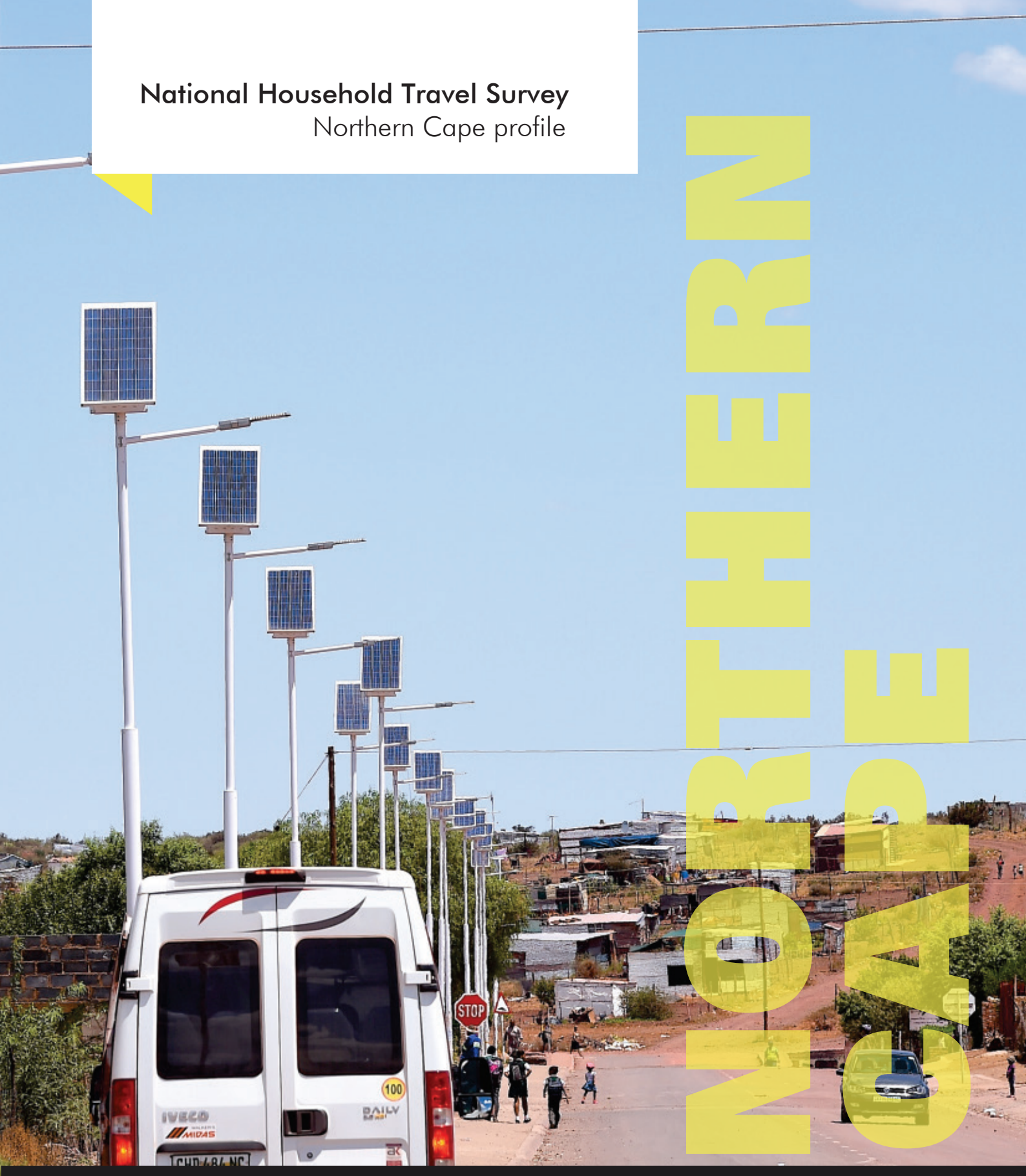
National Household Travel Survey
Northern Cape profile



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NHTS Provincial Report
Northern Cape Profile
2022

Statistics South Africa

Risenga Maluleke
Statistician General

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For technical enquiries, please contact:
Brenda Mosima
Brendamo@statssa.gov.za

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Abbreviations

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

Summary of key findings

Gaining a better understanding of general travel patterns of South Africans

Provincially, of the 1,3 million residents, nearly 1 million residents undertook trips seven days prior to interview. Frances Baard had the largest proportion of persons who undertook trips, with 33,7% followed by John Taolo Gaetsewe (23,8%) and ZF Mgcawu (18,7%). Namakwa had the lowest contribution on total number of persons who undertook trips, with only 9,0%.

Analysis by sex shows that generally, males were more likely to travel than females. The only day of the week when males and females were more likely to travel relatively the same was on Sundays when 43,5% of males travelled and 42,7% of females who travelled. Children of school-going age (the 5–6 and 7–14 years' age groups) were the most likely to find themselves on the road (more than 93%) on weekdays, whilst the 15–19 year's old age group were the second most likely group (more than 80%) to travel during these periods. 20–25 and 26–40 year's age groups were the most likely to find themselves on the road (about 50,0% to 52,6%) on weekends. The results also show that persons aged 55 years and above travelled consistently from Mondays to Fridays, though in lower percentages as compared to the 15–19 year's age group. Travelling patterns for this age group were 36,7% for Saturdays and 51,4% for Sundays.

Education and education-related travel

Learners' travel patterns and modes of transport

Learners in urban areas (76,6%) were more likely to attend an educational institution than those in rural areas (23,4%). The results show that 'walking all the way' was the primary method used by scholars to reach their school (67,2%). This pattern is also true for scholars with disabilities (56,1%). The results indicate that nationally, the vast majority of learners were attending classes rather than being taught through distance learning. Learners in Frances Baard counted the largest percentage of both learners who attended classes and distance learning at 33,3% and 34,4% respectively.

The main mode of travel used by learners to their educational institutions in the province, was walking all the way with over sixty per cent (64,2%), followed by those who were passengers in a car/truck (12,2%) and those who used the taxi (10,3%). Learners who used public transport were more likely to use taxis (57,8%) than buses (42,2%). The results show that most learners in the province walked all the way to their educational institutions because it is nearby/close enough to walk (69,4%). The second most common reason provided was that it was by choice (11,7%), this reason was most likely to be given in urban areas (14,5%). Approximately 53% of learners left their place of residence between 07:00 and 07:59, followed by those who left between 06:30 and 06:59 (31,8%), while 12,5% of them left before 06:30.

Those who used public transport experienced long travel times in the morning to access their educational institutions — learners using buses needed on average 54 minutes to get to their educational institutions. While those using taxis needed on average 35 minutes. The overall travel costs for learners have decreased across most modes of transport when comparing 2013 and 2020 data, except for car/truck as driver.

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

The majority of the working population worked for five days per week. ZF Mgcawu (67,1%), Frances Baard (60,8%) and John Taolo Gaetsewe (56,1%) had the highest percentage of workers who worked for five days a week and the lowest percentages of workers who worked for five days per week were found in Pixley ka Seme (51,6%) and Namakwa (52,8%). Workers in urban areas were more likely to work for five days a week compared to rural workers, with about sixty per cent of urban workers compared to 55% (54,9%) of rural workers indicating that they worked five days a week.

Provincially, the main mode of transport used to work was a private car as a driver, followed by walking all the way. Taxis were also indicated as a popular mode of transport. There was a significant decrease in the proportion of workers who walked all the way to various workplaces in Northern Cape between 2013 and 2020. 'Walking all the way' was more likely to occur in Namakwa (62,2%) than anywhere else in the province in 2013, whilst in 2020, Pixley ka Seme residents were more likely to walk than residents of other district municipalities (48,3%).

The majority of workers in the rural areas indicated the place of work being nearby/close enough to walk as the reason for walking all the way.

Total time travelled to work

In 2020, workers who used public transport experienced lengthy travel times in the morning to access their workplace; bus users travelled for 52 minutes, while taxi users travelled 45 minutes. Those who travelled by car/bakkie/truck as a passenger needed 39 minutes and those who drove took 30 minutes.

Business trips

The aim of this section is to analyse and interpret business trips in the Northern Cape. Frances Baard district has the most persons aged 15 years and older who undertook business trips. John Taolo Gaetsewe and ZF Mgcawu have almost the same number of workers taking business trips. Amongst all workers interviewed, most of them indicated that they had undertaken 1-5 trips prior to the interview. Main mode of transport mainly used by business travellers was car/truck as drivers.

Other travel patterns

In this section, other travel patterns were explored. Almost a third of the persons who were interviewed, had undertaken trips away from usual home/place of residence during the 12 months prior to the survey. John Taolo Gaetsewe had the highest proportion of those persons who undertook day trips. Most of those who undertook day trips indicated that they were visiting friends, family and/or ancestral home. Majority of those who undertook trips preferred using car/truck as passengers.

Frances Baard residents were most likely to undertake overnight trips, while Namakwa residents were the least likely to undertake overnight trips.

Household travel patterns, attitudes and perceptions

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

Most households who travelled to food or grocery shops (65,3%) travelled for 15 minutes or less, followed by those who travelled between 16 and 30 minutes (18,6%) and above 31 minutes (16,0%). A larger proportion of households travelled more than 60 minutes to reach tribal authorities (81,7%) and a Library (41,1%)

Use of taxis, buses and trains

According to the results, taxis (90,6%) were the most used public transport in the province during the month preceding the survey followed by buses (8,8%). Households that used taxis as their main mode of travel resided in Pixley ka Seme (98,0%), followed by those in Frances Baard (97,5%) and ZF Mgcawu (97,2%). The lowest proportion of households that used taxis were found in John Taolo Gaetsewe (73,7%).

Attitudes and perceptions about transport

It should be noted that the question format enabled households to list two transport problems in their responses. About twenty-one percent (21,5%) have indicated that they do not have transport related problems. No buses available (14,2%) was the most important transport-related problems experienced by households in the Northern Cape province, followed by Taxis being too expensive and poor conditions of roads with (11,5%) and (8,3%) respectively.

Dissatisfaction with taxi, bus, and reasons for not using trains services

The facilities at the taxi rank, e.g. shelters (51,4%), security at the taxi rank (40,3%), travel time by taxi (37,2%) and waiting time for taxi and taxi fare both at 36,5% were the attributes most likely to elicit dissatisfaction amongst users. The distance between the taxi rank/route and the home was more prevalent in John Taolo Gaetsewe (37,7%) and ZF Mgcawu at 22,1%. Households which were not satisfied with taxi travel times were found more in Frances Baard (51,3%) and ZF Mgcawu (40,7%). The level of crowding in the taxis was primarily important in ZF Mgcawu within 43,0%.

About 66,3% of households in the Northern Cape province were dissatisfied with the facilities at the bus stop, e.g. toilets, offices. 37,3% of households mentioned that the frequency of buses during peak period as the second main factor of contributing to their dissatisfaction levels followed by bus fares at 36,1%. All households in Pixley ka Seme indicated that the facilities at the bus stop, e.g. toilets, offices were their biggest concern followed by Frances Baard (80,0%) and John ZF Mgcawu (66,7%).

In 2020, Namakwa (74,6%) had the highest proportion of persons who indicated the non-availability of trains as the reason for not using the trains, followed by John Taolo Gaetsewe (72,1%) and ZF Mgcawu (59,0%). Same trends were observed as main reasons for not using train services due to preferring private transport in Frances Baard (15,3%) and Pixley ka Seme both at 7,1%).

Factors influencing the household's choice of transport

The results show the three most important factors influencing the household’s choice of mode of travel. In the Northern Cape, travel time (39,2%) was main significant factor influencing household’s choice of mode of travel. The reason was mostly stated by the households in Frances Baard (47,7%), Namakwa (46,4%) and ZF Mgcawu (40,5).

Availability, ownership and use of motor cars

Ownership of bicycles and/or access to cars

About 19 000 of households in Northern Cape province owned one to three bicycles. Those who owned three or less bicycles, Namakwa had the highest proportion of 26,9% then followed by John Taolo Gaetsewe and Pixley ka Seme with 26,5% and 23,1% respectively.

Risenga Maluleke
Statistician-General

2. General travel patterns

2.1 Trips undertaken during the seven days preceding the survey

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

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

District municipality	Undertook trip				Population ('000)	
	Number ('000)		Percentage of RSA			
	2013	2020	2013	2020	2013	2020
Frances Baard	357	337	36,4	33,7	382	394
John Taolo Gaetsewe	174	237	17,7	23,8	252	268
Namakwa	83	90	8,4	9,0	99	139
Pixley ka Seme	155	147	15,8	14,8	177	218
ZF Mgcawu	212	187	21,6	18,7	250	255
Northern Cape	**980**	**999**	**100,0**	**100,0**	**1 159**	**1 273**

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

Table 2.1 shows that the number of Northern Cape residents who travelled during the seven days prior to the survey increased from 980 000 in 2013 to 999 000 in 2020. Of those who took trips across all district municipalities, Frances Baard (33,7%) had the highest number of individuals who undertook trips, followed by John Taolo Gaetsewe (23,8%) and ZF Mgcawu (18,7%). Namakwa had the least number of persons who undertook trips (9,0%).

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

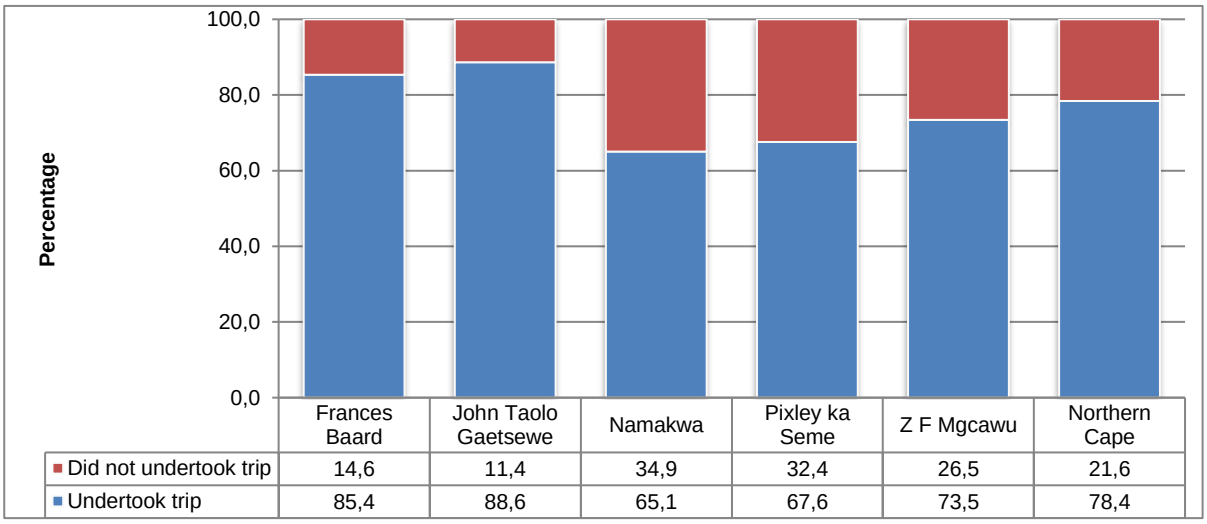


Figure 2.1 shows the percentage of persons who undertook trips seven days before the interview. A total of 78,4% of Northern Cape residents undertook trips seven days prior to the interview. When the proportion of travellers within the district municipalities is considered, persons in John Taolo Gaetsewe (88,6%) were most likely to travel in the week before their interviews followed by Frances Baard (85,4%).

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

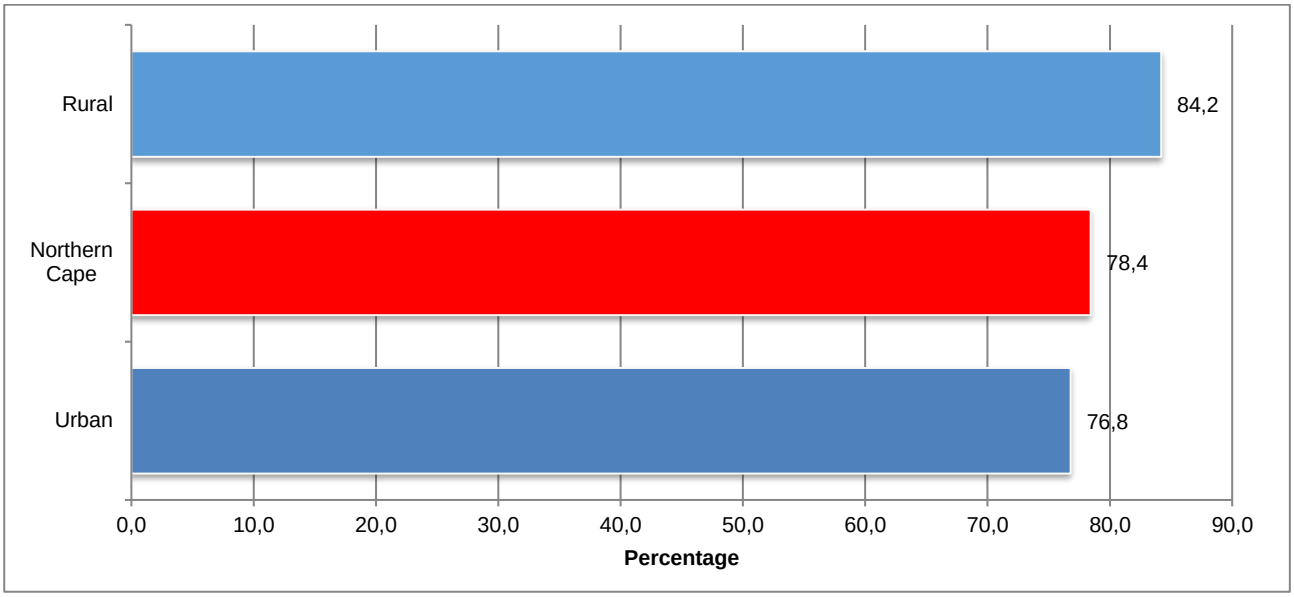


Figure 2.2 shows that the highest proportion of persons who undertook trips seven days prior to the interview were located in rural the areas (84,2%) and those in the urban areas were at 76,8%, which was slightly lower than the provincial percentage of 78,4%.

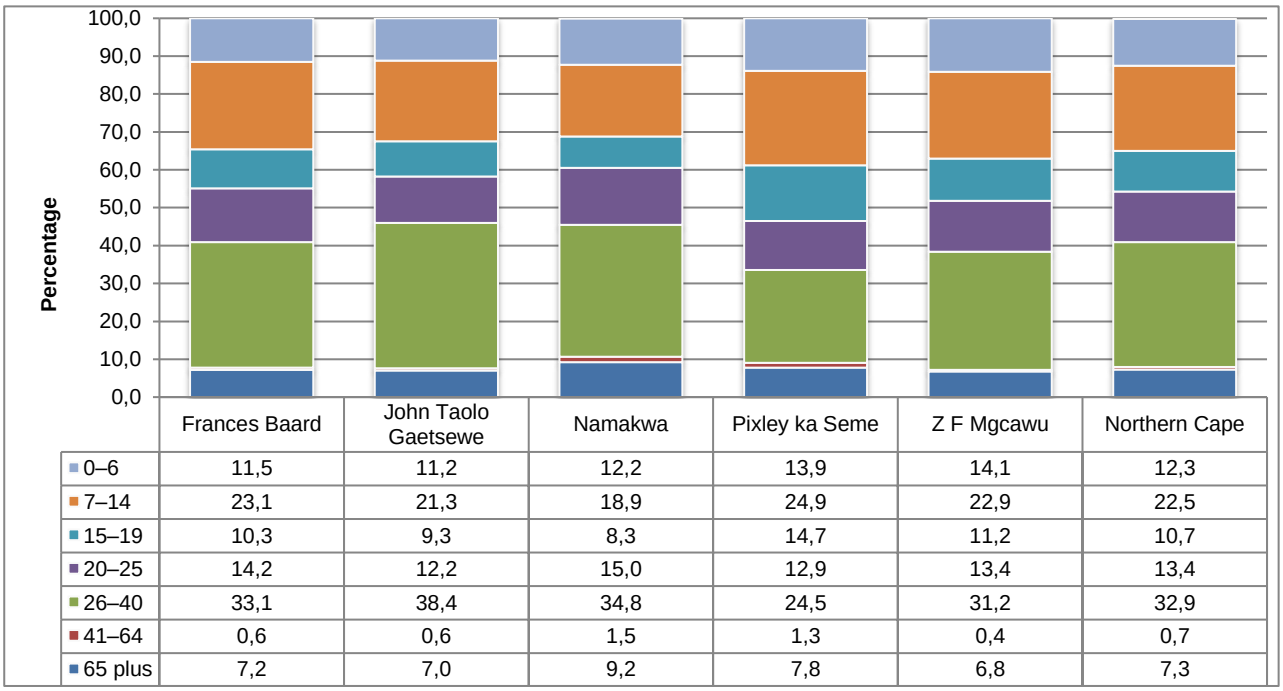
Table 2.2: Persons who undertook trips in the seven days prior to the interview by district municipality and sex, 2020

District municipality	Number persons who undertook trips (`000)	Sex			
		Male		Female	
		Number (`000)	Percentage of District municipality	Number (`000)	Percentage of District municipality
Frances Baard	337	169	50,3	167	49,7
John Taolo Gaetsewe	237	121	51,0	116	49,0
Namakwa	90	46	51,1	44	48,9
Pixley ka Seme	147	72	48,9	75	51,1
ZF Mgcawu	187	96	51,2	91	48,8
Northern Cape	**999**	**504**	**50,5**	**494**	**49,5**

Percentage calculated within district municipalities and Northern Cape.

Table 2.2 shows that in the Northern Cape province, males (50,5%) were more likely to undertake trips than females (49,5%). The same pattern emerged for all the district municipalities, except Pixley ka Seme. Over five in ten males in ZF Mgcawu (51,2%), Namakwa (51,1%) and John Taolo Gaetsewe (51,0%) undertook trips seven days prior to the interview. In Pixley ka Seme, 51,1% of females undertook trips.

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



	Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	Z F Mgcawu	Northern Cape
0–6	11,5	11,2	12,2	13,9	14,1	12,3
7–14	23,1	21,3	18,9	24,9	22,9	22,5
15–19	10,3	9,3	8,3	14,7	11,2	10,7
20–25	14,2	12,2	15,0	12,9	13,4	13,4
26–40	33,1	38,4	34,8	24,5	31,2	32,9
41–64	0,6	0,6	1,5	1,3	0,4	0,7
65 plus	7,2	7,0	9,2	7,8	6,8	7,3

Percentages calculated within district municipalities.

