education and education related travel patterns

4.1 Introduction

As stipulated in the National Scholar Transport Policy, the Northern Cape Department of Transport has a mandate to provide transport to scholars in the province. Transport makes it viable for all scholars to access their place of learning, especially those who have to travel a long time to reach such places. This scholar transport programme looks to run on school calendar days and also to accommodate learners with special needs.

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

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

Indicator	Statistics (numbers in thousands)	District municipality					
		Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
Type of institution							
Pre-school	Number	1	3	*	2	2	**8**
	Per cent	3,6	8,8	*	11,0	12,4	**9,1**
School	Number	14	31	1	13	13	**72**
	Per cent	92,0	87,8	59,3	74,0	84,8	**84,9**
Other	Number	1	1	*	3	*	**5**
	Per cent	4,4	3,4	*	15,0	*	**6,0**
Total	**Number**	**16**	**36**	**1**	**17**	**15**	**85**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Geographic location							
Urban	Number	21	46	68	113	21	**267**
	Per cent	98,5	92,3	94,0	85,3	22,8	**73,0**
Rural	Number	*	4	4	19	71	**99**
	Per cent	*	7,7	6,0	14,7	77,2	**27,0**
Household income quintiles							
Quintile 1 (lowest income quintile)	Number	2	8	3	16	31	**59**
	Per cent	7,9	15,5	3,8	12,2	33,2	**16,0**
Quintile 2	Number	4	19	22	37	31	**113**
	Per cent	18,2	39,3	31,3	27,9	33,4	**30,9**
Quintile 3	Number	6	12	27	32	12	**90**
	Per cent	30,4	25,0	37,9	24,5	12,9	**24,6**
Quintile 4	Number	7	6	14	24	11	**62**
	Per cent	34,2	11,5	19,9	18,2	12,2	**17,0**
Quintile 5 (highest income quintile)	Number	2	4	5	23	8	**42**
	Per cent	9,2	8,7	7,2	17,3	8,3	**11,4**

Unspecified type of institution and household income were excluded from totals for the calculation of percentages.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
'Other' includes: ABET and literacy classes, Higher education institutions, and FET colleges.

According to Table 4.1, it is evident that most learners in Northern Cape were attending school (84,9%), followed by those who were attending pre-school (9,1%). The highest percentage of learners attending an educational institution were residing in the urban areas (73%) compared to those residing in rural areas (27%). In terms of district municipalities, John Taolo Gaetsewe (77,2%) and Frances Baard (14,7%) DMs showed a higher proportion of learners located in rural areas, compared to other DMs.

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

Indicator	Statistics (numbers in thousands)	Main mode					
		Bus	Taxi	Car/truck passenger	Walking all the way	Other	Total %
Scholar status							
Scholars	Number	6	6	4	53	2	**71**
	Per cent	8,6	8,4	5,0	75,1	3,0	**100,0**
Disabled scholars	Number	*	*	*	2	*	**2**
	Per cent	*	*	*	81,1	*	**100,0**
Geographic location of scholars							
Urban	Number	2	4	3	43	2	**54**
	Per cent	3,7	7,5	5,1	79,8	3,9	**100,0**
Rural	Number	4	2	1	10	*	**17**
	Per cent	24,3	11,3	4,6	59,8	*	**100,0**
Household income quintile of scholars							
Quintile 1 (lowest income quintile)	Number	1	1	1	7	*	**10**
	Per cent	5,2	7,9	9,7	77,2	*	**100,0**
Quintile 2	Number	4	1	*	18	*	**22**
	Per cent	15,8	4,1	*	79,3	*	**100,0**
Quintile 3	Number	2	3	1	16	*	**21**
	Per cent	8,3	13,5	3,8	72,6	*	**100,0**
Quintile 4	Number	*	*	*	10	*	**11**
	Per cent	*	*	*	90,8	*	**100,0**
Quintile 5 (highest income quintile)	Number	*	*	2	3	1	**7**
	Per cent	*.	*	27,0	40,6	20,7	**100,0**

* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
The totals used to calculate percentages excluded unspecified cases for transport mode.
'Other' category includes car/truck driver, trains, bicycles, etc.
Total number of scholars includes disabled scholars.

Table 4.2 illustrates the main mode of travel used by scholars to get to school. In Northern Cape, 'walking all the way' was the primary method used by scholars to reach their school (75,1%). This is true for disabled scholars (81,1%). Buses (8,6%) were the second most used mode of travel by scholars, followed by taxis (84,%) as their third most used mode of travel.

Irrespective of their geographic locations, 'walking all the way' was the primary method used by scholars to reach their educational institutions – 79,8% in urban areas and 59,8% in rural areas. Buses (24,3%) and taxis (11,3%) were the second and third most commonly used modes of travel by scholars in rural areas. However, in urban areas, taxis were the second most commonly used mode of travel, followed by being a passenger in a car/truck.

In terms of the household income quintile categories, most of the households walked all the way to their educational institution. Being a passenger in a car/truck taxi was the second most commonly used mode of travel, for those households within the highest income quintile.

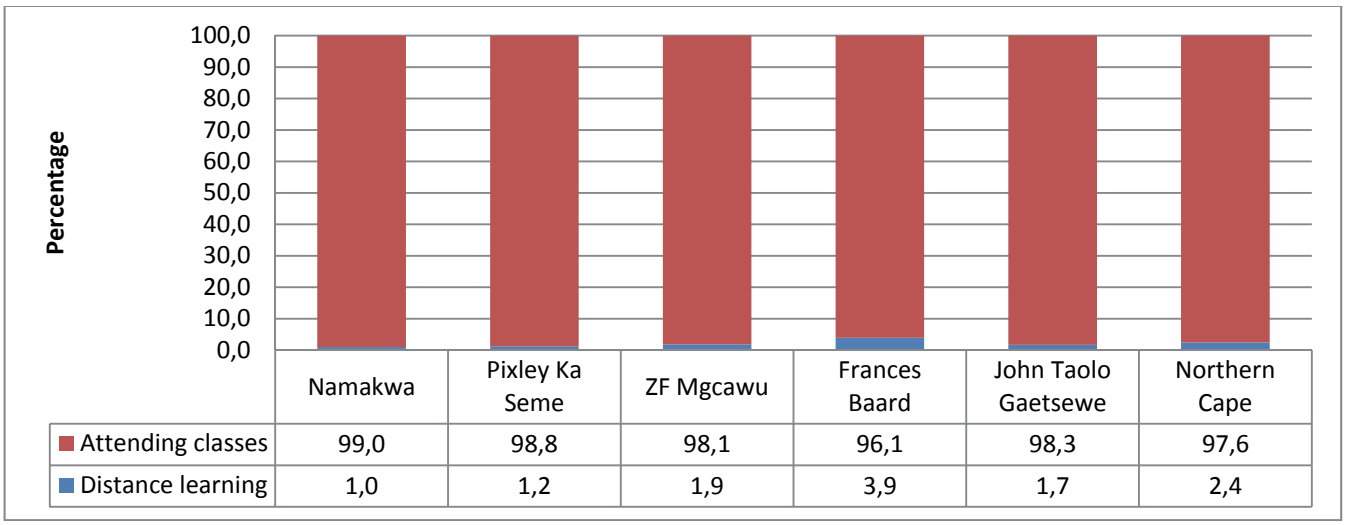
Table 4.3: Attendance of educational institution through attending classes or distance learning by district municipality

District municipality	Statistics (numbers in thousands)	Learners who completed question	Attending classes	Distance learning
Namakwa	Number	20	20	*
	Per cent	5,5	5,6	*
Pixley Ka Seme	Number	49	48	1
	Per cent	13,6	13,7	7,0
ZF Mgcawu	Number	71	69	1
	Per cent	19,7	19,8	15,1
Frances Baard	Number	130	125	5
	Per cent	36,3	35,8	58,5
John Taolo Gaetsewe	Number	90	88	1
	Per cent	25,0	25,2	17,1
Northern Cape	**Number**	**359**	**350**	**9**
	Per cent	**100,0**	**100,0**	**100,0**

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

Table 4.3 shows the distribution of distance-learning scholars versus class-attending learners across the province. Out of 359 000 learners who were interviewed, the majority (350 000) of learners were attending classes and 9 000 were studying through distance learning. The highest proportion of learners attending classes was found in Frances Baard DM (35,8%), followed by John Taolo Gaetsewe DM (25,2%) and ZF Mgcawu DM (19,8%). Frances Baard DM (58,5%) recorded the highest proportion of leaners doing distance learning in the province, followed by ZF Mgcawu DM (15,1%).

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



Percentage calculated within district municipalities.

Figure 4.1 summarises the method of study of learners. The majority of learners (97,6%) in the province were attending classes as compared to those undergoing distance learning (2,4%). The same pattern can be observed across district municipalities.

4.2 Education related travel mode

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

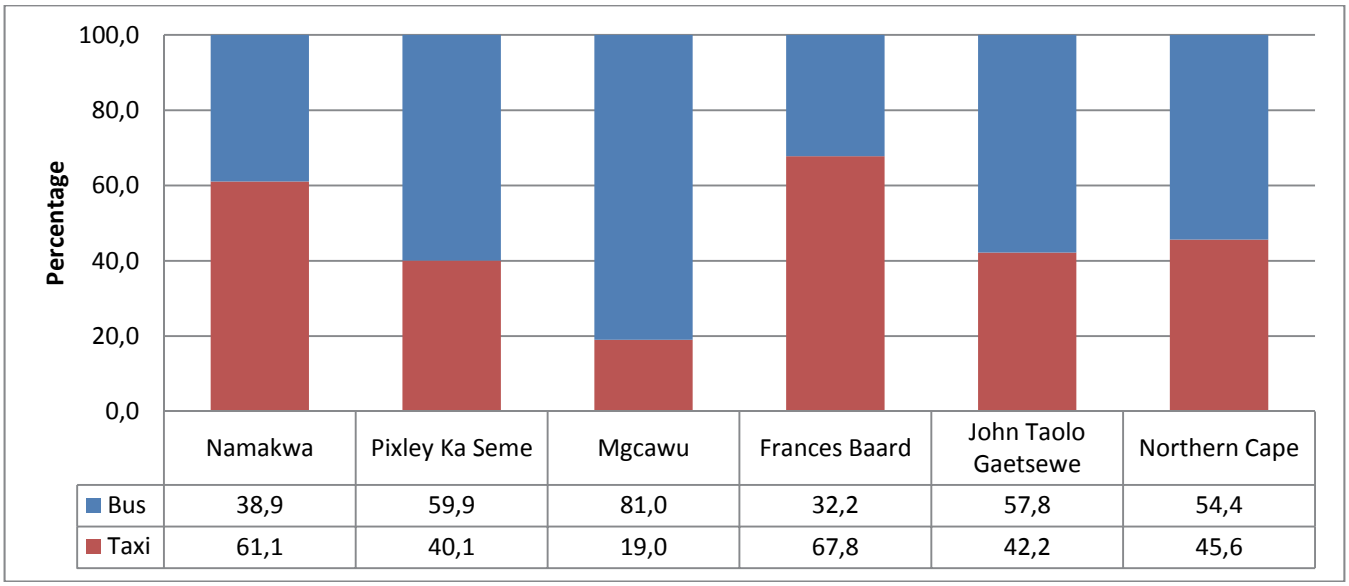
Table 4.4: Number of days per week travelled to educational institution by district municipality

Educational institution and number of days		Statistics (numbers in thousands)	District municipality					
			Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
Pre-school	5	Number	1	3	*	2	2	8
		Per cent	100,0	100,0	*	100,0	100,0	100,0
	1–4 or 6–7	Number	*	*	*	*	*	*
		Per cent	*	*	*	*	*	*
School	5	Number	14	31	1	13	13	71
		Per cent	100,0	99,1	100,0	100,0	100,0	99,6
	1–4 or 6–7	Number	*	*	*	*	*	*
		Per cent	*	*	*	*	*	*
Other institutions	5	Number	1	1	*	1	*	2
		Per cent	100,0	64,2	*	61,1	*	68,1
	1–4 or 6–7	Number	.*	*	*	*	*	1
		Per cent	*.	*	*	*	*	31,9
Subtotal (All institutions)	5	Number	16	35	1	16	15	83
		Per cent	100,0	100,0	100,0	100,0	100,0	100,0
	1–4 or 6–7	Number	*	*	*	*	*	*
		Per cent	*	*	*	*	*	*
Unspecified		Number	5	14	70	113	75	277
Total		**Number**	**21**	**49**	**71**	**129**	**90**	**360**

Percentage calculated across district municipalities, within Northern Cape.
*Unweighted numbers of 3 and below per cent are too small to provide reliable estimates.
The totals used to calculate percentages excluded unspecified cases for days of the week.

Table 4.4 shows that most learners in pre-school and school travelled five days a week to educational institutions. Of those who attended other education institutions, 68,1% travelled five days a week and 31,9% travelled for a less than five days or between six and seven days.

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



Percentage calculated within district municipalities.

The learners who attended an educational institution and used public transport were most likely to use buses (54,4%), followed by those who used taxis (45,6%). In Pixley Ka Seme DM, the highest percentage of learners used buses (59,9%), followed by taxis users (40,1%). In Frances Baard DM, most leaners used the taxis (67,8%), while 32,2% used buses.

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

Mode of travel	Statistics (numbers in thousands)	District municipality					
		Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
Bus	Number	1	3	10	5	7	**26**
	Per cent	6,2	6,4	13,7	3,9	7,9	**7,3**
Taxi	Number	2	2	2	10	5	**22**
	Per cent	9,7	4,3	3,2	8,2	5,8	**6,2**
Car/truck passenger	Number	1	3	8	25	3	**40**
	Per cent	5,3	7,0	11,2	19,5	3,6	**11,3**
Walking all the way	Number	16	40	49	82	74	**262**
	Per cent	78,8	81,8	69,9	65,4	82,4	**73,6**
Other	Number	*	*	1	4	*	**6**
	Per cent	*	*	2,0	3,0	*	**1,6**
Total	**Number**	**21**	**49**	**71**	**126**	**90**	**356**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentage calculated across district municipalities, within Northern Cape.
*Unweighted numbers of 3 and below per cent are too small to provide reliable estimates.
'Other' category includes car/truck driver, trains, bicycles, etc.
The totals used to calculate percentages excluded unspecified cases for mode of transport.

Table 4.5 indicates the main mode of travel used by learners to their educational institutions by district municipality. In the province, more than seventy per cent (73,6%) of learners walked all the way to their educational institution, followed by those who were passengers in a car/truck (11,3%) and those who used the bus (7,3%).

In ZF Mgcawu DM and John Taolo Gaetsewe DM, buses were the second most commonly used mode of travel with 13,7% and 7,9% respectively. In Namakwa DM, travelling by taxi (9,7%) was the second most commonly used mode of travel, followed by buses (6,2%) and those who were passengers in a car/truck (5,3%).

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

Mode of travel	Statistics (numbers in thousands)	District municipality					
		Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
Bus	Number	1	3	*	1	1	**6**
	Per cent	13,4	46,5	*	16,4	23,7	**100,0**
Taxi	Number	2	2	*	1	1	**6**
	Per cent	28,7	28,7	*	17,9	24,8	**100,0**
Car/truck passenger	Number	*	2	*	1	*	**4**
	Per cent	*	57,2	*	23,5	*	**100,0**
Walking all the way	Number	11	25	1	7	10	**53**
	Per cent	21,4	46,3	1,2	13,0	18,1	**100,0**
Other	Number	*	*	*	2	*	**2**
	Per cent	*	*	*	92,1	*	**100,0**
Total	**Number**	**14**	**31**	**1**	**12**	**13**	**71**
	Per cent	**19,9**	**44,2**	**0,9**	**16,6**	**18,4**	**100,0**

Percentage calculated across district municipalities, within Northern Cape.
*Unweighted numbers of 3 and below per cent are too small to provide reliable estimates.
'Other' category includes car/truck driver, trains, bicycles, etc.

According to Table 4.6, learners who were attending school used many different modes of travel to reach their educational institutions. About 53 000 scholars in the province walked all the way to their educational institutions. This was followed by those who travelled by taxi and bus (both at 6 000), and 4 000 were passengers in a car/truck.

Most scholars who used taxis came from Namakwa and Pixley Ka Seme DMs with equal percentages (28,7%). Scholars using the bus were more like to live in Pixley Ka Seme DM (46,5%) and John Taolo Gaetsewe DM (23,7%). Scholars from Pixley Ka Seme DM (57,2%) and Frances Baard DM (23,5%) were more likely than scholars in other municipalities to drive to their destination as a passenger in a car or truck.

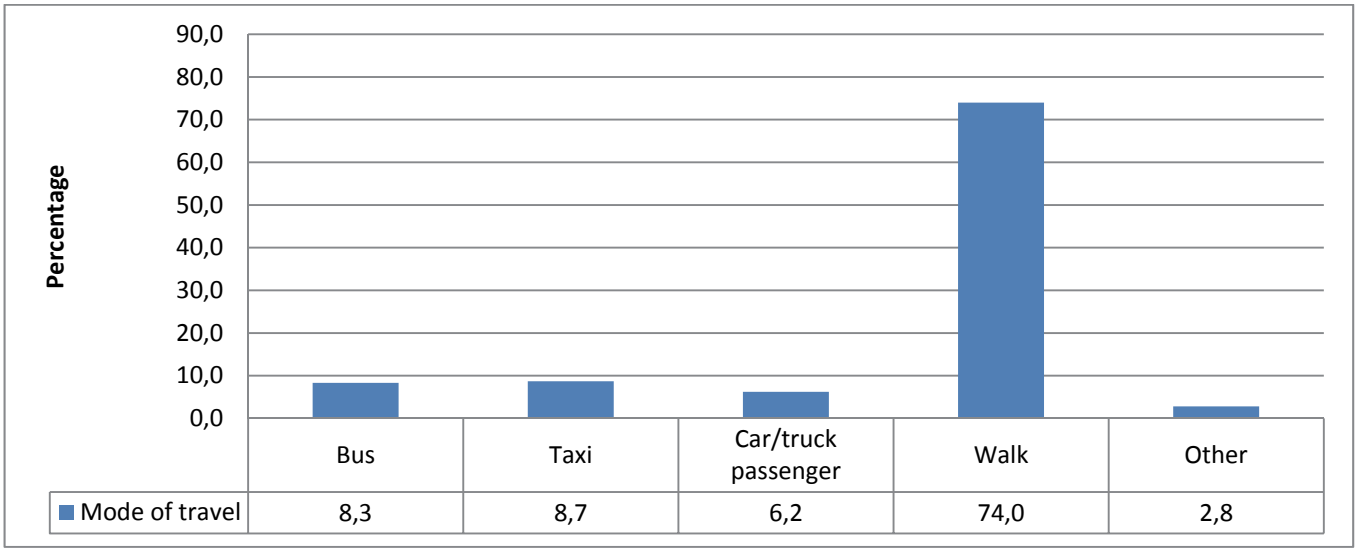
Table 4.7: Main mode of travel used to educational institution by type of educational institution

Modes of travel	Statistics (numbers in thousands)	Pre-school	School	Other institutions	Total
Bus	Number	*	6	*	7
	Per cent	*	8,6	*	8,3
Taxi	Number	*	6	*	7
	Per cent	*	8,4	*	8,7
Car/truck passenger	Number	1	4	*	5
	Per cent	17,5	5,0	*	6,2
Walking all the way	Number	6	53	1	60
	Per cent	75,5	75,1	46,7	74,0
Other	Number	*	2	*	2
	Per cent	*	3,0	*	2,8
Total	**Number**	**8**	**71**	**3**	**82**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**

Other category includes car/truck driver, trains, bicycles 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.
The totals used to calculate percentages excluded unspecified cases mode of travel and type of educational institution.

Table 4.7 summarises the modes of travel used to reach different educational institutions in the province. Of 82 000 learners, 74% walked all the way to get to their educational institution, and 8,7% used taxis. Transport by bus (8,6%) was the second most commonly used mode of travel for scholars, followed by taxi (8,4%) and being a passenger in a car/truck (5%). The second most commonly used mode of travel for pre-scholars was being a passenger in a car/truck (17,5%).

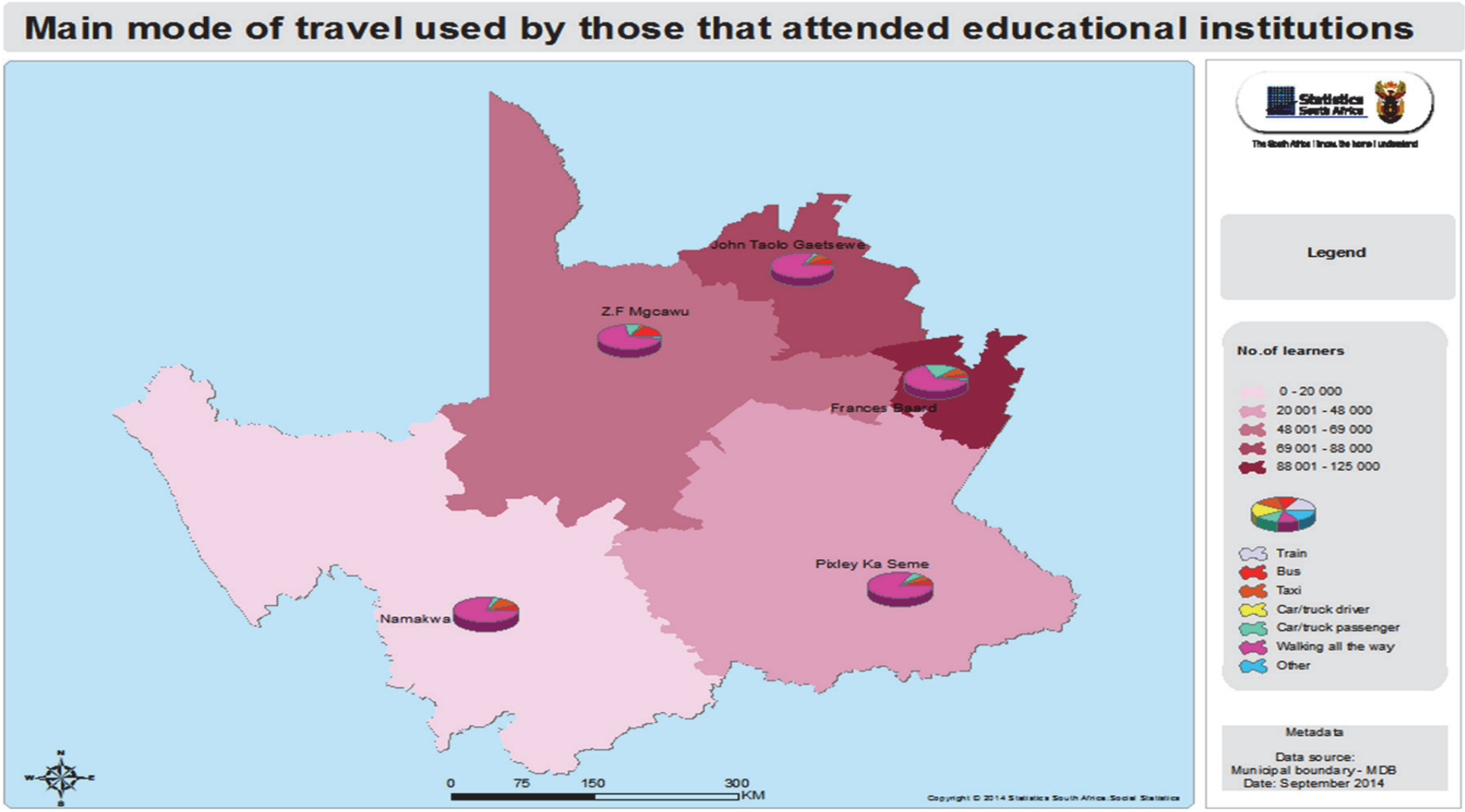
Figure 4.3: Main mode of travel to educational institution



'Other' category includes car/truck driver, trains, bicycles, etc.
Percentage calculated across the mode of transport.

Figure 4.3 indicates the mode of travel used by learners to their educational institutions in Northern Cape. Seventy-four per cent of learners walked all the way to their institutions, while 8,7% travelled by taxi, and 8,3% travelled by bus.

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



4.3 Departure, waiting, arrival and total travel times

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

District municipality	Number of persons who completed the question ('000)	Attendees' time of leaving to educational Institution (per cent within district municipality)				
		Before 06:30	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Namakwa	21	3,0	24,7	69,3	3,1	**100,0**
Pixley Ka Seme	48	6,3	28,7	61,5	3,5	**100,0**
ZF Mgcawu	69	20,9	54,4	22,6	2,1	**100,0**
Frances Baard	127	7,5	20,0	65,9	6,6	**100,0**
John Taolo Gaetsewe	84	16,5	24,0	54,8	4,7	**100,0**
Northern Cape	**349**	**11,9**	**29,3**	**54,3**	**4,6**	**100,0**

Percentages calculated within district municipality.
The totals used to calculate percentages excluded unspecified cases of time of leaving to educational institution.

Table 4.8 demonstrates the time learners left their place of residence to attend their educational institutions. Approximately 54% of learners left their place of residence between 07:00 and 07:59, followed by those who left between 06:30 and 06:59 (29,3%), while 11,9% of them left before 06:30.

Most learners in Namakwa DM (69,3%) left for their educational institutions between 7:00 and 07:59, followed by those in Pixley Ka Seme DM (61,5%) and Frances Baard DM (65,9%). In ZF Mgcawu DM, 54,4% left between 06:30 and 06:59, followed by those who left between 07:00 and 07:59 (22,6%), while 20,9% left before 06:30.

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

District municipality	Number of learners who walk to their first transport ('000)	Travel time (per cent within district municipality)		
		Up to 15 min	More than 15 min	Total
Namakwa	4	100,0	*	**100,0**
Pixley Ka Seme	7	96,5	3,5	**100,0**
ZF Mgcawu	19	85,1	14,9	**100,0**
Frances Baard	37	99,0	1,0	**100,0**
John Taolo Gaetsewe	14	90,9	9,1	**100,0**
Northern Cape	**81**	**94,2**	**5,8**	**100,0**

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

Table 4.9 illustrates that about 81 000 learners across the province indicated that they walked to reach their first transport. The majority of learners (94,2%) walked for up to 15 minutes to get to their first transport, and 5,8% walked for more than 15 minutes.

The majority of DMs followed the same pattern: in Namakwa DM and Frances Baard DM, most learners were likely to walk up to 15 minutes. Learners in ZF Mgcawu DM were more likely to walk for more than 15 minutes when compared to other DMs.

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

District municipality	Number of learners who wait for the first transport ('000)	Waiting time			
		Up to 15 minutes		More than 15 minutes	
		Number ('000)	Per cent	Number ('000)	Per cent
Namakwa	4	4	100,0	*	*
Pixley Ka Seme	7	6	98,3	*	*
ZF Mgcawu	17	15	85,8	2	14,2
Frances Baard	37	35	93,4	2	6,6
John Taolo Gaetsewe	11	10	85,6	2	14,4
Northern Cape	**76**	**69**	**91,3**	**7**	**8,7**

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

Table 4.10 summarises the time taken by learners to wait for their first transport. About 76 000 learners in Northern Cape waited for their first transport to arrive. Provincially, most learners (91,3%) waited for up to 15 minutes and (8,7%) waited for more than 15 minutes. The same pattern can be observed across all DMs.

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

District municipality	Number of persons that walk at the end of the trip ('000)	Walking time (per cent within district municipality)				
		Up to 15 min.	16–30 min.	31–45 min.	More than 45 min.	Total
Namakwa	4	100,0	*	*	*	**100,0**
Pixley Ka Seme	6	95,4	4,6	*	*	**100,0**
ZF Mgcawu	14	85,3	3,9	5,4	5,4	**100,0**
Frances Baard	35	97,6	1,4	0,6	0,4	**100,0**
John Taolo Gaetsewe	10	64,6	16,3	7,4	11,7	**100,0**
Northern Cape	**69**	**90,2**	**4,3**	**2,5**	**3,0**	**100,0**

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

Table 4.11 illustrates that 69 000 learners still had to walk a distance after being dropped off by their transport to reach their educational institution. Slightly more than nine in ten (90,2%) learners indicated that they walked for up to 15 minutes, while 4,3% walked for 16–30 minutes and 3% walked for more than 45 minutes. The same pattern can be observed across all DMs.

John Taolo Gaetsewe DM (11,7%) had the highest proportion of learners who indicated that they still walked for more than 45 minutes to reach their educational institution.

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

	District municipality					
Mode and time travelled in minutes	**Namakwa**	**Pixley Ka Seme**	**ZF Mgcawu**	**Frances Baard**	**John Taolo Gaetsewe**	**Northern Cape**
Bus						
Mean (minutes)	46	51	51	52	64	54
1–30	51,0	16,6	32,0	27,5	11,8	24,7
31–60	25,2	77,6	43,7	52,9	48,8	50,1
61 plus	23,8	5,8	24,2	19,6	39,4	25,2
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi						
Mean (minutes)	51	30	26	39	38	39
1–30	20,8	65,9	68,5	53,6	59,9	54,7
31–60	66,0	26,0	31,5	29,8	20,6	30,9
61 plus	13,2	8,2	*	16,6	19,6	14,4
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/bakkie/truck passenger						
Mean (minutes)	9	19	17	24	31	23
1–30	100,0	90,2	94,0	84,8	72,6	86,5
31–60	*	9,8	6,0	13,8	17,2	11,8
61 plus	*	*	*	1,4	10,2	1,7
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Walking all the way						
Mean (minutes)	22	21	23	26	29	25
1–30	91,5	91,2	87,8	75,7	76,4	81,6
31–60	8,2	7,7	10,1	22,4	18,5	15,8
61 plus	0,3	1,1	2,1	1,9	5,2	2,6
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

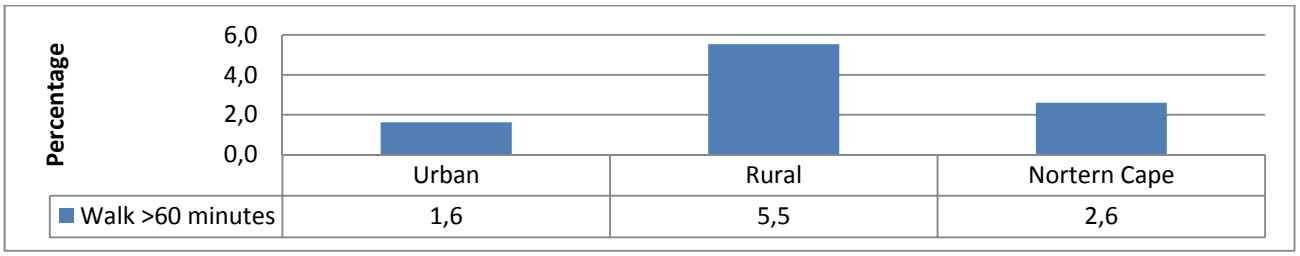
*Unweighted numbers of 3 and below are too small to provide reliable estimates.
The totals used to calculate percentages excluded unspecified cases for travel time and mode of travel.

Table 4.12 illustrates the time it took learners to reach their educational institutions by mode of transport. Provincially, learners using buses needed on average 54 minutes to get to their educational institutions. In Pixley Ka Seme DM (77,6%) and Frances Baard DM (52,9%), the time taken to travel by bus was mostly 31 to 60 minutes.

In Northern Cape, learners who used taxis needed on average 39 minutes to get to their educational institutions. About 54,7% needed 1 to 30 minutes, followed by those who needed 31 to 60 minutes (30,9%), while 14,4% needed more than 60 minutes.

Learners in the province who walked all the way to their educational institutions needed on average 25 minutes to reach their destination. The most significant percentage of learners who walked all the way for 1 to 30 minutes were from Namakwa DM (91,5%), followed by Pixley Ka Seme DM (91,2%) and ZF Mgcawu DM (87,8%).

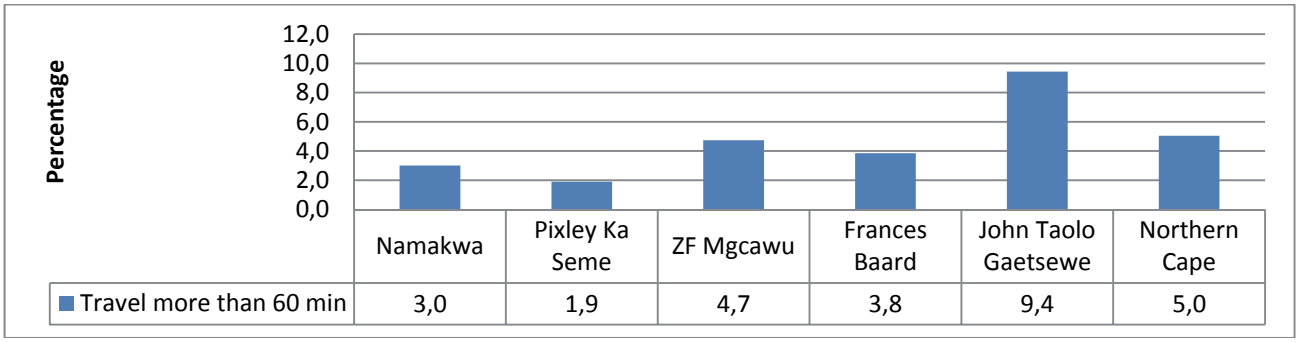
Figure 4.4: Percentage of learners walking all the way for more than 60 minutes to their educational institution by geographic location



Percentages calculated within a geographic location.

Approximately 2,6% of learners in the province walked for more than an hour to their educational institutions. In the rural areas, 5,5% of learners walked for more than an hour, while 1,6% in urban areas spent more than an hour walking to their educational institutions.

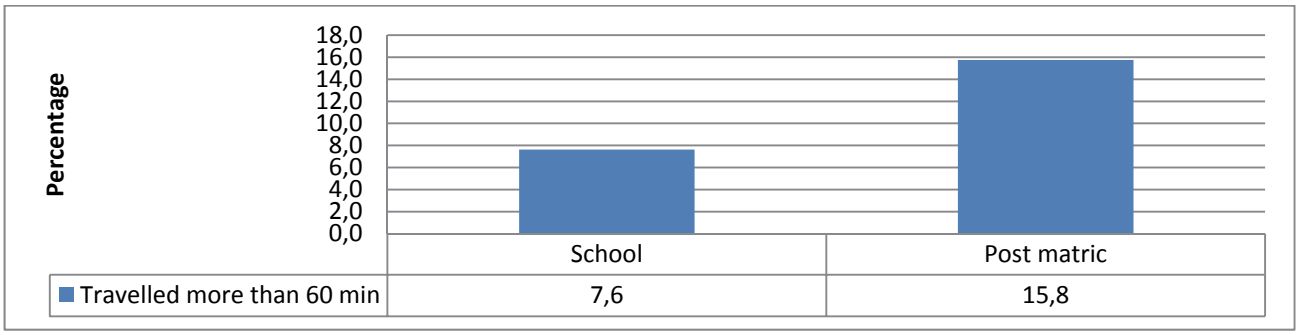
Figure 4.5: Percentage of learners travelling more than 60 minutes to educational institution by district municipality



Percentages calculated within district municipality

Figure 4.5 indicates the percentage of learners who travelled more than 60 minutes to their educational institutions. In John Taolo Gaetsewe DM, slightly more than nine per cent (9,4%) of learners travelled for more than 60 minutes to their educational institutions, followed by ZF Mgcawu DM (4,7%), while only 1,9% of Pixley Ka Seme DM learners travelled for more than 60 minutes.

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



The percentages for other institutions were too small to provide reliable estimates.

Figure 4.6 illustrates that close to 16% post-matric learners were likely to travel for more than an hour, while only 7,6% of scholars travelled for more than an hour to their educational institution.

4.4 Monthly cost of transport

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

Mode and monthly payment in rand	District municipality (Per cent within district municipality)					
	Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
Bus						
Mean (rand)	272	*	*	247	1673	636
1–100	*	*	*	*	31,6	8,6
101–200	*	*	*	52,3	*	32,9
200+	100,0	*	*	47,7	68,4	58,5
Total	**100,0**	*	*	**100,0**	**100,0**	**100,0**
Taxi						
Mean (rand)	164	323	360	541	609	468
1–100	*	7,1	*	2,6	*	1,8
101–200	84,6	23,7	26,4	9,9	45,0	29,6
200+	15,4	69,2	73,6	87,5	55,0	68,6
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/bakkie/truck passenger						
Mean (rand)	*	346	185	293	227	264
1–100	*	33,8	44,8	3,6	48,6	22,9
101–200	*	12,5	21,1	11,9	35,0	17,5
200+	*	53,6	34,1	84,5	16,4	59,6
Total	*	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Of all the modes of travel, travelling by car/bakkie/truck as a passenger was the least expensive for learners to use with a mean of R264 a month. Buses were expensive with a mean of R636. Most of those passengers who used buses and spent more than R200 per month were from Namakwa DM, followed by John Taolo Gaetsewe DM. Frances Baard DM (87,5%) and ZF Mgcawu DM (73,6%) had the highest proportion of scholars who used taxis and spent more than R200 per month.

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

5.1 Introduction

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

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

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

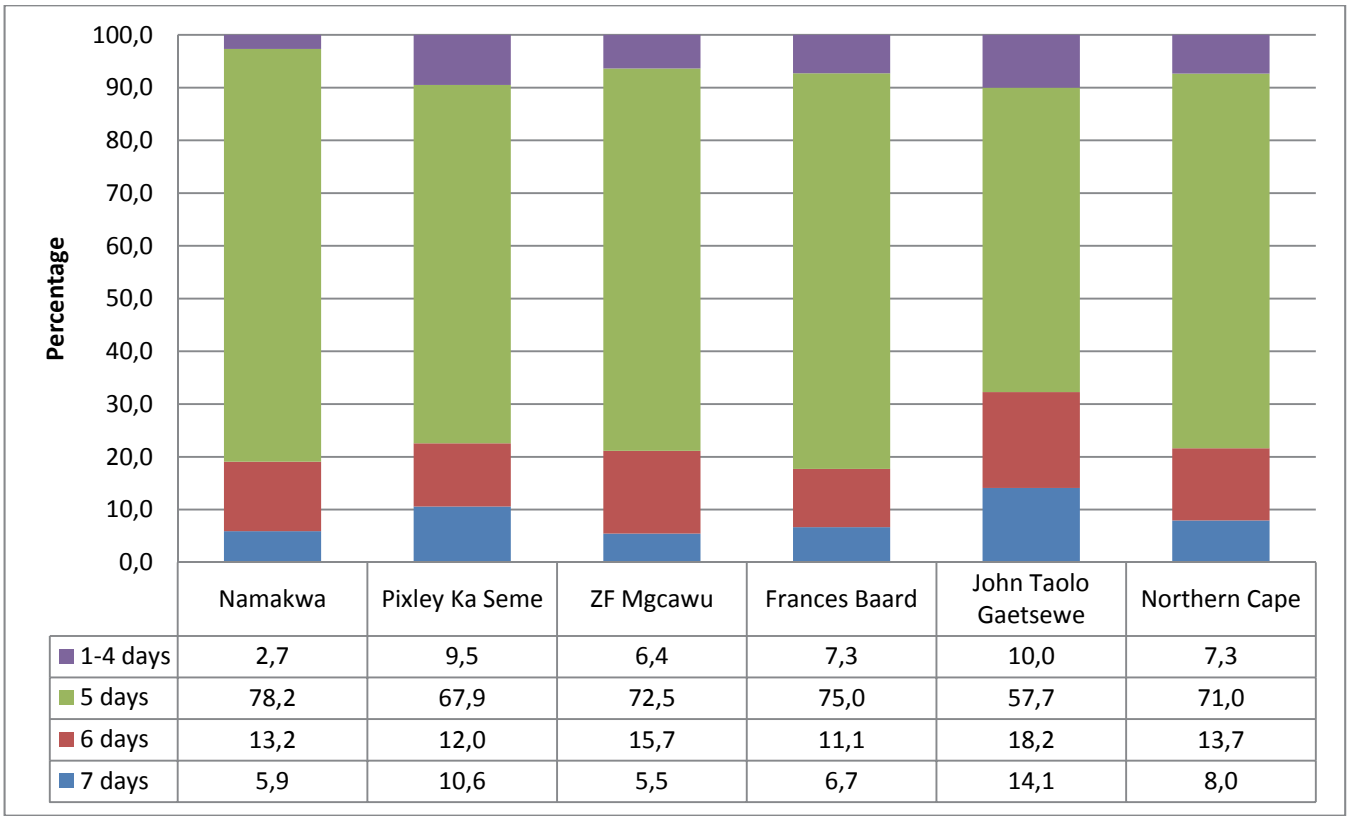
Indicator	Statistics (numbers in thousands)	District municipality					
		Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
Worker status							
Workers	Number	29	47	83	110	50	**319**
	Per cent	9,2	14,7	25,9	34,5	15,8	**100,0**
Disabled workers	Number	1	3	3	2	2	**10**
	Per cent	10,0	25,2	25,9	23,0	15,9	**100,0**
Geographic location							
Urban	Number	28	39	70	100	21	**257**
	Per cent	10,9	15,0	27,2	38,9	8,0	**100,0**
Rural	Number	1	8	13	10	30	**62**
	Per cent	2,1	13,2	20,7	16,2	47,9	**100,0**
Household income quintiles							
Quintile 1 (Lowest income quintile)	Number	*	*	*	2	1	**3**
	Per cent	*	*	*	64,7	28,3	**100,0**
Quintile 2	Number	2	9	10	9	7	**37**
	Per cent	5,6	23,3	27,5	23,5	20,0	**100,0**
Quintile 3	Number	7	13	27	24	14	**86**
	Per cent	8,6	15,2	30,9	28,4	16,8	**100,0**
Quintile 4	Number	11	12	28	29	15	**95**
	Per cent	11,5	12,9	29,2	30,7	15,6	**100,0**
Quintile 5 (Highest income quintile)	Number	9	13	18	46	13	**99**
	Per cent	9,0	13,0	18,7	46,4	12,9	**100,0**

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

Table 5.1 illustrates that, out of 319 000 workers in Northern Cape, more than a third of workers were located in Frances Baard DM (34,5%), followed by ZF Mgcawu DM (25,9%), while the smallest number (9,2%) resided in Namakwa DM. Out of the 10 000 disabled workers, 25,9% were found in ZF Mgcawu DM, followed by Pixley Ka Seme DM (25,2%), while 23% were found in Frances Baard DM. Namakwa DM recorded the lowest percentage of disabled workers at 10%.

In terms of geographic location, 257 000 resided in urban areas with a larger proportion found in Frances Baard DM (38,9%), followed by ZF Mgcawu DM (27,2%). About 62 000 of workers were found in rural areas with the highest percentage of workers living in John Taolo Gaetsewe DM (47,9%) and ZF Mgcawu DM (20,7%).

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



	Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
1-4 days	2,7	9,5	6,4	7,3	10,0	7,3
5 days	78,2	67,9	72,5	75,0	57,7	71,0
6 days	13,2	12,0	15,7	11,1	18,2	13,7
7 days	5,9	10,6	5,5	6,7	14,1	8,0

Percentages calculated within local municipalities.

According to Figure 5.1, most workers in Northern Cape travelled to work for five days a week (71,0%), followed by those who travelled for six days a week (13,7%). Only 7,3% worked for less than five days a week. In all district municipalities, most workers reported that they travelled to work for five days a week.

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

District municipality	Statistics (numbers in thousands)	Days worked			
		1–4 days	5 days	6 plus days	Total
Namakwa	Number	1	22	5	29
	Per cent	2,7	78,2	19,1	100,0
Pixley Ka Seme	Number	4	31	10	46
	Per cent	9,5	67,9	22,6	100,0
ZF Mgcawu	Number	5	59	17	81
	Per cent	6,4	72,5	21,1	100,0
Frances Baard	Number	8	79	19	105
	Per cent	7,3	75,0	17,7	100,0
John Taolo Gaetsewe	Number	4	26	14	45
	Per cent	10,0	57,7	32,3	100,0
Northern Cape	**Number**	**22**	**217**	**66**	**306**
	Per cent	**7,3**	**71,0**	**21,6**	**100,0**
Geographic location					
Urban	Number	19	181	49	249
	Per cent	7,7	72,7	19,6	100,0
Rural	Number	3	36	17	56
	Per cent	5,7	63,9	30,4	100,0

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

Table 5.2 illustrates number of days travelled per week to place of work. Approximately 71% of people in Northern Cape travelled five days per week to their place of work. Only a small percentage of persons travelled 1–4 days per week to their place of work (7,3%). The majority of workers in Namakwa DM travelled 5 days per week (78,2%), while 32,3% in John Taolo Gaetsewe DM travelled 6 days per week to their place of work.

More than seventy per cent of workers (72,7%) in urban areas travelled to their place of work for 5 days per week, as opposed to 63,9% workers in the rural areas. Workers in rural areas were more likely to travel for 6 days or more to their place of work (30,4%).

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

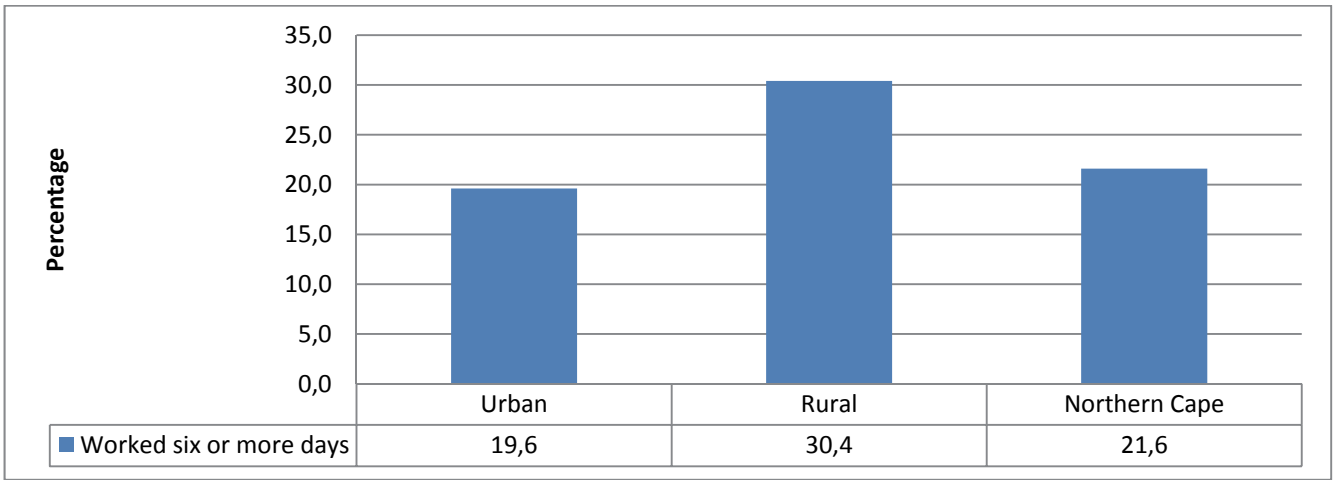


Figure 5.2 presents information about workers who worked six or more days per week. Workers in rural areas (30,4%) were more likely to work six or more days per week compared to workers in urban areas (19,6%).

5.2 Modes of travel

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

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

Indicator	Statistics (numbers in thousands)	Main mode					
		Bus	Taxi	Car/truck company car driver	Car/truck passenger	Walk all the way	Other
District municipality							
Namakwa	Number	2	1	4	3	18	*
	Per cent	5,5	4,6	14,3	11,7	63,9	*
Pixley Ka Seme	Number	1	1	10	5	27	1
	Per cent	2,8	2,7	21,4	10,7	60,2	2,2
ZF Mgcawu	Number	*	6	18	17	36	1
	Per cent	*	7,8	22,5	21,4	45,2	1,6
Frances Baard	Number	3	20	33	13	28	4
	Per cent	3,3	19,3	32,5	13,2	28,1	3,6
John Taolo Gaetsewe	Number	3	10	12	4	18	1
	Per cent	6,1	21,2	25,8	8,1	37,2	1,2
Northern Cape	**Number**	**10**	**38**	**77**	**42**	**127**	**6**
	Per cent	**3,4**	**12,7**	**25,4**	**14,1**	**42,2**	**2,2**
Workers and disability status							
Workers	Number	10	38	77	42	127	6
	Per cent	3,4	12,7	25,4	14,1	42,2	2,2
Workers with disability	Number	*	*	2	1	5	*
	Per cent	*	*	20,3	14,8	53,3	*
Geographic location of workers							
Urban workers	Number	9	32	67	36	96	6
	Per cent	3,6	13,1	27,2	14,6	39,1	2,4
Rural workers	Number	2	6	10	7	32	1
	Per cent	2,7	11,3	17,8	11,8	55,2	1,3
Household income quintiles							
Quintile 1 (lowest income quintile)	Number	*	*	*	*	2	*
	Per cent	*	*	*	*	58,2	*
Quintile 2	Number	*	3	3	4	23	1
	Per cent	*	9,5	7,6	11,6	65,9	2,6
Quintile 3	Number	3	9	10	14	43	3
	Per cent	3,7	11,1	11,8	17,3	52,6	3,4
Quintile 4	Number	3	16	18	11	43	1
	Per cent	3,0	17,2	20,1	11,6	46,7	1,6
Quintile 5 (highest income quintile)	Number	4	10	46	13	17	1
	Per cent	3,9	11,0	50,4	14,5	18,5	1,5

* Unweighted numbers of 3 and below are too small to provide reliable estimates.
Other modes includes: Animal transport, trains, bicycle, Scooter/motorcycle, etc.
The totals used to calculate percentages excluded unspecified cases.

Table 5.3 shows the modes of transport used by workers when travelling to their workplace. More than forty per cent (42,2%) of workers in Northern Cape walked all the way to their workplace, followed by those who drove a car/truck/company car (25,4%), while 14,1% travelled by car/truck as passengers. In all the districts, walking all the way was mentioned as the main mode of travel except in Frances Baard DM, where most workers travelled by car/truck/company car (32,5%), followed by those who walked all the way (28,1%).

In rural areas, the majority of workers walked all the way (55,2%) to their workplace, followed by those who drove all the way (17,8%). The same pattern was also true in urban areas.

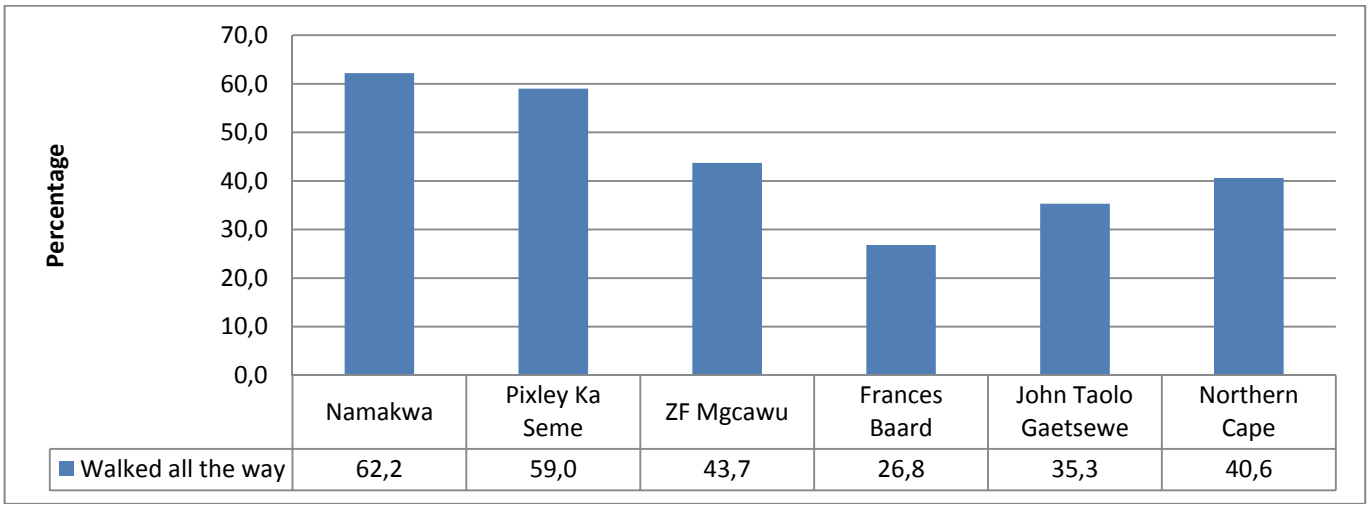
Table 5.4: Total number of trips to work using public transport by district municipality

District municipality	Total number of trips ('000)		
	Bus	Taxi	Total
Namakwa	1	1	2
Pixley Ka Seme	1	1	2
ZF Mgcawu	*	6	7
Frances Baard	3	19	22
John Taolo Gaetsewe	2	10	13
Northern Cape	**10**	**38**	**48**
% of all public transport trips	**21,0**	**78,6**	**100**

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

Table 5.4 shows that approximately 48 000 workers used public transport when travelling to work. Almost eighty per cent (78,6%) of those workers travelled by taxi, and 21,0% travelled by bus. The same pattern was observed in all DMs.