Figure 2.3 represents the percentage of persons who undertook trips in the seven days preceding the survey period by district municipality and age group. In Northern Cape, persons aged 0–6 years (12,3%) were less likely to travel than those aged 7–14 years (22,5%). Individuals between the ages 41 to 64 years were the least likely to travel (0,7%). The age group 26–40 years living in John Taolo Gaetsewe were more likely to travel than those living in other district municipalities.

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

Indicator		Days of the week						
		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Sex	Male ('000)	478	474	474	466	480	280	273
	Per cent of males	76,4	75,6	75,7	74,4	76,6	44,7	43,5
	Female ('000)	432	425	427	427	425	223	276
	Per cent of females	66,8	65,7	66,1	66,0	65,7	34,5	42,7
Age group								
0–2 yrs	Number	17	19	18	18	18	10	12
	Per cent in age group	20,7	22,9	22,0	21,7	21,7	12,0	14,5
3–4 yrs	Number	32	33	32	32	32	10	12
	Per cent in age group	56,1	57,9	56,1	56,1	56,1	17,5	21,1
5–6 yrs	Number	45	45	45	45	45	10	12
	Per cent in age group	93,8	93,8	93,8	93,8	93,8	20,8	25,0
7–14 yrs	Number	178	177	178	178	178	54	63
	Per cent in age group	98,9	98,9	98,9	98,9	98,9	30,0	35,0
15–19 yrs	Number	83	83	83	82	84	35	38
	Per cent in age group	87,4	87,4	87,4	86,3	88,4	36,8	40,0
20–25 yrs	Number	97	94	98	93	97	68	66
	Per cent in age group	72,9	70,7	73,7	70,5	72,9	51,1	50,0
26–40 yrs	Number	227	226	225	219	228	161	156
	Per cent in age group	74,2	73,9	73,5	71,6	74,8	52,6	51,1
41–54 yrs	Number	144	140	139	139	136	90	100
	Per cent in age group	73,5	71,4	70,9	71,3	69,4	45,9	51,0
55 yrs and older	Number	88	83	85	87	86	65	91
	Per cent in age group	49,7	46,9	48,0	49,2	48,6	36,7	51,4
Total	**Total**	**910**	**899**	**902**	**893**	**904**	**503**	**549**
	Per cent of all travellers	**71,4**	**70,6**	**70,8**	**70,1**	**71,0**	**39,5**	**43,1**

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

Table 2.3 shows that more than 70,0% of males indicated that they travelled during weekdays. However, this decreased slightly more than half on Saturday and Sunday. Females tended to travel less than males during weekdays as well as on weekends.

Children of school going age (5 – 6 and 7 – 14 years age groups) were most likely to travel during weekdays, followed by those aged 15 - 19 years. The 0–2-year-old age group were less likely to travel.

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

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

Main reason for not travelling	Statistics (numbers in thousands	District municipality					Northern Cape
		Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	
Did not need to travel	Number	12	5	33	37	39	**125**
	Per cent	20,6	15,9	68,7	52,2	57,1	**45,6**
Financial reasons/Too expensive	Number	*	*	*	*	*	**6**
	Per cent	1,4	6,1	2,7	*	3,1	**2,2**
Not well enough to travel/sick	Number	*	*	*	4	*	**14**
	Per cent	4,9	9,8	5,1	6,2	2,2	**5,2**
Too old/young to travel	Number	24	14	7	20	17	**82**
	Per cent	42,5	47,3	13,8	28,6	25,1	**30,2**
Disabled: unable to leave the house/ transport inaccessible	Number	*	*	*	*	*	**6**
	Per cent	3,2	2,9	1,9	2,1	1,0	**2,1**
No particular reason	Number	9	*	*	*	*	**12**
	Per cent	15,4	0,8	3,1	1,0	0,4	**4,2**
Taking care of children/sick/elderly relative	Number	4	*	*	6	5	**19**
	Per cent	6,3	9,5	1,4	8,8	8,1	**6,9**
Other	Number	*	*	*	*	*	**10**
	Per cent	5,6	7,6	3,2	1,0	3,0	**3,6**
Total	**Number**	**58**	**30**	**47**	**70**	**67**	**273**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 2.4 summarises the reasons for not travelling in the seven days prior to the interview. No need to travel (45,6%) was the main reason indicated by households for not travelling followed by being too old or young to travel (30,2%). Households in Namakwa (68,7%), ZF Mgcawu (57,1%) and Pixley ka Seme (52,2%) cited no need to travel as their main reason for not travelling. On the contrary, households in John Taolo Gaetsewe (47,3%) and Frances Baard (42,5%) stated being too old/young as their main reason for not travelling.

Unable to leave the house or transport inaccessible (2,1%) and financial reasons or transport being too expensive (2,2%) were the least cited reasons for not travelling.

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

Main reason for not travelling	Statistics (numbers in thousands)	Age group								Total
		0–4	5–6	7–14	15–19	20–25	26–40	41–54	55+	
Did not need to travel	Number	17	*	*	7	19	33	19	24	**125**
	Per cent	19,8	47,4	62,6	64,6	70,3	67,6	53,4	43,9	**45,6**
Financial reasons/Too expensive	Number	*	*	*	*	*	*	*	*	**6**
	Per cent	0,1	*	*	7,2	5,1	3,5	3,4	1,6	**2,2**
Not well enough to travel/sick	Number	*	*	*	*	*	*	4	8	**14**
	Per cent	0,2	0,4	7	3,4	1,5	1,8	10,9	14,7	**5,2**
Too old/young to travel	Number	68	*	*	*	*	*	*	12	**82**
	Per cent	78,3	50,2	13,2	*	*	*	0,2	21,3	**30,2**
Disabled: unable to leave the house/ transport inaccessible	Number	*	*	*	*	*	*	*	*	**6**
	Per cent	*	*	3,6	5,8	1,1	1,9	3,1	4,8	**2,1**
No particular reason	Number	*	*	*	*	*	*	4	*	**12**
	Per cent	0,6	*	*	2,0	4,1	6,0	10,6	5,6	**4,2**
Taking care of children/sick/elderly relative	Number	*	*	*	*	4	8	4	*	**19**
	Per cent	0,0	*	*	6,1	13,7	15,7	11,8	4,7	**6,9**
Other	Number	*	*	*	*	*	*	*	*	**10**
	Per cent	1,0	2,0	13,6	10,8	4,2	3,5	6,6	3,4	**3,6**
Total	**Number**	**86**	**5**	**4**	**11**	**27**	**49**	**35**	**55**	**273**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 2.5 depicts the main reasons for not travelling in the seven days prior to the interview by age group. Persons aged 7 years and older indicated no need to travel as their main reason for not travelling. Furthermore, it is evident that persons aged 0-6 years and those aged 55 years and older cited being too old/young to travel or no need to travel as their main reason for not travelling.

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

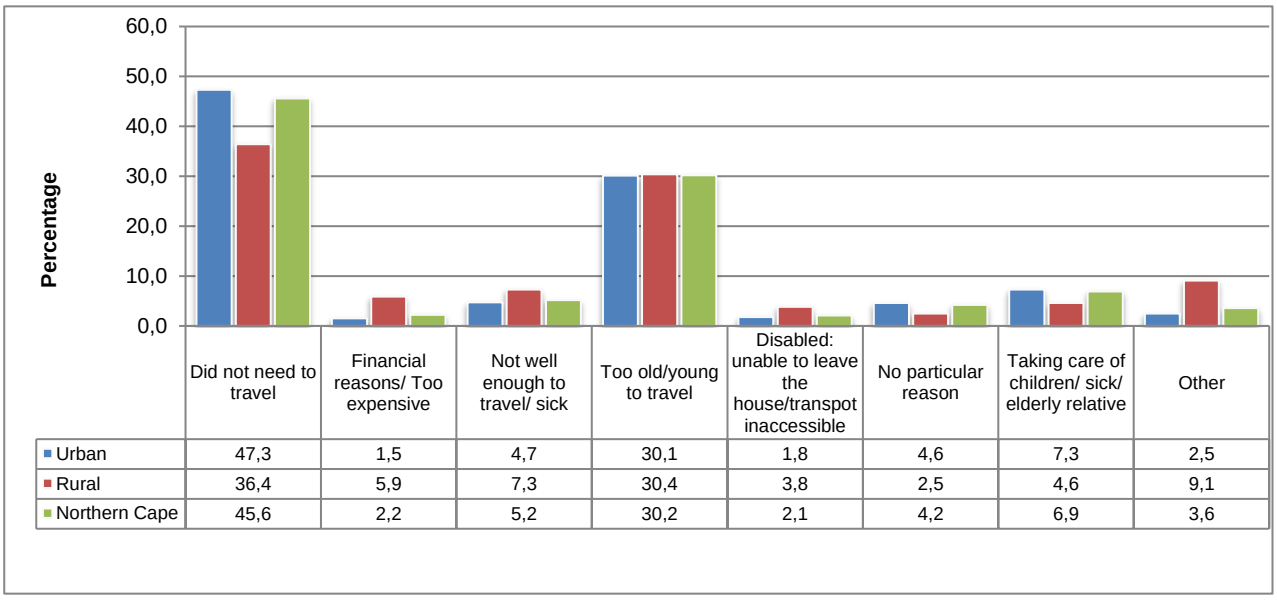


Figure 2.4 shows main reasons for not travelling in the past seven days prior to the interview by geographic location. 47,3% of persons residing in the urban areas cited that they did not need to travel as being the main reason for not travelling in the seven days prior to the interview, which is higher than the provincial percentage

at 45,6%. Too young/old to travel and financial reasons were more commonly cited as reasons in rural areas (30,4%) than in urban areas (30,1%).

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

Main purpose for travelling	Statistics (numbers in thousands)	District municipality					Total
		Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	
Usual work place	Number	47	43	28	29	50	**197**
	Per cent	15,5	19	32,7	21,5	28,1	**21,2**
Visiting friends/relatives	Number	27	13	10	23	10	**82**
	Per cent	8,9	5,9	11,3	16,5	5,5	**8,9**
Taking children to school	Number	6	*	*	*	*	**11**
	Per cent	*	0,6	0,6	0,7	1,2	**1,2**
Educational institution	Number	86	58	21	53	44	**262**
	Per cent	28,5	25,6	24,7	38,4	25,2	**28,3**
Shops	Number	102	70	17	14	46	**249**
	Per cent	33,5	31,1	20,4	10,2	25,9	**26,8**
Looking for work	Number	8	13	*	4	7	**35**
	Per cent	2,5	5,9	3,7	3,1	4	**3,8**
Medical services	Number	5	6	*	*	4	**19**
	Per cent	1,8	2,6	2,5	1,7	2,1	**2,1**
Welfare offices	Number	*	*	*	*	*	**4**
	Per cent	0,9	0,3	0,3	0,2	0,2	**0,5**
Religious institution (e*g* Church, Mosque, etc*)	Number	9	10	*	10	11	**41**
	Per cent	2,8	4,5	2,1	7	6,1	**4,4**
Holiday/Leisure	Number	*	*	*	*	*	*****
	Per cent	*	0,1	0,7	*	*	**0,1**
Other (specify)	Number	11	10	*	*	*	**26**
	Per cent	3,6	4,4	0,9	0,9	1,7	**2,8**
Total	**Number**	**303**	**225**	**85**	**137**	**177**	**927**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 2.6 illustrates the main reason for travelling seven days prior to the interview. In the province, travelling to educational institutions (28,3%) was the main reason for travelling, followed by travelling to the shops (26,8%) and usual place of work (21,2%). Households in Pixley ka Seme cited travelling to educational institutions (38,4%) as their main reason and travelling to usual place of work (21,5%) as their second main reason for travelling in the seven days prior to the interview. In Frances Baard (33,5%) and John Taolo Gaetsewe (31,1%), households indicated travelling to the shops as the main reason for travelling, followed by traveling to educational institutions and usual place of work.

Furthermore, households who resided in Namakwa (32,7%) and ZF Mgcawu (28,1%) stated travelling to usual place of work as their main reason for travelling. However, households in Namakwa indicated travelling to educational institutions (24,7%) as their second main reason for travelling, while those in ZF Mgcawu stated travelling to shops (25,9%) as their second reason for travelling.

Travelling to holiday or leisure (0,1%) and to welfare offices (0,5%) were least reasons indicated by households for travelling in the seven days prior to the interview.

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

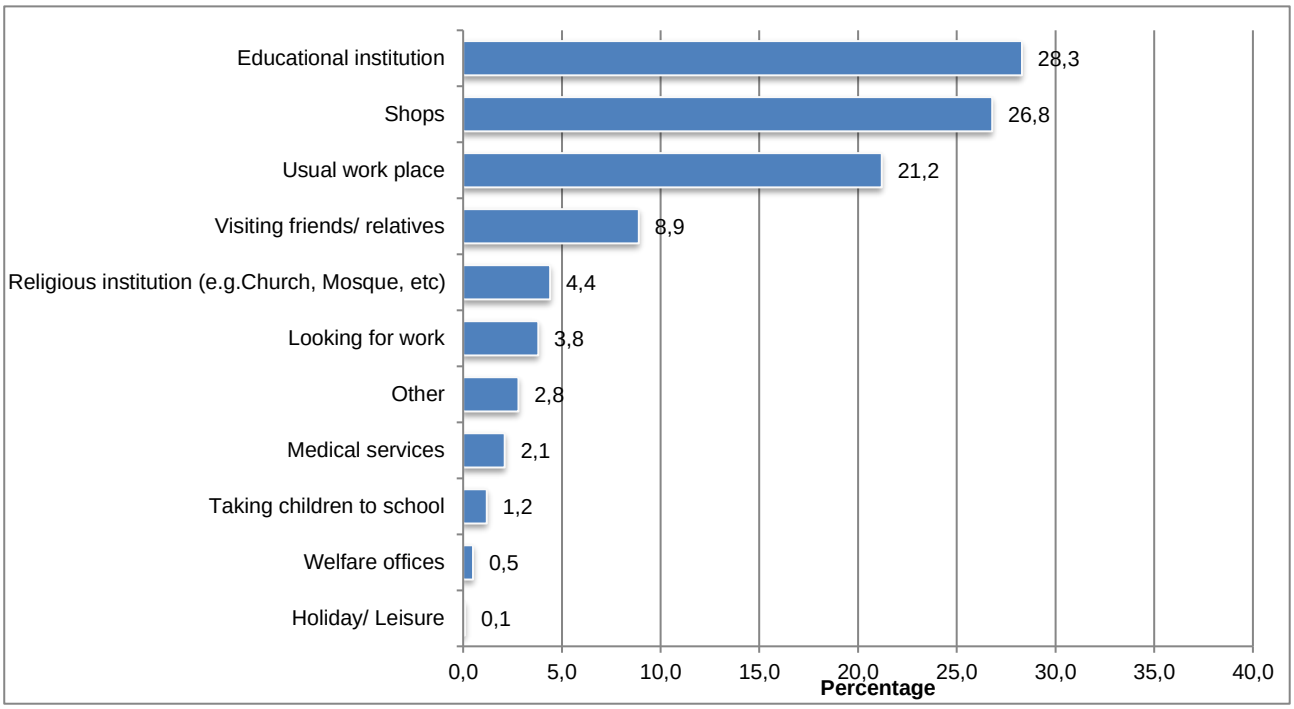


Figure 2.5 shows that, provincially, the main purposes of travelling were going to an educational institution (28,3%), visiting shops (26,8%) and travelling to work (21,2%). Travelling to a welfare office and going on a trip for holiday/leisure purposes were the least common reasons for undertaking a trip in the week prior to the survey interview.

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

Geographic location	Number of persons who completed the question ('000)	Number of trips undertook (Percentage of household members within geographic location)			Total
		1 trip	2 trips	3 trips and more	
Non-metro	927	57,9	19,7	22,4	**100,0**
Urban	709	60,3	19,1	20,6	**100,0**
Rural	218	50,2	21,6	28,2	**100,0**
Northern Cape	**927**	**57,9**	**19,7**	**22,4**	**100,0**

Totals exclude unspecified cases.
Percentages calculated within geographical location.

Provincially, majority of household members undertook one trip (57,9%), followed by those that undertook three or more trips (22,4%). The same pattern was observed in both urban and rural areas. The highest proportion of household members who undertook one trip resided in urban areas (60,3%).

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

Mode of travel		Statistics (numbers in thousands)	District municipality					Northern Cape
			Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	
Public transport	Bus	Number	8	18	*	*	9	**38**
		Per cent	2,7	8,1	2,6	*	4,9	**4,1**
	Taxi	Number	40	52	6	9	15	**123**
		Per cent	13,2	22,9	7,6	6,7	8,8	**13,2**
Private transport	Car/truck driver	Number	44	32	18	8	34	**136**
		Per cent	14,7	14,0	21,1	5,9	19,1	**14,7**
	Car/truck passenger	Number	37	26	12	10	28	**113**
		Per cent	12,1	11,6	14,3	7,0	15,9	**12,2**
Walking all the way		Number	161	95	46	108	89	**500**
		Per cent	53,1	42,3	54,1	78,9	50,5	**53,9**
Other		Number	13	*	*	*	*	**19**
		Per cent	4,2	1,1	*	1,2	0,8	**2,0**
Total		**Number**	**303**	**225**	**85**	**137**	**177**	**927**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 2.8 shows the main mode of transport used by household members. In the Northern Cape province, walking all the way (53,9%) was the main mode of transport used by households, followed by car/truck as a driver (14,7%), taxis (13,2%) and car/truck as a passenger (12,2%). The highest proportion of households who walked all the way resided in Pixley ka Seme (78,9%), followed by Namakwa (54,1%), Frances Baard (53,1%) and ZF Mgcawu (50,5%). The lowest proportion of households who walked all the way were found in John Taolo Gaetsewe (42,3%).

Other forms of mode of transport (2,0%) and buses (4,1%) were the least used modes of transport.

2.2 Summary

Provincially, of the 1,3 million residents, nearly 1 million residents undertook trips seven days prior to interview. Frances Baard had the largest proportion of persons who undertook trips, with 33,7% followed by John Taolo Gaetsewe (23,8%) and ZF Mgcawu (18,7%). Namakwa had the lowest contribution on total number of persons who undertook trips, with only 9,0%.

Analysis by sex shows that generally, males were more likely to travel than females. The only day of the week when males and females were more likely to travel relatively the same was on Sundays when 43,5% of males travelled and 42,7% of females who travelled. Children of school-going age (the 5–6 and 7–14 years' age groups) were the most likely to find themselves on the road (more than 93%) on weekdays, whilst the 15–19 year's old age group were the second most likely group (more than 80%) to travel during these periods. 20–25 and 26–40 year's age groups were the most likely to find themselves on the road (about 50,0% to 52,6%) on weekends. The results also show that persons aged 55 years and above travelled consistently from Mondays to Fridays, though in lower percentages as compared to the 15–19 year's age group. Travelling patterns for this age group were 36,7% for Saturdays and 51,4% for Sundays.

3. Education and education-related travel patterns

3.1 Introduction

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

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

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

Indicator	Statistics (numbers in thousands)	District municipality					Northern Cape
		Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	
Type of institution							
Pre-school	Number	11	7	*	7	8	**35**
	Percent	9,8	8,6	9,2	11	11,4	**10,0**
School	Number	94	70	20	53	55	**291**
	Percent	80,6	86,7	82,3	87,6	82,2	**83,6**
ABET and literacy classes incl* Kha RiGude	Number	*	*	*	*	*	**
	Percent	1,4	0,4	0,5	*	*	**0,7**
Higher educational institution	Number	*	*	*	*	*	**6**
	Percent	2,9	1,4	3,4	0,3	0,4	**1,7**
FET & other colleges	Number	6	*	*	*	*	**13**
	Percent	5,2	2,9	2,1	1,1	5,2	**3,7**
Other than any of the above	Number	*	*	*	*	*	**
	Percent	*	*	2,5	0	0,5	**0,3**
Total	**Number**	**116**	**80**	**25**	**61**	**67**	**349**
	Percent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Geographic location							
Urban	**Number**	109	15	24	60	59	**267**
	Percent	94,1	19,1	96,2	97,5	89,3	**76,6**
Rural	**Number**	7	65	*	*	7	**81**
	Percent	5,9	80,9	3,8	2,5	10,7	**23,4**
Household income quintiles							
Quintile 1 (Lowest income quintile)	Number	36	10	4	6	26	**82**
	Percent	30,9	12,7	17,4	9,4	39,2	**23,6**
Quintile 2	Number	25	12	5	10	13	**65**
	Percent	21,2	15,3	21,6	15,9	19,6	**18,6**
Quintile 3	Number	18	11	4	16	11	**59**
	Percent	15,1	13,8	14,5	26,6	16,3	**17**
Quintile 4	Number	18	16	*	21	9	**67**
	Percent	15,5	19,3	12,0	34,1	14,2	**19,2**
Quintile 5 (Highest income quintile)	Number	20	31	8	9	7	**75**
	Percent	17,2	38,8	34,4	14,1	10,7	**21,6**

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.
The totals used to calculate percentages excluded unspecified cases.
Percentages calculated within district municipalities, geographical location and quantile.

According to Table 3.1, it is evident that most learners in Northern Cape were attending school (83,6%), followed by those who were attending pre-school (10,0%). The highest percentage of learners attending an educational institution were residing in the urban areas (76,6%) compared to those residing in rural areas (23,4%). In terms of district municipalities, John Taolo Gaetsewe (80,9%) showed a higher proportion of learners located in rural areas, compared to other district municipalities.

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

Indicator	Statistics (numbers in thousands)	Mode of travel						Northern Cape
		Public transport		Private transport		Walking all the way	Other	
		Bus	Taxi	Car/truck driver	Car/truck passenger			
Scholars and disability status								
Scholars	Number	20	21	*	31	174	10	**259**
	Per cent	7,9	8,1	*	11,8	67,2	4,0	**100,0**
Disabled scholars	Number	*	*	*	*	14	*	**24**
	Per cent	13,5	11,8	*	12,1	56,1	6,5	**100,0**
Geographic location								
Urban	Number	12	12	*	29	147	10	**211**
	Per cent	5,5	5,9	0,8	13,6	69,5	4,7	**100,0**
Rural	Number	12	11	*	5	41	*	**72**
	Per cent	16,8	15,8	1,1	6,5	57,0	2,8	**100,0**
Household income quintiles								
Quintile 1 (Lowest income quintile)	Number	5	4	*	9	40	4	**64**
	Per cent	8,4	6,3	0,8	14,6	63,6	6,4	**100,0**
Quintile 2	Number	6	4	*	5	37	*	**54**
	Per cent	11,1	7,6	0,9	8,5	68,2	3,7	**100,0**
Quintile 3	Number	5	*	*	*	39	*	**51**
	Per cent	8,9	4,0	1,7	3,9	76,2	5,3	**100,0**
Quintile 4	Number	5	4	*	5	38	*	**52**
	Per cent	9,5	6,7	0,1	8,9	72,2	2,6	**100,0**
Quintile 5 (Highest income quintile)	Number	*	10	*	13	33	*	**62**
	Per cent	4,7	16,3	1,1	20,9	54,2	2,9	**100,0**

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

Table 3.2 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 (67,2%). This is true for scholars with disabilities (56,1%). Buses (13,5%) were the second most used mode of travel by scholars with disabilities, followed by car/truck passenger (12,1%) 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 – 69,5% in urban areas and 66,3% in rural areas. Car/truck passenger (11,8%), bus and taxis (both at 8,4%) were the second and third most commonly used modes of travel by scholars in rural areas. However, in urban areas, car/truck passenger was the second most commonly used mode of travel, followed by those using bus.