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



Percentages calculated within district municipalities.

Figure 5.3 displays the percentage of workers who walked all the way to their workplace. More than half of workers in Namakwa DM and Pixley Ka Seme DM walked all the way to their place of work (62,2% and 59,0% respectively). Frances Baard DM (26,8%) registered the lowest percentage of workers who walked all the way to their workplace.

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

District municipality	Walked to work			Cycled to work			Drove to work		
	Number ('000)	% within NC	% within district municipality	Number ('000)	% within NC	% within district municipality	Number ('000)	% within NC	% within district municipality
Namakwa	18	14,1	62,2	*	*	*	4	5,8	32,3
Pixley Ka Seme	27	21,4	59,0	1	17,3	5,3	8	13,4	45,1
ZF Mgcawu	36	28,2	43,7	1	14,4	1,8	13	22,0	29,3
Frances Baard	28	22,3	26,8	3	60,2	4,5	29	47,8	38,9
John Taolo Gaetsewe	18	13,9	35,3	*	*	*	7	11,0	20,9
Northern Cape	**127**	**100,0**	**40,6**	**6**	**100,0**	**3,1**	**61**	**100,0**	**33,5**
Geographic location									
Urban	96	75,1	37,8	5	87,5	3,2	54	89,4	35,6
Rural	32	24,9	52,2	1	12,5	2,5	6	10,6	22,7

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

Table 5.5 displays the number of workers who walked all the way, cycled and drove to work. In the province, 127 000 workers walked all the way to work, of which 36 000 were located in ZF Mgcawu DM, followed by Frances Baard DM (28 000). Most workers who cycled to work were located in Frances Baard DM (60,2%), followed by Pixley Ka Seme DM (17,3%). About 61 000 workers drove all the way to work, and a large number of workers were found in Frances Baard DM (29 000), followed by ZF Mgcawu DM (13 000), while the smallest number resided in Namakwa DM (4 000).

In terms of geographical location, most workers who walked all the way to work were from urban areas (75,1%) as opposed to those in rural areas (24,9%). The same pattern emerged with regard to workers who cycled and drove to work.

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

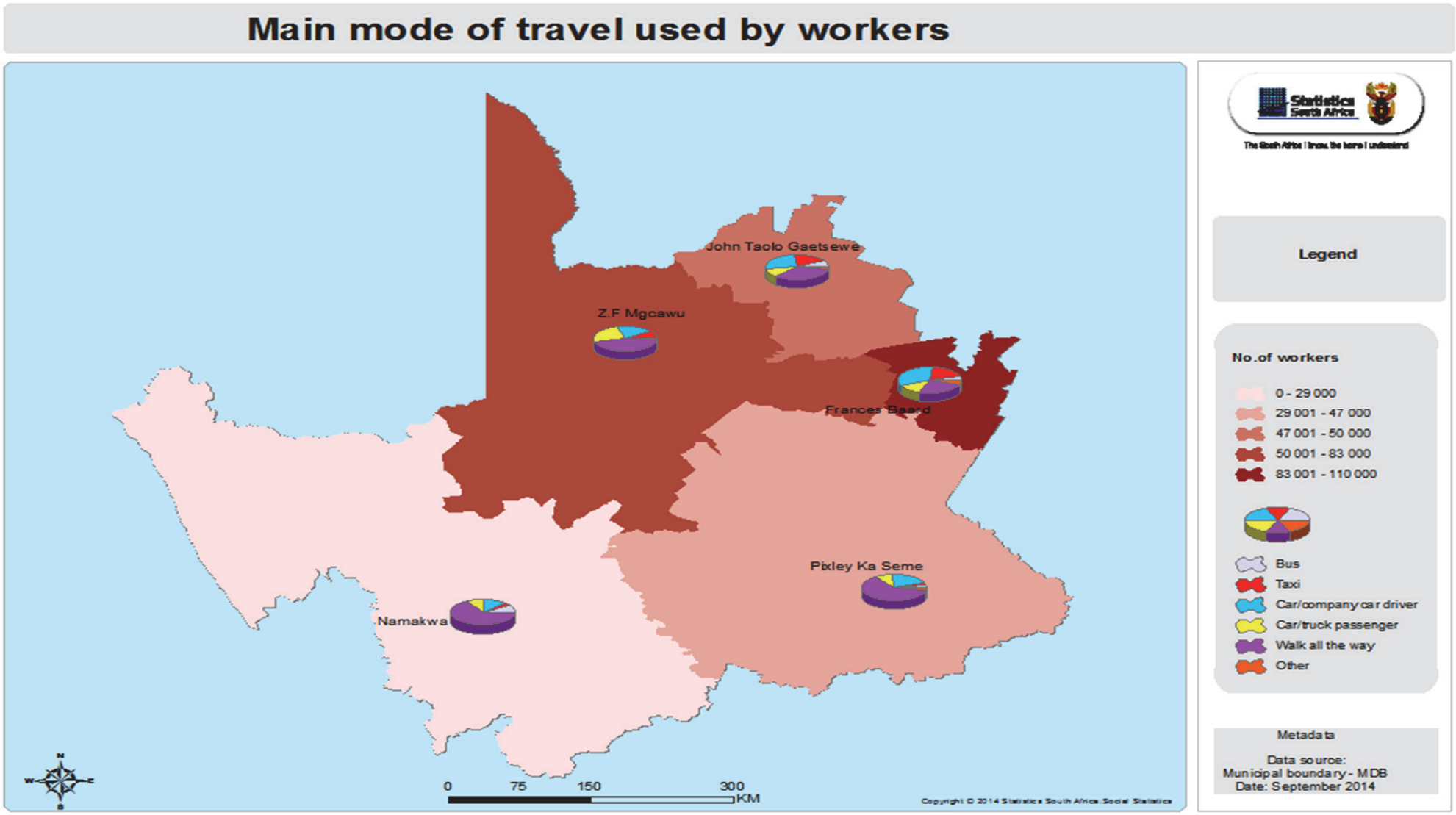
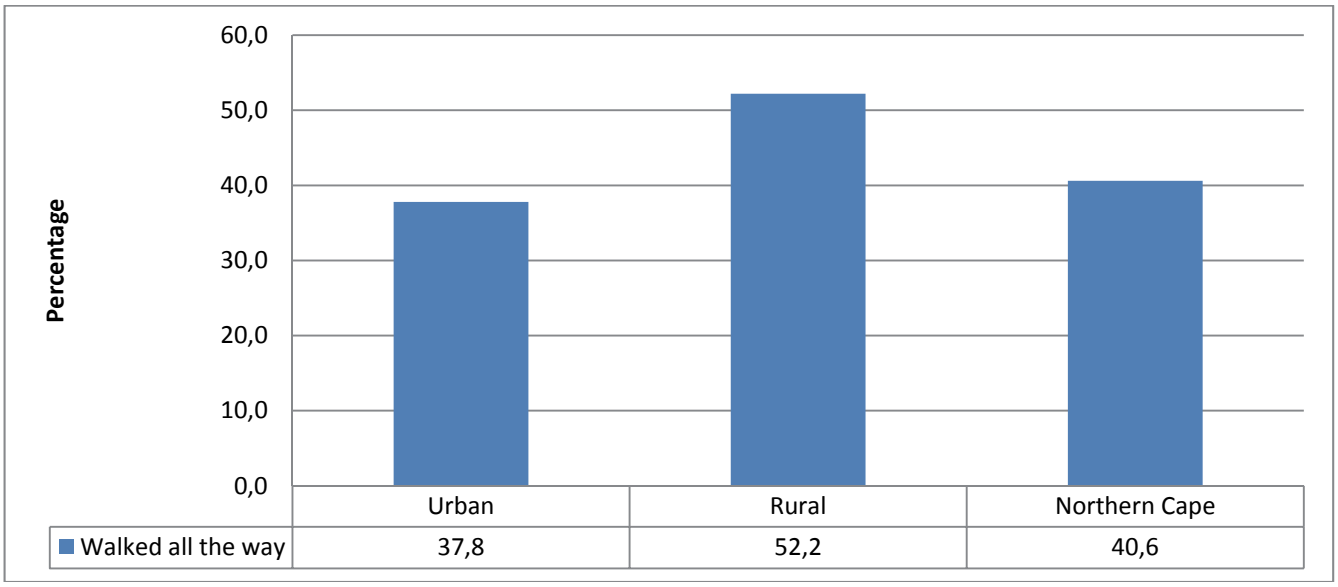


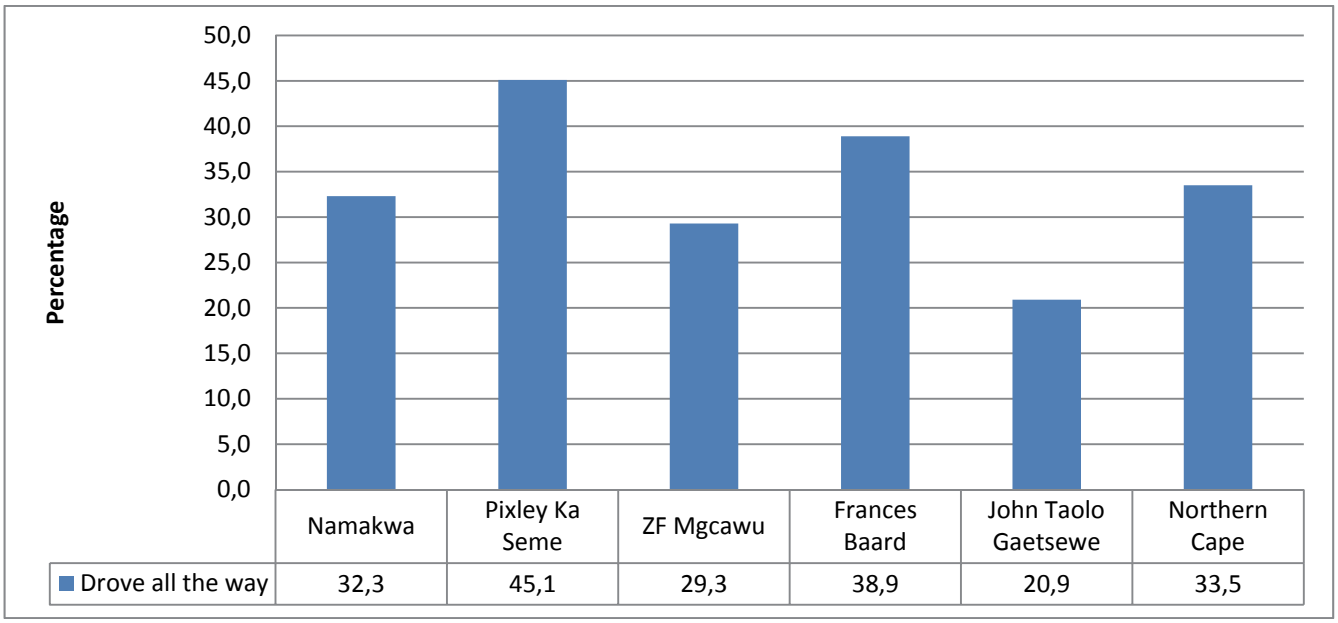
Figure 5.4: Percentage of workers who walked all the way to place of work by geographic location



Percentages calculated within geographical location.

Figure 5.4 illustrates the percentage of workers who walked all the way to work by geographical location. In Northern Cape, 40,6% of workers walked all the way to their place of work. Of that percentage, 52,2% were from rural areas, while 37,8% were from urban areas.

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



Percentages calculated within district municipalities.

Figure 5.5 shows that slightly more than a third (33,5%) of workers in Northern Cape drove all the way to their place of work. Workers from Pixley Ka Seme DM (45,1%) were most likely to drive all the way to work, while only 20,9% of workers from John Taolo Gaetsewe DM drove all the way to work.

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

District municipality	Statistics (numbers in thousands)	Mode of travel		
		Car/Bakkie	Other	Total
Namakwa	Number	4	*	4
	Per cent	100,0	*	100,0
Pixley Ka Seme	Number	8	1	8
	Per cent	93,0	7,0	100,0
ZF Mgcawu	Number	12	*	13
	Per cent	96,3	*	100,0
Frances Baard	Number	25	2	27
	Per cent	93,3	6,7	100,0
John Taolo Gaetsewe	Number	6	1	7
	Per cent	86,7	13,3	100,0
Northern Cape	**Number**	**54**	**4**	**58**
	Per cent	**93,6**	**6,4**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Other modes include: Truck/lorry, Motorcycle/scooter, minibus (private), etc.
Percentages calculated within district municipalities.
Totals excluded unspecified cases for type of vehicle driven.

Table 5.6 shows that, in the province, 58 000 workers drove all the way to work. The majority (54 000) of them drove a car/bakkie to work, while 4 000 drove other modes of transport. The same patterns were observed across all DMs

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

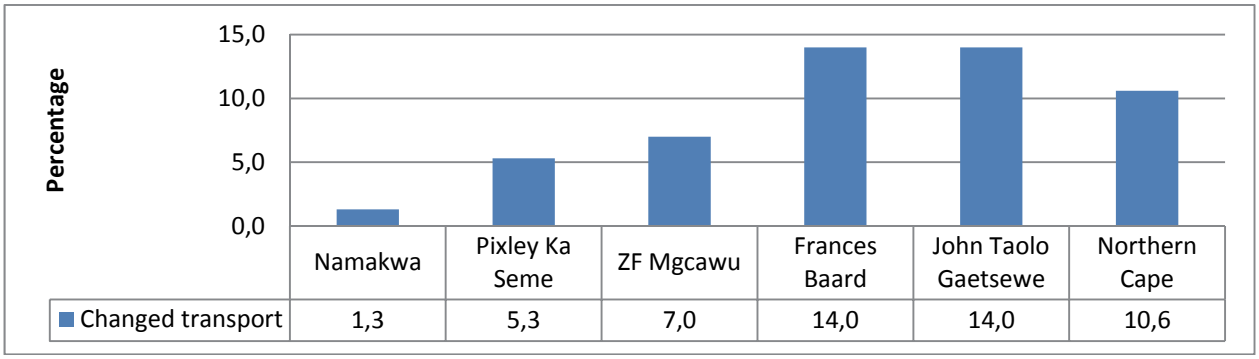
District municipality	Number who did not drive all the way to work ('000)	Changed transport		
		Number ('000)	Per cent within district municipality	Per cent within NC
Namakwa	7	*	*	*
Pixley Ka Seme	9	*	*	*
ZF Mgcawu	30	2	7,0	17,9
Frances Baard	41	6	14,0	49,6
John Taolo Gaetsewe	23	3	14,0	27,6
Northern Cape	**109**	**12**	**10,6**	**100,0**
Geographic location				
Urban	91	9	10,3	80,9
Rural	18	2	12,0	19,1

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Totals used excluded unspecified cases for respondents who did not drive all the way to work
Percentages calculated within district municipalities, and across Northern Cape.

Table 5.7 depicts workers who changed transport on their way to work. Frances Baard DM (41 000), ZF Mgcawu DM (30 000) and John Taolo Gaetsewe DM (23 000) recorded a significant number of workers who changed transport during their journey to work.

More workers in urban areas (80,9%) were likely to change transport on their way to work than those in the rural areas (19,1%).

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



Percentages calculated within district municipalities.

Figure 5.6 shows that 10,6% of workers changed transport on their way to work in the province. Workers in Namakwa DM were less likely to change transport (1,3%), while workers in Frances Baard and John Taolo Gaetsewe DMs (both at 14%) were most likely to change transport on the way to their place of work.

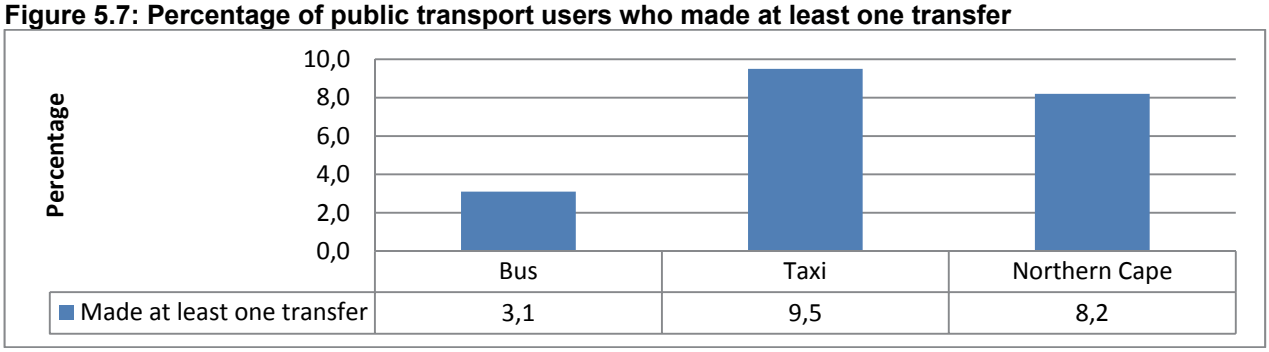
Table 5.8: Number of transfers made by public transport users

	No of transfers (percentage of trips)			
Main mode of travel	**0**	**1**	**2**	**3**
Bus	97,0	2,3	0,8	*
Taxi	90,5	5,2	1,7	2,6
Total	**91,9**	**4,6**	**1,5**	**2,1**

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

Table 5.8 shows that nine in ten (91,9%) workers did not make transfers when travelling by public transport. Less than five per cent of workers made at least one transfer while travelling by public transport.

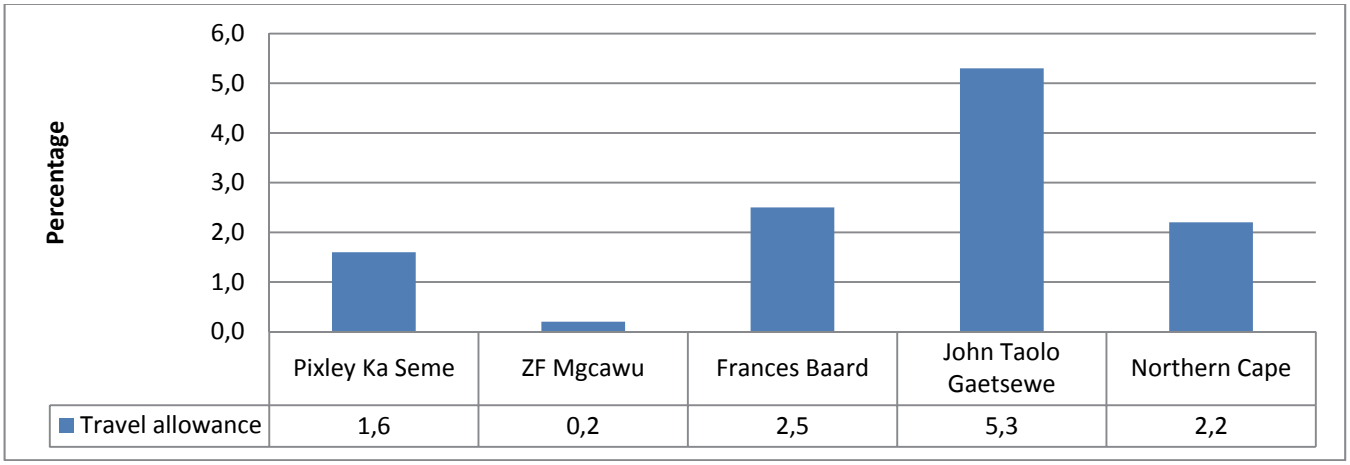
Figure 5.7: Percentage of public transport users who made at least one transfer



Percentages calculated within mode transport.

Figure 5.7 shows the percentage of public transport users who made at least one transfer. In the province, less than ten per cent (8,2%) of workers made at least one transfer. The majority of workers who made at least one transfer used taxis (9,5%), followed by buses (3,1%).

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



The percentage for Namakwa DM was too small to provide reliable estimates.
Percentages calculated within district municipalities.

Figure 5.8 summarises workers who received travel allowances from their employers for public transport. Slightly more than two per cent (2,2%) in the province indicated that they received a travelling allowance. Workers from John Taolo Gaetsewe DM (5,3%) constituted the highest proportion of workers who received travel allowances from their employers for public transport.

5.3 Departure, waiting, arrival and total travel times

Table 5.9: Time workers leave for work by district municipality

District municipality	Number of workers who completed the question ('000)	Time workers leave (Percentage of workers within district municipality)					
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Namakwa	28	7,7	9,5	25,1	50,7	7,0	**100,0**
Pixley Ka Seme	45	7,8	21,6	17,1	45,7	7,7	**100,0**
ZF Mgcawu	79	15,7	22,4	26,5	31,6	3,8	**100,0**
Frances Baard	100	7,7	15,2	18,3	49,0	9,8	**100,0**
John Taolo Gaetsewe	46	20,4	13,5	26,8	30,2	9,1	**100,0**
Northern Cape	**298**	**11,8**	**17,3**	**22,3**	**41,1**	**7,5**	**100,0**
Geographic location							
Urban	242	10,1	17,9	21,4	43,3	7,2	**100,0**
Rural	56	19,2	14,5	25,8	31,7	8,8	**100,0**

The totals used to calculate percentages excluded unspecified cases for the time the working population leaves for work.
Percentages calculated within district municipalities.

Table 5.9 describes the time workers left their place of residence to go to work. Slightly more than 4 in 10 workers in Northern Cape left home from 07:00 to 07:59 (41,1%) in the morning to go to work, followed by (22,3%) who left from 06:30 to 06:59, while a small percentage of (7,5%) left at 08:00 or later for work. Approximately 65% of workers in ZF Mgcawu DM left their homes before 07:00 for work, while just 35,4% left at 07:00 or later. In terms of geographic location, 19,2% of workers in the rural areas left their homes before 06:00 for work, compared to 10,1% of workers in the urban areas.

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

District municipality	Number of workers who completed the question ('000)	Time workers arrive (Percentage of workers within district municipality)					
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later	Total
Namakwa	28	2,5	5,8	8,4	63,8	19,5	**100,0**
Pixley Ka Seme	45	1,8	9,4	14,1	58,7	16,0	**100,0**
ZF Mgcawu	79	6,2	11,2	26,1	44,8	11,6	**100,0**
Frances Baard	100	2,3	4,7	9,7	60,8	22,6	**100,0**
John Taolo Gaetsewe	46	7,2	5,1	22,2	47,1	18,4	**100,0**
Northern Cape	**298**	**4,1**	**7,3**	**16,5**	**54,4**	**17,7**	**100,0**
Geographic location							
Urban	242	3,9	6,2	15,4	56,3	18,2	**100,0**
Rural	56	4,6	12,1	21,1	46,2	16,0	**100,0**

Percentages calculated within district municipalities.
The totals used to calculate percentages excluded unspecified cases for the time working population arrive at work.

Table 5.10 presents the arrival time workers arrive at their workplace. It is evident that slightly more than half of the workers in Northern Cape arrived between 07:00 and 07:59 (54,4%), followed by those who arrived 08:00 or later (17,7%), while just 4,1% arrived before 06:00.

More than half of the workers in the urban areas indicated that they arrived between 07:00 and 07:59 (56,3%), while 46,2% of workers in rural areas indicated that they arrived between 07:00 and 07:59.

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

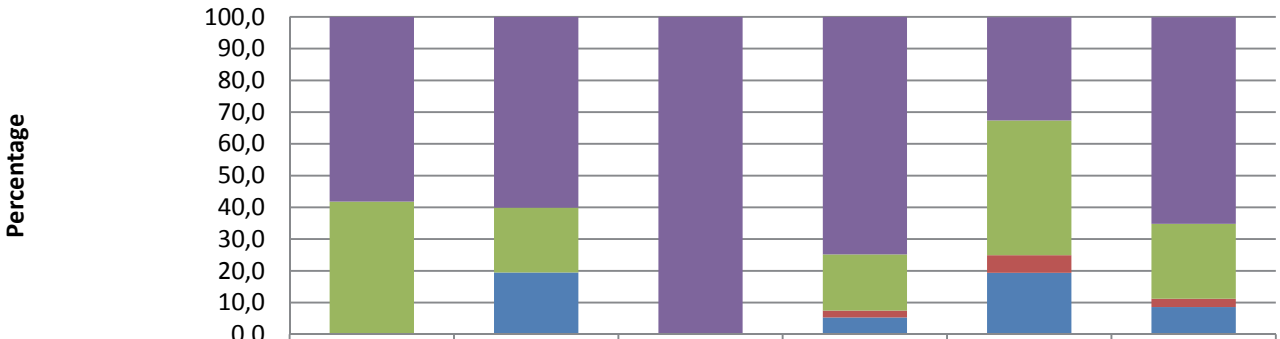
District municipality	Number of workers who walked to first public transport ('000)	Walking time to first public transport (per cent within district municipality)				
		Up to 5 min	6–10 min	11–15 min	>15 min	Total
Namakwa	**3**	58,2	41,8	*	*	**100,0**
Pixley Ka Seme	**2**	60,1	20,4	*	19,5	**100,0**
ZF Mgcawu	**6**	100,0	*	*	*	**100,0**
Frances Baard	**21**	74,8	17,7	2,2	5,3	**100,0**
John Taolo Gaetsewe	**12**	33,5	41,9	5,4	19,2	**100,0**
Northern Cape	**43**	**65,3**	**23,5**	**2,6**	**8,6**	**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.

Roughly 65% of workers in Northern Cape walked up to five minutes to their first public transport, followed by 23,5% of those who walked between six and ten minutes. Moreover, less than nine per cent of workers (8,6%) walked for more than 15 minutes to get to their first public transport.

In ZF Mgcawu DM, almost all workers walked up to five minutes to reach their first public transport. About 92,5% of workers in Frances Baard DM walked for up to 10 minutes, while just 5,3% walked for more than 15 minutes. Table 5.11 further depicts that slightly less than 20% of the workers in Pixley Ka Seme and John Taolo Gaetsewe DMs walked for more than 15 minutes to reach their first public transport.

Figure 5.9: Percentage of workers by district municipality and walking time to the first public transport (bus and taxi)



	Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
Up to 5 minutes	58,2	60,1	100,0	74,8	32,5	65,1
6-10 minutes	41,8	20,4	0,0	17,7	42,5	23,6
11-15 minutes	0,0	0,0	0,0	2,2	5,5	2,6
More than 15 minutes	0,0	19,5	0,0	5,3	19,4	8,6

Percentages calculated within district municipalities.

Figure 5.9 illustrates that almost two-thirds of workers walked for up to five minutes (65,1%) to their first public transport, 23,6% walked for 6 to 10 minutes, and 8,6% walked for more than 15 minutes.

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

Mode of travel	Number of workers who used public transport and completed walking time question ('000)	Walking time (per cent within mode)				Total
		Up to 5 min	6–10 min	11–15 min	>15 min	
Bus	8	48,5	32,0	3,7	15,8	**100,0**
Taxi	35	68,9	21,7	2,4	7,0	**100,0**
Total	**43**	**65,3**	**23,5**	**2,6**	**8,6**	**100,0**

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

Table 5.12 presents workers' walking time to the first public transport by mode of transport. Significantly more of the taxi users (68,9%) as opposed to bus users (48,5%) said that they walked for up to five minutes to get to their first transport. A significant percentage of bus users (15,8%) indicated that they walked for more than 15 minutes to their first public transport.

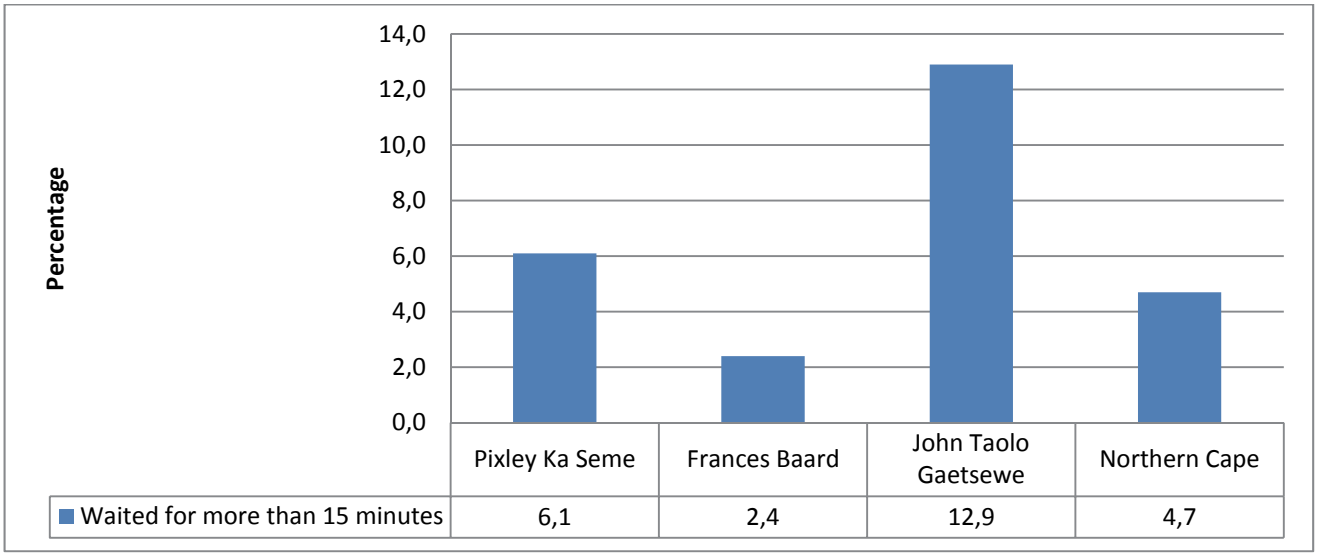
Table 5.13: Waiting time for first public transport (bus and taxi) by district municipality

District municipality	Number of workers who waited for public transport ('000)	Waiting time (per cent within district municipality)				
		Up to 5 min	6–10 min	11–15 min	>15 min	Total
Namakwa	3	43,2	56,8	*	*	**100,0**
Pixley Ka Seme	1	80,7	13,2	*	6,1	**100,0**
ZF Mgcawu	6	92,1	*	7,9	*	**100,0**
Frances Baard	21	58,8	31,3	7,5	2,4	**100,0**
John Taolo Gaetsewe	11	40,1	38,4	8,6	12,9	**100,0**
Northern Cape	**42**	**58,4**	**29,7**	**7,2**	**4,7**	**100,0**

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

In Northern Cape, nearly six out of ten (58,4%) workers who used public transport waited up to five minutes for their first public transport, followed by those who waited between 6 and 10 minutes (29,7%). Most of the workers in Namakwa DM waited for ten minutes or less for their first public transport. Moreover, John Taolo Gaetsewe DM had the highest percentage of workers who waited for more than 15 minutes (12,9%).

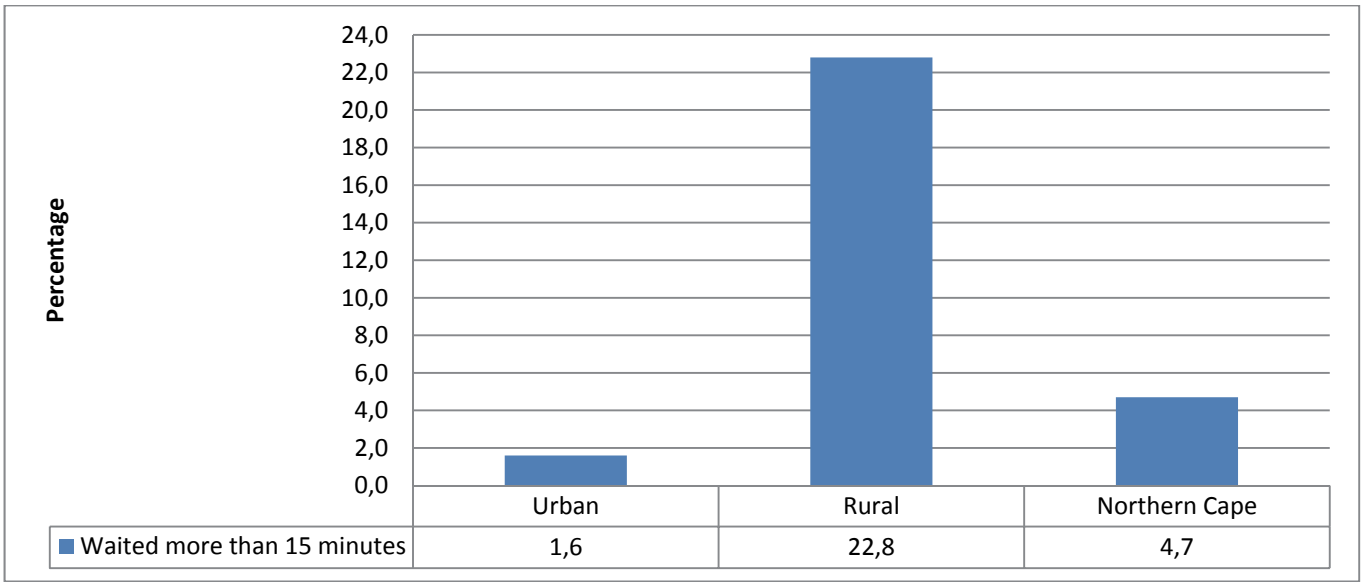
Figure 5.10: Percentage of workers who waited for more than 15 minutes for public transport by municipality



Percentages calculated within district municipalities.
The percentages for Namakwa DM and ZF Mgcawu DM were too small to provide reliable estimates.

Figure 5.10 indicates that 4,7% of workers in Northern Cape waited for more than 15 minutes for the first public transport. In John Taolo Gaetsewe DM, less than thirteen per cent (12,9%) of workers waited for more than fifteen minutes for their first public transport, while 2,4% waited in Frances Baard DM.

Figure 5.11: Percentage of workers who waited for more than 15 minutes for public transport by geographic location



Percentages calculated within geographical location.

Figure 5.11 shows that 22,8% of workers in rural areas and 1,6% workers in urban areas waited for more than 15 minutes for their public transport in Northern Cape.

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

District municipality	Mode of travel									
	Bus					Taxi				
	Total ('000)	Per cent in NC				Total ('000)	Per cent in NC			
		Up to 5 min	6–10 min	11–15 min	>15 min		Up to 5 min	6–10 min	11–15 min	>15 min
Namakwa	**1**	18,2	28,4	*	*	**1**	2,0	8,4	*	*
Pixley Ka Seme	**1**	19,0	*	*	42,8	*****	*	*	*	*
ZF Mgcawu	*	*	*	*	*	**6**	27,0	*	21,8	*
Frances Baard	**3**	34,9	35,7	51,3	*	**19**	54,2	56,8	53,7	27,7
John Taolo Gaetsewe	**2**	27,8	35,9	48,7	57,2	**8**	15,3	33,2	24,5	72,3
Northern Cape	**7**	**100,0**	**100,0**	**100,0**	**100,0**	**35**	**100,0**	**100,0**	**100,0**	**100,0**

Totals used to calculate percentages excluded unspecified cases.
*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Percentages calculated across municipalities, within Northern Cape.

Table 5.14 presents the findings for workers who used public transport and the times they waited for their taxis and buses. It is evident that there were more taxi (35 000) than bus (7 000) commuters. More than seven in ten workers who waited more than 15 minutes for their first taxis were from John Taolo Gaetsewe DM (72,3%) and 27,7% resided in Frances Baard DM. Workers who used the bus as their public transport and waited for more than 15 minutes were most likely to come from John Taolo Gaetsewe DM and Pixley Ka Seme DM (57,2% and 42,8% respectively).

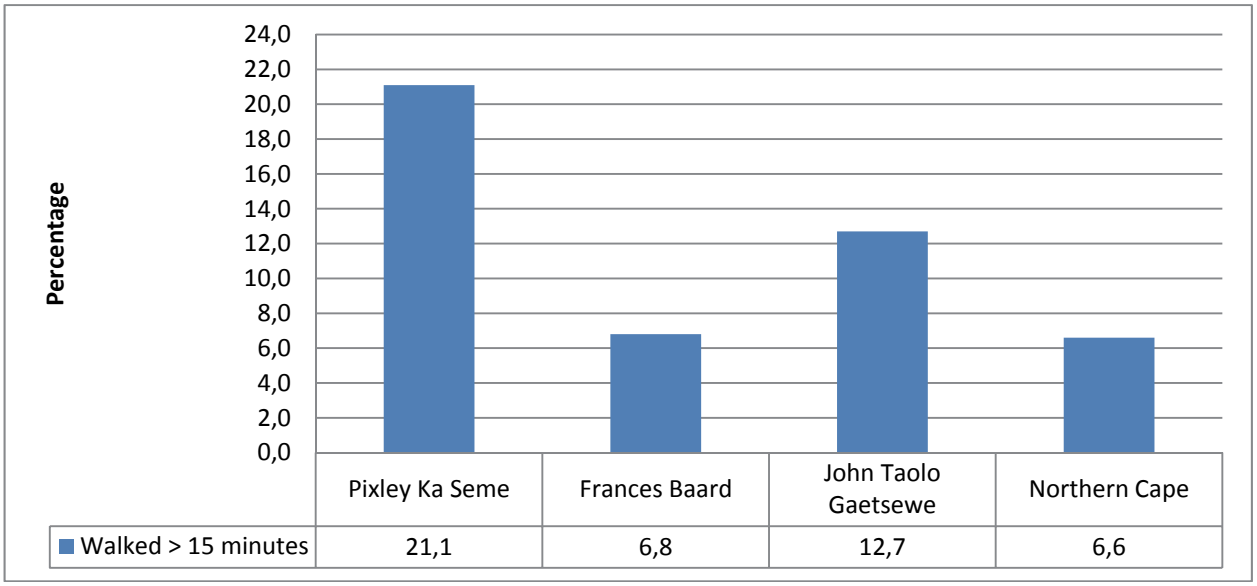
Table 5.15: Walking time at the end of the work trip using public transport (bus and taxi) by municipality

District municipality	Number of workers who walked at the end of the work trip ('000)	Walking time (per cent within district municipality)				
		Up to 5 minutes	6–10 minutes	11–15 minutes	>15 minutes	Total
Namakwa	3	28,2	21,0	50,8	*	**100,0**
Pixley Ka Seme	1	78,9	*	*	21,1	**100,0**
ZF Mgcawu	6	81,4	16,6	2,0	*	**100,0**
Frances Baard	19	63,6	18,5	11,0	6,8	**100,0**
John Taolo Gaetsewe	7	80,1	6,0	1,3	12,7	**100,0**
Northern Cape	**34**	**67,4**	**15,6**	**10,4**	**6,6**	**100,0**

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

The table shows the walking time of workers who used public transport and then needed to walk after having been dropped off by their public transport in order to reach their place of work. More than two-thirds of workers using public transport (67,4%) for walked five minutes or less to reach their workplace, and a further 15,6% walked for between 6 and 10 minutes. Approximately ten per cent of workers walked between 11 and 15 minutes. Pixley Ka Seme DM (21,1%) had the highest percentage of commuters who walked for 15 minutes and more, followed by John Taolo Gaetsewe DM (12,7%).

Figure 5.12: Percentage of workers who used public transport and walked for more than 15 minutes at the end of a trip to reach the place of work by district municipality



Percentages calculated within district municipality.
The percentages for Namakwa DM and ZF Mgcawu DM were too small to provide reliable estimates.

Figure 5.12 shows that the general percentage of people who had to walk for more than 15 minutes after their public transport had dropped them off to reach their workplace was 6,6%. Workers in Pixley Ka Seme DM (21,1%) were more likely to walk for more than 15 minutes after having been dropped off by their public transport to reach their workplace. Frances Baard DM (6,8%) had the lowest percentage of workers who walked for more than 15 minutes.

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

District municipality	Mode of travel									
	Bus					Taxi				
	Number of workers who walked at the end of the work trip ('000	Percentage				Number of workers who walked at the end of the work trip ('000)	Percentage			
		Up to 5 min	6–10 min	11–15 min	>15 min		Up to 5 min	6–10 min	11–15 min	>15 min
Namakwa	**1**	42,6	56,9	*	*	**1**	*	*	37,9	*
Pixley Ka Seme	*	*	*	*	*	*	*	*	*	*
ZF Mgcawu	*	*	*	*	*	**6**	21,0	20,7	3,3	*
Frances Baard	**2**	41,7	43,1	100,0	64,2	**17**	52,9	70,2	56,3	55,6
John Taolo Gaetsewe	*	*	*	*	*	**7**	24,0	9,1	2,6	44,4
Northern Cape	**3**	**100,0**	**100,0**	**100,0**	**100,0**	**31**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 5.16 depicts information about those workers who walked at the end of their trips to reach their place of work. The majority of those workers who used taxis and walked for more than 15 minutes were from Frances Baard DM and John Taolo Gaetsewe DM (55,6% and 44,4% respectively). In addition, bus commuters who walked for more than 15 minutes after having been dropped off were mostly residents from Frances Baard DM (64,2%).

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

Main mode of travel and total time in minutes	District municipality (per cent within district municipality)					
	Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
Bus						
Mean (minutes)	38	56	34	53	61	51
1–30	59,2	38,2	22,7	12,6	22,8	26,9
31–60	40,8	31,4	77,3	75,3	53,3	58,6
61+	*	30,4	*	12,1	23,9	14,5
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi						
Mean (minutes)	36	36	24	39	46	38
1–30	40,7	57,1	93,8	58,1	52,6	61,9
31–60	59,3	42,9	6,2	34,6	38,3	32,1
61+	*	*	*	7,2	9,1	6,1
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car driver						
Mean (minutes)	29	29	27	29	53	32
1–30	80,7	74,2	83,3	78,9	44,9	74,0
31–60	9,8	20,3	11,3	15,7	31,3	17,4
61+	9,5	5,5	5,4	5,4	23,8	8,5
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car passenger						
Mean (minutes)	43	35	28	37	80	38
1–30	67,4	62,4	79,5	58,1	27,3	65,3
31–60	16,0	33,7	15,3	32,0	24,7	23,4
61+	16,6	3,8	5,1	9,9	48,0	11,3
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Walk all the way						
Mean (minutes)	29	23	32	31	22	28
1–30	76,1	83,3	77,1	73,7	88,5	79,1
31–60	20,9	14,8	15,7	19,8	9,4	16,3
61+	3,0	1,9	7,2	6,5	2,1	4,6
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 5.17 illustrates that bus users needed more time than users of any other mode to reach their workplace. They needed on average 55 minutes to travel to work, while about 58,6% took more than an hour to reach their workplace. For those who used taxis, it took 38 minutes on average to reach the workplace and 61,9% spent between 1 and 30 minutes to reach their workplace in the province.

Meanwhile, car/truck drivers and car/truck passengers spent an average time of 32 minutes and 38 minutes respectively to travel to their workplace. Workers who walked all the way to work, needed on average 28 minutes to travel to their workplace.

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

Main mode and monthly payment in rand	District municipality (per cent within district municipality)					
	Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
Bus						
Mean (Rand)	236	*	76	365	495	348
1–100	*	*	68,6	28,7	*	17,8
101–200	23,9	*	31,4	8,9	13,7	15,1
200+	76,1	*	*	62,4	86,3	67,0
Total	**100,0**	*	**100,0**	**100,0**	**100,0**	**100,0**
Taxi						
Mean (Rand)	270	209	337	398	544	409
1–100	*	*	*	1,2	6,6	2,0
101–200	*	28,8	7,0	5,0	2,4	5,0
200+	100,0	71,2	93,0	93,8	91,0	93,0
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car driver						
Mean (Rand)	885	234	378	1000	278	406
1–100	*	47,3	*	*	*	5,1
101–200	*	*	64,9	*	*	10,1
200+	100,0	52,7	35,1	100,0	100,0	84,9
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car passenger						
Mean (Rand)	1448	376	294	452	1058	622
1–100	*	*	10,6	5,2	*	4,9
101–200	*	*	5,8	*	*	1,8
200+	100,0	100,0	83,5	94,8	100,0	93,3
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

According to Table 5.18, travelling by car as a passenger appeared to be the most expensive mode of travel in Northern Cape, with an average monthly cost of R622, followed by taxis (R409) and travelling by car as the driver (R406). Buses were the cheapest mode of transport with an average monthly cost of R348.

6. Business trips

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

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

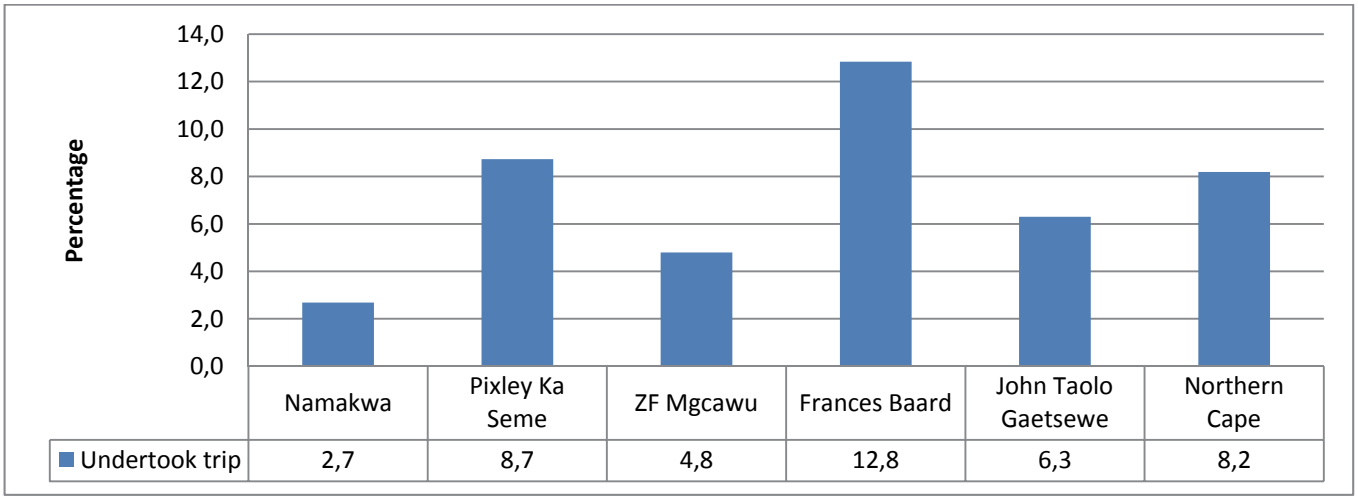
Table 6.1: Incidence of business trips during the past calendar month by district municipality and geographic location

District municipality	Workers aged 15 years and older ('000)	Business trips among workers 15 years and older		
		Number ('000)	Per cent within district municipality	Per cent within Northern Cape
Namakwa	29	1	2,7	3,0
Pixley Ka Seme	47	4	8,7	15,6
ZF Mgcawu	83	4	4,8	15,2
Frances Baard	110	14	12,8	54,1
John Taolo Gaetsewe	50	3	6,3	12,1
Northern Cape	**319**	**26**	**8,2**	**100,0**
Geographic location				
Urban	257	22	8,5	80,3
Rural	62	4	6,9	19,7

Percentages calculated across district municipalities, within Northern Cape.

The information presented in Table 6.1 shows the distribution of people who undertook business trips during the calendar month preceding the survey, by district municipality. Of the 319 000 workers aged 15 years and older, only 26 000 indicated that they had undertaken business trips during the reference period. Five out of ten business travellers within the province were from Frances Baard DM (54,1%), with a further 15,6% from Pixley Ka Seme DM and 15,2% from ZF Mgcawu DM. The majority of workers (257 000) who had undertaken business trips were from urban areas, and about 62 000 were from rural areas.

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



Percentages calculated within district municipalities.

When considering business trips from a district municipality perspective as depicted in Figure 6.1, a slightly different picture emerges. Workers aged 15 years and older who were most likely to travel for business purposes, were residents in Frances Baard DM (12,8%), Pixley Ka Seme DM (8,7%) and John Taolo Gaetsewe DM (6,3%).

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

District municipality	Number of workers who undertook business trips ('000)	Number of business trips (per cent within district municipality)			
		1–5 trips	6–10 trips	>10 trips	Total
Namakwa	1	72,8	27,2	*	**100,0**
Pixley Ka Seme	4	87,9	5,1	7,0	**100,0**
ZF Mgcawu	4	96,8	*	3,2	**100,0**
Frances Baard	14	75,6	16,5	7,9	**100,0**
John Taolo Gaetsewe	3	95,0	5,0	*	**100,0**
Northern Cape	**25**	**82,7**	**11,4**	**5,9**	**100,0**

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

Table 6.2 shows the number and percentage of workers who indicated that they had undertaken business trips. Of these workers, 82,7% had undertaken one to five trips during the reference period, while 11,4% had undertaken between 6 and 10 trips. A small percentage of business travellers (5,9%) had undertaken more than ten trips.

The highest proportion of business travellers who had undertaken one to five trips were from ZF Mgcawu DM (96,8%), John Taolo Gaetsewe DM (95,0%) and Pixley Ka Seme (87,9%).

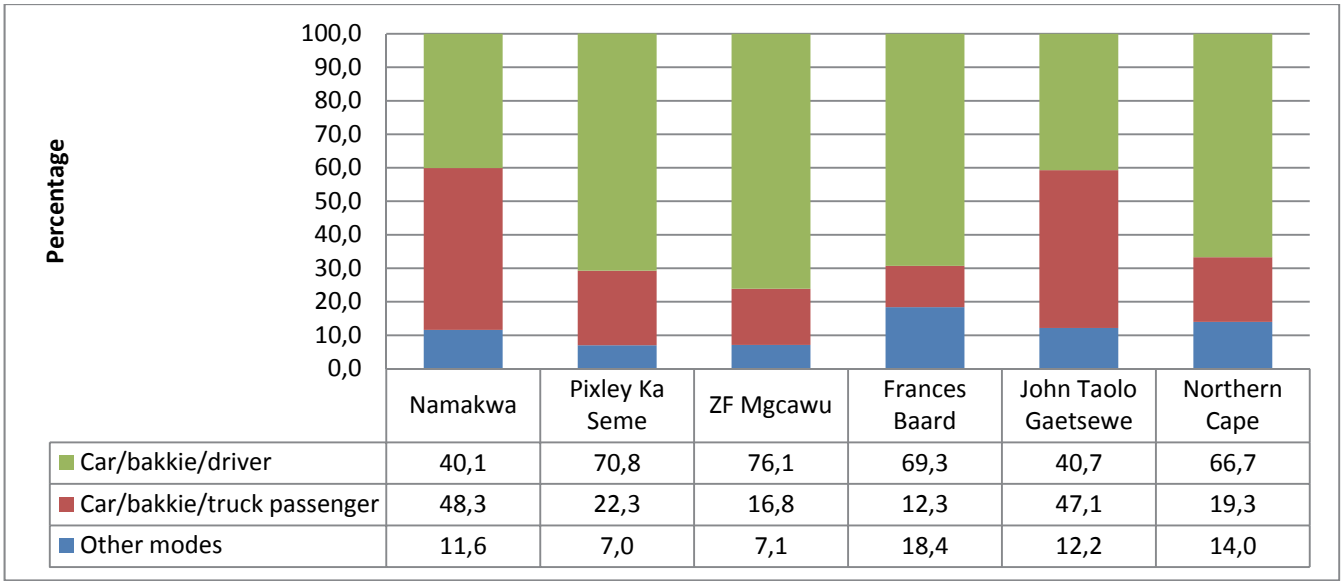
Table 6.3: Main mode of travel used for business trip, by district municipality

Mode of travel	Statistics ('000)	District municipality					
		Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
Car/bakkie/truck driver	Number	*	3	3	10	1	**17**
	Per cent	*	70,8	76,1	69,3	40,7	**66,7**
Car/bakkie/truck passenger	Number	*	1	1	2	1	**5**
	Per cent	*	22,3	16,8	12,3	47,1	**19,3**
Other modes	Number	*	*	*	3	*	**4**
	Per cent	*	*	*	18,4	*	**14,0**
Total	**Number**	**1**	**4**	**4**	**14**	**3**	**26**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Totals used to calculate percentages excluded unspecified cases.
Percentages calculated within district municipalities.
'Other modes' includes: Taxi, bus, aircraft, etc.

Table 6.3 presents the number of business trips made and the mode of travel used. Provincially, more than two-thirds (66,7%) of travellers used a car/bakkie/truck as drivers as a mode of travel for business trips, followed by being a passenger in a car/bakkie/truck (19,3%). In Pixley Ka Seme, ZF Mgcawu and Frances Baard DMs, most people preferred travelling by car/bakkie/truck as the driver as their main mode of travel for business trips.