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

District municipality	Statistic (numbers in thousands)	2013			2020		
		Learners who completed the question	Attending classes	Distance learning	Learners who completed the question	Attending classes	Distance learning
Frances Baard	Number	130	125	5	116	114	*
	Per cent	36,3	35,8	58,5	33,3	33,3	34,4
John Taolo Gaetsewe	Number	90	88	*	80	79	*
	Per cent	25,0	25,2	17,1	23,0	23,0	24,9
Namakwa	Number	20	20	*	25	23	1
	Per cent	5,5	5,6	*	7,0	6,8	21,0
Pixley ka Seme	Number	49	48	*	61	61	*
	Per cent	13,6	13,7	7	17,5	17,8	*
ZF Mgcawu	Number	71	69	*	67	65	*
	Per cent	19,7	19,8	15,1	19,1	19,1	16,7
Northern Cape	**Number**	**359**	**350**	**9**	**349**	**342**	**7**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Please note that other sources such as Census 2011 and GHS 2019 indicate relative stable absolute numbers for attendees.
Provincial comparisons have to be done with care due to boundary changes between 2013 and 2020.
The totals used to calculate percentages excluded unspecified cases.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

Table 3.3 above shows the attendance of an educational institution through attending classes or distance learning by district municipality. Scholar distribution patterns of distance learning versus attending classes remained virtually unchanged across all district municipalities between 2013 and 2020.

In 2020, of the 349 000 learners who completed the question, about 342 000 attended classes and 7 000 learned through distance learning. The highest proportion of learners attending classes was found in Frances Baard (33,3%), followed by John Taolo Gaetsewe (23,0%) and ZF Mgcawu (19,1%). Frances Baard (34,4%) recorded the highest proportion of leaners doing distance learning in the province, followed by John Taolo Gaetsewe (24,9%).

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

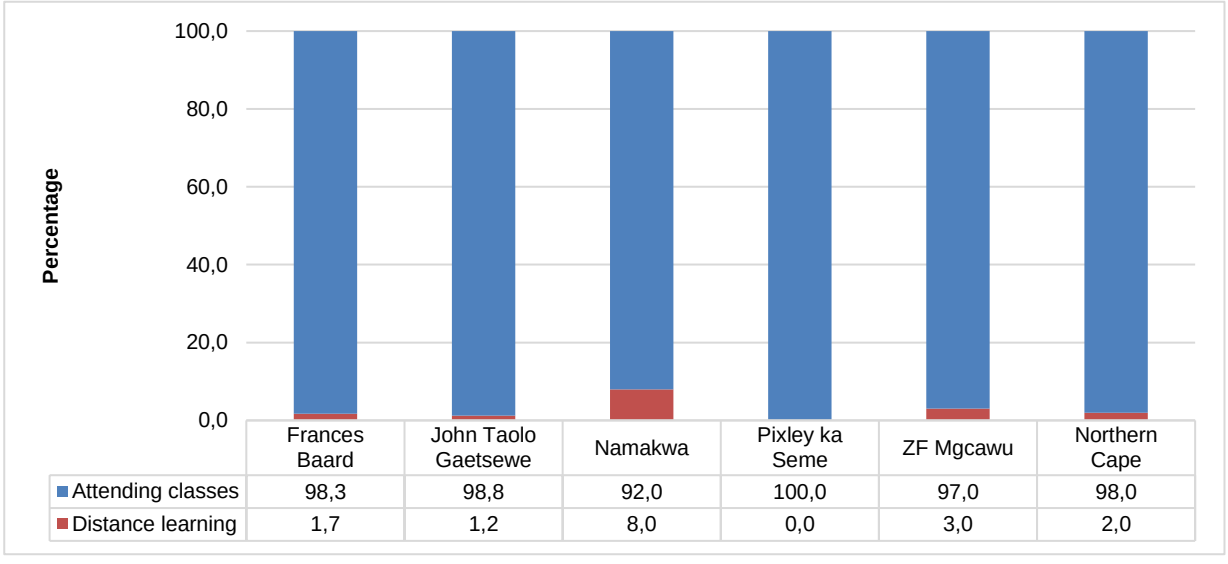


Figure 3.1 summarises the method of study of learners. The majority of learners (98,0%) in the province were attending classes as compared to those undergoing distance learning (2,0%). The same pattern was observed across other district municipalities.

3.2 Education-related travel mode

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

Educational institution and number of days		Statistics (numbers in thousands)	District municipality					Northern Cape
			Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	
Pre-school	1–4	Number	*	*	*	*	*	*
		Per cent	*	*	*	*	5,6	**1,2**
	5	Number	11	7	*	7	7	**34**
		Per cent	100,0	100,0	91,0	100,0	94,4	**98,2**
	6–7	Number	*	*	*	*	*	**
		Per cent	*	*	*	*	*	**0,6**
School	1–4	Number	*	*	*	*	*	**1**
		Per cent	*	0,6	*	0,2	0,2	**0,2**
	5	Number	93	68	20	52	54	**288**
		Per cent	99,5	98,2	100,0	99,4	99,6	**99,2**
	6–7	Number	*	*	*	*	*	**
		Per cent	0,5	1,1	*	*	0,2	**0,5**
Higher education institutions	1–4	Number	*	*	*	*	*	**
		Per cent	26,4	*	*	*	*	**22,4**
	5	Number	*	*	*	*	*	**
		Per cent	73,6	100,0	*	*	100,0	**77,6**
	6–7	Number	*	*	*	*	*	*
		Per cent	*	*	*	*	*	*
Other institutions	1–4	Number	*	*	*	*	*	**
		Per cent	26,8	33,1	12,4	*	5,1	**21,2**
	5	Number	6	*	*	*	*	**12**
		Per cent	73,2	66,9	87,6	100,0	94,9	**78,8**
All institutions	1–4	Number	*	*	*	*	*	**5**
		Per cent	2,4	1,6	0,6	0,2	1,1	**1,4**
	5	Number	112	77	23	59	65	**336**
		Per cent	97,2	97,4	98,6	99,5	98,8	**98**
	6–7	Number	*	*	*	*	*	**
		Per cent	0,4	*	0,9	0,3	0,1	**0,5**
Unspecified		Number	*	*	*	*	*	**6**
Total		**Number**	**116**	**80**	**24**	**62**	**66**	**349**

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

Table 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, 78,8% travelled five days a week and 21,2% travelled for a less than five days in a week.

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

Main mode of travel		Statistics (numbers in thousands)	District municipality					Northern Cape
			Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	
Public transport	Bus	Number	7	10	*	*	7	**25**
		Per cent	6,	13	4,5	0,3	10,9	**7,5**
	Taxi	Number	7	17	*	5	4	**34**
		Per cent	6,3	21,4	5,8	8,7	6,7	**10,3**
Private transport	Car/truck driver	Number	*	*	*	*	*	**4**
		Per cent	0,3	0,2	3,8	4,4	0,3	**1,2**
	Car/truck passenger	Number	22	7	*	*	9	**40**
		Per cent	19,9	9,1	4,1	2,5	14,3	**12,2**
Walking all the way		Number	60	44	17	49	43	**212**
		Per cent	55,2	55,8	81,9	84,1	66,1	**64,2**
Other		Number	13	*	*	*	*	**15**
		Per cent	12,3	0,4	*	*	1,8	**4,5**
Total		**Number**	**108**	**78**	**21**	**58**	**65**	**331**

Unspecified modes of transport were excluded from totals for the calculation of percentages.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Percentages calculated within district municipalities.

Table 3.5 indicates the main mode of travel used by learners to their educational institutions by district municipality. In the province, more than sixty per cent (64,2%) of learners walked all the way to their educational institutions, followed by those who were passengers in a car/truck (12,2%) and those who used the taxi (10,3%).

In ZF Mgcawu taxis were the fourth most commonly used mode of travel at 6,7%. In Namakwa, travelling by taxi (5,8%) was the second most commonly used mode of travel, followed by buses (4,5%) and those who were passengers in a car/truck (4,1%).

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

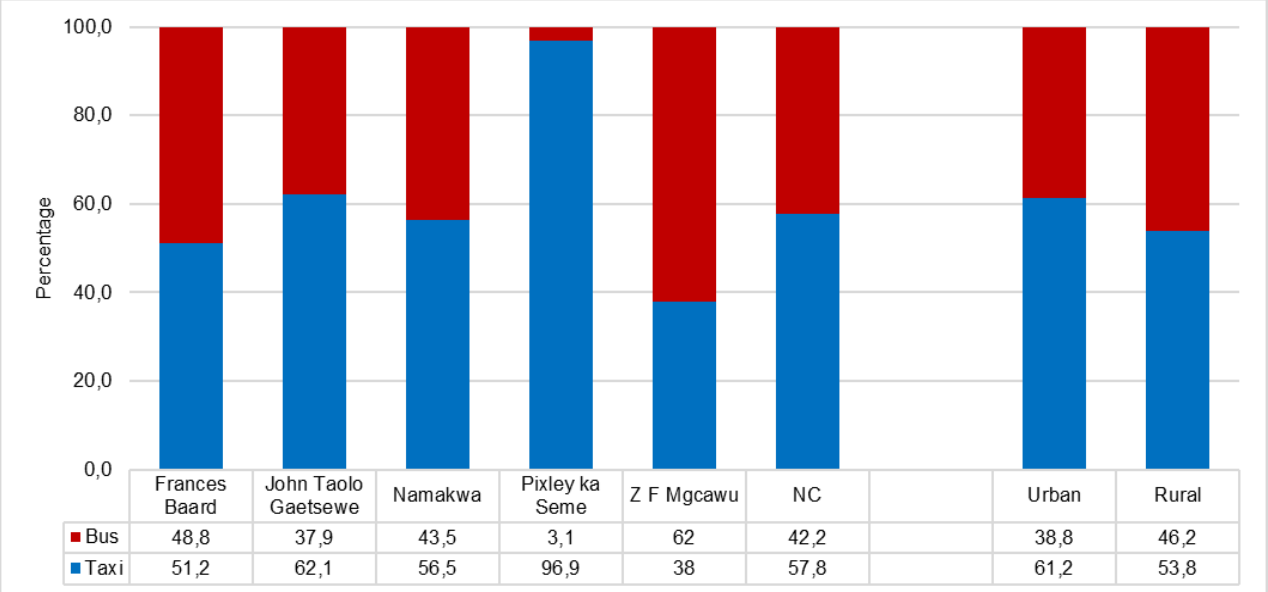


Figure 3.2 indicates that learners who used public transport were more likely to use taxis (57,8%) than buses (42,2%). A similar pattern was followed across geographic locations and all district municipalities, except for ZF Mgcawu where buses were the most used public transport at 62,0% compared to taxis at 38,0% .

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

Mode of travel		Statistics (numbers in thousands)	District municipality(per cent within district)					Northern Cape
			Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	
Public transport	Bus	Number	6	10	*	*	7	**24**
		Per cent	25,6	40,9	3,9	0,7	28,9	**100,0**
	Taxi	Number	*	12	*	4	*	**24**
		Per cent	13	51,9	3,6	18,8	12,7	**100,0**
Private transport	Car/truck driver	Number	*	*	*	*	*	*****
		Per cent	11,7	*	19,9	60,6	7,8	**100,0**
	Car/truck passenger	Number	20	6	*	*	6	**33**
		Per cent	59,1	19,1	2,5	2,6	16,7	**100,0**
Walking all the way		Number	51	41	14	44	38	**188**
		Per cent	27,2	21,6	7,6	23,2	20,3	**100,0**
Other		Number	11	*	*	*	*	**12**
		Per cent	90,5	2,7	*	*	6,8	**100,0**
Total		**Number**	**91**	**69**	**17**	**51**	**55**	**283**

Percentage calculated across district municipalities, within Northern Cape.
Unspecified modes of transport were excluded from totals for the calculation of percentages.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

According to Table 3.6, learners who were attending school used many different modes of travel to reach their educational institutions. About 188 000 scholars in the province walked all the way to their educational institutions. This was followed by those who travelled by car/truck passenger at 33 000, and bus and taxi (both at 24 000).

Most scholars who used taxis came from John Taolo Gaetsewe and Pixley ka Seme at 51,9% and 18,8% respectively. Scholars using the bus were more like to live in John Taolo Gaetsewe at 40,9%, followed by ZF Mgcawu at 28,9%. Scholars from Pixley ka Seme (60,6%) were more likely than scholars in other municipalities to drive to their destination in a car or truck.

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

Mode of travel		Statistics (numbers in thousands)	Educational institutions					Northern Cape
			Pre-school	School	Higher education institutions	TVET college	Other institutions	
Public transport	Bus	Number	*	24	*	*	*	**25**
		Per cent	1,8	8,4	*	5,9	4,1	**7,5**
	Taxi	Number	5	24	*	*	4	**34**
		Per cent	14,6	8,4	22,1	28,6	45,9	**10,3**
Private transport	Car/truck driver	Number	*	*	*	*	*	**4**
		Per cent	3,7	0,9	*	5,7	*	**1,2**
	Car/truck passenger	Number	5	33	*	*	*	**40**
		Per cent	14,2	11,8	77,9	2,6	13,8	**12,2**
Walking all the way		Number	20	188	*	*	*	**212**
		Per cent	60,1	66,3	*	57,3	25,7	**64,2**
Other		Number	*	12	*	*	*	**15**
		Per cent	5,6	4,2	*	*	10,6	**4,5**
Total		**Number**	**34**	**283**	*****	*****	**10**	**331**

Percentage calculated across district municipalities, within Northern Cape.
Unspecified modes of transport were excluded from totals for the calculation of percentages.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

Table 3.7 summarises the modes of travel used to reach different educational institutions in the province. Of 331 000 learners, 64,2% walked all the way to get to their educational institutions, this was the main mode across all institutions except for those in Higher education institutions. The second most used mode of transport was car/truck as passenger at 12,2%, this was the main mode of transport used by those in Higher education institutions at 77,9%. Transport by Taxi (10,3%) was the third most commonly used mode of travel for scholars.

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

District municipality	Walked all the way			Cycled all the way			Drove all the way			Hitchhiked all the way		
	Number (`000)	% within Northern Cape	% within district	Number (`000)	% within Northern Cape	% within district	Number (`000)	% within Northern Cape	% within district	Number (`000)	% within Northern Cape	% within district
Frances Baard	60	**28,2**	99,5	*	**100,0**	0,5	*	*****	*	*	*****	*
John Taolo Gaetsewe	44	**20,6**	98,8	*	*****	*	*	**5,7**	0,4	*	**41,6**	0,8
Namakwa	17	**8,0**	97,1	*	*****	*	*	**15,6**	2,9	*	*****	*
Pixley ka Seme	49	**23,0**	95,1	*	*****	*	*	**78,7**	4,9	*	*****	*
ZF Mgcawu	43	**20,3**	98,8	*	*****	*	*	*****	*	*	**58,4**	1,2
Northern Cape	**212**	**100,0**	**98,0**		**100,0**	**0,1**	*****	**100,0**	**1,5**	*****	**100,0**	**0,4**
Geographic location												
Urban	168	**79,3**	98,6	*	**100,0**	0,2	*	**46,4**	0,9	*	**58,4**	0,3
Rural	44	**20,7**	95,5	*	*****	*	*	**53,6**	3,7	*	**41,6**	0,8

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

Table 3.8 indicates learners who walked, cycled, drove or hitchhiked all the way to their educational institutions by district municipality. In absolute numbers, 212 000 learners walked all the way to their educational institutions. Across district municipalities, the highest percentage of learners who walked to their educational institutions was recorded in Frances Baard (28,2%), followed by Pixley ka Seme (23,0%) and John Taolo Gaetsewe (20,6%). In contrast, exclusive cyclists were most likely to come from Frances Baard.

As many as 3 000 of learners in Northern Cape drove to their educational institutions. Of these drivers, 78,7% were based in Pixley ka Seme, whilst 15,6% were located in Namakwa.

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

Main reasons for walking all the way		Geographic location		Northern Cape
		Urban	Rural	
It was by choice	Number	24	*	**25**
	Per cent	14,5	1,1	**11,7**
Public transport too expensive	Number	10	5	**15**
	Per cent	6,2	11,5	**7,3**
Public transport not available	Number	6	*	**6**
	Per cent	3,3	0,7	**2,8**
No public transport available at specific times	Number	*	*	**1**
	Per cent	0,2	0,1	**0,3**
Public transport is not enough	Number	*	*	*
	Per cent	*	*	*
No transport	Number	10	6	**17**
	Per cent	6,1	14,6	**7,8**
Nearby/close enough to walk	Number	116	31	**147**
	Per cent	69	70,8	**69,4**
Health reasons/exercising	Number	*	*	*
	Per cent	0,3	*	**0,3**
To avoid traffic congestion	Number	*	*	*
	Per cent	0,1	*	**0,1**
Fuel costs	Number	*	*	*
	Per cent	0,2	*	**0,1**
Other	Number	*	*	*
	Per cent	0,1	*	**0,1**
Total	**Number**	**168**	**44**	**212**
	Per cent	**100,0**	**100,0**	**100,0**

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

Table 3.9 displays the main reasons for walking all the way to educational institution by geographic location. The results show that most learners in the province walked all the way to their educational institutions because it is nearby/close enough to walk (69,4%). The second most common reason provided was that it was by choice (11,7%), this reason was most likely to be given in urban areas (14,5%). Seven per cent (7,3%) of learners indicated that it was because public transport was too expensive.

Table 3.10: Scholars who used public and private scholar transport to their educational institution by district municipality, 2020

District municipality	Statistics (numbers in thousands)	Type of scholar transport		Northern Cape
		Government learner transport	Private learner transport	
Frances Baard	Number	6	16	**22**
	Per cent	27,5	72,5	**100,0**
John Taolo Gaetsewe	Number	9	12	**21**
	Per cent	42,4	57,6	**100,0**
Namakwa	Number	*	*	*****
	Per cent	63,0	37,0	**100,0**
Pixley ka Seme	Number	*	*	*****
	Per cent	41,1	58,9	**100,0**
ZF Mgcawu	Number	7	5	**12**
	Per cent	56,9	43,1	**100,0**
Northern Cape	**Number**	**24**	**36**	**60**
	Per cent	**40,3**	**59,7**	**100,0**

The total used to calculate percentages excluded unspecified cases.
Percentage calculated within district municipalities, within Northern Cape.

About 36 000 (59,7%) scholars used private scholar transport to reach their educational destinations, while the remaining 24 000 (40,3%) learners used government scholar transport. Scholars who depended on government scholar transport were likely to live in ZF Mgcawu (56,9%), followed by John Taolo Gaetsewe (42,4%), Pixley ka Seme (41,1%) and Frances Baard at (27,5%).

Table 3.11: Main mode of travel to educational institution, 2020

2020	Number of persons attending educational institution (`000)	Main mode of travel(per cent across districts)					
		Bus	Taxi	Car/truck driver	Car/truck passenger	Walking all the way	Other
Pre-school	34	1,8	14,6	3,7	14,2	60,1	5,6
School	283	8,4	8,4	0,9	11,8	66,3	4,2
Post-Matric	10	3,7	44	*	19,1	23,5	9,7
Other	*	5,9	28,6	5,7	2,6	57,3	*
Northern Cape	**331**	**7,5**	**10,3**	**1,2**	**12,2**	**64,2**	**4,5**

Car include: car/truck driver and car/truck passenger.
The totals used to calculate percentages excluded unspecified cases.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

Table 3.11 shows that, in 2020 the highest proportion of scholars walked all the way to school, followed by those who travelled by car/truck as a passenger and by taxi (12,2% and 10,3%, respectively).

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

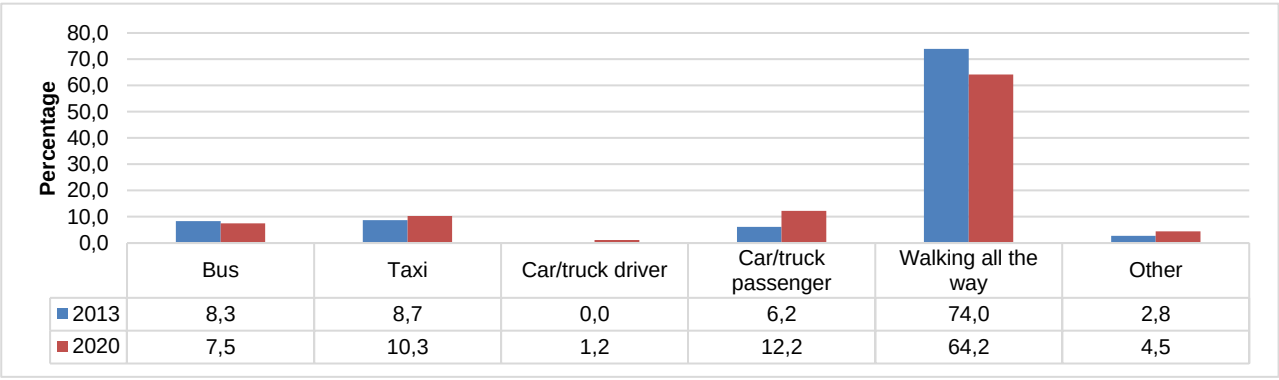


Figure 3.3 compares 2013 and 2020 for learners and the modes of travel to their educational institutions. The proportion of learners who walked all the way to their educational institutions decreased from 74,0% in 2013

to 64,2% in 2020. Those who travelled by car/truck and driver or as passenger and those using other mode of travelling showed an increase between 2013 and 2020. In both years, however, most learners still walked all the way to their educational institutions.