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

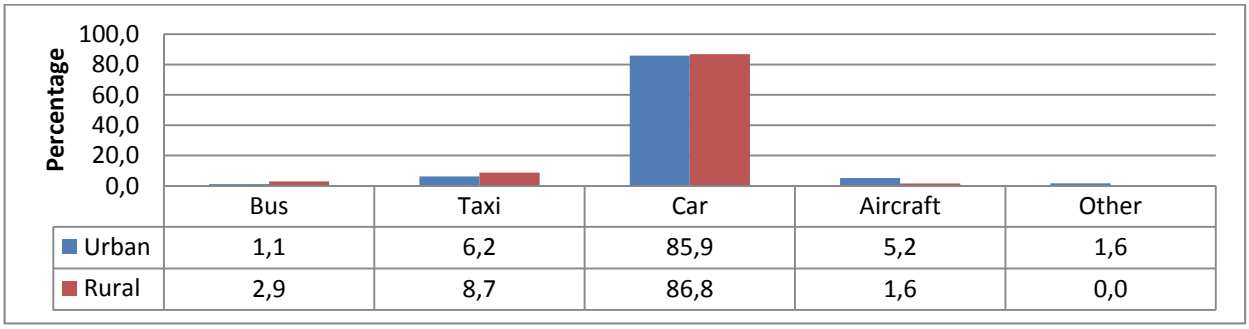


	Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
Car/bakkie/driver	40,1	70,8	76,1	69,3	40,7	66,7
Car/bakkie/truck passenger	48,3	22,3	16,8	12,3	47,1	19,3
Other modes	11,6	7,0	7,1	18,4	12,2	14,0

'Other modes' includes: Bus, taxi and aircraft.
Percentages calculated within district municipalities.

Figure 6.2 represents the percentage of business trips made using different modes of travel. Most business travellers (66,7%) used a car/bakkie/truck as a driver. The second most commonly use mode of travel was being a passenger in a car/bakkie/truck (19,3%).

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



	Bus	Taxi	Car	Aircraft	Other
Urban	1,1	6,2	85,9	5,2	1,6
Rural	2,9	8,7	86,8	1,6	0,0

As presented in Figure 6.3, most business trips in both urban and rural areas were undertaken using cars as the mode of travel (85,9% and 86,8% respectively). This was followed by taxis, with 6,2% of users residing in urban areas, and 8,7% of users residing in rural areas.

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

District municipality of origin	Province of destination Number ('000)		
	Northern Cape	Gauteng	Other provinces
Namakwa	*	*	*
Pixley Ka Seme	2	*	*
ZF Mgcawu	1	*	*
Frances Baard	4	2	*
John Taolo Gaetsewe	1	*	*
Northern Cape	**8**	**3**	**1**

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

The majority of business trips undertaken by workers were within their province of residence, as indicated in Table 6.4. Frances Baard DM and Pixley Ka Seme DM had the most business trips undertaken within the same province. The results also show that if a trip was undertaken beyond the travellers' own district, Gauteng was the most common business destination.

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

District municipality of origin	District of destination Number ('000)				
	Namakwa	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Total
Pixley Ka Seme	*	2	*	1	**2**
ZF Mgcawu	*	*	1	*	**1**
Frances Baard	*	*	*	1	**4**
John Taolo Gaetsewe	*	*	*	*	**1**
Northern Cape	**2**	**3**	**2**	**2**	**8**

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

Table 6.5 shows that most of the business trips were undertaken in ZF Mgcawu DM (3 000), followed by Namakwa DM, Frances Baard DM and John Taolo Gaetsewe DM, with 2 000 business trips each. Of those who travelled to ZF Mgcawu DM, the majority came from Pixley Ka Seme DM (2 000).

7. Other travel patterns

7.1 Introduction

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

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

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

7.2 Day trips

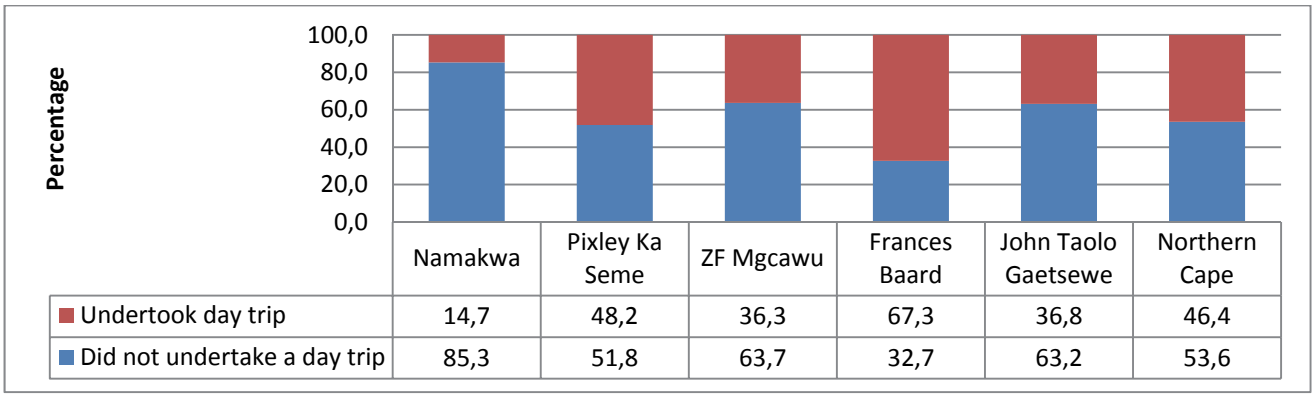
Table 7.1: Day trip/s taken away from usual home/place of residence in the 12 months prior to the interview

District municipality	Number of persons aged 15 years and older ('000)	Trips taken away from usual home/place of residence	
		Number ('000)	Per cent in NC
Namakwa	77	11	3,0
Pixley Ka Seme	124	60	15,9
ZF Mgcawu	177	64	17,1
Frances Baard	268	181	47,9
John Taolo Gaetsewe	166	61	16,2
Northern Cape	**812**	**377**	**100,0**

Percentages calculated across district municipality, within Northern Cape.
Totals used to calculate percentages excluded unspecified cases.

Table 7.1 presents day trips undertaken in the 12 months prior to the interview. Out of 812 000 persons aged 15 years and older, 377 000 had undertaken day trips away from their usual place of residence in the Northern Cape. The majority (47,9%) of persons who undertook day trips were from Frances Baard DM, followed by ZF Mgcawu DM (17,1%) and 16,2% from John Taolo Gaetsewe DM. Almost sixteen per cent of persons in Pixley Ka Seme DM (15,9%) had undertaken day trips in the twelve months preceding the survey, while Namakwa DM (3,0%) contributed the smallest percentage of day trips away from the usual place of residence.

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



Percentages calculated within district municipality.

In the province, less than half (46,4%) of persons aged 15 years and older had undertaken day trips during the 12 months preceding the survey. When considering within district municipality comparisons, persons 15 years and older who live in the Frances Baard DM (67,3%) were most likely to take day trips, followed by Pixley Ka Seme DM with 48,2% and 36,8% from John Taolo Gaetsewe DM. Namakwa DM had the smallest proportion of persons aged 15 years and older who undertook day trips (14,7%).

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

Main purpose of trip	District municipality (per cent)					
	Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
Visited home	17,3	20,5	8,3	11,4	14,0	**12,9**
Shopping – for business or personal	13,8	46,7	45,2	35,1	34,1	**37,8**
Sporting – as a spectator or participant	*	1,3	0,6	0,5	1,1	**0,7**
Visit friends and or family	47,0	18,2	20,2	28,8	16,0	**24,2**
Funeral	13,3	5,8	14,3	15,8	20,4	**14,6**
Medical	2,4	1,7	2,3	2,4	2,2	**2,3**
Religious	*	1,6	2,8	5,0	4,6	**3,9**
Other purposes	6,1	4,1	6,2	1,0	7,6	**3,6**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

The reasons provided for undertaking day trips are summarised in Table 7.2. Provincially, the most common reasons that were provided were shopping for personal or business purposes (37,8%), followed by visiting friends and/or family (24,2%) and attending a funeral (14,6%).

When considering municipality distributions, shopping for personal or business purposes was popular in Pixley Ka Seme DM (46,7%) among those persons who undertook day trips, followed by ZF Mgcawu DM (45,2%). Individuals in Namakwa DM, who undertook day trips, were more likely to travel to visit friends and/or family (47,0%) than shopping for personal or business purposes (13,8%).

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

Mode	Statistics (number in thousands)	District municipality					
		Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
Bus	Number	*	2	1	3	2	**7**
	Per cent	*	2,6	2,0	1,6	3,1	**2,0**
Taxi	Number	4	8	18	66	28	**124**
	Per cent	39,2	13,0	28,1	37,3	48,0	**33,6**
Car/bakkie/truck driver	Number	2	9	7	27	3	**49**
	Per cent	14,5	15,8	11,8	15,4	5,5	**13,2**
Car/bakkie/truck passenger	Number	5	22	23	42	17	**110**
	Per cent	44,2	38,2	36,4	23,8	29,0	**29,7**
Walking all the way	Number	*	14	11	33	8	**66**
	Per cent	*	23,5	18,3	18,6	13,1	**17,9**
Other	Number	*	4	2	6	1	**13**
	Per cent	*	6,9	3,4	3,3	1,3	**3,5**
Total	**Number**	**11**	**59**	**62**	**178**	**59**	**369**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Percentages calculated within district municipalities.
Other modes include: Train, aircraft, motorcycle, bicycle, etc.

Table 7.3 shows that most (33,6%) of the persons who went on day trips in Northern Cape used taxis, followed by 29,7% who travelled by car/bakkie/truck as passengers and 17,9% who walked all the way to their destinations. In Pixley Ka Seme DM, about 38,2% of persons who went on day trips travelled by car/bakkie/truck as passengers as their main mode of travel, followed by those who walked all the way (23,5%), while 15,8% drove to their destinations. Frances Baard DM had the highest number of persons who walked all the way to their destination (33 000), followed by Pixley Ka Seme DM (14 000) and ZF Mgcawu DM (11 000).

7.3 Overnight trips

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

District municipality	Number of persons aged 15 years and older	Undertook overnight trips	
		Number ('000)	Per cent
Namakwa	77	19	8,2
Pixley Ka Seme	124	27	11,6
ZF Mgcawu	177	48	20,5
Frances Baard	268	92	39,1
John Taolo Gaetsewe	166	49	20,6
Northern Cape	**812**	**235**	**100,0**

Percentages calculated across district municipalities, within Northern Cape.

Table 7.4 shows that out of the 812 000 persons aged 15 years and older, about 235 000 indicated that they had undertaken overnight trips away from their usual place of residence during the preceding twelve months. Frances Baard DM (39,1%) had the highest proportion of persons across the province who undertook overnight trips, while Namakwa DM (8,2%) had the smallest number of travellers who had undertaken overnight trips.

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

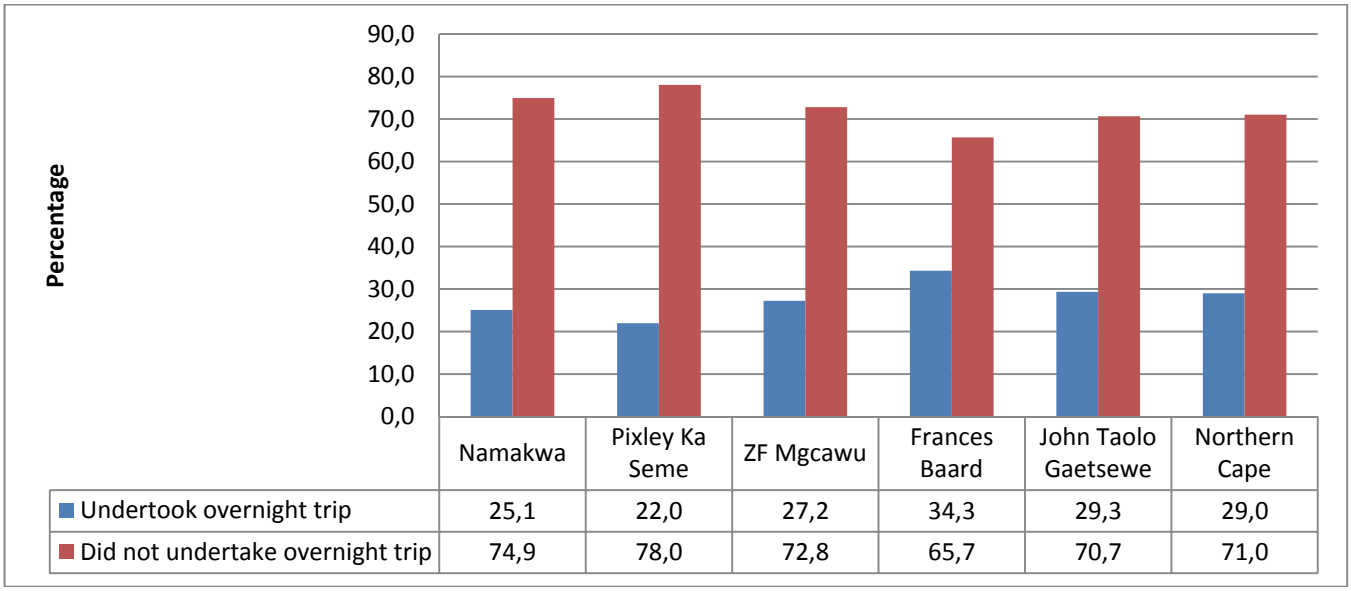


Figure 7.2 indicates persons who undertook overnight trips and those who did not. Provincially, 29% of persons undertook overnight trips, with those living in Frances Baard DM (34,3%) reporting the highest percentage. Residents of Pixley Ka Seme DM (22%) were the least likely to undertake overnight trips.

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

Main purpose of trip	District municipality (per cent)					
	Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
Visited home	7,7	34,6	31,6	27,3	23,8	**26,7**
Shopping – personal or business	0,5	10,9	4,2	3,1	6,2	**4,6**
Visit friends and or family	65,3	31,5	26,2	44,4	25,7	**37,2**
Funeral	8,0	12,0	22,6	15,9	26,2	**18,2**
Medical	6,8	1,6	3,2	2,2	0,9	**2,4**
Religious	2,2	1,3	4,3	2,7	8,6	**4,0**
Other purposes	9,5	8,1	8,0	4,4	8,6	**6,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Percentages calculated within district municipalities.

Table 7.5 shows the purpose of overnight trips. The most common purpose was visiting friends and/or family (37,2%), followed by visiting home (26,7%). The same patterns were followed in almost all DMs, with visiting friends and/or family as the most important purpose of overnight travel, except in Pixley Ka Seme DM and ZF Mgcawu DM. Visiting home was the most common purpose of overnight trips in Pixley Ka Seme DM (34,6%) and ZF Mgcawu DM (31,6%).

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

Main mode	Statistics ('000)	District municipality					
		Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
Bus	Number	*	2	2	6	3	**13**
	Per cent	*	7,4	3,3	6,1	6,8	**5,5**
Taxi	Number	6	2	17	31	21	**77**
	Per cent	32,1	8,3	35,5	34,1	44,6	**33,4**
Car/bakkie/truck driver	Number	3	5	7	16	4	**35**
	Per cent	17,1	18,9	15,1	17,7	7,5	**15,1**
Car/bakkie/truck passenger	Number	8	12	20	30	16	**86**
	Per cent	43,0	43,1	42,8	32,9	34,4	**37,3**
Walking all the way	Number	*	1	*	1	2	**5**
	Per cent	*	4,3	*	1,0	4,6	**2,1**
Other modes	Number	1	5	1	7	1	**15**
	Per cent	5,4	18,1	2,4	8,1	2,1	**6,6**
Total	**Number**	**19**	**27**	**47**	**90**	**48**	**231**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Percentages calculated within district municipalities.
'Other mode' of transport includes: Train, aircraft, etc.

Table 7.6 shows that persons who undertook overnight trips in Northern Cape preferred to travel by car/bakkie/truck as passengers (37,3%), followed by those using taxis (33,4%) and travelling by car/bakkie/truck as the driver (15,1%). The district municipality analysis shows a similar pattern to that of the provincial picture in ZF Mgcawu DM and Namakwa DM. The top three main modes of travel for John Taolo Gaetsewe DM and Frances Baard DM were taxis, cars/bakkies/trucks as passenger and car/bakkie/truck as driver, while for Pixley Ka Seme DM, travelling by car/bakkie/truck as a passenger, travelling by car/bakkie/truck as the driver were the top two modes of travel.

8. Possession of a driver's licence

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

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

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

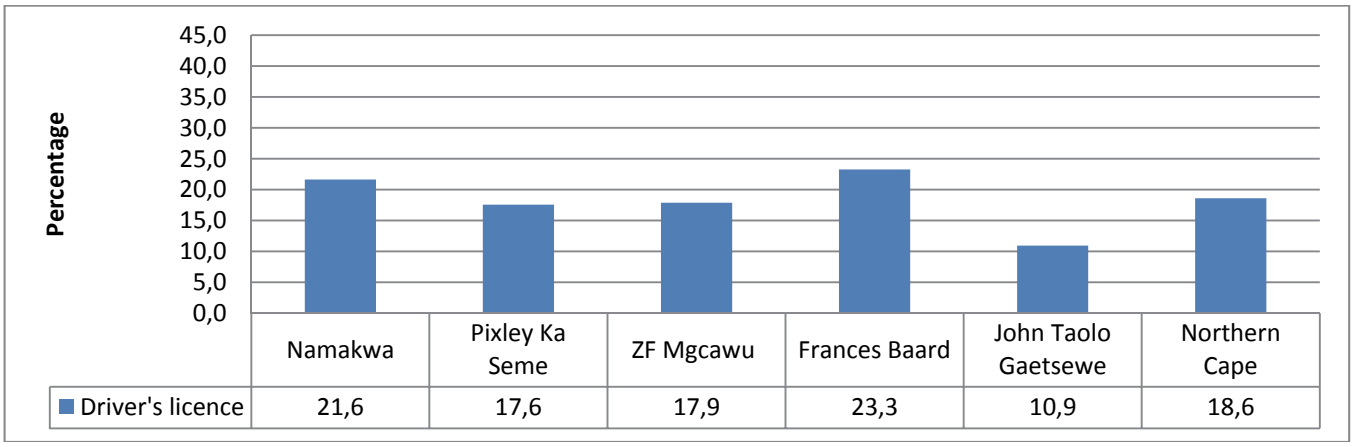
District municipality	Possession of driver's licence			
	Number 18 years older with licences across district municipality ('000)	Per cent with licences across district municipality	Number 18 years older and without licences across district municipality ('000)	Per cent without licences across district municipality
Namakwa	15	11,1	55	9,2
Pixley Ka Seme	20	14,3	92	15,3
ZF Mgcawu	29	20,8	131	21,8
Frances Baard	58	42,0	191	31,6
John Taolo Gaetsewe	16	11,9	133	22,1
Northern Cape	**138**	**100,0**	**603**	**100,0**

Totals used to calculate percentages excluded unspecified cases.

Table 8.1 shows persons aged 18 years and older who have a driver's licence in Northern Cape. Most of the people who had a driver's licence lived in Frances Baard DM (42,0%), followed by ZF Mgcawu DM (20,8%) and Pixley Ka Seme DM (14,3%). Namakwa DM (11,1%) had the lowest percentage of people with a driver's licence.

The table further indicates that the percentage of people in all district municipalities of Northern Cape without a licence was highest in Frances Baard DM (31,6%), followed by John Taolo Gaetsewe DM (22,1%) and ZF Mgcawu DM (21,8%).

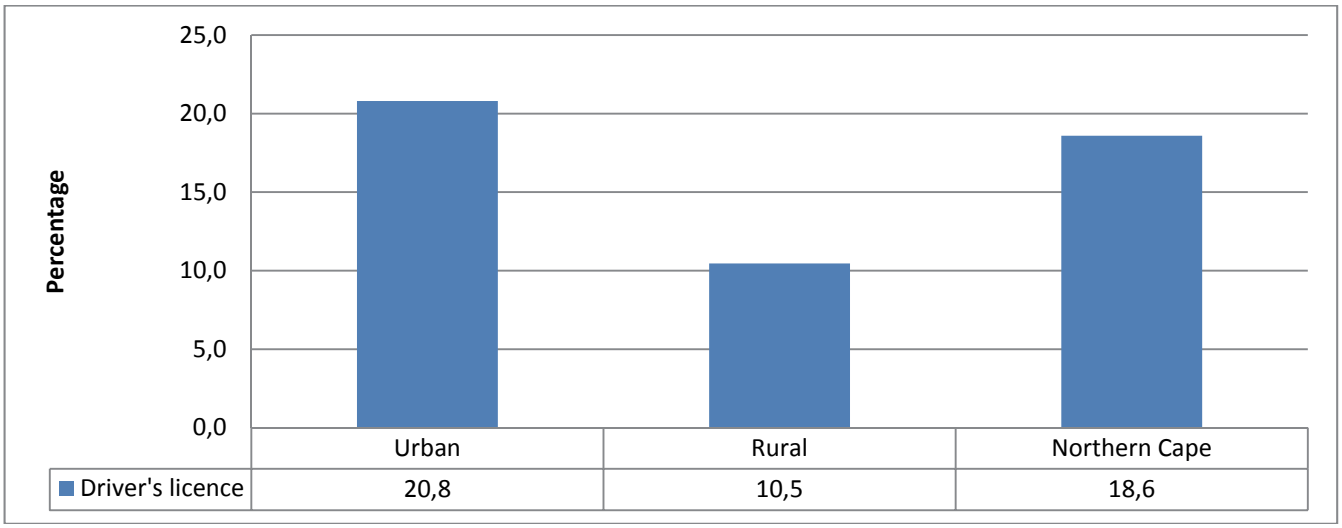
Figure 8.1: Percentage of persons aged 18 years and older with a driver's licence by district municipality



Percentages calculated within district municipalities.

According to Figure 8.1, almost nineteen (18,6%) per cent persons aged 18 years and older had a driver's licence in Northern Cape. Persons aged 18 years and older living in Frances Baard DM (23,3%) and Namakwa DM (21,6%) were significantly more likely to have a driver's licence.

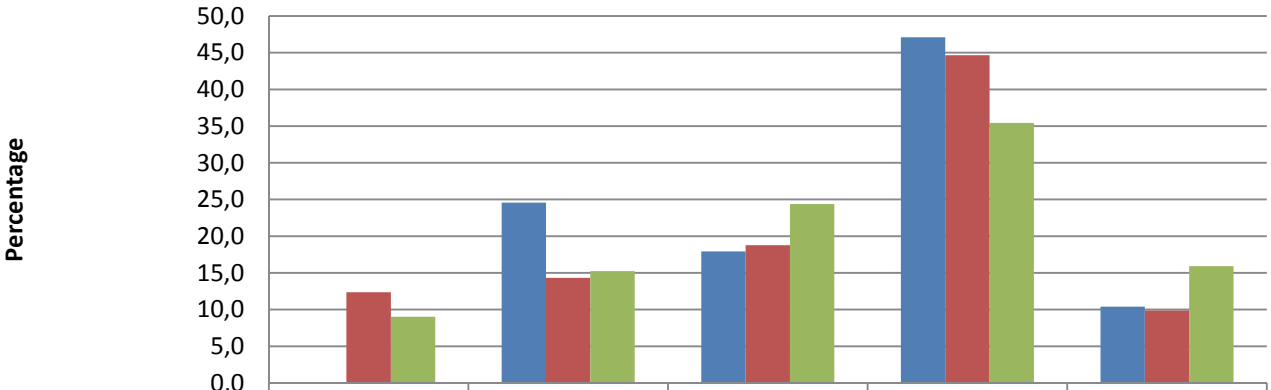
Figure 8.2: Possession of a driver's licence among those aged 18 years and older by geographic location



Percentages calculated within geographical location.

In terms of geographic location, the highest proportions of persons aged 18 years and older with a driver's licence were located in urban areas (20,8%). Only 10,5% of persons residing in the rural areas were in possession of a driver's licence.

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



	Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe
Motorcycle	0,0	24,6	17,9	47,1	10,4
Light motor vehicle	12,4	14,3	18,8	44,6	9,9
Heavy motor vehicle	9,0	15,2	24,4	35,4	15,9

Percentages calculated across district municipalities.
Note: Motorcycle (Codes A1,A), Car (Codes B, EB), Heavy vehicle (Codes C, C1, EC, EC1).

Figure 8.3 indicates the percentage of individuals in possession of a driver's licence by type of driver's licence and district municipality. Frances Baard DM had the highest percentage of persons with a motorcycle (47,1%), light motor vehicle (44,6%) and heavy motor vehicle (35,4%) licence. Motorcycle licences were also prevalent in Pixley Ka Seme DM (24,6%) and ZF Mgcawu DM (17,9%).

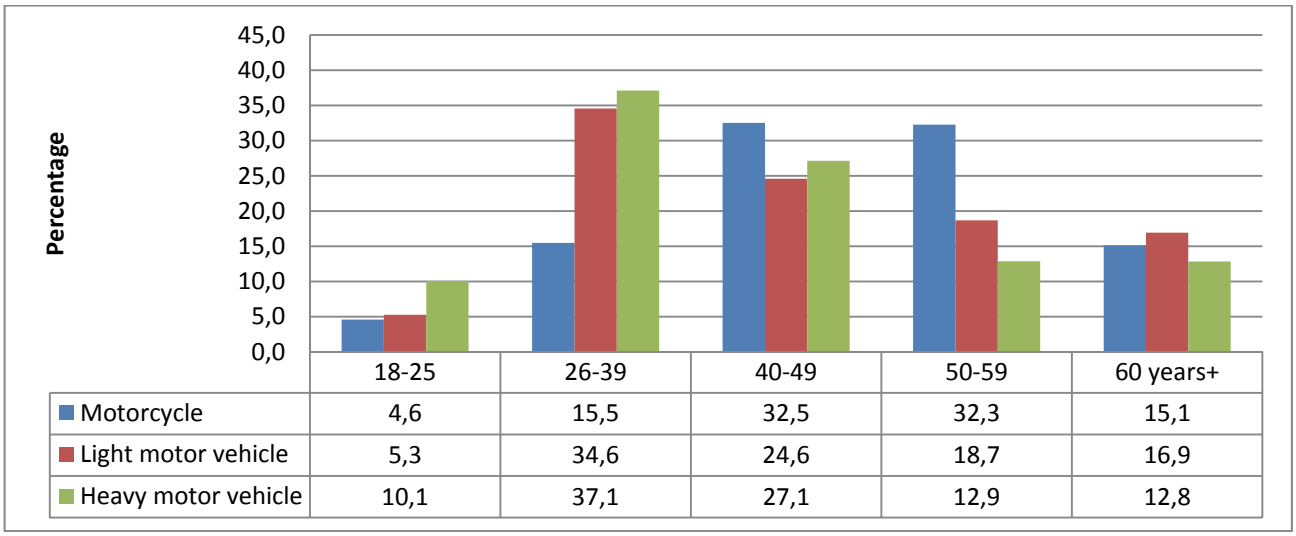
Table 8.2: Number of persons aged 18 years and older with light motor vehicle driver's licence by age group and district municipality

Age group	Statistics number ('000)	District municipality					
		Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
18–25	Number	1	*	1	2	*	4
26–39	Number	2	3	6	15	3	29
40–49	Number	3	3	3	9	2	21
50–59	Number	2	2	2	7	2	16
60 years and more	Number	3	4	3	5	*	14
Total	**Number**	**10**	**12**	**16**	**37**	**8**	**84**

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

Table 8.2 shows the number of persons aged 18 years and older who were in possession of a light motor vehicle licence. Provincially, there were 84 000 individuals aged 18 years and older who were in possession of a light motor vehicle licence. The table also indicates that the highest number of persons with a light motor vehicle driver's licence were in the age group 26–39. Persons in the age category 18–25 years comprised the smallest number of persons in possession of a light motor vehicle licence.

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



	18-25	26-39	40-49	50-59	60 years+
Motorcycle	4,6	15,5	32,5	32,3	15,1
Light motor vehicle	5,3	34,6	24,6	18,7	16,9
Heavy motor vehicle	10,1	37,1	27,1	12,9	12,8

Figure 8.4 indicates the percentage of persons aged 18 years and older with a driver's licence by age group. Persons aged 40–49 and 50–59 years were more likely to possess a motorcycle licence than other age groups. Most holders of light and heavy motor vehicle licences were from the age group 26–39 years. The age group 18–25 years had the lowest percentage of persons holding any type of driver's licence.

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

Age group	Statistics ('000)	District municipality					
		Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
18–25	Number	1	*	1	1	2	5
26–39	Number	1	3	6	6	3	19
40–49	Number	1	2	3	6	2	14
50–59	Number	1	1	1	3	1	7
60 years and more	Number	1	2	1	2	1	7
Total	**Number**	**5**	**8**	**12**	**18**	**8**	**51**

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

The table above shows the number of persons aged 18 years and older who were in a possession of a heavy motor vehicle driver's licence. The number of persons aged 18 years and older with a heavy motor vehicle driver's licence were significantly more in the age group 26–39 in all DMs, followed by the age group 40–49. The age group 18–25 years recorded the smallest number of persons in possession of a heavy motor vehicle driver's licence.

Frances Baard DM (18 000) comprised that largest number of persons aged 18 years and older in possession of a heavy motor vehicle driver's licence, followed by ZF Mgcawu DM (12 000). Namakwa DM (5 000) recorded the smallest number of persons in possession of a heavy motor vehicle driver's licence.

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

Sex	Statistics ('000)	District municipality					
		Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
Male	Number	11	14	22	38	12	96
	Per cent	73,3	70,0	75,9	65,5	75,0	69,6
Female	Number	4	6	7	20	4	41
	Per cent	26,7	30,0	24,1	34,5	25,0	29,7
Total	**Number**	**15**	**20**	**29**	**58**	**16**	**138**
	Per cent	**100**	**100**	**100**	**100**	**100**	**100**

Males in ZF Mgcawu DM (75,9%) were more likely to be in possession of a light and/or heavy motor vehicle licence as compared to the other DMs. Frances Baard DM (34,5%) recorded the highest proportion of females in the province who were in possession of a light and/or heavy motor vehicle licence.

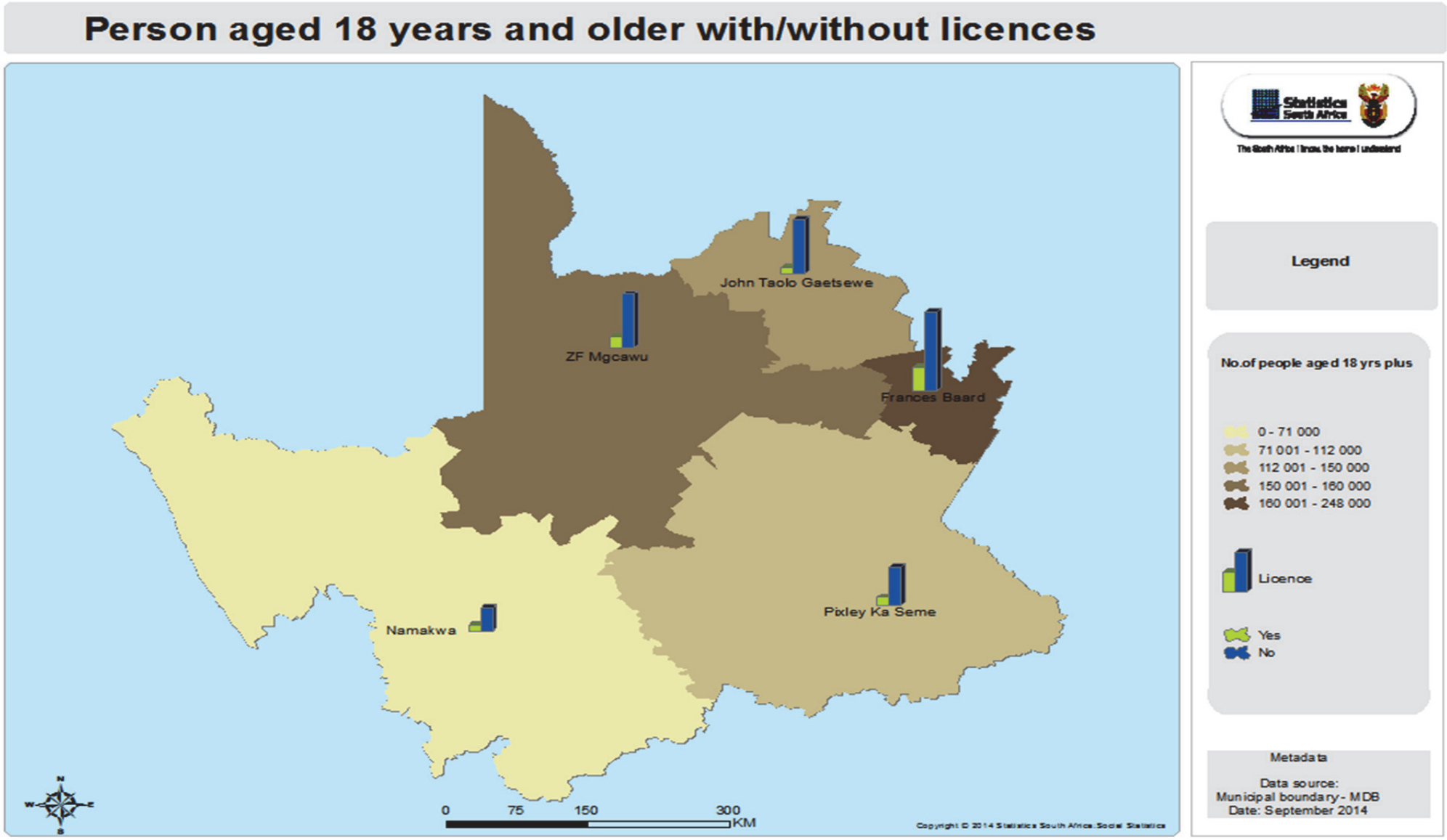
Table 8.5: Number of persons aged 18 years and older in possession of a drivers' licence (light motor and heavy motor vehicle) by population group and district municipality

Population group	Statistics ('000)	District municipality					
		Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
Black African	Number	*	5	9	20	12	**46**
	Per cent	*	25,0	31,0	34,5	75,0	**33,3**
Coloured	Number	11	7	11	20	4	**54**
	Per cent	73,3	35,0	37,9	34,5	25,0	**39,1**
Indian/Asian	Number	*	*	*	2	*	**2**
	Per cent	*	*	*	3,5	*	**1,5**
White	Number	4	7	9	15	*	**36**
	Per cent	26,7	35,0	31,0	25,9	*	**26,1**
Total	**Number**	**15**	**20**	**29**	**58**	**16**	**138**

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

Table 8.5 shows that the coloured population was more likely to be in possession of a light motor and heavy motor driver's licence than other races. The majority of coloured persons aged 18 years and older who were in possession of a driver's licence were from Namakwa DM (73,3%), followed by ZF Mgcawu DM (37,9%).

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



9. Households

9.1 Introduction

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

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

9.2 Socio-economic circumstances of households

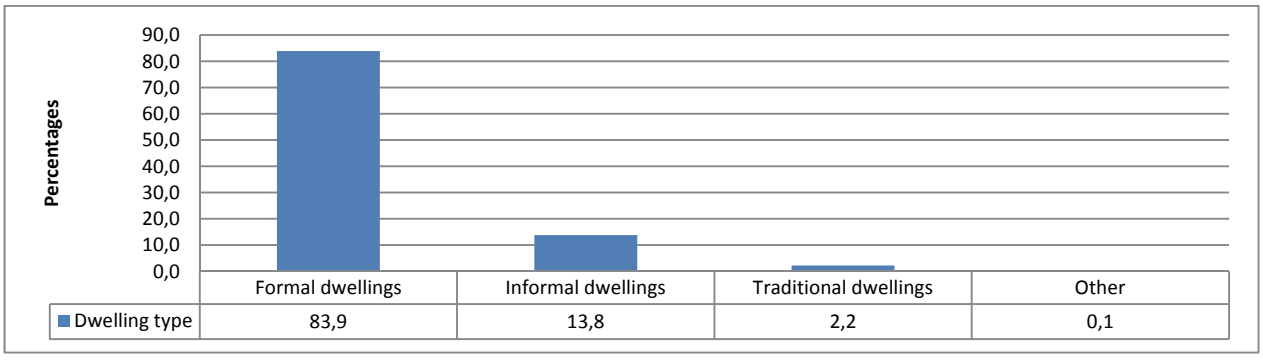
Table 9.1: Dwelling type of household, by district municipality

	District municipality (per cent within district municipality)					
Dwelling type	**Namakwa**	**Pixley Ka Seme**	**ZF Mgcawu**	**Frances Baard**	**John Taolo Gaetsewe**	**Northern Cape**
Formal dwellings	98,6	82,3	77,6	87,0	79,1	83,9
Informal dwellings	0,4	16,4	22,4	12,8	10,9	13,8
Traditional dwellings	0,5	1,3	*	*	10,1	2,2
Other	0,6	*	*	0,2	*	0,1
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
'Other' includes: Caravan/tent, flat or apartment, cluster house, etc.

Table 9.1 illustrates information about the type of household dwellings in Northern Cape. The majority of households in the province lived in formal dwellings (83,9%), followed by informal dwellings (13,8%). Only a small percentage of households were found to be residing in traditional dwellings (0,1%). The same pattern is observed across all DMs.

Figure 9.1: Dwelling type of household



Percentages were calculated across district municipalities.
'Other' includes: caravan/tent, flat or apartment, cluster house, etc.

Figure 9.1 reveals that most households in the province (83,9%) lived in formal dwellings, followed by informal dwellings at 13,8%, and traditional dwellings at 2,2%.

Table 9.2: Source of household income, by district municipality

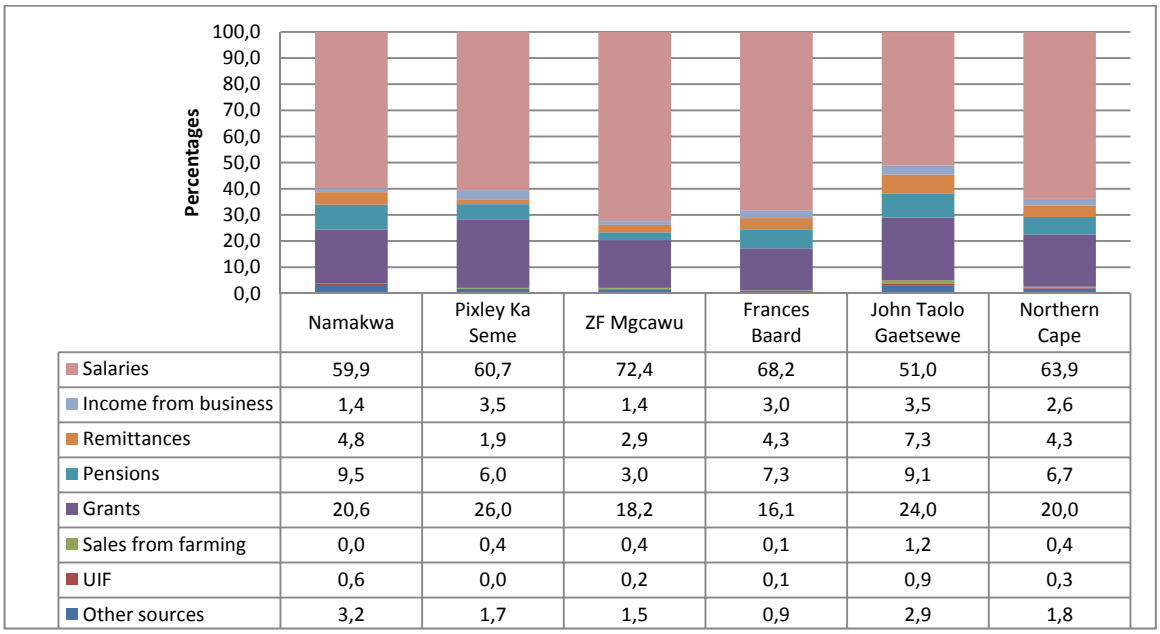
Source of household income	District municipality (per cent within income source category)					
	Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
Salaries/wages/ commission	9,1	14,9	25,5	35,8	14,7	**100,0**
Income from a business	4,2	14,9	10,5	50,1	20,3	**100,0**
Remittances/including child maintenance	9,1	8,9	18,0	30,2	33,7	**100,0**
Pensions	11,9	17,5	8,7	35,2	26,7	**100,0**
Grants	8,5	17,9	22,9	32,9	17,8	**100,0**
Sales of farming products and services	*	18,2	24,6	16,3	40,9	**100,0**
Income from UIF	13,4	*	27,3	17,7	41,6	**100,0**
Other income sources	14,2	15,6	22,0	21,1	27,2	**100,0**
Source of household income	**District municipality (per cent within district municipality)**					
	Namakwa	**Pixley Ka Seme**	**ZF Mgcawu**	**Frances Baard**	**John Taolo Gaetsewe**	**Northern Cape**
Salaries/wages/ commission	64,1	68,4	81,4	73,1	54,7	**69,9**
Income from a business	1,8	4,1	2,0	6,2	4,6	**4,2**
Remittances/including child maintenance	8,9	5,6	7,9	8,5	17,1	**9,6**
Pensions	15,6	15,0	5,2	13,5	18,4	**13,1**
Grants	42,0	57,4	52,0	47,7	46,7	**49,4**
Sales of farming products and services	*	0,9	0,8	0,4	1,6	**0,7**
Income from UIF	0,6	*	0,5	0,2	0,9	**0,4**
Other income sources	3,1	2,2	2,2	1,3	3,1	**2,2**

*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: Rental income, interest.

Table 9.2 illustrates the main source of household income by district municipalities. Most households (69,9%) received salaries/wages/commission as their main source of income, followed by grants (49,4%) and pensions (13,1%). Less than one per cent of households received income from the UIF (0,4%) and sales of farming products and services (0,7%). A large dependence on salaries/wages/commission was mostly found in ZF Mgcawu DM (81,4%), Frances Baard DM (73,1%), and Pixley Ka Seme DM (68,4%). Remittances/including child maintenance appeared to be an important source of income in John Taolo Gaetsewe DM (17,1%).

Although grants seemed to be an important source of income in all district municipalities, Pixley Ka Seme DM (57,4%) and ZF Mgcawu DM (52%) largely depended on grants compared to other district municipalities.

Figure 9.2: Main source of household income by district municipality

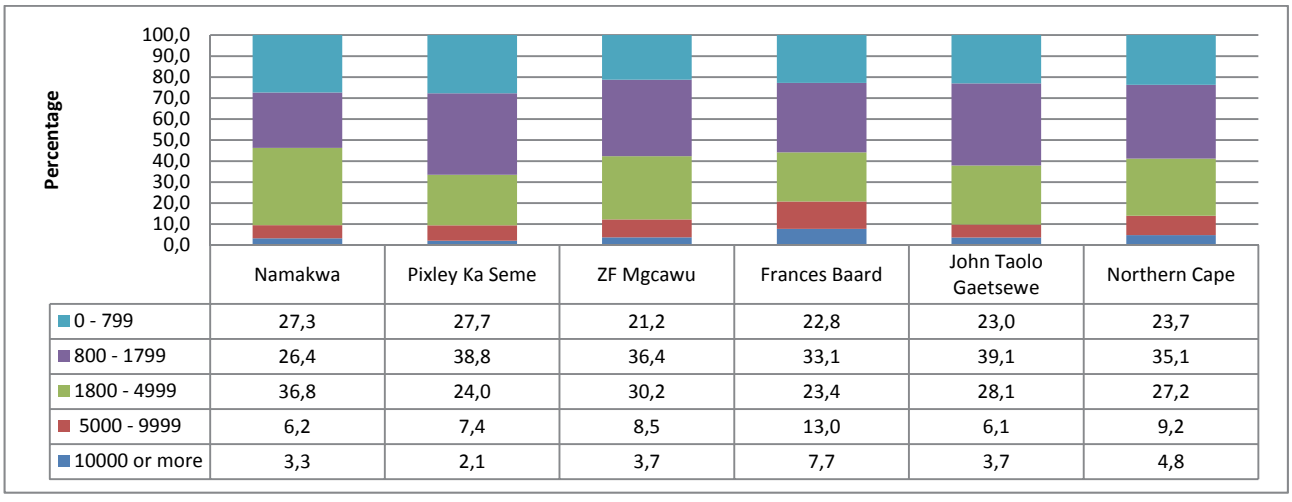


	Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
Salaries	59,9	60,7	72,4	68,2	51,0	63,9
Income from business	1,4	3,5	1,4	3,0	3,5	2,6
Remittances	4,8	1,9	2,9	4,3	7,3	4,3
Pensions	9,5	6,0	3,0	7,3	9,1	6,7
Grants	20,6	26,0	18,2	16,1	24,0	20,0
Sales from farming	0,0	0,4	0,4	0,1	1,2	0,4
UIF	0,6	0,0	0,2	0,1	0,9	0,3
Other sources	3,2	1,7	1,5	0,9	2,9	1,8

Percentages were calculated within district municipalities.

Figure 9.2 shows the household's main source of income by district municipality. A large percentage of households received their main source of income from salaries (63,9%), followed by grants (20,0%) and pensions (6,7%). More than two-thirds of households in ZF Mgcawu DM (72,4%), followed by Frances Baard DM (68,2%) and Pixley Ka Seme DM (60,7%) were dependent on salaries as their main source of income. Pixley Ka Seme DM (26,0%) had a significant percentage of households who indicated that their main source of income was grants, followed by John Taolo Gaetsewe DM (24,0%), and Namakwa DM (20,6%). Only 0,4% of the households in Northern Cape received their main income by means of sales from farming.

Figure 9.3: Monthly household expenditure, by district municipality



	Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
0 - 799	27,3	27,7	21,2	22,8	23,0	23,7
800 - 1799	26,4	38,8	36,4	33,1	39,1	35,1
1800 - 4999	36,8	24,0	30,2	23,4	28,1	27,2
5000 - 9999	6,2	7,4	8,5	13,0	6,1	9,2
10000 or more	3,3	2,1	3,7	7,7	3,7	4,8

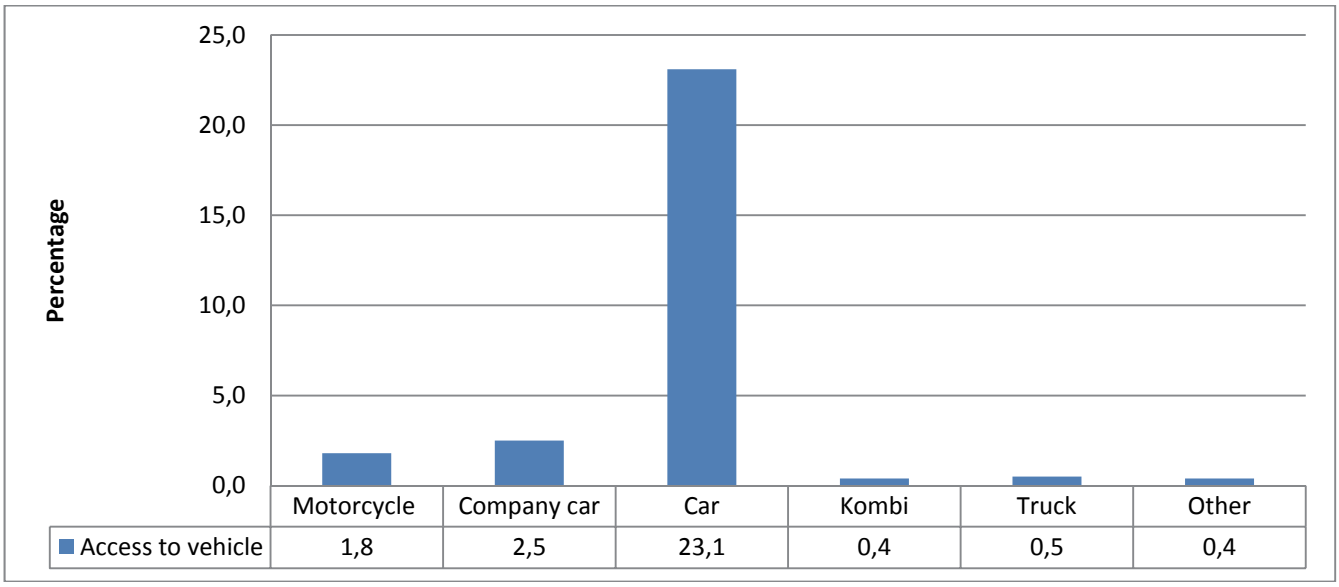
Figure 9.3 shows the monthly household expenditure patterns by municipality in the province. Approximately thirty-five per cent (35,1%) of households spent between R800 and R1 799 monthly, a large proportion of which were found in John Taolo Gaetsewe DM (39,1%), Pixley Ka Seme DM (38,8%) and ZF Mgcawu DM (36,4%). A total of 27,2% of households spent between R1 800 and R4 999 monthly, followed by those who spent between R0 and R799 (23,7%), while 9,2% spent between R5 000 and R9 999 monthly. Only 4,8% of households in Limpopo spent more than R10 000 monthly.

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

District municipality	Number of bicycles (per cent across district municipality, within Northern Cape)				
	0 bicycles		1+ bicycles		
	Number ('000)	Per cent	Number ('000)	Per cent	Number ('000)
Namakwa	29	10,3	1	5,0	30
Pixley Ka Seme	41	14,9	4	17,0	46
ZF Mgcawu	63	22,7	3	12,8	67
Frances Baard	91	32,5	13	52,6	104
John Taolo Gaetsewe	55	19,6	3	12,6	58
Northern Cape	**279**	**100,0**	**26**	**100,0**	**305**

Table 9.3 indicates the ownership of bicycles in working order in Northern Cape. Approximately 26 000 households owned at least one bicycle in the province. Out of the total number of bicycles owned by households, more than half of these households were located in Frances Baard DM (52,6%), and owned at least one bicycle. This was followed by households in Pixley Ka Seme DM (17,0%), while Namakwa DM (5,0%) had the lowest proportion of households who owned at least one bicycle.

Figure 9.4: Percentage of households who own or have access to vehicles (household and company-owned car, bakkie, station wagon and kombi)



Percentages calculated within mode of travel.
'Other' includes: Animal-drawn vehicles and bicycles.

Figure 9.4 shows household ownership or access to vehicles in the province. More than one out of five households reported to own or have access to a car (23,1%), followed by those who had access to a company car (2,5%) and motorcycle (1,8%).

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

District municipality	Type of vehicles (per cent across province, within Northern Cape)						
	Motor-cycles	Company car/ bakkie/station wagon/4x4	Household car/bakkie/ station wagon/4x4	Relatives'/ friends' car/ bakkie/station wagon/4x4	Minibus/ Kombi	Truck	Other
Namakwa	*	13,4	10,8	15,2	*	*	21,2
Pixley Ka Seme	28,2	15,6	15,6	20,6	27,3	27,3	*
ZF Mgcawu	27,5	12,4	22,1	26,7	*	27,0	*
Frances Baard	44,3	42,9	38,0	22,9	41,3	28,7	23,9
John Taolo Gaetsewe	*	15,8	13,6	14,6	31,4	17,0	54,9
Northern Cape	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
District municipality	**Type of vehicles owned (per cent within Northern Cape)**						
	Motor-cycles	**Company car/ bakkie/station wagon/4x4**	**Household car/bakkie/ station wagon/4x4**	**Relatives'/ friends' car/ bakkie/statio n wagon/4x4**	**Minibus/ Kombi**	**Truck**	**Other**
Namakwa	*	3,4	25,4	1,6	*	*	0,5
Pixley Ka Seme	3,1	2,6	23,9	1,4	0,7	0,8	*
ZF Mgcawu	2,1	1,4	23,3	1,3	*	0,6	*
Frances Baard	2,2	3,2	25,9	0,7	0,5	0,4	27,2
John Taolo Gaetsewe	*	2,0	16,2	0,8	0,6	0,4	0,7
Northern Cape	**1,7**	**2,5**	**23,1**	**1,0**	**0,4**	**0,5**	**0,4**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
Other includes: animal drawn transport and bicycle.

Table 9.4 shows households who owned and used at least one type of vehicle. In the province, more than one in five households owned a car/bakkie (23,1%), followed by 2,5% of households who had access to a company car, and 1,7% who had access to a motorcycle.

Compared to other districts, households in John Taolo Gaetsewe DM (16,2%) were less likely than those in other district municipalities to own a car/bakkie.