3.3 Departure, waiting, arrival and total travel times

Table 3.12: Attendees' time of leaving their place of residence to attend an educational institution by district municipality, 2020

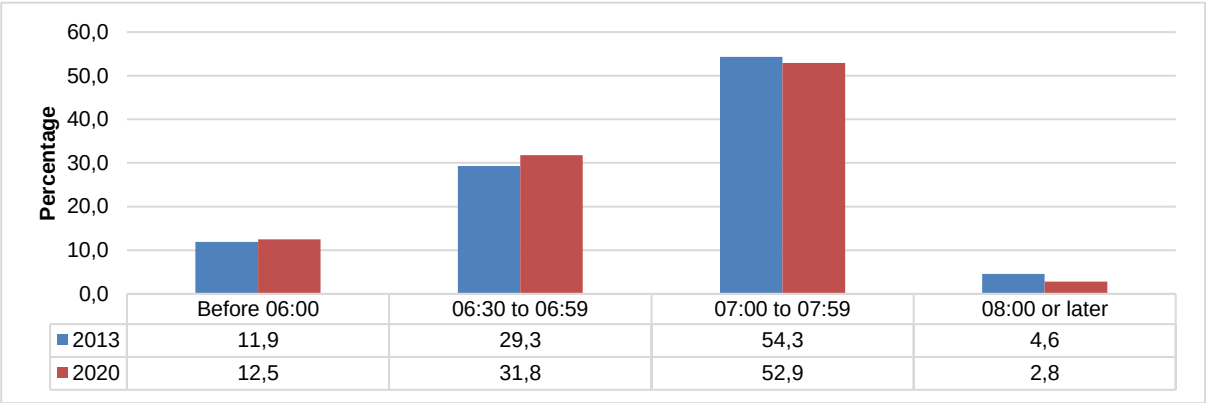
District municipality	Number of persons who completed the question (`000)	Attendees time of leaving to educational Institution (per cent within district)				Total
		Before 06:30	06:30 to 06:59	07:00 to 07:59	08:00 or later	
Frances Baard	108	12,3	24,4	61,0	2,3	**100,0**
John Taolo Gaetsewe	78	14,7	35,4	45,7	4,1	**100,0**
Namakwa	21	3,9	14,7	78,9	2,5	**100,0**
Pixley ka Seme	58	3,8	21,8	72,3	2,1	**100,0**
ZF Mgcawu	65	20,9	53,9	22,4	2,8	**100,0**
Northern Cape	**331**	**12,5**	**31,8**	**52,9**	**2,8**	**100,0**

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

Table 3.12 demonstrates the time learners left their place of residence to attend their educational institutions. Approximately 53% of learners left their place of residence between 07:00 and 07:59, followed by those who left between 06:30 and 06:59 (31,8%), while 12,5% of them left before 06:30.

Most learners in Namakwa (78,9%) left for their educational institutions between 7:00 and 07:59, followed by those in Pixley ka Seme (72,3%) and Frances Baard (61,0%). In ZF Mgcawu, 53,9% left between 06:30 and 06:59, followed by those who left between 07:00 and 07:59 (22,4%), while 20,9% left before 06:30.

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



A comparison between departure times reported in 2013 and 2020 reveals similar trends, except that learners tend to leave home earlier than seven years ago. They were significantly more likely to depart before 07:00 in 2020 than in 2013. According to Figure 3.4, in 2020, only 2,8% of learners left their home after 08:00, while 4,6% had left their home after 08:00 in 2013.

Table 3.13: Time spent walking to reach first transport by district municipality, 2020

District municipality	Number of learners who walk to their first transport (`000)	Travel time (per cent within district)				Total
		Up to 15 minutes	16–30 minutes	31-45 minutes	46–60 minutes	
Frances Baard	30	98,5	1,5	*	*	**100,0**
John Taolo Gaetsewe	4	88,6	11,4	*	*	**100,0**
Namakwa	*	100,0	*	*	*	**100,0**
Pixley ka Seme	*	100,0	*	*	*	**100,0**
ZF Mgcawu	7	81,1	12,4	*	6,6	**100,0**
Northern Cape	**45**	**95,1**	**3,9**	*****	**1,0**	**100,0**

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

Table 3.13 illustrates that about 45 000 learners across the province indicated that they walked to reach their first transport. The majority of learners (95,1%) walked for up to 15 minutes to get to their first transport, and 4,9% walked for more than 15 minutes.

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

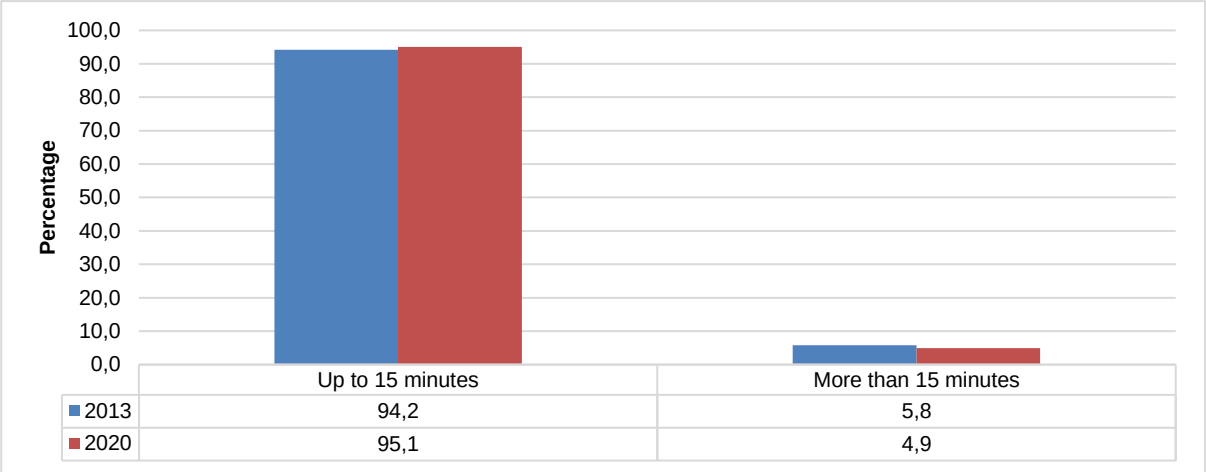


Figure 3.5 shows the percentage of learners who walked to their first transport between 2013 and 2020. There is a slight increase observed among those who walked between less than 15 minutes (+0,9 percentage points), while those who walked for longer than 15 minutes showed a decrease over the survey period.

Table 3.14: Time spent waiting for the first transport to arrive by district municipality, 2020

District municipality	Number of learners who wait for the first transport (`000)	Waiting time					
		Up to 15 minutes		16–30 minutes		More than 30 minutes	
		Number (`000)	Per cent	Number (`000)	Per cent	Number (`000)	Per cent
Frances Baard	30	28	93,1	*	2,3	*	4,6
John Taolo Gaetsewe	4	4	92,8	*	3,9	*	3,4
Namakwa	*	*	100,0	*	*	*	*
Pixley ka Seme	*	*	100,0	*	*	*	*
ZF Mgcawu	7	6	90,4	*	3,1	*	6,5
Northern Cape	**45**	**42**	**93,3**	*****	**2,3**	*****	**4,4**

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

Table 3.14 summarises the time taken by learners to wait for their first transport. About 45 000 learners in Northern Cape waited for their first transport to arrive. Provincially, most learners (93,3%) waited for up to 15 minutes and (6,7%) waited for more than 15 minutes. The same pattern can be observed across all district municipalities.

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

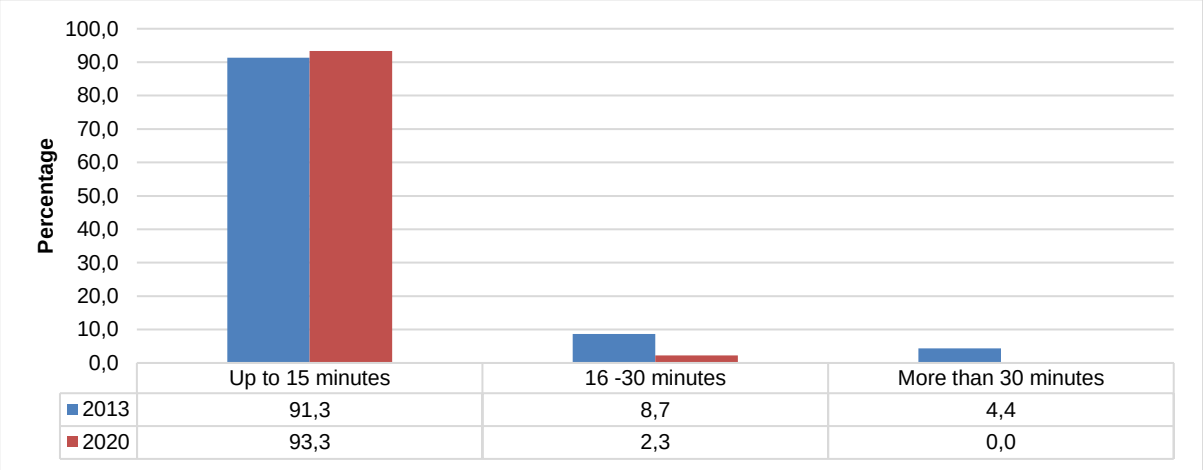


Figure 3.6 shows that the waiting time for the first transport to arrive has slightly improved when compared to 2013. The percentage of learners who waited for more than 15 minutes provincially decreased from 8,7% in 2013 to 6,7% in 2020.

Table 3.15: Time spent walking to educational institution after disembarking from transport used on weekdays, by district municipality, 2020

District municipality	Number of persons that walk at the end of the trip (`000)	Walking time (per cent within district)		Total
		Up to 15 minutes	16–30 minutes	
Frances Baard	29	98,7	1,3	**100,0**
John Taolo Gaetsewe	4	97,4	2,6	**100,0**
Namakwa	*	100,0	*	**100,0**
Pixley ka Seme	*	100,0	*	**100,0**
ZF Mgcawu	7	97,5	2,5	**100,0**
Northern Cape	**44**	**98,5**	**1,5**	**100,0**

Percentages calculated within district municipalities.
Totals do not include 'unspecified'.
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.

Table 3.15 illustrates that 44 000 learners still had to walk a distance after being dropped off by their transport to reach their educational institutions. Slightly more than nine in ten (98,5%) learners indicated that they walked for up to 15 minutes, while only 1,5% walked for 16–30 minutes. The same pattern can be observed across all district municipalities.

John Taolo Gaetsewe (2,6%) and ZF Mgcawu (2,5%) had the highest proportion of learners who indicated that they still walked for more than 15 minutes to reach their educational institutions.

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

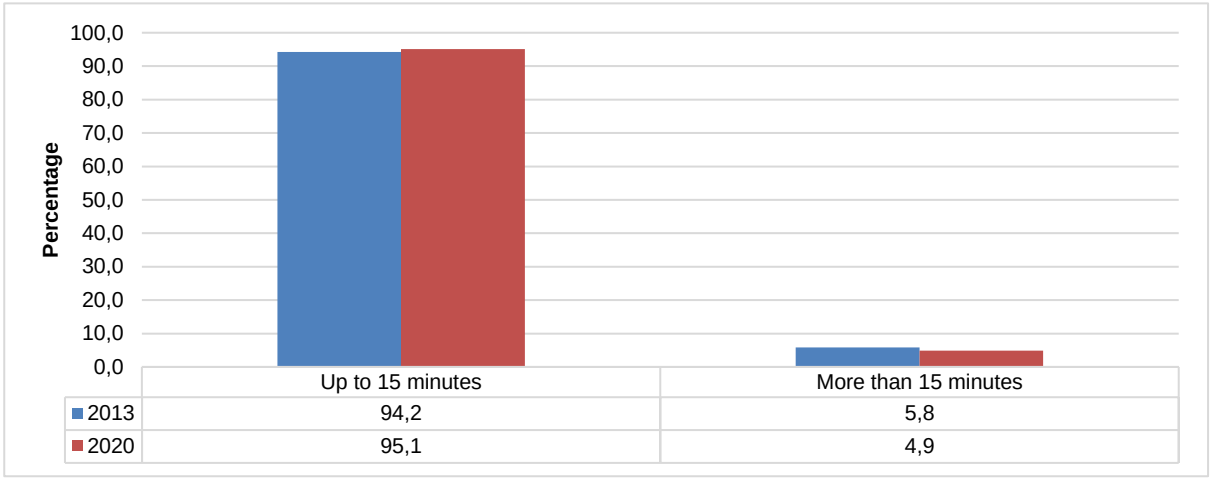


Figure 3.7 compares walking times at the end of a trip in 2013 and 2020 for learners who still needed to walk some distance to their educational institutions after disembarking from their transport. In Northern Cape, there has not been much change in the percentage (from 5,8% in 2013 to 4,9% in 2020) of individuals who walk more than 15 minutes to their educational institution after having disembarked from their transport.

Table 3.16: Total time travelled to the educational institution by main mode of transport and district municipality, 2020

Mode and time travelled in minutes	District municipality (per cent within district municipality)					
	Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	Northern Cape
Bus						
Mean (minutes)	74	48	35	65	47	54
1 – 30	27,6	47,6	42,6	*	55,9	44,2
31 – 60	22,3	36,5	57,4	*	28,1	30,9
61+	50,1	15,9	*	100,0	16,0	24,9
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi						
Mean (minutes)	74	48	35	65	47	35
1 – 30	30,7	53,1	74,9	69,3	68,2	53,7
31 – 60	60,4	39,8	25,1	23,6	31,8	40,0
61+	9	7,1	*	7,1	*	6,3
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck driver						
Mean (minutes)	42	37	22	27	27	23
1 – 30	100	*	100	95,7	100	92,7
31 – 60	*	*	*	4,3	*	2,7
61+	*	100	*	*	*	4,6
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck passenger						
Mean (minutes)	20	120	14	18	30	23
1 – 30	73,3	78,8	100,0	100,0	83,5	78,1
31 – 60	21,2	19,4	*	*	11,3	17,4
61+	5,5	1,9	*	*	5,2	4,5
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Walking all the way						
Mean (minutes)	26	24	10	12	19	22
1 – 30	85,9	74,3	92,5	89,1	88,7	85,3
31 – 60	13,7	21,2	7,5	10,5	8,6	13,0
61+	0,4	4,5	*	0,5	2,7	1,7
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

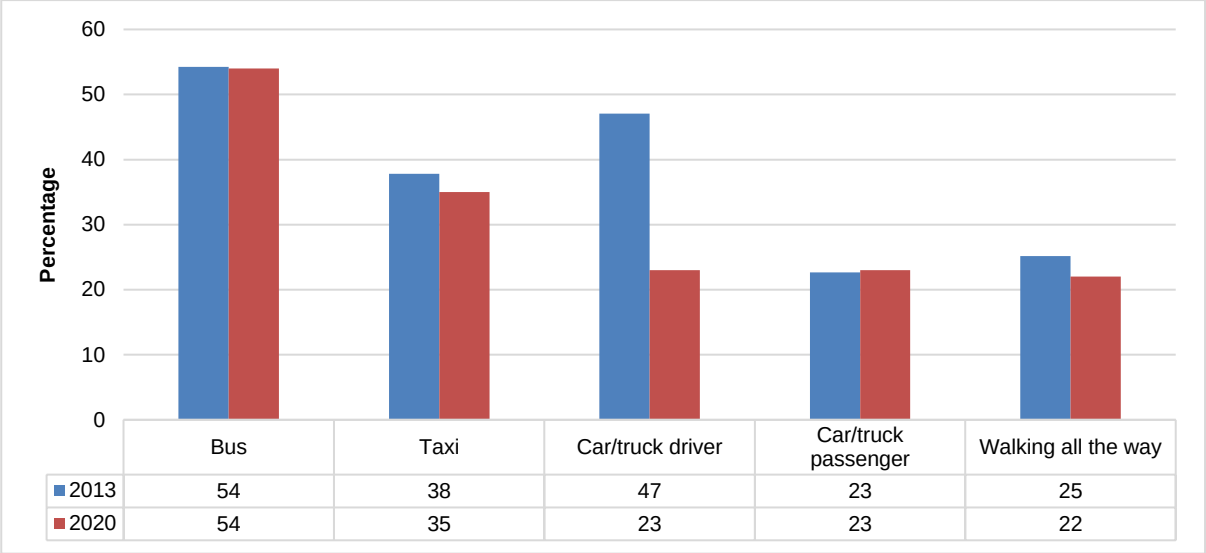
* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Totals do not include 'unspecified'.

Table 3.16 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 ZF Mgcawu (55,9%) and John Taolo Gaetsewe (47,6%), the time taken to travel by bus was mostly 1 to 30 minutes.

In Northern Cape, learners who used taxis needed on average 35 minutes to get to their educational institutions. About 53,7% needed 1 to 30 minutes, followed by those who needed 31 to 60 minutes (40,0%), while only 6,3% needed more than 60 minutes.

Learners in the province who walked all the way to their educational institutions needed on average 22 minutes to reach their destination. The most significant percentage of learners who walked all the way for 1 to 30 minutes were from ZF Namakwa (92,5%), followed by Pixley ka Seme (89,1%) and ZF Mgcawu (88,7%).

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



	Bus	Taxi	Car/truck driver	Car/truck passenger	Walking all the way
2013	54	38	47	23	25
2020	54	35	23	23	22

Figure 3.8 depicts that between 2013 and 2020, the average travel time has decreased across all modes of transport except for learners who used buses and car or truck as a passenger to their educational institutions. The highest increase is observed among those who travelled by car or truck as a driver.

In 2020, learners who used public transport experienced long travel times in the morning to access their educational institutions — bus users travelled for 54 minutes and taxi users 35 minutes. On the other hand, those who travelled by car/bakkie/truck as a passenger needed 23 minutes, while those who drove themselves took 23 minutes.

In 2020, learners who walked all the way to their educational institutions required 22 minutes to arrive at their destination; this was a decline of 3 minutes from 2013.

Table 3.17: Monthly cost of transport by main mode of transport and district municipality, 2020

Mode and monthly payment in rand	District municipality					
	Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	Northern Cape
Bus						
Mean (Rand)	37	35	0	0	81	**47**
1–100	*	42,6	*	*	*	**18,2**
101–200	*	*	*	*	*	*****
200+	100,0	57,4	*	*	100,0	**81,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi						
Mean (Rand)	380	381	193	814	424	**444**
1–100	*	3,8	*	*	*	**2,0**
101–200	8,0	22,2	*	43,3	8,7	**18,8**
200+	92,0	74,0	100,0	56,7	91,3	**79,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car\bakkie\truck driver						
Mean (Rand)	0	0	47	212	450	**167**
1–100	*	*	*	70,0	*	*
101–200	*	*	*	*	*	**62,9**
200+	*	*	*	100	30	**37,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car\bakkie\truck passenger						
Mean (Rand)	92	172	214	0	132	**115**
1–100	*	*	19,3	*	*	**0,8**
101–200	*	27,9	*	*	11,3	**11,1**
200+	100,0	72,1	72,7	*	88,7	**88,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Totals do not include 'unspecified'.

Of all the modes of travel, travelling by bus was the least expensive for learners to use with a mean of R44 a month. Taxis were the most expensive with a mean of R444. Most of those passengers who used taxis spent more than R200 per month. This was evident in all the district municipalities.

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

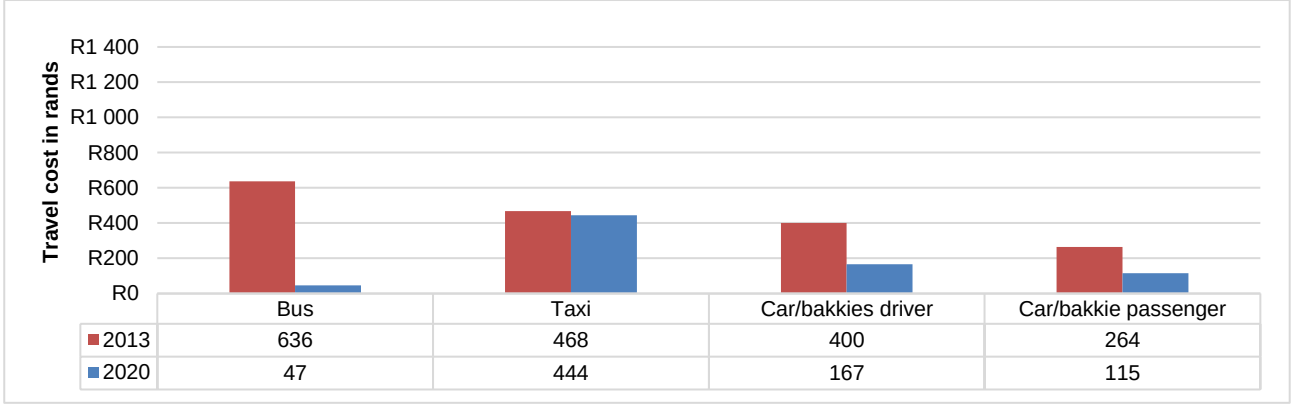


Figure 3.9 shows that overall travel costs for learners have decreased across most modes of transport when comparing 2013 and 2020 data, except for those using car/truck as drivers. The most significant increase is observed among those who travelled by car as the passenger to reach their destination.

In 2020, travelling by taxi appeared to be the most expensive mode of travel, with an average monthly cost of R444, followed by car/truck as driver (R167) and travelling by car/truck as passenger (R115). Travelling by bus as the passenger was the least expensive mode of travel (R47) compared to all the other modes.

3.4 Summary

Learners in urban areas (76,6%) were more likely to attend an educational institution than those in rural areas (23,4%). The results show that 'walking all the way' was the primary method used by scholars to reach their school (67,2%). This pattern is also true for scholars with disabilities (56,1%). The results indicate that nationally, the vast majority of learners were attending classes rather than being taught through distance learning. Learners in Frances Baard counted the largest percentage of both learners who attended classes and distance learning at 33,3% and 34,4% respectively.

The main mode of travel used by learners to their educational institutions in the province, was walking all the way with over sixty per cent (64,2%), followed by those who were passengers in a car/truck (12,2%) and those who used the taxi (10,3%). Learners who used public transport were more likely to use taxis (57,8%) than buses (42,2%). The results show that most learners in the province walked all the way to their educational institutions because it is nearby/close enough to walk (69,4%). The second most common reason provided was that it was by choice (11,7%), this reason was most likely to be given in urban areas (14,5%). Approximately 53% of learners left their place of residence between 07:00 and 07:59, followed by those who left between 06:30 and 06:59 (31,8%), while 12,5% of them left before 06:30.

Those who used public transport experienced long travel times in the morning to access their educational institutions — learners using buses needed on average 54 minutes to get to their educational institutions. While those using taxis needed on average 35 minutes. The overall travel costs for learners have decreased across most modes of transport when comparing 2013 and 2020 data, except for car/truck as driver.

4. Work-related travel patterns

4.1 Introduction

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

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

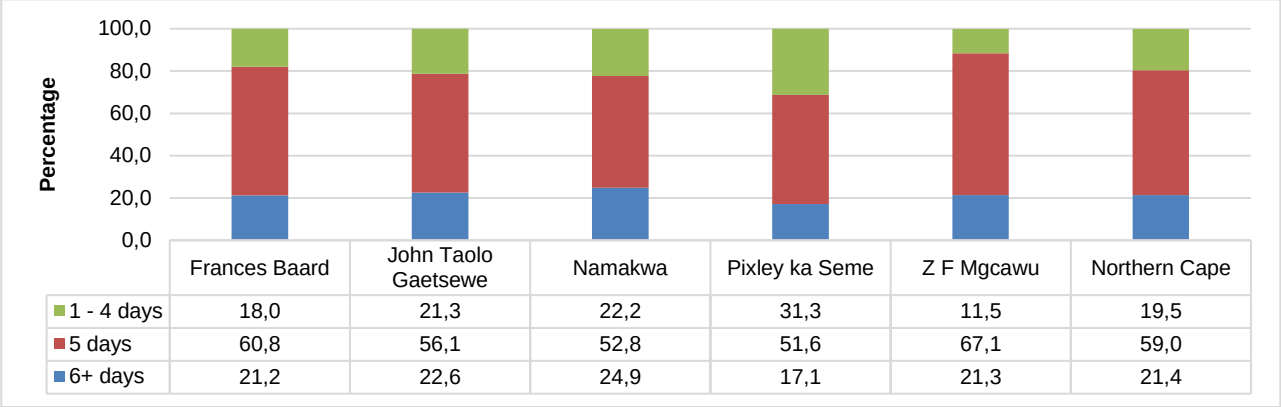
Indicator	Statistics (numbers in thousands)	District municipality					Northern Cape
		Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	
Worker status							
Workers	Number	83	54	41	39	70	**286**
	Percent	28,8	19,0	14,3	13,5	24,5	**100,0**
Disabled workers	Number	26	21	*	10	9	**70**
	Percent	37,0	30,7	5,0	15,0	12,3	**100,0**
Geographic location							
Urban	Number	103	35	40	48	62	**287**
	Percent	35,9	12,1	13,7	16,6	21,7	**100,0**
Rural	Number	5	41	5	*	16	**69**
	Percent	7,4	59,6	7,0	2,0	23,9	**100,0**
Household income quintiles							
Quintile 1 (Lowest income quintile)	Number	37	*	12	5	26	**81**
	Percent	45,3	2,4	14,4	5,6	32,3	**100,0**
Quintile 2	Number	23	9	8	12	16	**68**
	Percent	33,7	12,7	12,3	18,3	23,0	**100,0**
Quintile 3	Number	19	15	5	12	14	**65**
	Percent	29,0	23,0	8,2	18,5	21,3	**100,0**
Quintile 4	Number	15	15	6	15	13	**65**
	Percent	23,4	23,6	9,8	23,3	19,8	**100,0**
Quintile 5 (Highest income quintile)	Number	15	35	13	5	10	**78**
	Percent	19,0	45,0	16,4	6,4	13,3	**100,0**

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

Table 4.1 shows that more than half (28,8%) of the 286 000 Northern Cape workers reside in Frances Baard, 24,5% reside in ZF Macawu and 19,0% in John Taolo Gaetswewe. About 70 000 workers who live with a disability were identified in the survey. Their distribution across provinces does not mirror the general distribution of workers across district municipalities. For example, whereas 24,5% of workers find themselves in ZF Macawu, only 12,3% of workers living with disability live in this district municipality. Namakwa had 14,3% of the Northern Cape workforce, but only 5,0% of the workers live with a disability.

More than three-quarters of workers can be classified as urban and almost a quarter as rural. The highest percentage of workers classified as rural came from John Taolo Gaetsewe (59,6%) and ZF Mgcawu (23,9%).

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



	Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	Z F Mgcawu	Northern Cape
1 - 4 days	18,0	21,3	22,2	31,3	11,5	19,5
5 days	60,8	56,1	52,8	51,6	67,1	59,0
6+ days	21,2	22,6	24,9	17,1	21,3	21,4

Percentages calculated within district municipalities

The number of days travelled per week to places of work is presented in Figure 4.1. In Northern Cape, it is clearly demonstrated that the majority of the working population works five days per week. Provincially, 59,0% workers worked five days a week, followed by 21,4% who worked six days plus and 19,5% worked one to four days a week.

ZF Mgcawu (67,1%) had the highest percentage of workers who worked five days a week, followed by Frances Baard (60,8%) and John Taolo Gaetsewe (56,1%). The lowest percentages of workers who worked five days per week were found in Pixley ka Seme (51,6%). Namakwa (24,9%) recorded the highest proportion of workers who worked more than five days in a week, followed by John Taolo Gaetsewe (22,6%).

Workers in Pixley ka Seme (31,3%) and Namakwa (22,2%) were the most likely to work less than five days a week, and these proportions are above the national proportion of 19,5%.

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

District municipality	Statistics (numbers in thousands)	Days worked (per cent within district municipality)			Total
		1-4	5	6-7	
Frances Baard	Number	19	63	22	**104**
	Percent	18	60,8	21,2	**100,0**
John Taolo Gaetsewe	Number	16	41	17	**73**
	Percent	21,3	56,1	22,6	**100,0**
Namakwa	Number	9	21	10	**39**
	Percent	22,2	52,8	24,9	**100,0**
Pixley ka Seme	Number	14	24	8	**46**
	Percent	31,3	51,6	17,1	**100,0**
ZF Mgcawu	Number	9	51	16	**77**
	Percent	11,5	67,1	21,3	**100,0**
Northern Cape	**Number**	**66**	**200**	**73**	**339**
	Percent	**19,5**	**59,0**	**21,4**	**100,0**
Geographic location					
Urban	Number	53	163	56	**272**
	Percent	19,4	60	20,5	**100,0**
Rural	Number	13	37	17	**67**
	Percent	20,1	54,9	25	**100,0**

Percentages calculated within district municipalities.
Total excludes unspecified days worked

More than half of the Northern Cape workers work five days a week (59,0%), followed by 21,4% that work more than five days a week, and lastly is the 19,5% that work less than five days a week. The same picture is seen throughout the district municipalities as well as geographic locations. This however excludes Pixley ka Seme where 31,3% of workers work less than five days a week with 51,6 % working five days a week and 17,1% working more than five days a week.

4.2 Modes of travel to work

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

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

Indicator	Statistics (numbers in thousands)	Mode of travel						Total
		Public transport		Private transport		Walking all the way	Other	
		Bus	Taxi	Car/truck driver	Car/truck passenger			
Workers	Number	13	33	107	28	102	5	**288**
	Percent	4,5	11,5	37,2	9,7	35,4	1,7	**100,0**
Disabled workers	Number	*	8	22	5	18	*	**58**
	Percent	5,2	13,8	37,9	8,6	31,0	3,4	**100,0**
District municipality								
Frances Baard	Number	*	11	33	5	28	4	**84**
	Percent	3,0	12,9	39,6	6,5	33,6	4,4	**100,0**
John Taolo Gaetsewe	Number	8	13	23	5	13	*	**64**
	Percent	12,7	21	36,1	8,6	20,9	0,7	**100,0**
Namakwa	Number	*	*	14	*	13	*	**31**
	Percent	3,9	4,3	43,3	5,5	41,5	1,4	**100,0**
Pixley ka Seme	Number	*	*	7	4	24	*	**37**
	Percent	1,7	3,8	20,4	9,6	64,5	*	**100,0**
ZF Mgcawu	Number	*	7	29	12	24	*	**73**
	Percent	0,8	9	40,3	16,7	32,7	0,4	**100,0**
Northern Cape	**Number**	**13**	**34**	**107**	**28**	**102**	**5**	**289**
	Percent	**4,5**	**11,6**	**37,0**	**9,8**	**35,4**	**1,7**	**100,0**
Geographic location								
Urban	Number	9	24	91	18	81	4	**228**
	Percent	3,9	10,6	40,1	8,0	35,5	1,9	**100,0**
Rural	Number	4	9	16	10	21	*	**62**
	Percent	6,9	15,2	25,5	16,6	34,8	*	**100,0**
Household income quintiles								
Quintile 1 (Lowest income quintile)	Number	*	6	26	7	18	*	**59**
	Percent	0,8	9,7	44,4	11,5	29,8	3,8	**100,0**
Quintile 2	Number	*	5	10	6	30	*	**53**
	Percent	2,5	9,7	19,7	10,5	56,1	1,5	**100,0**
Quintile 3	Number	*	9	14	*	25	*	**53**
	Percent	2,8	16,5	26,8	4	46,8	3,1	**100,0**
Quintile 4	Number	*	7	16	7	21	*	**54**
	Percent	5,6	13,5	30,3	12,1	38,5	*	**100,0**
Quintile 5 (Highest income quintile)	Number	7	7	39	7	9	*	**69**
	Percent	9,8	9,6	56,7	10,7	13,0	0,2	**100,0**

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

Table 4.3 shows workers' disability status, geographical location, household income quintile and district municipalities by main mode of transport. Provincially, slightly more than one in three workers walked all the way (35,4%). Followed by private cars, with the workers being the driver (37,2%) and taxis, which account for 11,5%. About 9,7% travelled by private car as a passenger and another 4,5% travelled by bus. This pattern holds in most district municipalities except in Namakwa and ZF Mgcawu, where the dominant transport mode was travelling by car/truck as a driver. The use of a bus was most common amongst workers in John Taolo Gaetsewe (12,7%).

Travel by means of public transport was important across all geographic locations. However, urban workers were more likely to use taxis rather than buses as their main mode of transport, and rural workers were most likely to use buses. The results show that fewer urban dwellers than rural dwellers used buses (3,9% compared with 6,9%). In comparison, slightly more urban dwellers made use of private transport as a passenger than rural workers (40,1% compared with 25,5%). The figures for travelling by private car as the driver was high in rural areas compared to urban areas (16,6% as opposed to 8,0%).

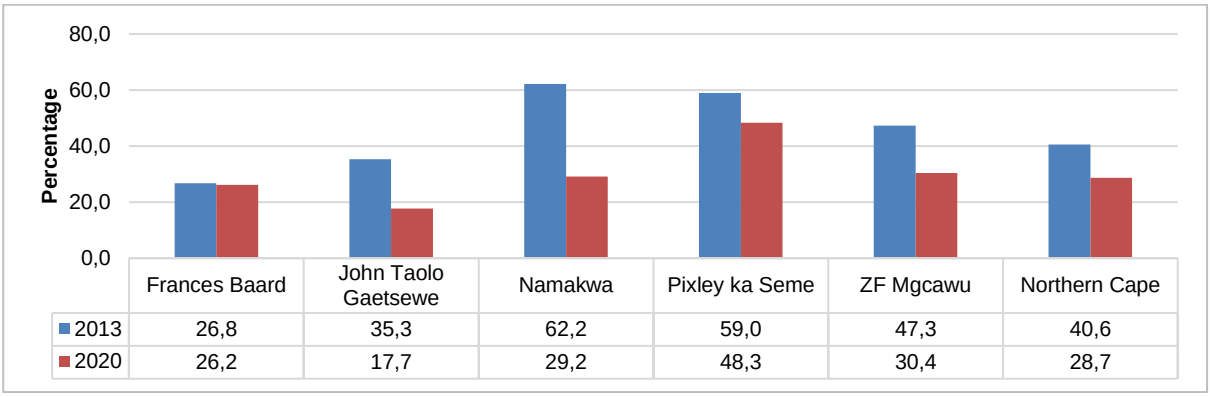
Table 4.4: Total number of trips to work using public transport by district municipality, 2013 and 2020

District municipality	Total number of trips ('000)		
2013	**Bus**	**Taxi**	**Total**
Frances Baard	*	19	**22**
John Taolo Gaetsewe	*	10	**13**
Namakwa	*	*	*****
Pixley ka Seme	*	*	*****
ZF Mgcawu	*	6	**7**
Northern Cape	**10**	**38**	**48**
% of all public transport	**21,0**	**78,6**	**100,0**
2020			
Frances Baard	*	10	**13**
John Taolo Gaetsewe	8	13	**21**
Namakwa	*	*	*****
Pixley ka Seme	*	*	*****
ZF Mgcawu	*	6	**7**
Northern Cape	**13**	**33**	**46**
% of all public transport	**28,1**	**71,9**	**100,0**

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

Table 4.4 represents the total number of trips to work using public transport by district Municipalities between 2013 and 2020. The estimated total number of workers' trips using public transport decreased significantly from 48 000 in 2013 to 46 000 in 2020. Taxis accounted for most public transport users with 71,9% of workers which is less than the proportion reported in 2013 (78,6%). More than quarter (28,1%) of workers using public transport used buses in 2020, whereas in 2013, the percentage of workers who used buses was 21,0%.

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



	Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	Northern Cape
2013	26,8	35,3	62,2	59,0	47,3	40,6
2020	26,2	17,7	29,2	48,3	30,4	28,7

Figure 4.2 illustrates the proportion of workers who reported that they walked all the way to work by district municipalities. The proportion of workers who walked all the way to work slightly decreased from 40,6% in 2013 to 28,7% in 2020. In 2013, 'walking all the way' was more likely to occur in Namakwa (62,2%) than anywhere else in the province, whilst in 2020, Pixley ka Seme residents were more likely to walk than residents of other district municipalities (48,3%). Less than twenty-seven per cent of Frances Baard workers (26,2%) and workers in John Taolo Gaetsewe (17,7%) walked all the way to work. These percentages are much lower than the provincially proportion of 28,7%.

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

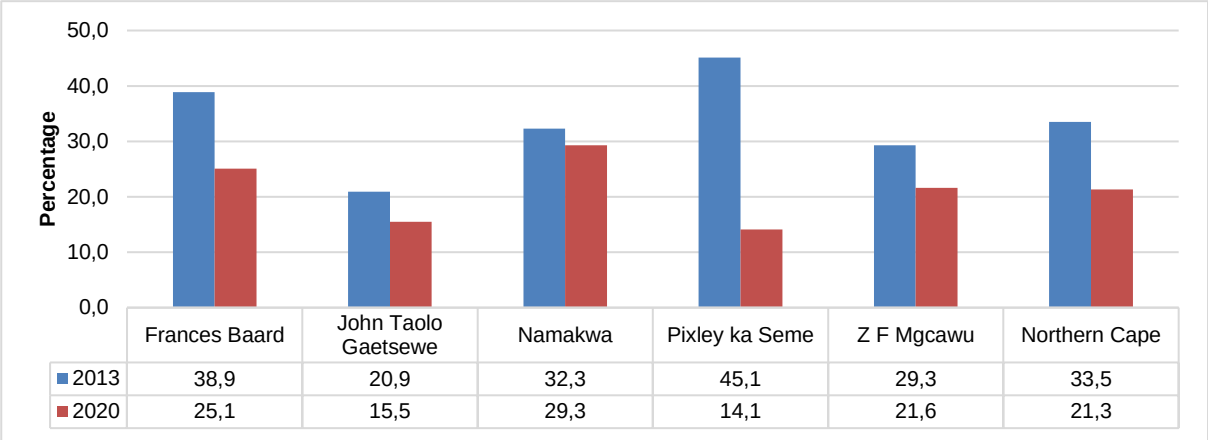
District municipality	Walked to work			Cycled to work			Drove to work			Hitchhiked all the way		
	Number (`000)	% within Northern Cape	% within district	Number (`000)	% within Northern Cape	% within district	Number (`000)	% within Northern Cape	% within district	Number (`000)	% within Northern Cape	% within district
Frances Baard	28	**27,7**	26,2	*	**57,0**	0,9	27	**35,8**	25,1	*	**74,3**	1,2
John Taolo Gaetsewe	13	**13,1**	17,7	*	**23,6**	0,5	12	**15,5**	15,5	*	**10,7**	0,2
Namakwa	13	**12,7**	29,2	*	**9,5**	0,4	13	**17,2**	29,3	*	*****	*
Pixley ka Seme	24	**23,2**	48,3	*	*****	*	7	**9,1**	14,1	*	**9,1**	0,3
ZF Mgcawu	24	**23,3**	30,4	*	**10**	0,2	17	**22,4**	21,6	*	**5,9**	0,1
Northern Cape	**102**	**100,0**	**28,7**	*****	**100,0**	**0,5**	**76**	**100,0**	**21,3**	*****	**100,0**	**0,5**
Geographic location												
Urban	81	**79,0**	28,1	*	**76,7**	0,5	65	**86,0**	22,7	*	**89,3**	0,5
Rural	21	**21,0**	31,2	*	**23,3**	0,6	11	**14,0**	15,4	*	**10,7**	0,3

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

Table 4.5 shows the number of workers who walked all the way, cycled, drove, and hitchhiked to work. Of the 102 000 workers who walked all the way to work, 27,7% lived in Frances Baard, followed by 23,3% who lived in ZF Mgcawu and 23,2% who lived in Pixley ka Seme, while the smallest percentage (12,7%) lived in Namakwa. Most workers who cycled to work were located in Frances Baard (57,0%), followed by John Taolo Gaetsewe (23,6%). About 76 000 workers drove all the way to work, of which the largest percentages were to be found in Frances Baard (35,8%), followed by ZF Mgcawu (22,4%). Almost three quarters of workers who hitchhiked all the way lived in Frances Baard (74,3%).

Geographically, a vast number of workers who walked all the way to work were from urban areas (79,0%) as opposed to those rural areas (21,0%). Also, urban areas had more workers who cycled to work (76,7%) compared to the 23,3% from rural areas. Approximately 86,0% of workers who drove all the way to work resided in urban areas with 14,0% living in rural areas, on the other hand urban areas accounted for majority of workers who hitchhiked all the way to work (89,3%).

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



	Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	Z F Mgcawu	Northern Cape
2013	38,9	20,9	32,3	45,1	29,3	33,5
2020	25,1	15,5	29,3	14,1	21,6	21,3

Percentages calculated within district municipalities

Figure 4.3 shows a significant decrease among workers who drove all the way to their workplace (from 33,5% in 2013 to 21,3% in 2020). All district municipalities saw a decrease among workers who drove all the way to their workplace. The largest decreases between 2013 and 2020 were observed in Pixley ka Seme (-31,0 percentage points) and Frances Baard (-13,8 percentage points).

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

Main reasons for walking all the way	Statistics (numbers in thousands)	Geographic location		Total
		Urban	Rural	
It was by choice	Number	17	*	**20**
	Percent	21,5	11,8	**19,5**
Public transport too expensive	Number	10	*	**10**
	Percent	12,1	2,1	**10,0**
Public transport not available	Number	*	*	*****
	Percent	4,1	*	**3,2**
No public transport available at specific times	Number	*	*	*****
	Percent	0,6	*	**0,5**
No transport	Number	*	*	**4**
	Percent	4,1	4,1	**4,1**
Nearby/close enough to walk	Number	45	17	**63**
	Percent	55,9	81,4	**61,2**
Health reasons/exercising	Number	*	*	*****
	Percent	1,2	*	**1,0**
Other	Number	*	*	*****
	Percent	0,5	0,6	**0,5**
Total	**Number**	**81**	**21**	**102**
	Percent	**100,0**	**100,0**	**100,0**

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

Table 4.6 shows that most workers walked all the way to their place of work because it is nearby/close enough to walk (61,2%). This reason was more likely to be given by workers in rural areas (81,4%) than workers in urban areas (55,9%). Almost one in five workers indicated that it was their choice to walk all the way to work (19,5%). This reason was most likely to be given in urban areas (21,5%).

The third most common reason was that public transport was too expensive (10,0%). It is noticeable that urban workers were much more likely to offer this as a reason than rural workers (12,1% compared to 2,1%).

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

Main reasons for cycled all the way		Geographic location		Total
		Urban	Rural	
It was by choice	Number	*	*	*
	Percent	13,0	*	**10,0**
Public transport: Too expensive/not available/not enough	Number	*	*	*
	Percent	74,7	*	**57,3**
Other	Number	*	*	*
	Percent	12,4	100,0	**32,7**
Total	**Number**	*	*	*
	Percent	**100,0**	**100,0**	**100,0**

Table 4.7 shows that 57,3% of workers said public transport was too expensive/not available/not enough as their reason to cycle all the way to their destination, followed by those who said it was by choice that they cycled all the way to their destination (10,0%).

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

Main reasons for driven all the way		Geographic location		Total
		Urban	Rural	
While at work for work purposes	Number	14	4	**18**
	Percent	56,6	47,4	**54,2**
To drop/pick up passengers on his/her way to work	Number	6	*	**8**
	Percent	23,5	26,5	**24,3**
To drop/pick up passengers on his/her way back home	Number	4	*	**7**
	Percent	18,4	24,5	**20,0**
To pick up lift-club members	Number	*	*	*
	Percent	0,1	1,6	**0,5**
Other	Number	*	*	*
	Percent	1,3	*	*
Total	**Number**	**24**	**9**	**33**
	Percent	**100,0**	**100,0**	**100,0**

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

Provincially, 54,2% of workers who drove all the way to work indicated that they needed to use their vehicle at work for work purposes, followed by 24,3% who had to pick up or drop passengers off on their way to work. This was more prominent in rural areas (26,5%) than in urban areas (23,5%). The results further show that twenty per cent of workers use their cars to drop or pick up passengers on their way back home (20,0%).

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

Main reasons for Hitchhiked all the way	Statistics (numbers in thousands)	Geographic location		Total
		Urban	Rural	
It was by choice	Number	*	*	*
	Percent	6,6	*	**5,9**
Public transport too expensive/not available/not enough	Number	*	*	*
	Percent	25,9	100,0	**33,8**
No transport	Number	*	*	*
	Percent	39,5	*	**35,3**
It is cheaper/reasonable/free of charge	Number	*	*	
	Percent	28	*	**25**
Total	**Number**	*	*	*
	Percent	**100,0**	**100,0**	**100,0**

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

Table 4.9 explores the main reasons for hitchhiking all the way to work. Provincially, more than one-third (35,3%) of workers mentioned non – availability of transport as the main reason for hitchhiking all the way to work. In comparison, 25,0% hitchhiked to their respective place of work mainly because it is cheaper.