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

Table 9.5: Household travel time to services and facilities

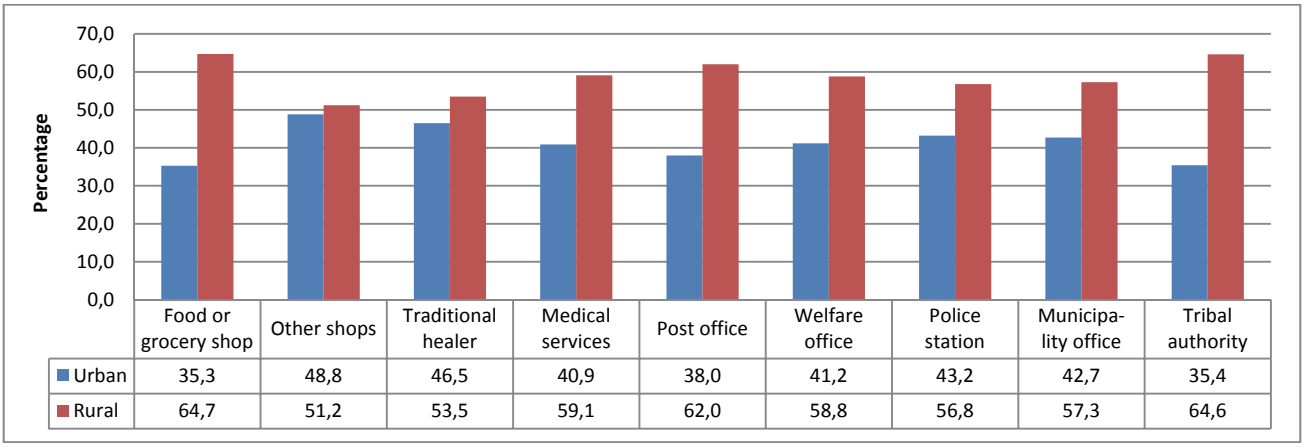
	Travel time (per cent of households within facility category)				
Facility	**1–15 min**	**16–30 min**	**31–60 min**	**>60 min**	**Total**
Food or grocery shops	36,1	38,9	18,0	7,0	**100,0**
Other shops	75,0	18,7	4,8	1,5	**100,0**
Traditional healer	45,7	32,2	10,3	11,8	**100,0**
Church	63,2	28,4	6,9	1,4	**100,0**
Medical service	44,2	36,0	16,2	3,6	**100,0**
Post office	44,1	37,9	15,0	3,0	**100,0**
Welfare office	25,7	26,6	13,1	34,7	**100,0**
Police station	43,5	35,6	17,0	3,9	**100,0**
Municipal office	38,6	38,6	18,5	4,3	**100,0**
Tribal authority	47,6	31,9	13,6	6,9	**100,0**
Financial services/banks	34,4	42,7	18,1	4,8	**100,0**

Totals used to calculate percentages excluded unspecified cases.

Table 9.5 shows the travel time by households to services and facilities. Most households who travelled to other shops (75,0%) travelled 15 minutes or less, followed by 18,7% who travelled between 16 and 30 minutes. Slightly more than six in ten households in the province who travelled to church travelled at most 15 minutes (63,2%) and 28,4% travelled between 16 and 30 minutes to get there. At least four in ten households who travelled to a traditional healer (45,7%), tribal authority (47,6%), medical services (44,2%), post office (44,1%) and police station (43,5%), travelled for 15 minutes or less.

More than a third (34,7%) of the households who travelled to a welfare office travelled for more than an hour, followed by 26,6% who travelled between 16 and 30 minutes and 25,7% within 15 minutes. More than a third of households who travelled to food or grocery shops (38,9%) travelled between 16 and 30 minutes.

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



	Food or grocery shop	Other shops	Traditional healer	Medical services	Post office	Welfare office	Police station	Municipality office	Tribal authority
Urban	35,3	48,8	46,5	40,9	38,0	41,2	43,2	42,7	35,4
Rural	64,7	51,2	53,5	59,1	62,0	58,8	56,8	57,3	64,6

Percentages calculated within selected services.

Figure 9.5 shows households who travelled for more than 60 minutes to their selected services. More than fifty per cent of households in rural areas indicated that they travelled for more than 60 minutes to reach selected services. Most of these households travelled to food or grocery shops (64,7%), followed by 64,6% who travelled to a tribal authority and 62,0% who travelled to a post office.

Households in urban areas were more likely to travel for more than an hour to other shops (48,8%), followed by 46,5% who travelled to a traditional healer, and 43,2% who travelled to the police station.

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

Mode	Service/facility (per cent within service facility category)										
	Food or grocery shops	Other shops	Traditional healer	Church	Medical service	Post office	Welfare office	Police station	Municipal office	Tribal authority	Financial services/ banks
Walk	26,7	75,0	4,9	66,7	47,0	42,3	36,6	40,9	36,7	9,6	24,8
Minibus taxi	41,1	6,1	0,9	5,1	20,6	16,7	20,6	16,6	25,2	3,4	36,3
Car/bakkie/ minibus (private)	27,9	13,6	1,2	19,2	23,0	20,3	14,2	18,1	20,9	2,4	25,3
Do not need to get there	1,1	3,7	90,7	8,0	7,5	19,1	26,8	22,6	15,2	81,7	11,6
Other	3,1	1,5	2,4	0,9	2,0	1,6	1,7	1,9	2,1	2,7	2,0
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
'Other' includes: Bus, metered taxi, truck lorry, bicycle, animal-drawn transport, etc.

Table 9.6 summarises the modes of travel used to access services and public facilities. To reach different services in the province, most households walked all the way, and only a few used transport. Almost two-thirds (66,7%) of households walked to church, and a further 47% walked all the way to medical services.

Transport by means of a minibus taxi was prevalent among households who needed to travel to food or grocery shops (41,1%) and financial services (36,3%). A quarter (25,3%) of households who needed to travel to financial services institutions, indicated that they used a car/bakkie/minibus (private) to reach their destination.

9.4 Attitudes and perceptions about transport

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

Transport related problems	District municipality (per cent of problems within Northern Cape)					
	Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
General problems						
No transport problems	23,5	20,6	14,3	24,4	14,4	**19,3**
Poor condition of roads	18,7	11,0	14,7	18,0	12,8	**15,2**
Rude drivers	6,9	3,7	9,0	10,9	5,2	**7,9**
Overload	1,0	1,7	1,1	1,9	6,7	**2,6**
Congestion	*	*	0,9	2,1	0,7	**1,0**
Crime	2,8	1,9	0,3	.	2,7	**1,2**
Parking	*	*	2,6	0,3	0,8	**0,9**
Other	1,0	0,8	1,3	2,5	1,7	**1,7**
Taxi						
Taxis too expensive	11,9	16,0	24,0	6,3	8,9	**12,8**
Reckless driving by taxi drivers	0,4	2,2	9,9	11,0	3,7	**7,0**
No taxis at specific times, e.g. late at night	7,9	2,2	8,3	3,1	12,7	**6,7**
Taxis too far	0,4	1,1	3,2	3,6	6,6	**3,5**
No taxis available	10,0	11,3	6,2	3,5	5,4	**6,2**
Bus						
No buses available	13,4	19,7	2,0	8,0	11,6	**9,5**
No buses at specific times, e.g. late at night	1,9	0,5	1,1	0,8	3,7	**1,6**
Buses too far	*	0,8	0,2	0,9	0,7	**0,6**
Buses too expensive	0,4	3,2	0,4	0,5	1,1	**1,0**
Reckless driving by bus drivers	*	*	0,2	0,6	0,5	**0,3**

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

Table 9.7 shows the most important transport related problems experienced by households. It should be noted that the question format enabled households to list two problems in their responses. During analysis, all problems mentioned were combined into one dataset, and the percentages in the above were calculated using the total number of problems mentioned as the divisor. According to the table, fewer than twenty per cent (19,3%) of households did not have transport related problems.

The poor condition of roads (15,2%) was the main problem mentioned in the province. With almost similar percentages, Namakwa DM (18,7%) and Frances Baard DM (18,0%) complained about the poor condition of roads as their main problem, followed by ZF Mgcawu DM (14,7%). The cost of using a taxi was also mentioned as a problem (12,8%), with households in ZF Mgcawu DM (24,0%) and Pixley Ka Seme DM (16,0%) citing taxis as being too expensive as their main problem.

About 9,5% of households indicated that the non-availability of buses in their district municipalities was their major problem, with Pixley Ka Seme DM having the highest percentage (19,7%) of households citing this as a major problem. Only 3,7% of households mentioned that buses were not available at specific times. Other problems that were mentioned included:

- Rude drivers (7,9%)
- Reckless driving by taxi drivers (7,0%)
- No taxis at specific times, e.g. late at night (6,7%)
- No taxis available (6,2%)

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

Factors influencing household's choice of mode of travel	District municipality (per cent within district municipality)					
	Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
Travel time	9,9	18,0	17,4	44,2	43,7	**30,9**
Travel cost	48,4	64,5	32,3	16,9	17,2	**30,6**
Flexibility	3,6	2,3	13,0	13,4	4,1	**8,9**
Safety from accidents	14,0	1,8	1,1	1,4	8,8	**4,0**
Comfort	0,8	1,6	6,8	8,1	8,9	**6,3**
Reliability	11,8	2,9	7,8	10,7	2,9	**7,5**
Distance from home to transport	*	0,7	6,5	2,5	8,9	**4,1**
Security from crime	5,5	1,9	0,5	0,4	0,7	**1,2**
Drivers' attitude	3,4	0,7	6,4	1,1	3,3	**2,9**
Other	2,5	5,6	8,3	1,3	1,5	**3,6**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
'Other' includes: Congestion, overload, crime, time not available/information inaccurate, etc.

According to Table 9.8, travel time (30,9%) and travel cost (30,6%) were the biggest determinants of modal choice. Households in Frances Baard DM (44,2%) and John Taolo Gaetsewe DM (43,7%) cited that travel time influenced their choice regarding the mode of transport, while 64,5% of households in Pixley Ka Seme DM and 48,4% in Namakwa DM were more concerned about travelling costs.

Flexibility as a factor influencing the household's choice regarding the mode of transport was more popular in ZF Mgcawu DM (13,0%) and Frances Baard DM (13,4%). Other factors that influenced households' choice regarding the mode of transport were reliability (7,5%), comfort (6,3%), distance from home to transport (4,1%) and safety from accidents (4,0%).

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

District municipality	Factors prioritised	% of households within province
Namakwa	Travel cost	48,4
	Safety from accidents	14,0
	Reliability	11,8
Pixley Ka Seme	Travel cost	64,5
	Travel time	18,0
	Reliability	2,9
ZF Mgcawu	Travel cost	32,3
	Travel time	17,4
	Flexibility	13,0
Frances Baard	Travel time	44,2
	Travel cost	16,9
	Flexibility	13,4
John Taolo Gaetsewe	Travel time	43,7
	Travel cost	17,2
	Comfort	8,9
Northern Cape	**Travel time**	**30,9**
	Travel cost	**30,6**
	Flexibility	**8,9**
Geographic location		
Urban	Travel cost	32,7
	Travel time	28,5
	Flexibility	10,0
Rural	Travel time	38,9
	Travel cost	23,6
	Distance from home to transport	8,1

Table 9.9 summarises the most important factors influencing the households' choice of mode of travel. The most important factors mentioned were travel time (30,9%), travel cost (30,6%) and flexibility (8,9%). Although most district municipalities mentioned the same factors influencing their choice with regard to mode of transport, Namakwa DM cited safety from accidents as one of the three most important factors influencing their choice pertaining to mode of travel.

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

	District municipality (per cent within district municipality)					
Mode of travel	**Namakwa**	**Pixley Ka Seme**	**ZF Mgcawu**	**Frances Baard**	**John Taolo Gaetsewe**	**Northern Cape**
Bus	4,5	0,5	3,2	2,1	4,4	**2,7**
Taxi	17,5	9,7	28,4	35,5	39,5	**29,4**
Car/bakkie/ truck driver	13,1	14,2	12,6	14,6	7,6	**12,6**
Car/bakkie/ truck passenger	10,0	19,2	17,6	9,6	15,8	**14,1**
Walk all the way	49,2	53,0	35,6	34,6	30,4	**37,9**
Other	5,8	3,4	2,6	3,6	2,3	**3,3**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 9.10 displays the main mode of travel usually used by households. The table shows that most households (37,9%) walked all the way to reach their destination. This is followed by taxis (29,4%), travelling by car/bakkie/truck as a passenger (14,1%) and travelling by car/bakkie/truck as the driver (12,6%). Only a small percentage of households travelled by bus (2,7%).

In terms of district municipalities, over a third of households in John Taolo Gaetsewe DM (39,5%) and Frances Baard DM (35,5%) used taxis as their main mode of transport. Nearly twenty per cent (19,2%) of households in Pixley Ka Seme DM travelled as passengers in car/bakkie/truck. Households who opted to travel by car/bakkie/truck as the driver were mostly found in Frances Baard DM (14,6%), Pixley Ka Seme DM (14,2%) and Namakwa DM (13,1%).

9.5 Household use of public transport at a glance

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

	Mode of travel (per cent within district municipality)	
Location	**Taxis**	**Buses**
District municipality		
Namakwa	18,7	12,4
Pixley Ka Seme	18,2	0,8
ZF Mgcawu	52,4	7,9
Frances Baard	65,9	7,0
John Taolo Gaetsewe	65,4	10,9
Northern Cape	**51,0**	**7,5**
Geographic region		
Urban	49,7	6,12
Rural	55,2	12,32
Reasons for non-use of service by non-users		
Not available	21,6	36,8
Service related reasons	20,7	12,2
Other reasons	57,7	51,0

'Other reasons' includes: Safety from accidents, can walk, costs, etc.

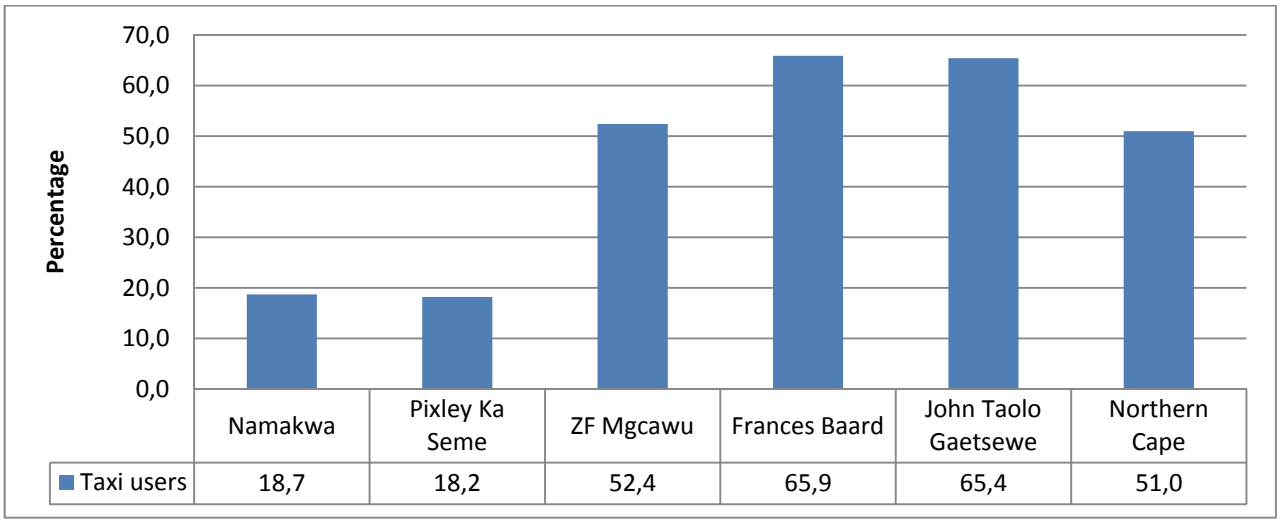
By comparison, taxis (51,0%) were more often used as public transport than buses (7,5%). District municipalities that reported high percentages of taxi usage were Frances Baard DM (65,9%), John Taolo Gaetsewe DM (65,4%) and ZF Mgcawu DM (52,4%). Only a small percentage of households in the province travelled by bus, with one out of ten households in Namakwa DM (12,4%) and John Taolo Gaetsewe DM (10,9%) opting to use this mode of transport.

In both urban and rural areas, most households reported to have used taxis as their public transport in the calendar month preceding the survey, with buses coming in as the second choice as far as main mode of transport was concerned.

There were fewer variations in reasons supplied by non-users for not having used public transport. The availability of transport was the major and most common reason in respect of both modes of transport for households who chose not to use public transport, with non-availability of taxis at 21,6% and non-availability of buses at 36,8%.

9.6 Use of minibus taxis

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



Percentages calculated within district municipalities.

Figure 9.6 shows the use of minibus taxis by district municipality. More than half of the households in Northern Cape indicated that they used taxis as their mode of travel. The proportions of taxi usage were virtually the same for Frances Baard DM (65,9%) and John Taolo Gaetsewe DM (65,4%), followed by ZF Mgcawu (52,4%).

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

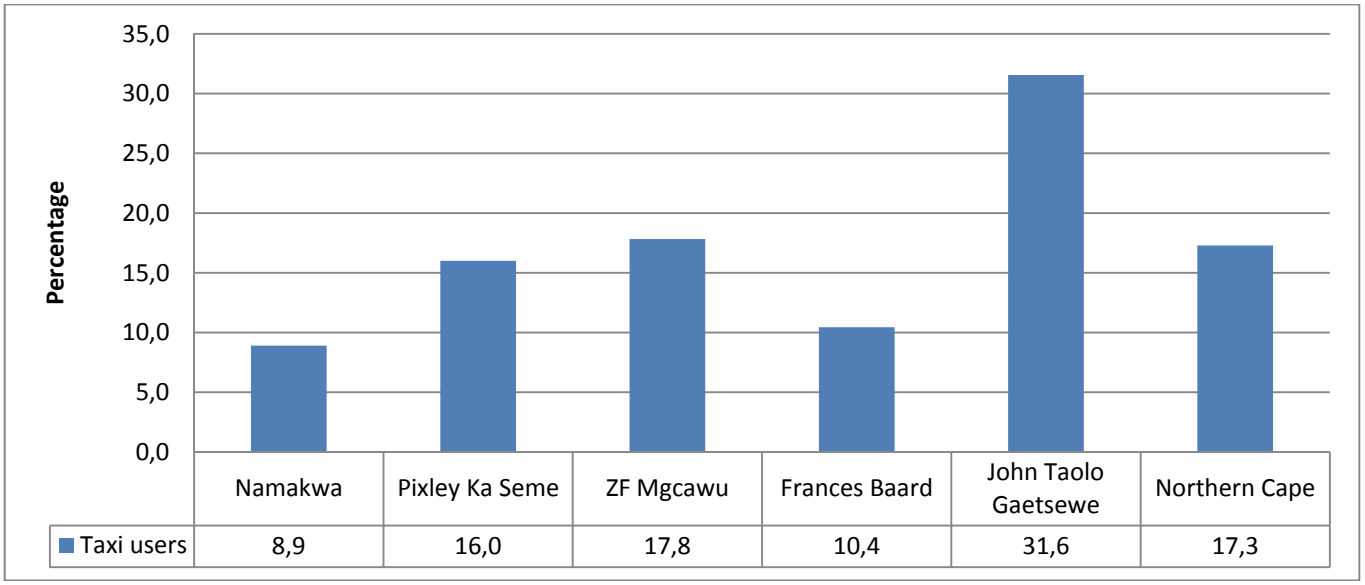
	Time category (per cent within district municipality)			
District municipality	**1–15 minutes**	**16–30 minutes**	**More than 30 minutes**	**Total**
Namakwa	91,1	8,9	*	**100,0**
Pixley Ka Seme	84,0	4,1	11,9	**100,0**
ZF Mgcawu	82,2	13,9	4,0	**100,0**
Frances Baard	89,6	8,7	1,8	**100,0**
John Taolo Gaetsewe	68,4	26,9	4,7	**100,0**
Northern Cape	**82,7**	**13,9**	**3,3**	**100,0**
Geographic location				
Urban	87,8	9,6	2,5	**100,0**
Rural	66,2	27,9	5,9	**100,0**

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

Table 9.12 presents the time taken to walk to the nearest taxi rank/route station by taxi users. Almost 83,0% (82,7%) of households who travelled by taxi walked for up to 15 minutes to the nearest taxi rank. Only one in ten households (13,9%) stated that they walked between 16 and 30 minutes to the nearest taxi rank, while 3,3% walked for more than 30 minutes.

In all districts, most households indicated that they walked for up to 15 minutes to get to the nearest taxi rank/route. Notwithstanding, more than a quarter (26,9%) of households in John Taolo Gaetsewe DM walked for between 16 and 30 minutes to the nearest taxi rank.

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



Percentages calculated within district municipalities.

Figure 9.7 shows that 17,3% of households in Northern Cape walked for more than 15 minutes to reach the nearest taxi rank. Of those who walked for more than 15 minutes, 31,6% resided in John Taolo Gaetsewe DM, 17,8% lived in ZF Mgcawu DM, and 16,0% were residents of Pixley Ka Seme DM.

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

Percentage of non-users	District municipality (per cent within district municipality, all reasons combined)					
	Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
Not available	40,1	21,6	19,6	7,8	22,1	**21,6**
Prefer private transport	9,1	14,4	22,2	37,6	20,0	**21,1**
Can walk	37,3	18,0	19,0	13,6	23,9	**21,6**
Don't travel much	5,6	20,0	12,3	6,2	10,6	**11,3**
Reasons relating to service attributes	6,9	25,4	22,0	27,2	18,9	**20,7**
Other reasons	0,5	0,6	3,1	6,5	3,0	**2,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

The most prevalent reasons for not using minibus taxis were the non-availability of taxis and being able to walk all the way to the intended destination (both at 21,6%), followed by households who preferred private transport (21,1%). Slightly more than twenty per cent (20,7%) of households mentioned reasons relating to service attributes as the reason for not using minibus taxis.

Most households in Namakwa DM did not make use of minibus taxis because of their availability (40,1%); a further 37,3% of households stated that they could walk to their final destinations. Approximately 37,6% of households in Frances Baard DM preferred private transport, followed by those who mentioned reasons relating to service attributes as the reason for not using minibus taxis (27,2%). More than twenty per cent (23,9%) of households in John Taolo Gaetsewe DM indicated that they could walk to their destinations, and 22,1% said that taxis were not available in their DM.

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

Attributes of the minibus taxi services	District municipality (per cent of across district municipalities, within NC)					
	Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
The distance between the taxi rank/route and your home	2,1	4,0	23,8	31,4	38,7	**100,0**
The travel time by taxi	3,7	4,8	26,6	30,8	34,1	**100,0**
Security on the walk to/from the taxi rank	3,0	5,1	14,8	44,4	32,7	**100,0**
Security at the taxi ranks	2,4	4,7	17,9	41,0	34,0	**100,0**
Security on the taxis	1,9	5,1	14,8	43,2	35,0	**100,0**
The level of crowding in the taxis	2,9	4,2	19,8	36,0	37,0	**100,0**
Safety from accidents	2,3	1,2	18,6	39,4	38,5	**100,0**
The frequency of taxis during peak period	1,8	2,6	16,6	39,4	39,5	**100,0**
The frequency of taxis during off-peak period	1,6	4,5	17,9	41,7	34,4	**100,0**
The waiting time for taxis	2,6	4,5	25,2	32,4	35,2	**100,0**
The taxi fares	1,5	4,7	36,8	22,6	34,3	**100,0**
The facilities at the taxi ranks, e.g. toilets, offices	2,0	4,2	30,7	33,7	29,5	**100,0**
Roadworthiness of taxis	1,4	4,6	14,1	31,7	48,3	**100,0**
Behaviour of the taxi drivers towards passengers	1,1	1,1	20,3	43,1	34,5	**100,0**
The taxi service overall	1,3	4,1	24,8	29,9	39,9	**100,0**
Attributes of the minibus taxi services	**District municipality (per cent within district municipality)**					
	Namakwa	**Pixley Ka Seme**	**ZF Mgcawu**	**Frances Baard**	**John Taolo Gaetsewe**	**Northern Cape**
The distance between the taxi rank/route and your home	17,3	21,5	30,6	20,9	44,7	**28,9**
The travel time by taxi	29,5	25,7	34,4	20,1	39,5	**28,7**
Security on the walk to/from the taxi rank	52,7	26,8	21,3	28,4	46,4	**31,2**
Security at the taxi ranks	46,4	28,9	28,8	29,3	53,3	**34,8**
Security on the taxis	31,7	26,8	20,9	26,5	48,8	**30,2**
The level of crowding in the taxis	20,7	20,2	22,9	20,7	38,9	**25,6**
Safety from accidents	14,8	5,6	19,9	21,0	36,5	**23,5**
The frequency of taxis during peak period	14,3	14,1	24,7	26,0	44,8	**29,5**
The frequency of taxis during off-peak period	14,3	28,2	30,9	32,4	46,4	**34,8**
The waiting time for taxis	28,0	32,5	43,0	28,2	53,7	**38,0**
The taxi fares	16,6	34,2	63,6	20,1	53,6	**38,7**
The facilities at the taxi ranks, e.g. toilets, offices	22,4	33,6	60,9	32,0	56,4	**43,7**
Roadworthiness of taxis	9,0	20,4	14,9	17,0	45,5	**23,5**
Behaviour of the taxi drivers towards passengers	8,1	5,7	24,7	26,3	44,0	**28,1**
The taxi service overall	9,3	18,5	27,0	16,7	39,9	**24,5**

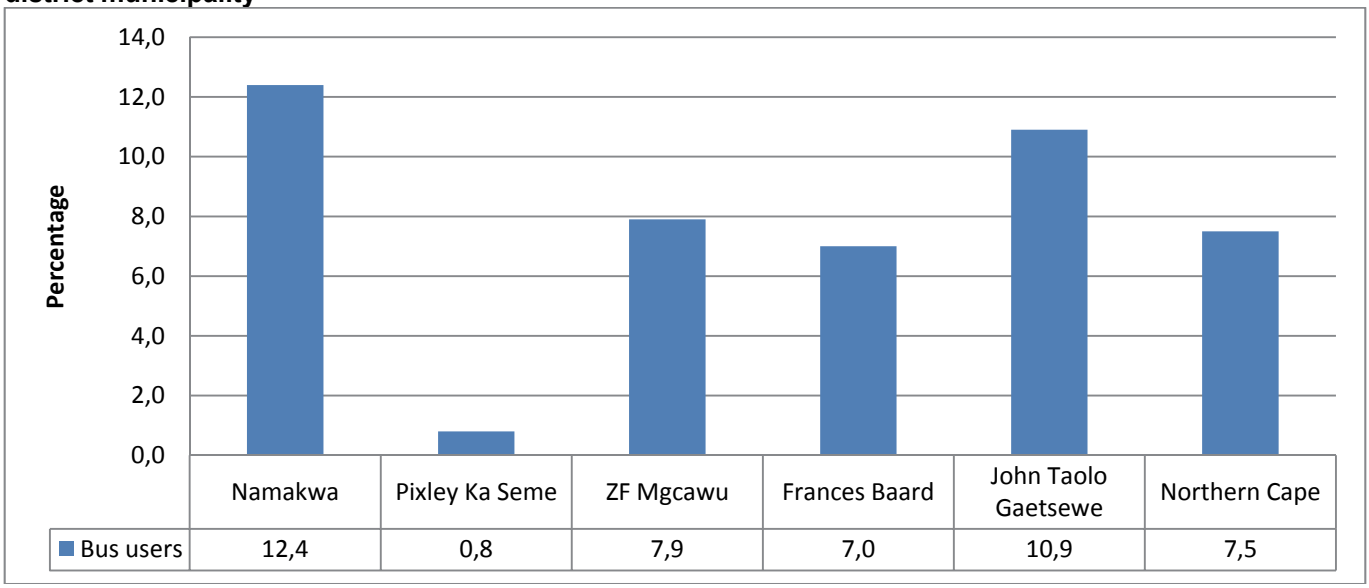
Table 9.14 presents the level of dissatisfaction with minibus taxi services in the province. A significant percentage of households were dissatisfied with the facilities at the taxi rank (43,7%), taxi fares (38,7%) and the waiting time for taxis (38,0%). Other services such as security at the taxi rank and the frequency of taxis during off-peak period (both at 34,8%) also contributed a noteworthy share to the dissatisfaction levels of households.

More than sixty per cent of households in ZF Mgcawu DM were dissatisfied with taxi fares (63,9%) and facilities at the taxi rank (60,9%), while more than a half of the households in John Taolo Gaetsewe DM also complained about taxi fares (53,6%) and facilities at the taxi rank (56,4%). Close to a third of households in Namakwa DM were concerned with the security on the taxis (31,7%). On the other hand, John Taolo Gaetsewe DM mentioned safety from accidents as one of the factors that contributed to their dissatisfaction levels (36,5%).

9.7 Use of buses

The household section in the questionnaire covered the usage of bus services. Table 9.15 shows the time in minutes it takes to reach the key service facility/bus station. The reasons for not travelling by bus are shown in Table 9.16, while dissatisfaction with bus services is illustrated in Table 9.17.

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



Approximately 7,5% of households in Northern Cape travelled by bus during the calendar month preceding the survey. Namakwa DM (12,4%) had the highest percentage of households who used buses as their mode of travel to go to different facilities, followed by John Taolo Gaetsewe DM (10,9%) and ZF Mgcawu DM (7,9%).

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

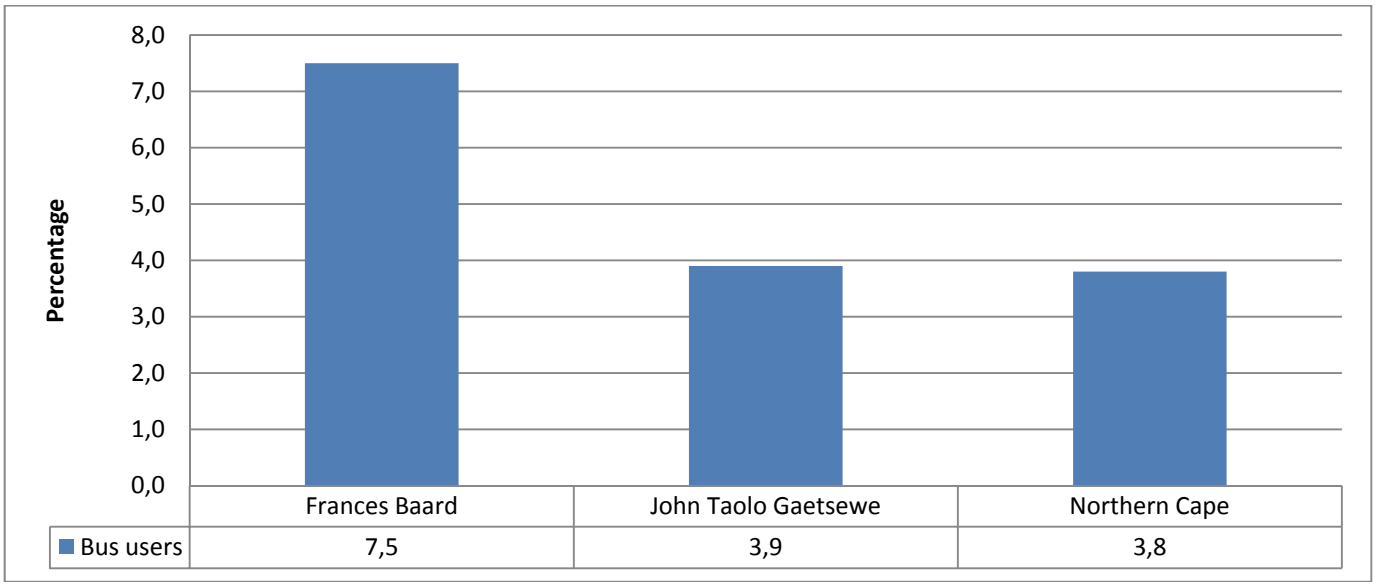
District municipality	Time category (per cent within district municipality)			
	1–15 minutes	16–30 minutes	More than 30 minutes	Total
Namakwa	89,9	10,1	*	**100,0**
ZF Mgcawu	73,5	26,5	*	**100,0**
Frances Baard	59,3	33,3	7,5	**100,0**
John Taolo Gaetsewe	73,7	22,4	3,9	**100,0**
Northern Cape	**72,5**	**23,7**	**3,8**	**100,0**
Geographic location				
Urban	69,0	31,0	*	**100,0**
Rural	77,1	13,8	9,0	**100,0**

*Unweighted numbers of 3 and below are too small to provide reliable estimates.
No data for Pixley Ka Seme DM

According to Table 9.15, nearly three-quarters (72,5%) of households in the province walked for up to 15 minutes to the nearest bus stop/station, while 23,7% walked for between 16 and 30 minutes. A few households walked for more than 30 minutes to reach the nearest bus stop/station (3,8%).

Namakwa DM had the highest percentage of households who walked for a maximum of 15 minutes to the nearest bus stop/station (89,9%), whilst most of the households in Frances Baard DM (33,3%) indicated that they walked for between 16 and 30 minutes. Households in both urban (69,0%) and rural (77,1%) areas were most likely to walk for up to 15 minutes to get to the nearest bus stop/station.

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



Percentages are too small to provide reliable estimates for Namakwa, Pixley Ka Seme and ZF Mgcawu DMs.

Figure 9.9 shows that 3,8% of households who travelled by bus walked for more than 30 minutes to the nearest bus station. Households from Frances Baard DM (7,5%) were more likely to walk for more than 30 minutes compared to those from other DMs .

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

Reasons	District municipality (per cent within district municipality, all reasons combined)					
	Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
Not available	49,8	41,6	59,9	19,1	31,6	**36,8**
Prefer taxi	2,0	2,7	10,7	20,8	16,7	**13,1**
Prefer private transport	7,6	9,9	11,6	16,1	8,0	**11,7**
Can walk	34,6	8,5	11,3	12,1	19,2	**15,1**
Don't travel much	2,3	21,0	4,9	14,4	4,0	**10,1**
Reasons relating to service attributes	3,4	15,7	1,1	16,0	19,3	**12,2**
Other	0,2	0,5	0,4	1,3	1,1	**0,9**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

'Other' includes: Bus too expensive, too much crime, too many accidents, etc.
*Unweighted percentages of 3 and below are too small to provide reliable estimates.

The most common reason given for not using a bus during the calendar month preceding the survey was the non-availability of buses in the province (36,8%), while some households also indicated that they could walk (15,1%) or that they preferred to travel by taxi (13,1%).

Households in ZF Mgcawu DM (59,9%) did not travel by bus because such a service was not available in their district municipality. Slightly more than twenty per cent (20,8%) of households in Frances Baard DM preferred using taxis, and one in ten in the same district municipality preferred private transport (16,1%).

Table 9.17: Dissatisfaction with bus services by district municipality

Attributes of the bus service	District municipality (per cent across district municipalities, within NC)					
	Namakwa	Pixley Ka Seme	ZF Mgcawu	Frances Baard	John Taolo Gaetsewe	Northern Cape
The distance between the bus stop and your home	17,3	1,9	19,7	34,3	26,7	**100,0**
The travel time by bus	16,4	*	26,5	32,2	24,9	**100,0**
Security on the walk to/from the bus stop	14,7	2,1	15,3	33,2	34,6	**100,0**
Security at the bus stops	12,8	1,9	16,5	28,0	40,9	**100,0**
Security on the buses	14,5	2,1	40,8	8,4	34,1	**100,0**
The level of crowding in the bus	22,4	*	27,7	23,8	26,0	**100,0**
Safety from accidents	17,4	2,6	28,6	17,7	33,7	**100,0**
The frequency of buses during peak period	13,5	*	18,2	16,9	51,4	**100,0**
The frequency of buses during off-peak period	7,7	*	16,8	28,1	47,5	**100,0**
The punctuality of buses	13,7	*	40,5	8,7	37,1	**100,0**
The bus fares	10,4	*	28,2	27,2	34,3	**100,0**
The facilities at the bus stop, e.g. toilets, offices	3,4	*	24,4	27,1	45,1	**100,0**
Behaviour of the bus drivers towards passengers	14,0	*	44,9	15,7	25,4	**100,0**
The bus service overall	10,3	*	23,0	40,3	26,4	**100,0**
Availability of information	11,0	*	33,3	6,7	49,0	**100,0**
Attributes of the bus service	**District municipality (per cent within district municipality)**					
	Namakwa	**Pixley Ka Seme**	**ZF Mgcawu**	**Frances Baard**	**John Taolo Gaetsewe**	**Northern Cape**
The distance between the bus stop and your home	27,4	29,6	21,6	28,0	25,2	**25,7**
The travel time by bus	21,2	*	25,2	22,0	19,0	**21,4**
Security on the walk to/from the bus stop	53,2	21,5	12,8	17,9	24,1	**20,6**
Security at the bus stops	58,2	21,5	15,8	17,4	31,7	**23,6**
Security on the buses	48,6	21,5	33,5	4,8	22,2	**20,4**
The level of crowding in the bus	26,5	*	23,2	15,8	19,1	**20,0**
Safety from accidents	14,4	21,5	16,7	7,8	16,2	**13,5**
The frequency of buses during peak period	10,5	*	11,2	6,8	23,1	**12,9**
The frequency of buses during off-peak period	6,3	*	12,1	12,1	22,8	**14,0**
The punctuality of buses	10,3	*	24,3	3,5	16,5	**12,7**
The bus fares	6,3	*	17,0	8,6	12,2	**10,6**
The facilities at the bus stop, e.g. toilets, offices	6,8	*	41,8	25,9	50,0	**32,4**
Behaviour of the bus drivers towards passengers	6,2	*	14,3	3,7	6,6	**7,3**
The bus service overall	6,2	*	10,9	15,9	10,7	**11,2**
Availability of information	7,7	*	13,4	2,0	16,4	**9,6**

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

Table 9.17 shows that 32,4% of households in the province were dissatisfied with the facilities at the bus stop, while over a quarter (25,7%) mentioned that the distance between the bus stop and their homes was also the main factor contributing to their dissatisfaction levels. Security at the bus stop also appeared to be one of their concerns with 23,6% of households citing this as cause for dissatisfaction.

John Taolo Gaetsewe DM recorded the highest percentage of households who indicated that facilities at the bus stop were their biggest concern (50,0%), followed by residents in ZF Mgcawu DM with 41,8%. The distance between the bus stop and home was a major stumbling block in Pixley Ka Seme DM (29,6%) and Frances Baard DM (28,0%). Namakwa DM had the highest proportion of households who were worried about security at the bus stop (58,2%).

10. Technical notes

10.1 The questionnaire

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

Table 10.1: Contents of the questionnaire

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

10.2 Transport Analysis Zones

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

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

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

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

10.3 Sampling and weighting

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

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

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

Table 10.2: Sample distribution across provinces

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

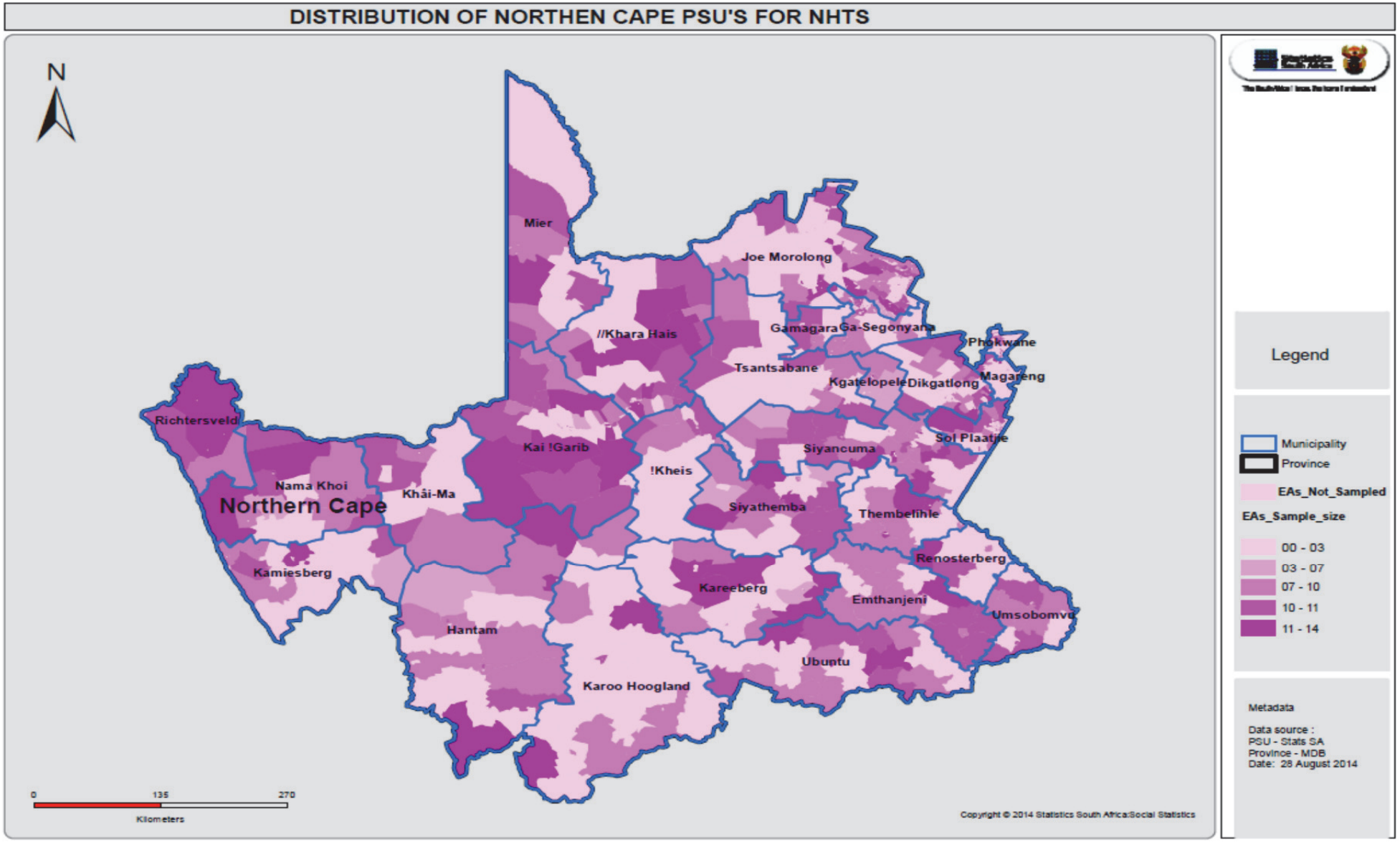
Table 10.3: Sample distribution across district municipality

District municipality	Number of PSUs	Average number of dwelling units per PSU	Total number of dwelling units
Namakwa	30	10	297
Pixley Ka Seme	46	10	449
ZF Mgcawu	44	10	439
Frances Baard	54	11	584
John Taolo Gaetsewe	32	10	334
Northern Cape	**206**	**10**	**2103**

10.4 Data collection

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

Map 10.1: PSU sample distribution



Map 10.2: TAZ zones in Northern Cape

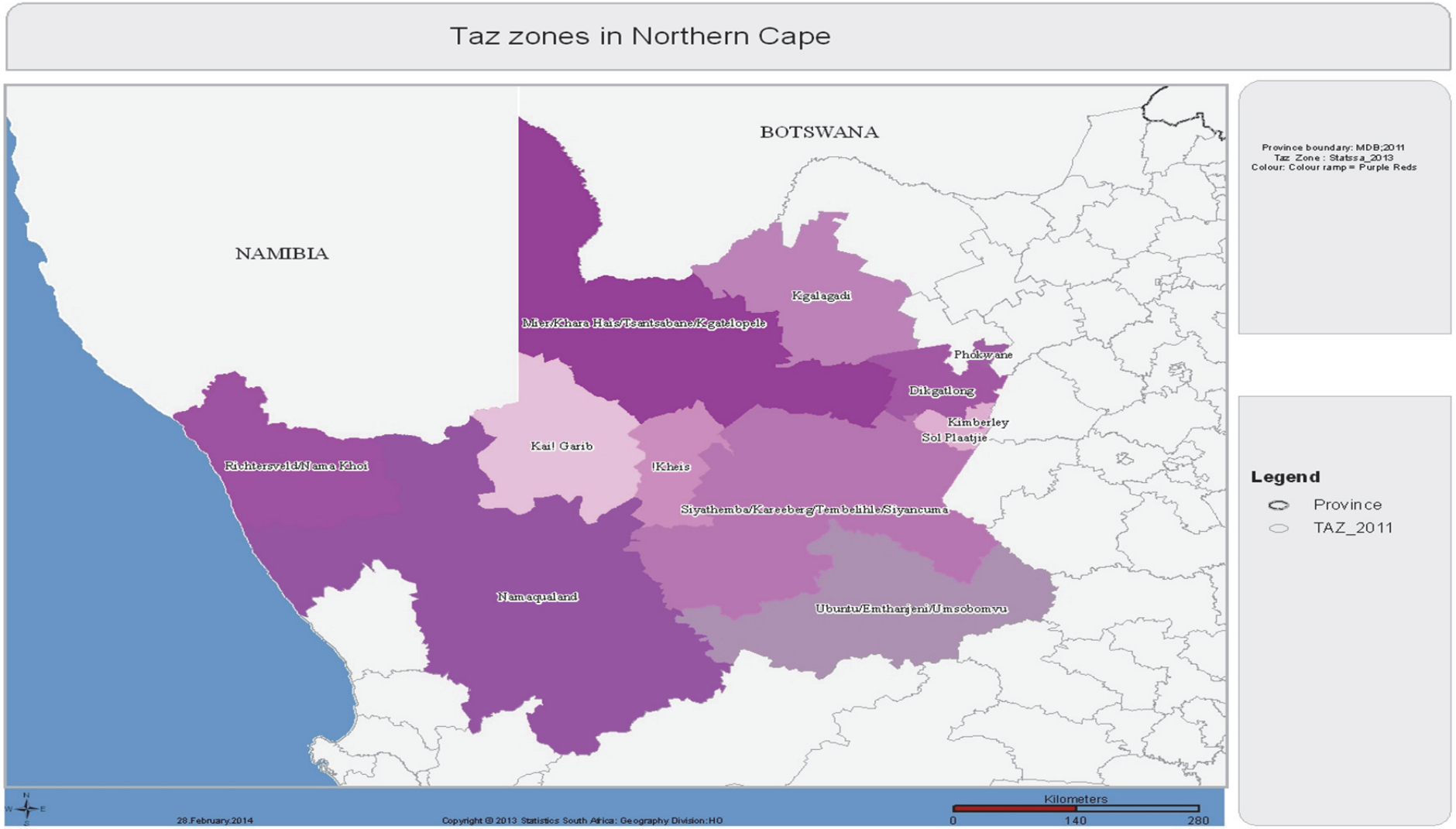
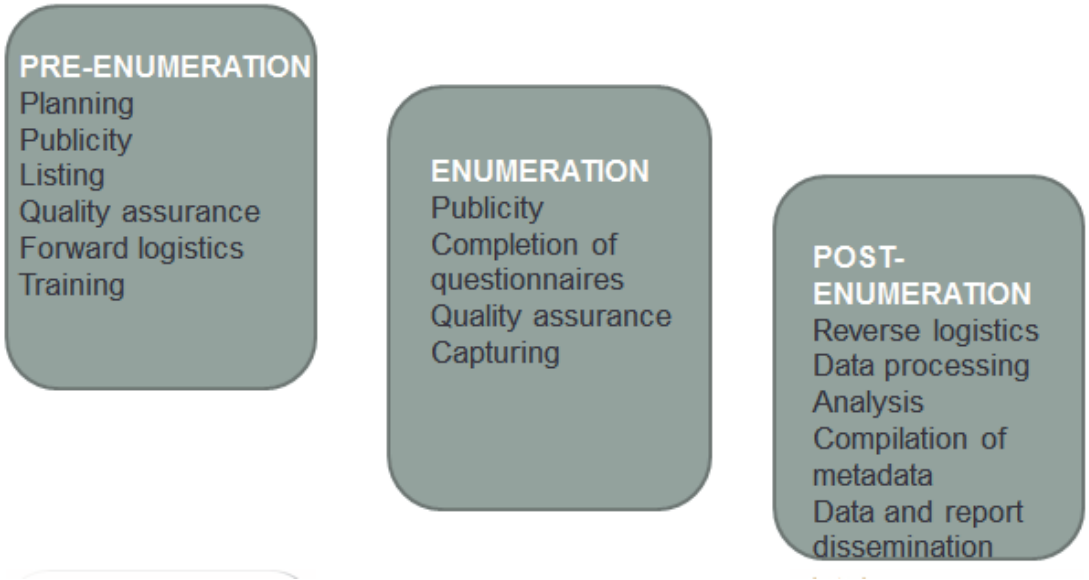


Figure 10.1: Phases of data collection



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

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

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

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

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

Data collection took place from 18 February to 20 March 2013. The data collection structure consisted of four levels as summarised in Table 10.2 below.

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

The following were the key roles of Quality Assurers:

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

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

Table 10.4: Data collection staffing framework with roles and responsibilities

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

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Table 10.5: Contract fieldwork force

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

10.5 Response rates

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

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

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

Table 10.7 summarises the response rates obtained nationally and in each province. The national response rate is slightly lower than that of the NHTS 2003, which was 86,6%. However, the decrease is in line with a general decrease in response rates for household surveys noted over the same time period.

Table 10.7: National and provincial level response rates

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

10.6 Limitations of the study

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

10.7 Comparability with previous surveys

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

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

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

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

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

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

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

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

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

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

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

Glossary

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

Concept	Definition
Enumeration area	An EA is the smallest geographical unit into which the country has been divided for census and survey purposes.
Enumeration area type	The EA type is classified according to set criteria profiling land use and human settlement within the area. For NHTS 2013, the following 10 EA types were used: Urban settlements (formal), informal settlements (usually urban), tribal settlements, farms, recreational land, institution, hostels, industrial, 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, South Africa, which links Johannesburg, Pretoria, Ekurhuleni and OR Tambo International Airport.
Home	The residential base of a household. In some circumstances individuals may have a second home (migrant labour).
Hostels	Hostels are characterised as single person's accommodation or converted family unit accommodation, consisting of a cluster of buildings. They could be either a 'men's or women's single quarters'. The buildings as well as other facilities such as parking lots are usually situated on a common site (see 'Special 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.
Household head/Acting household head	The household head is the person identified by the household as the head of that household and must (by definition of 'household') be a member of the household. If there is difficulty in identifying the head, the head must be selected in order of precedence as the person who either: • 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 the household head, 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 household head. You must ask the respondent who the household head is, and record it as that given to you. If the household head is an absentee head, i.e. does not reside at the dwelling unit for at least four nights a week, the acting household head (as indicated by the respondent) should be recorded as such on page 1 (Question A) of the questionnaire. If you find only children in a household (child-headed household), interview the eldest or the one taking responsibility.

Concept	Definition
Household members	Household members include all those that reside at the property for at least four nights a week. Do not include domestic workers as part of the household unless they are paid in kind.
Informal dwelling	A makeshift structure not erected according to approved architectural plans, for example, shacks.
Informal settlements	Informal settlements or 'squatter camps' usually occur on land that has not been proclaimed as residential. One or more structures are usually constructed on land, with or without the consent of the owner or person in charge of the land. These settlements are usually found on the outskirts of towns or in pockets inside towns, along railway lines and roads. They are also found in townships and in tribal areas, but in the latter case such settlements may have been classified as tribal.
Institutions	Institutions are communal places of residence for people with a common characteristic, such as a hospital, school hostel, prison, 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 motor bike A = Big motor bike B = Light motor vehicle (LMV) C = Heavy motor vehicle (HMV) Rigid 16000 kg>= C1 = HMV, 3500 kg up to 16000 kg EC1 = Heavy duty vehicle EC = Extra-heavy duty EB = LMV with trailer exceeding 750 kg
Main destination	The place that was visited in order to accomplish the main purpose of the trip.
Main mode of travel	The main mode of travel is the highest mode of travel used in the following hierarchy of travel modes: **1.** Train **2.** Bus **3.** Taxi **4.** Car driver **5.** Car passenger **6.** Walking all the way **7.** Other
Main purpose of trip	This is the purpose in the absence of which the trip would not have been made to the given destination or would not have been visited. A travel party, that is, a group of people making a trip together, has by convention only one main purpose for the trip e.g., a person accompanying his/her spouse on a business trip, but the main purpose still being business.
Metered taxi	A sedan, a cab or minibus which contains a meter which enables the operator to charge a passenger a rate per kilometre travelled.
Metropolitan	Covers the eight metropolitan local municipalities defined by the Municipal Structures Act, namely the entire jurisdictions of Cape Town, Ekurhuleni, eThekwini, Nelson Mandela Bay, Buffalo City, Mangaung, Johannesburg and Tshwane.
Minibus-taxi	A 10 to 16-seater vehicle which operates an unscheduled public transport service for reward. Most minibus-taxis operate to or from a rank.
Mode of travel	Type/means of transport used for travel purposes. This includes non-motorised transport, e.g. walking all the way, cycling or animal-drawn vehicles.

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

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

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