All rural workers (100,0%) cited public transport as being too expensive or not available as the main reason for hitchhiking. Slightly more than two-tenths (25,9%) of urban workers said transport is too expensive or not available as the reason to hitchhike all the way to work.

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

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 Northern Cape
Frances Baard	27	*	2,4	**8,1**
John Taolo Gaetsewe	38	*	4,4	**21,3**
Namakwa	5	*	*	*
Pixley ka Seme	6	*	*	*
ZF Mgcawu	32	6	17,4	**70,6**
Northern Cape	**108**	**8**	**7,3**	**100,0**

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

Table 4.10 represents the number of workers who had to connect once or more when travelling to work. About 8 000 indicated that they had to connect at least once when going to work. ZF Mgcawu recorded the highest percentage of workers who changed transport (70,6%), followed by John Taolo Gaetsewe (21,3%) and Frances Baard (8,1%). Proportionally within district municipalities, workers in ZF Mgcawu (17,4%), John Taolo Gaetsewe (4,4%) and Frances Baard (2,4%) were more likely to have workers who changed transport than workers in other provinces to change transport.

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

Main mode of travel	Statistics (numbers in thousands)	Changed transport		Northern Cape
		Yes	No	
Bus	Number	*	12	**13**
	Percent	8,4	91,6	**100,0**
Taxi	Number	*	31	**34**
	Percent	8,9	91,1	**100,0**
Total	**Number**	**4**	**43**	**47**
	Percent	**8,8**	**91,2**	**100,0**

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

Table 4.11 reveals that the need to transfer affects taxi users more than bus users. Of the public transport users who mentioned that they changed transport on the way to their work, 91,2% did not change transport while 8,8% had to change transport. Of those who changed transport, most workers were taxi passengers (8,9%), followed by 8,4% of those who used buses.

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

Main mode of travel	Statistics (numbers in thousands)	No of transfers (percentage of trips)	Northern Cape
Bus	Number	*	*
	Percent	100,0	**100,0**
Taxi	Number	*	*
	Percent	100,0	**100,0**
Total	**Number**	**4**	**4**
	Percent	**100,0**	**100,0**

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

Table 4.12 demonstrates transfers made by public transport users. Provincially, both bus (100,0%) users and taxi (100,0%) users make only one transfer while travelling to work.

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

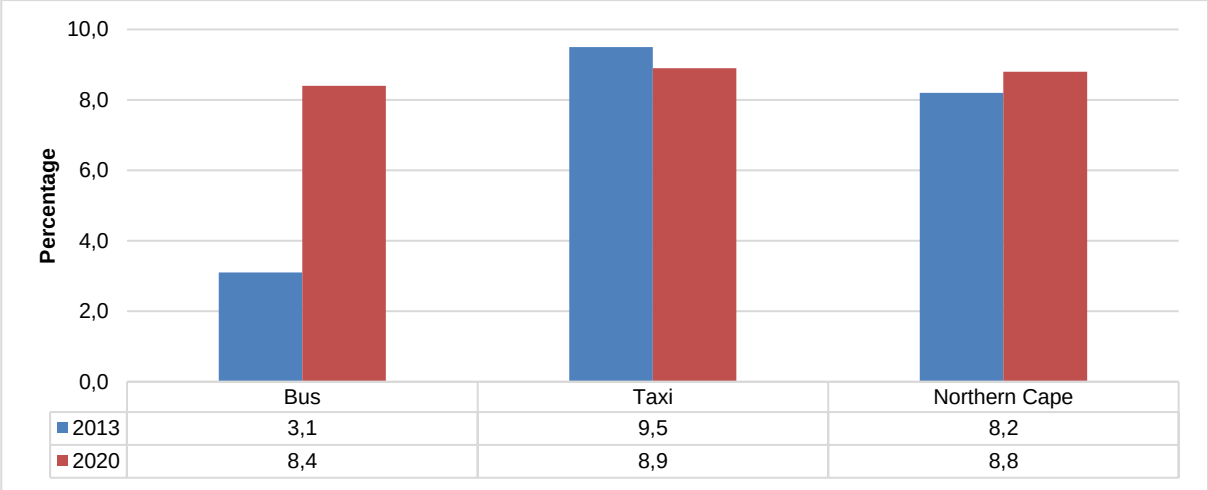


Figure 4.4 shows that provincially, there was a slight increase in the percentage of public transport users who made at least one transfer (from 8,2% in 2013 to 8,8% in 2020). Most workers who completed at least one public transport transfer used taxis. Although this percentage decreased from 9,5% in 2013 to 8,9% in 2020, taxi users were still the most likely of all public transport users to make one or more transfer during their journey to work.

4.3 Departure, waiting, arrival and total travel times

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

Table 4.13: Time workers leave for work by district municipality, 2020

District municipality	Number of persons who completed the question (`000)	Time workers leave (percentage of workers within district)				
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later
Frances Baard	84	13,8	16,2	18,9	43,1	8,0
John Taolo Gaetsewe	64	31,5	16,1	18,3	27,4	6,7
Namakwa	31	11,1	9,5	20,1	52,8	6,5
Pixley ka Seme	37	9,2	3,9	31,2	49,4	6,4
ZF Mgcawu	73	24,0	17,2	29,8	24,1	4,9
Northern Cape	**289**	**19,4**	**14,1**	**23,2**	**36,7**	**6,6**

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

Table 4.13 shows the time workers leave for work by district municipalitiy and geographical location. More than one third (36,7%) of Northern Cape workers left their home for work between 07:00 and 07:59 in the morning. Namakwa (52,8%) and Pixley ka Seme (49,4%) recorded the highest percentages of workers leaving their homes/residential places between 07:00 and 07:59 in the morning.

Out of the 23,2% of workers travelling from 06:30 to 06:59 in the morning, Pixley ka Seme (31,2%), ZF Mgcawu (29,8%) and Namakwa at 20,1% had the highest level.

Slightly less than one in five workers left for work before 06:00 in the morning (19,4%). In terms of the district municipalities, John Taolo Gaetsewe (31,5%), Frances Baard (13,8%) and Namakwa (11,1%) had the highest proportion of workers leaving for work before 06:00 in the morning.

Approximately seven per cent (6,6%) of workers left their homes from 08:00 in the morning or later when going to work. Frances Baard (8,0%) recorded slightly higher levels of workers going to work from 08:00 or later, while the distribution across all district municipalities was more or less equal.

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

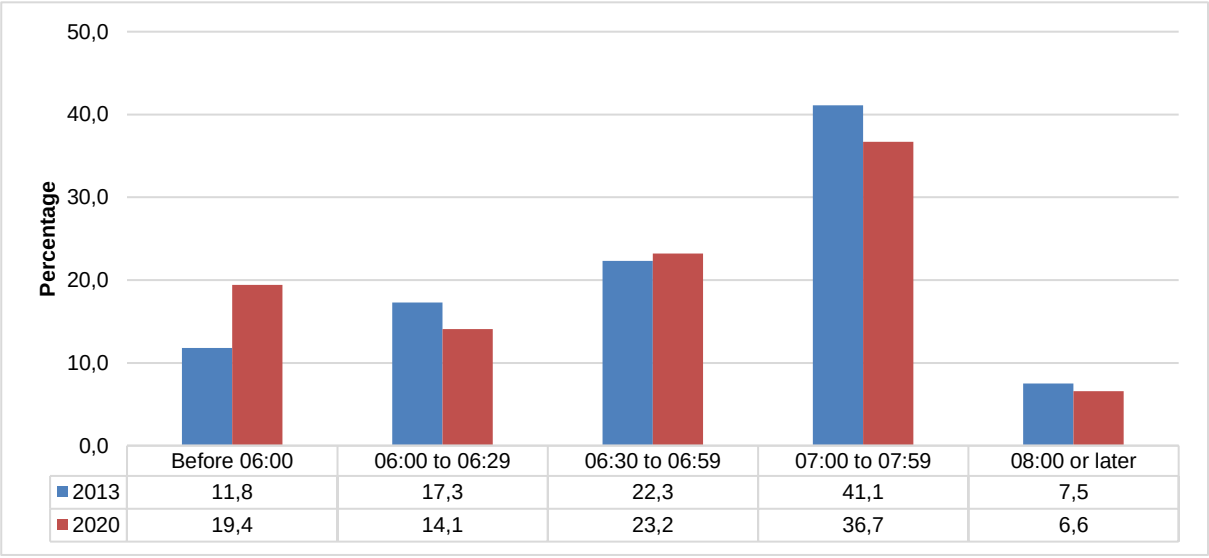


Figure 4.5 shows that the incidence of early starting times was higher in 2020 than in 2013. About fifty-seven percent of workers left their home before 07:00 in 2020 compared to 51,4% in 2013. The number of those who left after 08:00 has decreased from 7,5% in 2013 to 6,6% in 2020.

Table 4.14: Number of workers by arrival time at place of work and district municipality, 2020

District municipality	Number of persons who completed the question (`000)	Time workers leave (percentage of workers within district)				
		Before 06:00	06:00 to 06:29	06:30 to 06:59	07:00 to 07:59	08:00 or later
Frances Baard	84	6,1	3,8	20,3	55,7	14,1
John Taolo Gaetsewe	64	15,2	9,9	22,0	40,0	12,9
Namakwa	31	6,5	5,2	18,6	60,3	9,3
Pixley ka Seme	37	5,6	4,7	18,5	49,0	22,1
ZF Mgcawu	73	8,1	6,6	37,2	39,1	9,0
Northern Cape	**289**	**8,6**	**6,1**	**24,5**	**47,7**	**13,1**
Geographic location						
Urban	227	7,6	5,9	23,5	49,1	13,9
Rural	62	12,5	6,9	28,2	42,5	9,9

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

Table 4.14 represents the number of workers by arrival time at work by province and geographical location. Provincially, a little less than thirty-eight per cent of the working population arrived at work between 07:00 and 07:59 in the morning (47,7%). Workers in Namakwa (60,3%), Frances Baard (55,7%) and Pixley ka Seme (49,0%) had the highest percentages of arriving at work during this period.

About 13,1% arrived at work at 08:00 in the morning or later. District municipalities where most workers tended to arrive at work during this time were Pixley ka Seme (22,1%), followed by Frances Baard (14,1%) and John Taolo Gaetsewe (12,9%).

Most urban workers (49,1%) were also more likely to arrive at work between 07:00 and 07:59 or later than rural workers (42,5%). On the other hand, rural workers were more likely to arrive at work before 07:00 than urban workers.

Table 4.15: Workers by district municipality and walking time to the first public transport, 2020

District municipality	Number of workers who walked to first public transport (`000)	Walking time (per cent within district municipality)			
		Up to 5 min	6–10 min	11–15 min	>15 min
Frances Baard	22	81,3	11,5	1,1	6
John Taolo Gaetsewe	11	58,8	32,5	5,2	3,5
Namakwa	*	62,3	37,7	*	*
Pixley ka Seme	*	78,4	7,1	7,1	7,4
ZF Mgcawu	10	46,2	31,6	6,8	15,3
Northern Cape	**47**	**67,6**	**21,7**	**3,5**	**7,2**

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

It is evident from Table 4.15 that the distribution of walking times is very similar throughout the provinces. The majority of workers walked up to 5 minutes to reach their first transport in the morning (67,6%) and 21,7% walked between 6-10 minutes.

Provincially, only 7,2% of workers walked for more than 15 minutes to their first transport. District municipalities where most workers tended to walk for the same duration were ZF Mgcawu (15,3%) and Pixley ka Seme (7,4%). These proportions were higher than the provincial percentage of 7,2%.

Figure 4.6: Time taken to walk to get to the first transport, 2013 and 2020

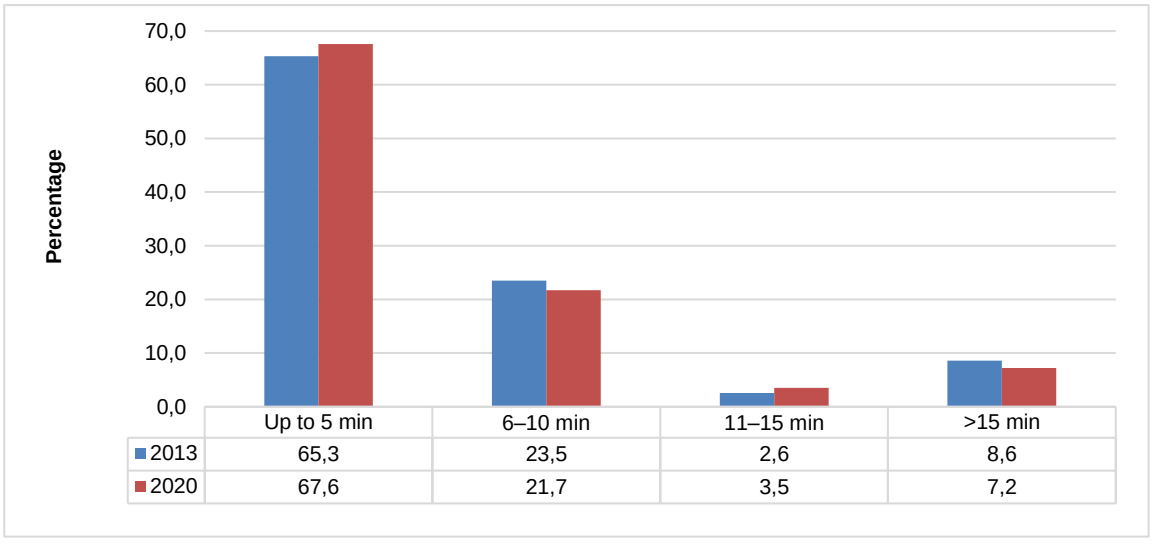


Figure 4.6 shows that the percentage of workers who spent 15 minutes or more walking to their first transport decreased provincially from 8,6% in 2013 to 7,2% in 2020, while the percentage of workers who walked up to 5 minutes increased from 65,3% in 2013 to 67,6% in 2020. This represents a +2,3 percentage point increase.

Table 4.16: Walking time to the first public transport by mode of travel, 2020

Mode of travel	Number of workers who used public transport and completed walking time question (`000)	Walking time (per cent within mode)			
		Up to 5 min	6–10 min	11–15 min	>15 min
Bus	9	56,7	38,6	*	4,6
Taxi	18	79,4	12,4	3,4	4,8
Total	**27**	**71,7**	**21,3**	**2,3**	**4,8**

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

Table 4.16 shows that taxi users were most likely to walk for more than 15 minutes to the first transport. Generally, walking times to taxis and buses show a similar distribution. However, slightly more of the taxi users (79,4%) as opposed to the bus users (56,7%) said that they walked for 5 minutes or less to get to their first transport.

Table 4.17: Waiting time for first public transport (train, bus and taxi) by district municipality, 2020

District municipality	Number of workers who waited for public transport (`000)	Waiting time (per cent within district)			
		Up to 5 min	6–10 min	11–15 min	>15 min
Frances Baard	12	75,9	12	7,7	4,4
John Taolo Gaetsewe	10	85,5	8,5	1,5	4,5
Namakwa	*	80,5	19,5	*	*
Pixley ka Seme	*	66,1	33,9	*	*
ZF Mgcawu	*	52,8	47,2	*	*
Northern Cape	**26**	**77,8**	**14,3**	**4,1**	**3,8**

Table 4.17 represents the amount of time workers have to wait before their first public transport arrives by district municipality. About twenty-six thousand workers waited for their first public transport. More than three quarters of the workers (77,8%) waited five minutes or less provincially, while workers John Taolo Gaetsewe (85,5%), Namakwa (80,5%) and Frances Baard (75,9%) were the most likely of all the provinces to wait for five minutes or less.

About 4% (3,8%) of all Northern Cape workers waited for more than 15 minutes for the first public transport. In John Taolo Gaetsewe, 4,5% of the workers waited for more than 15 minutes or more, followed by 4,4% in Frances Baard.

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

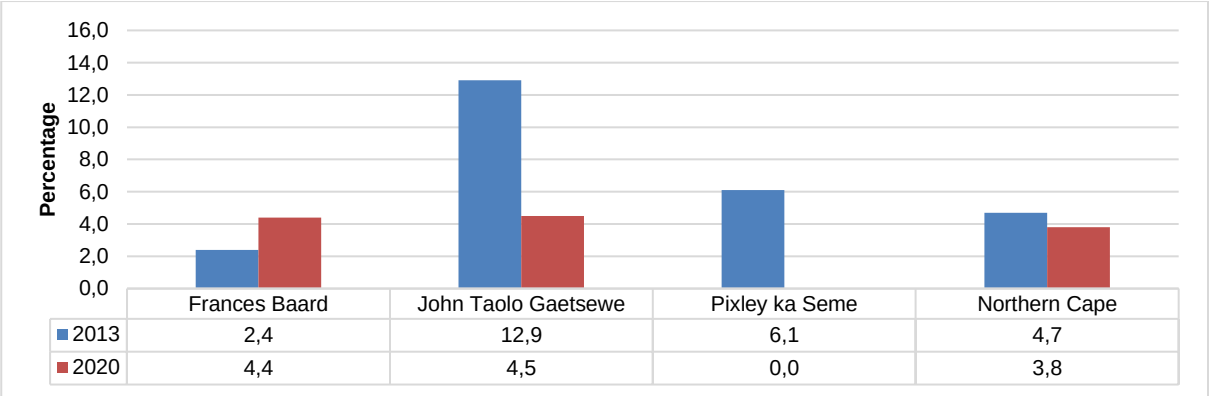


Figure 4.7 shows that the percentage of workers who waited more than 15 minutes for the first public transport decreased between 2013 and 2020 across all district municipalities except in Frances Baard where the percentage increased from 2,4% in 2013 to 4,4% in 2020.

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

District municipality	Bus				Taxi				
	Total (`000)	Up to 5 min	6–10 min	>15 min	Total (`000)	Up to 5 min	6–10 min	11–15 min	>15 min
Frances Baard	*	17,5	34,1	62,7	**10**	58,6	41,9	86,6	.
John Taolo Gaetsewe	**5**	66,2	19,3	37,3	**5**	27,5	24,1	13,4	100,0
Namakwa	*	10,7	26,6	*	*	3,4	*	*	*
Pixley ka Seme	*	3,9	*	*	*	*	5,4	*	*
ZF Mgcawu	*	1,7	19,9	*	*	10,5	28,7	*	*
Northern Cape	**9**	**100,0**	**100,0**	**100,0**	**18**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 4.18 presents the findings of workers who used public transport and the times they waited for their taxis and buses. There were more taxi commuters (18 000) than bus commuters (9 000) in the province.

Workers who used buses as their public transport and waited for more than 15 minutes were more likely to come from Frances Baard (62,7%) and John Taolo Gaetsewe (37,3%). All workers who waited more than 15 minutes for their first taxi to arrive were from John Taolo Gaetsewe (100,0%).

Table 4.19: Walking time at the end of the work trip using public transport (bus and taxi) by district municipality, 2020

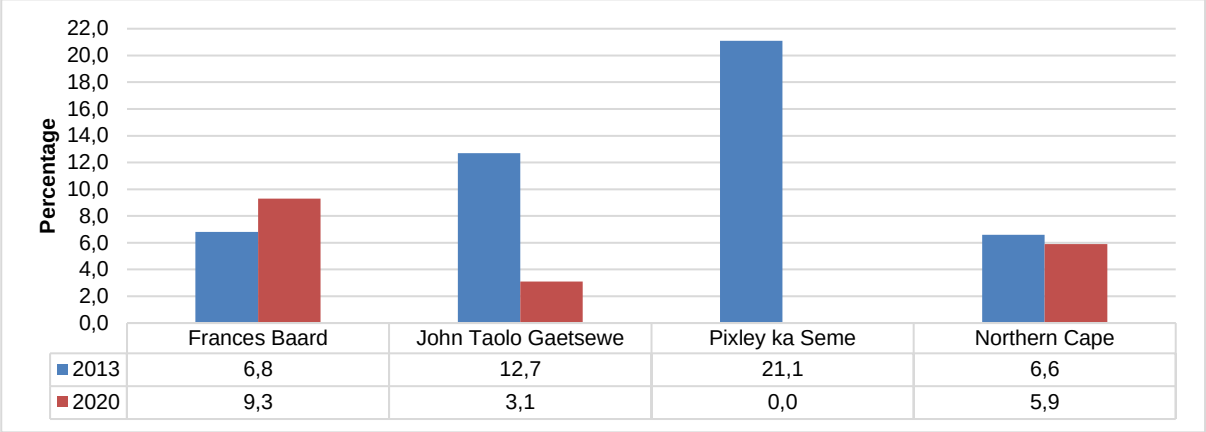
District municipality	Number of workers who walked at the end of the work trip (`000)	Walking time (per cent within district)			
		Up to 5 min	6–10 min	11–15 min	>15 min
Frances Baard	12	65,6	18,7	6,4	9,3
John Taolo Gaetsewe	8	79,7	17,2	*	3,1
Namakwa	*	86,4	13,6	*	*
ZF Mgcawu	*	54,8	34,5	10,6	*
Northern Cape	**24**	**70,6**	**19,3**	**4,2**	**5,9**

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

Table 4.19 confirms that walking times after getting off public transport are longer generally than the walking times to public transport. Provincially, seven out of ten commuters walked five minutes or less to get to their final destination (70,6%), and a further 19,3% walked between 6 and 10 minutes. Approximately four per cent of Northern Cape workers walked between 11 and 15 minutes after alighting from their transport (4,2%).

Namakwa (86,4%) and John Taolo Gaetsewe (79,7%) had the highest percentages of commuters who walked for 5 minutes or less to their place of work. About 9,3% of Frances Baard workers and 3,1% in John Taolo Gaetsewe walked for more than 15 minutes.

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



By comparison, all district municipalities observed a decrease in the percentage of individuals who walked for 15 minutes or more, except Frances Baard.

Table 4.20: Workers who used public transport by district municipality and walking time at the end of the trip to reach place of work, 2020

District municipality	Bus					Taxi				
	Total (`000)	Up to 5 min	6–10 min	11–15 min	>15 min	Total (`000)	Up to 5 min	6–10 min	11–15 min	>15 min
Frances Baard	*	24,1	.	100,0	52,3	10	62,7	56,8	66,7	100,0
John Taolo Gaetsewe	4	60,0	74,6	*	47,7	4	28,0	25,9	*	*
Namakwa	*	10,5	25,4	*	*	*	2,1	*	*	*
ZF Mgcawu	*	5,5	*	*	*	*	7,3	17,3	33,3	*
Northern Cape	**8**	**100,0**	**100,0**	**100,0**	**100,0**	**16**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 4.20 shows that more than half of the workers who had to walk for up to five minutes to their workplace, after being dropped off by a taxi, lived in Frances Baard (62,7%), 28,0% lived in John Taolo Gaetsewe and 7,3% resided in ZF Mgcawu.

Users of bus services who had to walk for more than 15 minutes were more likely to live in Frances Baard (100,0%) than any other place.

Table 4.21: Total time travelled to place of work by main mode and district municipality, 2020

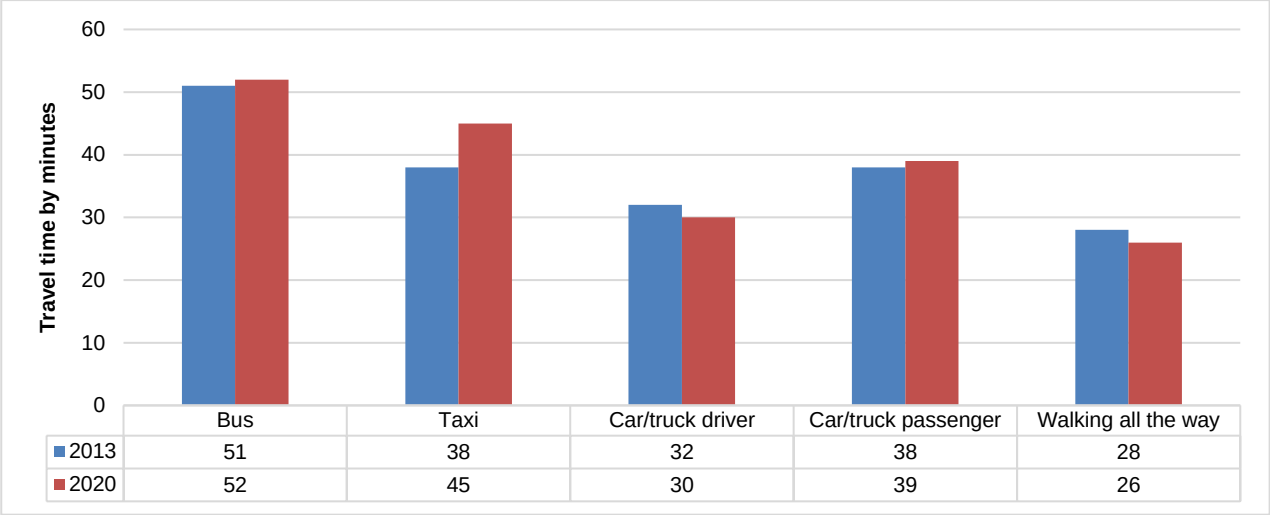
Main mode of travel and total time in minutes	District municipality					Northern Cape
	Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	
Bus						
Means	66	47	61	66	32	**52**
1-30	*	57,7	23,1	*	58,0	**40,6**
31-60	53,0	19,8	54,9	44,1	42,0	**31,6**
61+	47	22,5	22,0	55,9	*	**27,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi						
Mean (minutes)	44	50	55	32	39	**45**
1-30	29,0	39,1	21,6	56,9	42,2	**36,6**
31-60	60,5	39,4	54,1	43,1	57,8	**50,4**
61+	10,5	21,5	24,4	*	*	**13,0**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck driver						
Mean (minutes)	28	43	28	15	27	**30**
1-30	76,4	55,6	76,8	100,0	76,2	**73,5**
31-60	13,7	28,1	18,1	*	18,1	**17,6**
61+	10,0	16,3	5,1	*	5,7	**8,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck passenger						
Mean (minutes)	41	25	26	31	49	**39**
1-30	50,5	81,9	83,5	74,2	44,4	**58,8**
31-60	32,1	13,3	16,5	18,7	17,7	**19,7**
61+	17,5	4,8	*	7,1	38,0	**21,5**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Walking all the way						
Means(minutes)	29	28	18	23	30	**26**
1-30	70,0	68,6	92,7	83,7	72,4	**76,4**
31-60	24,1	23,8	3,9	12,8	17,6	**17,3**
61+	5,9	7,6	3,5	3,5	10,0	**6,2**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Provincially, almost three in ten workers using a bus tended to travel for more than 60 minutes to work (27,8%), as shown in Table 4.21. In Frances Baard and Pixley ka Seme the time taken to travel by bus was mostly more than an hour. On average it takes 52 minutes to reach the place of work when traveling by bus.

Most of the workers who travelled by taxi took between 30 to 60 minutes to reach their place of work (50,4%), followed by 36,6% of workers who needed 30 minutes or less to reach their destination and 13,0% needed more than an hour. Pixley ka Seme (56,9%) and ZF Mgcawu (42,2%) had the highest proportion of workers who travelled 30 minutes or less when travelling by taxi.

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



	Bus	Taxi	Car/truck driver	Car/truck passenger	Walking all the way
2013	51	38	32	38	28
2020	52	45	30	39	26

Figure 4.9 shows that overall, between 2013 and 2020, the average travel time for work has increased across all modes of transport, with the exception of those who travelled by car/bakkie/truck as drivers and these who walked all the way. The highest increase is observed among those who used taxi to reach their destination, as shown in Figure 4.9.

In 2020, workers who used public transport experienced long travel times in the morning to access their workplace; bus users travelled for 52 minutes, while taxi users travelled 45 minutes. Those who travelled by car/bakkie/truck as a passenger needed 39 minutes and those who drove took 30 minutes.

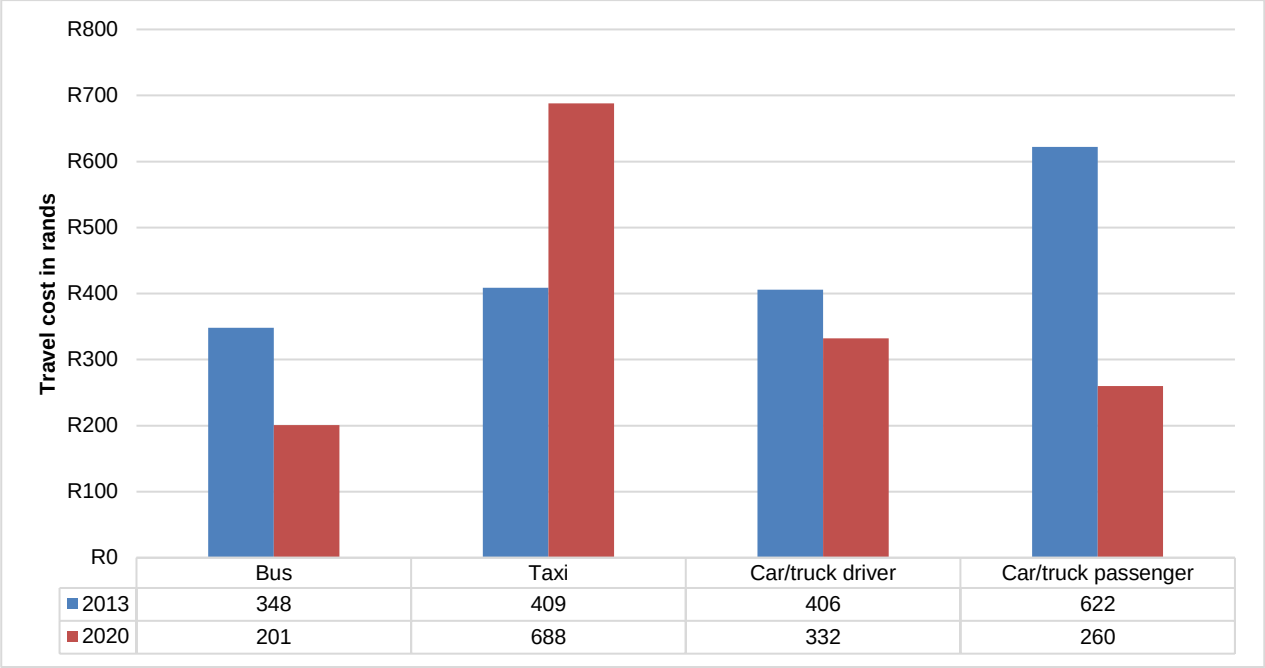
Table 4.22: Monthly cost of transport by main mode and district municipality, 2020

Mode and monthly payment in Rand	District municipality					Northern Cape
	Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	
Bus						
Mean(rand)	617	31	395	0	577	**201**
1 - 100	*	88,3	*	*	*	**41,8**
101 - 200	*	*	*	*	37,2	**3,0**
200+	100,0	11,7	100,0	,	62,8	**55,2**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Taxi						
Mean(rand)	488	642	423	3554	559	**688**
1 - 100	*	*	20,9	*	*	**0,8**
101 - 200	*	1,3	*	*	3,1	**1,1**
200+	100,0	98,7	79,1	100,0	96,9	**98,1**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck driver						
Mean(rand)	414	134	387	155	415	**332**
1 - 100	5,6	18,3	28,1	16,7	2,6	**11,9**
101 - 200	*	7	8,8	*	23,6	**10,4**
200+	94,4	74,7	63,1	83,3	73,9	**77,7**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
Car/truck passenger						
Mean(rand)	560	430	137	207	81	**260**
1 - 100	*	*,	18,5	*	15,1	**5,3**
101 - 200	*	12,0	*	*	8,6	**5,1**
200+	100,0	88,0	81,5	100,0	76,3	**89,6**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 4.22 shows that travel costs were the highest for those who travelled by taxi (R688) as their mode of travel, as opposed to car/bakkie/truck drivers (R332), using a car/bakkie/truck as a passenger (R260) and bus users (R201). Travelling by bus was the least expensive mode of travel, with a mean of R201.

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



	Bus	Taxi	Car/truck driver	Car/truck passenger
2013	348	409	406	622
2020	201	688	332	260

Across all modes of transport, workers' average travel cost has decreased between 2013 and 2020, except for taxi users. The highest decrease was observed among those who used cars as passengers, to reach their destinations, as shown in Figure 4.10.

In 2020, riding a taxi appeared to be the most expensive mode of travel, with an average monthly cost of R688, followed by car/truck driver (R332) and car/truck passenger (R260). Using a bus (R201) was the least expensive mode of travel compared to all the other modes.

4.4 Summary

The majority of the working population worked for five days per week. ZF Mgcawu (67,1%), Frances Baard (60,8%) and John Taolo Gaetsewe (56,1%) had the highest percentage of workers who worked for five days a week and the lowest percentages of workers who worked for five days per week were found in Pixley ka Seme (51,6%) and Namakwa (52,8%). Workers in urban areas were more likely to work for five days a week compared to rural workers, with about sixty per cent of urban workers compared to 55% (54,9%) of rural workers indicating that they worked five days a week.

Provincially, the main mode of transport used to work was a private car as a driver, followed by walking all the way. Taxis were also indicated as a popular mode of transport. There was a significant decrease in the proportion of workers who walked all the way to various workplaces in Northern Cape between 2013 and 2020. 'Walking all the way' was more likely to occur in Namakwa (62,2%) than anywhere else in the province in 2013, whilst in 2020, Pixley ka Seme residents were more likely to walk than residents of other district municipalities (48,3%).

The majority of workers in the rural areas indicated the place of work being nearby/close enough to walk as the reason for walking all the way.

5. Business trips

5.1 Introduction

Business trips are defined as trips taken by persons aged 15 years and older, as part of the execution of their duties as workers. These trips can, for example, be taken for the purpose of visiting suppliers and customers, attending meetings at other company locations, conferences, etc. It does not include trips to one's usual place

of work, and focuses on trips 20 km or more away from the usual place of work. A business trip can be a day or overnight trip or both.

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

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

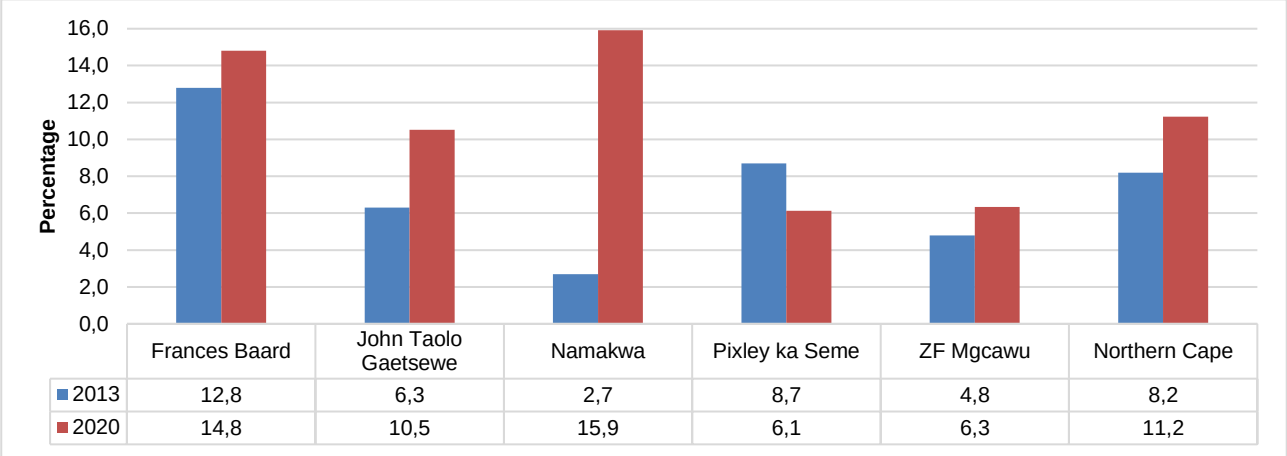
District municipality	Workers aged 15 years and older	Business trips amongst workers 15 years and older		
		Number	Per cent within district municipality/ geographical area	Per cent within Northern Cape
Frances Baard	108	16	14,8	**30,4**
John Taolo Gaetsewe	76	8	10,5	**21,3**
Namakwa	44	7	15,9	**12,5**
Pixley ka Seme	49	*	6,1	**13,8**
ZF Mgcawu	79	5	6,3	**22,1**
Northern Cape	**356**	**40**	11,2	**100,0**
Geographic location				
Urban	287	33	80,3	**80,7**
Rural	69	6	19,7	**19,3**

Percentages calculated across provinces, within Northern Cape.
The totals used to calculate percentages excluded unspecified cases.

Table 5.1 shows incidences of business trips during the past calendar month by district municipality and geographic location in 2020. The highest percentage of incidence of business trips in the Northern Cape came from Frances Baard district municipality (30,4%), followed by ZF Mgcawu (22,1%) and John Taolo Gaetsewe (21,3%). Similarly, within the district municipalities Francis Baard has the highest percentage (29,1%), followed by ZF Mgcawu (23,2%) and John Taolo Gaetsewe (21,4%).

In the Northern Cape urban areas have the highest percentage of business trips among workers 15 years and older (80,7%).

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



	Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	Northern Cape
2013	12,8	6,3	2,7	8,7	4,8	8,2
2020	14,8	10,5	15,9	6,1	6,3	11,2

District municipality comparisons have to be done with care due to boundary changes between 2013 and 2020.

Figure 5.1 presents the proportion of workers aged 15 years and older who took business trips prior to the interview between 2013 and 2020 by district municipality. In 2013, Frances Baard had the highest proportion of workers who were most likely to take business trips, while in 2020, Namakwa took the lead. There was a decline of 2,6% in Pixley ka Seme and an increase of 13,2% in Namakwa between 2013 and 2020.

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

District municipality	Number of workers who undertook business trips (`000)	Number of business trips (per cent within district)				Total
		1–5 trips	6–10 trips	11–15 trips	16–20 trips	
Frances Baard	16	88,6	4,2	7,2	*	**100,0**
John Taolo Gaetsewe	8	89,0	5,9	5,0	.	**100,0**
Namakwa	7	81,8	12,0	1,6	4,6	**100,0**
Pixley ka Seme	*	100,0	*	*	*	**100,0**
ZF Mgcawu	5	89,1	1,3	*	9,6	**100,0**
Northern Cape	**40**	**88,6**	**5,2**	**4,2**	**2,0**	**100,0**

* Unweighted numbers of 3 and below per cell are too small to provide reliable estimates.
Totals do not include unspecified case.
Percentages calculated within district municipalities.

Table 5.2 illustrates workers who undertook business trips during the calendar month prior to the interview by district municipality in 2020. It is evident that most workers took 1-5 business trips across all district municipalities in the Northern Cape.

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

Mode of travel		Statistics (numbers in thousands)	District municipality					Northern Cape
			Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	
Public transport	Bus	Number	*	*	*	*	*	**2**
		Per cent	*	3,9	1,8	*	36,0	**5,8**
	Taxi	Number	*	*	*	*	*	*****
		Per cent	5,1	20,1	10,9	*	*	**8,1**
Public transport	Car/truck driver	Number	11	5	5	*	*	**25**
		Per cent	68,5	61,5	65,8	62,5	54,6	**64,3**
	Car/truck passenger	Number	*	*	*	*	*	**4**
		Per cent	4,6	11,3	21,5	37,5	*	**11,1**
Aircraft		Number	4	*	*	*		**4**
		Per cent	21,8	*	*	*	9,5	**10,1**
Total		**Number**	**16**	**8**	**7**	*****	**5**	**40**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 5.3 shows the main mode of travel used for business trips by district municipality in the Northern Cape. In all the district municipalities, 'driving car/truck' was the main mode of transport used by workers to reach their business destination, where out of 40 000 workers, 25 000 drove car/truck to their business destination. Car/truck passengers (11,1%) were the second most used mode of travel for workers in the province.

Buses were mainly used in ZF Mgcawu (36,0%). Taxis were mainly used in John Taolo Gaetsewe (20,1%), Namakwa (10,9%), and Frances Baard (5,1%).

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

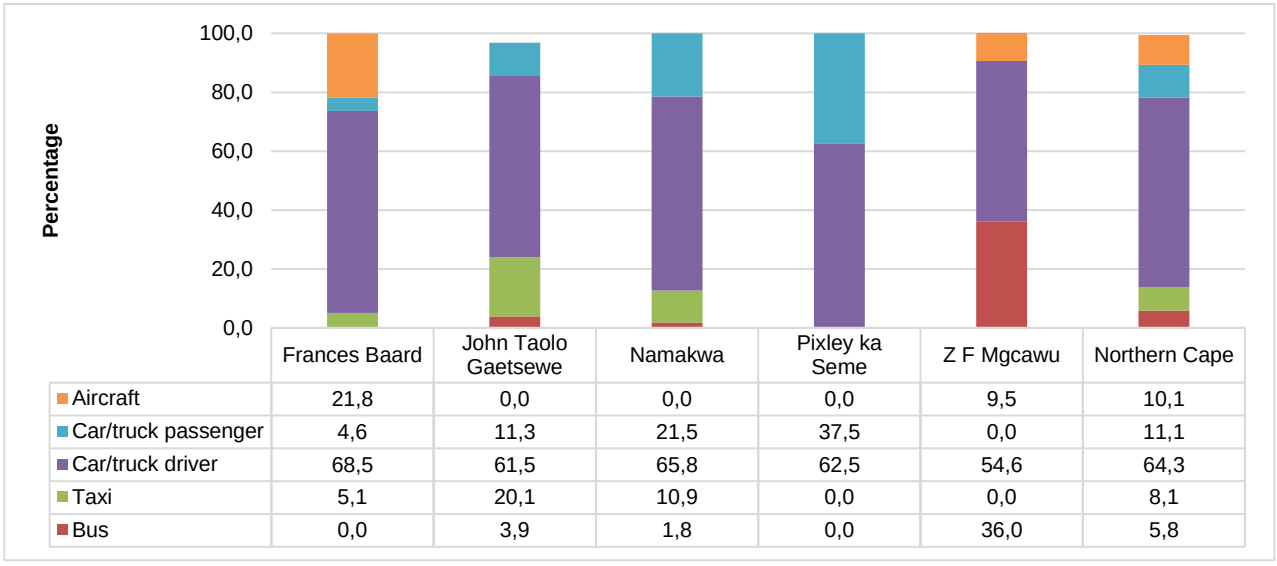


Figure 5.2 presents the percentage of business trips undertaken using different modes of travel by district municipality. Most business travellers (64,3%) used car/truck as a driver. The second most commonly used mode of transport was car/truck as a passenger (11,1%). District municipality comparison show that more than half of travellers in all district municipalities used their own cars when undertaking business trips. Taxis were most likely to be used in John Taolo Gaetsewe (20,1%) followed by Namakwa (10,9%). Aircrafts as mode of transport when travelling for business purposes were more common in Frances Baard, at 21,8%.

5.2 Summary

The aim of this section is to analyse and interpret business trips in the Northern Cape. Frances Baard district has the most persons aged 15 years and older who undertook business trips. John Taolo Gaetsewe and ZF Mgcawu have almost the same number of workers taking business trips. Amongst all workers interviewed, most of them indicated that they had undertaken 1-5 trips prior to the interview. Main mode of transport mainly used by business travellers was car/truck as drivers.

6. Other travel patterns

6.1 Introduction

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

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

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

6.2 Day trips

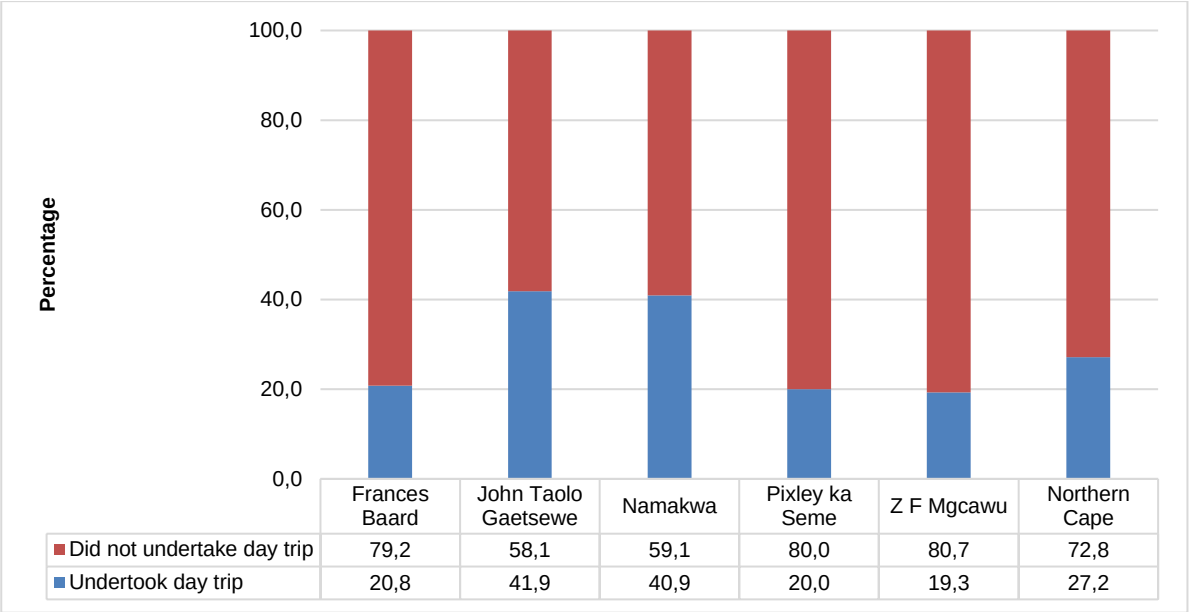
Table 6.1: Day trip/s taken away from usual home/place of residence in the twelve months prior to the interview, 2020

District municipality	Number of persons aged 15 years and older (`000)	Trips taken away from usual home/ place of residence	
		Number	Per cent in Northern Cape
Frances Baard	279	58	**23,6**
John Taolo Gaetsewe	191	80	**32,3**
Namakwa	110	45	**18,1**
Pixley ka Seme	150	30	**12,0**
ZF Mgcawu	176	34	**14,0**
Northern Cape	**906**	**246**	**100,0**

Percentages calculated across district municipalities, with Northern Cape.
The totals used to calculate percentages excluded unspecified cases.

Table 6.1 indicates that a total of 246 000 individuals out of a total of 906 000 who were interviewed had undertaken trips away from their usual home/place of residence during the 12 months prior to the survey. John Taolo Gaetsewe has the highest proportion of individuals who had undertaken trips (32,3%), whilst Pixley ka Seme had the lowest proportion at 12,0%.

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



Persons aged 15 years and older who reside in John Taolo Gaetsewe (41,9%) were most likely to take day trips, followed by Namakwa (40,9%).

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

Main purpose of trip	District municipality (per cent within district municipality)					
	Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	Northern Cape
Visit friends/family/ancestral home	27,7	34,8	30,8	44,7	26,7	**32,5**
Leisure/holiday	6,6	3,2	9,1	3,0	5,2	**5,3**
Shopping	25,6	21,4	31,3	16,4	8,7	**21,8**
Sporting	*	1,6	0,9	2,9	5,8	**1,8**
Funeral	14,5	4,3	7,9	4,5	12,5	**8,5**
Medical	4,8	6,8	5,7	3,9	8,8	**6,0**
Government services (e.g. home affairs, etc.)	1,7	2,5	1,9	2,3	2,5	**2,2**
Looking for work	2,2	7,3	2,0	6,2	0,7	**4,1**
Wellness (e.g. spa, health farm, etc.)	*	0,2	0,0	0,7	1,0	**0,3**
Religious/cultural/traditional	9,2	7,8	1,2	6,0	5,6	**6,4**
Wedding	2,7	0,9	0,7	*	0,6	**1,1**
Other	5,0	9,3	8,6	9,6	21,9	**10,0**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 6.2 illustrates that most travellers undertook trips to visit friends/family/ancestral home (32,5%), followed by those who undertook trips for shopping (21,8%). Municipalities where a significant percentage of individuals visited friends/family/ancestral home were Pixel Ka Seme (44,7%) and John Taolo Gaetsewe at 34,8%. Persons who undertook trips mostly for medical reasons were located in ZF Mgcawu (8,8%), followed by those living in John Taolo Gaetsewe (6,8%).

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

Mode of travel		Statistics (numbers in thousands)	District municipality					
			Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	Northern Cape
	Bus	Number	*	*	*	*	*	**10**
		Per cent	1,6	4,2	1,3	10,0	5,9	**4,0**
	Taxi	Number	14	31	10	5	5	**64**
		Per cent	23,7	38,4	23,0	16,7	13,3	**26,0**
Private transport	Car/truck driver	Number	15	16	14	4	9	**58**
		Per cent	25,2	19,8	32,3	12,5	27,1	**23,5**
	Car/truck passenger	Number	24	19	18	10	15	**86**
		Per cent	42,1	23,4	39,4	34,8	43,5	**34,9**
Other		Number	4	*	*	6	*	**15**
		Per cent	6,8	0,8	4,0	19,8	6,9	**5,9**
Walking		Number	*	11	*	*	*	**12**
		Per cent	*	13,4	*	*	3,2	**4,8**
Total		**Number**	**58**	**80**	**45**	**30**	**34**	**246**
		Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 6.3 shows that most persons who undertook day trips in the Northern Cape province were car/truck passengers (34,9%), followed by those using taxis (26,0%). Bus users were most common in the Pixley ka Seme (10,0%), whilst those who were least likely to use buses were found in Namakwa (1,3%).

6.3 Overnight trips

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

District municipality	Number of persons aged 15 years and older (`000)	Undertook overnight trips	
		Number ('000)	Per cent
Frances Baard	279	86	36,5
John Taolo Gaetsewe	191	84	35,8
Namakwa	110	16	7,0
Pixley ka Seme	150	19	7,9
ZF Mgcawu	176	30	12,7
Northern Cape	**906**	**235**	**100,0**

Percentages calculated across district municipalities, within Northern Cape.

Table 6.4 indicates that out of (906 000) of the total number of persons interviewed (235 000) undertook overnight trips away from their usual home/residence. Residents of the Frances Baard were most likely to undertake overnight trips (36,5%), whilst those residing in Namakwa were least likely to undertake overnight trips (7,0%).

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

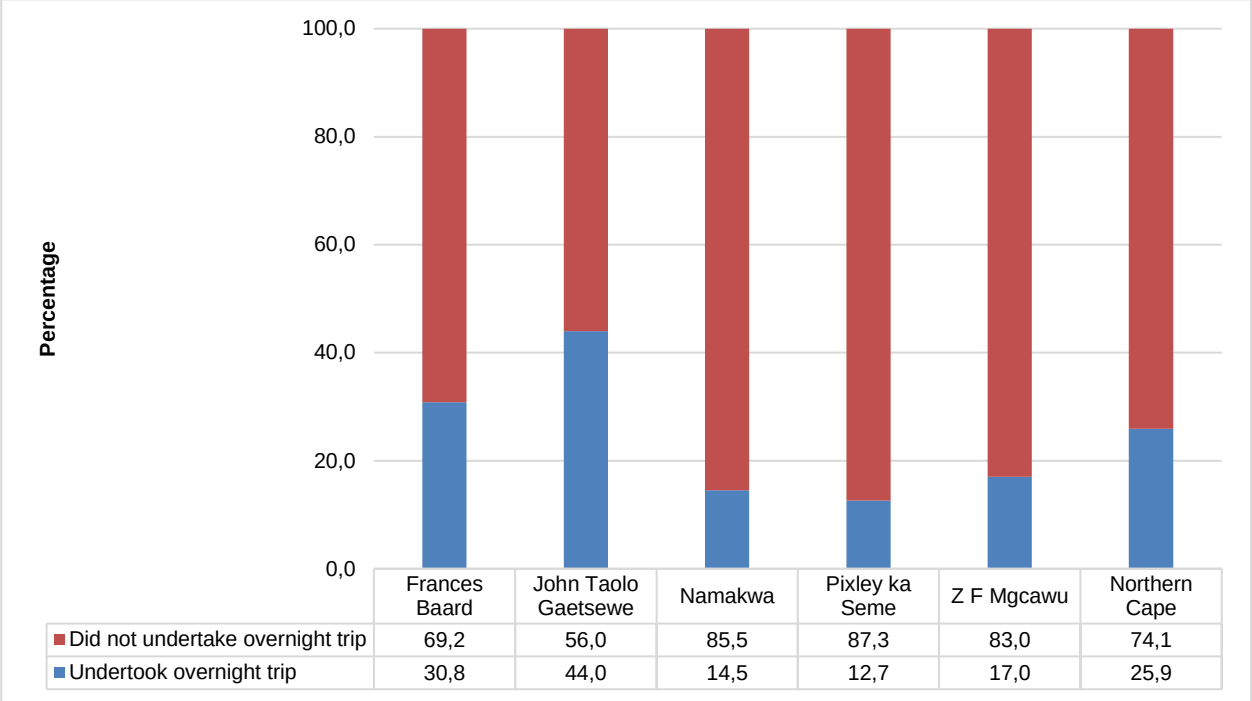


Figure 6.2 shows the percentage of individuals who took overnight trips. Provincially, slightly more than one in four persons undertook overnight trips, with those living in John Taolo Gaetsewe (44,0%) reporting the highest proportion, followed by Frances Baard at 30,8%.

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

Main purpose of trip	District municipality(per cent within district)					
	Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	Northern Cape
Visit friends/family/ancestral home	48,7	60,4	34,0	66,7	40,9	**52,3**
Leisure/holiday	9,5	5,9	20,8	1,2	18,3	**9,4**
Shopping	1,9	1,8	3,2	2,9	1,1	**1,9**
Sporting	2,0	0,7	1,3	0,3	2,5	**1,4**
Funeral	19,8	8,4	8,4	16,7	11,2	**13,6**
Medical	1,5	2,5	7,0	2,2	8,6	**3,2**
Government services (e*g* home affairs, etc*)	*	1,5	0,5	*	0,7	**0,7**
Looking for work	2,8	3,5	1,0	*	2,4	**2,6**
Wellness (e*g* spa, health farm, etc*)	*	0,4	0,1	0,2	*	**0,2**
Religious/cultural/traditional	9,6	9,4	2,1	3,5	5,4	**8,0**
Wedding	2,9	1,1	7,4	*	*	**2,0**
Other	1,4	4,4	14,3	6,4	9,0	**4,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

The totals used to calculate percentages excluded unspecified cases.

Table 6.5 shows that visiting a friend and/or family was the reason most commonly stated by persons located in Northern Cape for undertaking overnight trips. This is also the case in all the local municipalities within the province. The least common motivation for traveling in the Northern Cape province was wellness.

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

Mode of travel		Statistics (numbers in thousands)	District municipality					
			Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	Northern Cape
Public transport	Train	Number	*	*	*	*	*	*****
		Per cent	2,3	*	*	3,2	*	**1,1**
	Bus	Number	4	5	*	4	*	**17**
		Per cent	5,2	6,0	4,7	22,2	9,9	**7,4**
	Taxi	Number	23	34	4	4	4	**70**
		Per cent	27,4	40,3	25,2	22,9	13,4	**29,7**
Private transport	Car/truck driver	Number	17	18	5	*	7	**50**
		Per cent	19,9	21,3	29,6	14,7	24,5	**21,2**
	Car/truck passenger	Number	32	27	6	4	13	**82**
		Per cent	36,8	31,8	36,3	21,0	44,7	**34,7**
Aircraft		Number	*	*	*	*	*	*****
		Per cent	0,7	*	*	2,0	1,6	**0,6**
Other		Number	7	*	*	*	*	**12**
		Per cent	7,7	0,7	4,1	14,1	5,9	**5,2**
Total		**Number**	**86**	**84**	**16**	**19**	**30**	**235**
		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.
Percentages calculated within district municipalities.

Table 6.6 indicates that more than thirty percent of the persons (34,7%) in the Northern Cape used car/truck as passengers for travelling overnight to their destinations, which is also the case in all the local municipalities in this province, except in the Pixley ka Seme where taxis are the most commonly used transport (22,9%). Residents of Pixley ka Seme also had higher proportions of persons using buses for their trips at 22,2%.

6.4 Summary

In this section, other travel patterns were explored. Almost a third of the persons who were interviewed, had undertaken trips away from usual home/place of residence during the 12 months prior to the survey. John Taolo Gaetsewe had the highest proportion of those persons who undertook day trips. Most of those who undertook day trips indicated that they were visiting friends, family and/or ancestral home. Majority of those who undertook trips preferred using car/truck as passengers.

Frances Baard residents were most likely to undertake overnight trips, while Namakwa residents were the least likely to undertake overnight trips.

7. Households

7.1 Introduction

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

7.2 Socio-economic circumstances of households

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

Dwelling type	District municipality (per cent within district municipality)					
	Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	Northern Cape
2013						
Formal dwellings	87,0	79,1	98,6	82,3	77,6	83,9
Informal dwellings	12,8	10,9	0,4	16,4	22,4	13,8
Traditional dwellings	*	10,1	0,5	1,3	*	2,2
Other	0,2	*	0,6	*	*	0,1
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
2020						
Formal dwellings	81,8	77,0	91,1	88,6	72,0	**81,2**
Informal dwellings	18,2	14,5	7,9	11,4	27,1	**16,5**
Traditional dwellings	*	5,9	0,4	*	*	**1,5**
Other	*	2,5	0,7	*	0,9	**0,9**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 7.1 presents the dwelling type of households in the Northern Cape province. In 2020, 81,2% of households lived in the formal dwellings and 16,5% lived in the informal dwellings. The residents who lived in formal dwellings mostly tend to be in Namakwa (91,1%) followed by Pixley ka Seme (88,6%) and Frances Baard (81,8%).

Figure 7.1: Dwelling type of household, 2013 and 2020

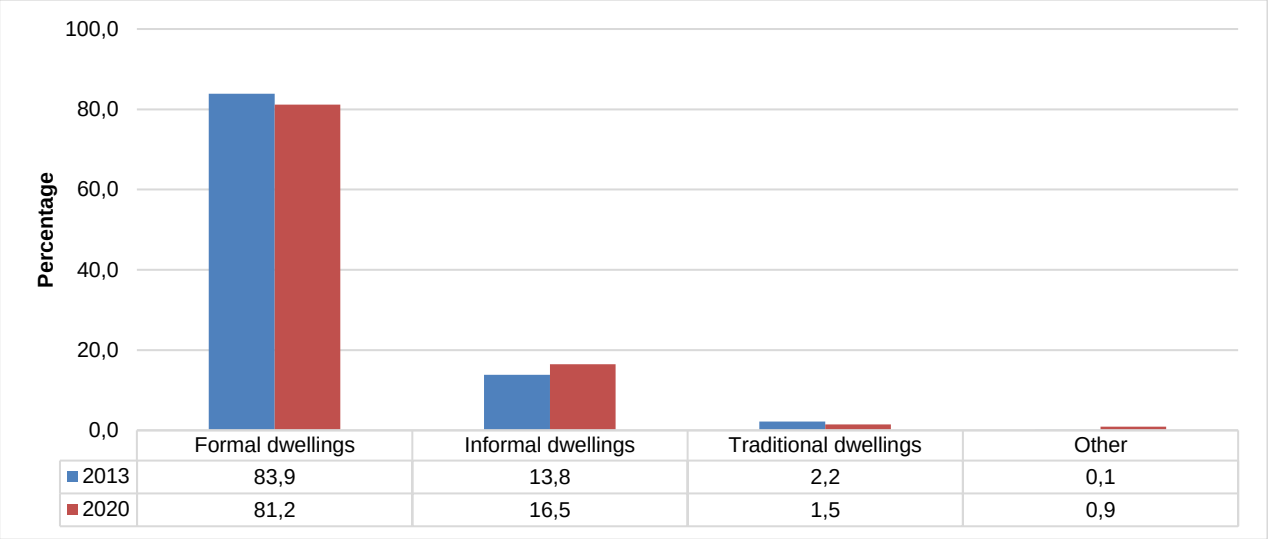


Figure 7.1 shows that in 2013, 83,9% of households lived in formal dwellings, which decreased to 81,2% in 2020. The percentage of households living in informal dwellings increased from 13,8% in 2013 to 16,5% in 2020. Furthermore, the percentage of households that lived in traditional dwellings dropped from 2,2% to 1,5%.

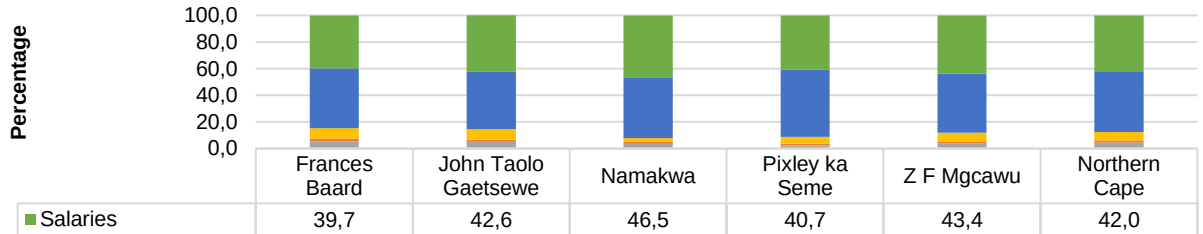
Table 7.2: Source of household income, by district municipality, 2020

Source of household income	District municipality (per cent within income source category)					
	Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	Northern Cape
Salaries	28,1	22,2	12,5	17,5	19,7	**100,0**
Income from business	38,4	28,1	8,5	4,9	20,1	**100,0**
Pensions	43,1	13,1	10,6	16,5	16,7	**100,0**
Grants	29,4	20,6	11,3	20,0	18,6	**100,0**
Remittances	34,6	26,8	4,9	14,3	19,4	**100,0**
Other income	24,7	26,5	12,2	36,6	*	**100,0**
Source of household income	**District municipality (per cent within district municipality)**					
	Frances Baard	**John Taolo Gaetsewe**	**Namakwa**	**Pixley ka Seme**	**ZF Mgcawu**	**Northern Cape**
Salaries	39,7	42,6	46,5	40,7	43,4	**42,0**
Income from business	4,9	4,9	2,8	1,0	4,0	**3,8**
Pensions	2,3	1,0	1,5	1,5	1,4	**1,6**
Grants	45,0	42,9	45,7	50,4	44,6	**45,5**
Remittances	7,5	7,9	2,8	5,1	6,5	**6,4**
Other income	0,5	0,8	0,7	1,3	*	**0,7**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Respondents could select more than one source of income.
Provincial comparisons have to be done with care due to boundary changes between 2013 and 2020.

Table 7.2 illustrates the main source of household income by district municipality. Most Northern Cape households received income from social grants (45,5%), while 42,0% benefited from salaries and wages. Concerning social grants and other income there were significant variations across the district municipalities. Households in Pixley ka Seme (50,4%) and Namakwa (45,7%) were most likely to benefit from social grants. Namakwa (46,5%) had the highest percentage of households who benefited from salaries and wages followed by ZF Mgcawu (43,4%). Slightly more than six per cent of Northern Cape households received income from remittances (6,4%) and 3,8% received income from business. A large dependence on income from remittances was found in John Taolo Gaetsewe (7,9%)and Frances Baard (7,5%). The majority of households who received income from pensions (43,1%), social grants (29,4%) and from salaries and wages (28,1%) lived in Frances Baard.

Figure 7.2: Main source of household income by district municipality, 2020

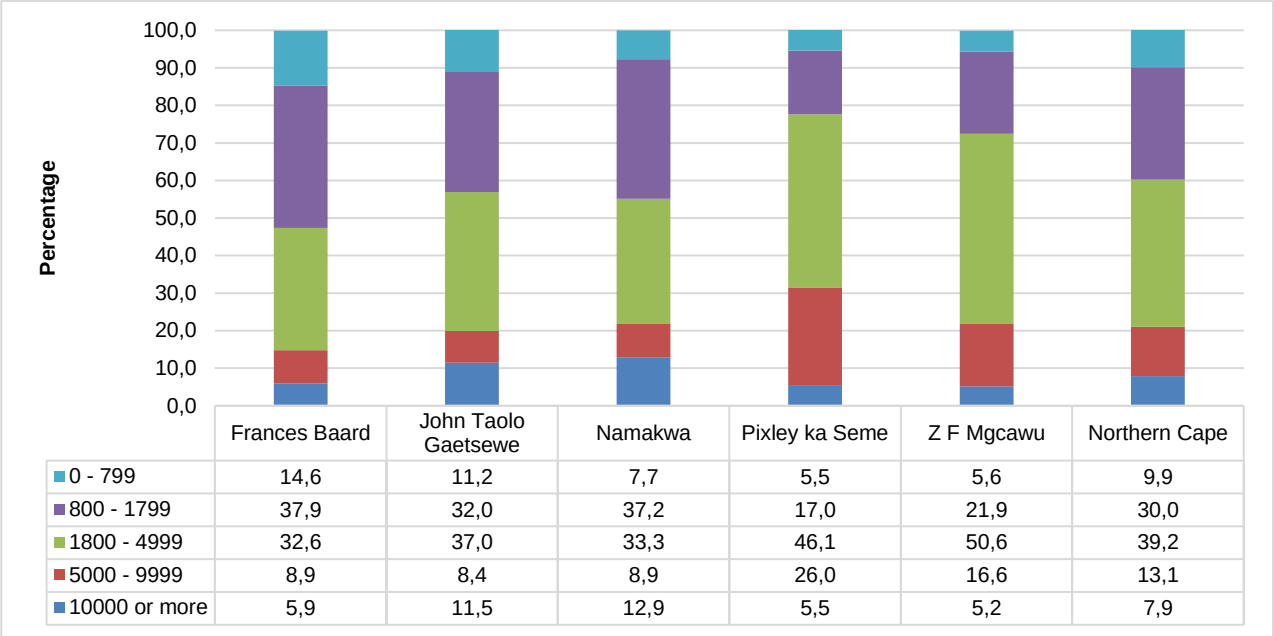


	Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	Z F Mgcawu	Northern Cape
Salaries	39,7	42,6	46,5	40,7	43,4	42,0
Grants	45,0	42,9	45,7	50,4	44,6	45,5
Remittances	7,5	7,9	2,8	5,1	6,5	6,4
Pensions	2,3	1,0	1,5	1,5	1,4	1,6
Income from business	4,9	4,9	2,8	1,0	4,0	3,8
Other income	0,5	0,8	0,7	1,3	0,0	0,7

Figure 7.2 shows the household's main source of income by district municipality. A large percentage of households received their main source of income from social grants (45,5%), followed by salaries and wages (42,0%) and remittances (6,4%).

Pixley ka Seme (50,4%) had the highest percentage of households who benefited from social grants followed by Namakwa (45,7%) and Frances Baard (45,0%). Nearly four per cent of Northern Cape households received their main income from business (3,8%).

Figure 7.3: Monthly household expenditure by district municipality, 2020



	Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	Z F Mgcawu	Northern Cape
0 - 799	14,6	11,2	7,7	5,5	5,6	9,9
800 - 1799	37,9	32,0	37,2	17,0	21,9	30,0
1800 - 4999	32,6	37,0	33,3	46,1	50,6	39,2
5000 - 9999	8,9	8,4	8,9	26,0	16,6	13,1
10000 or more	5,9	11,5	12,9	5,5	5,2	7,9

Figure 7.3 depicts monthly household expenditure patterns. Provincially, most of the households (49,9%) had a monthly expenditure of R1 799 or less, followed by 39,2% of those who spent between R1 800 and R4 999 monthly. Comparing the distribution of households who fall into the R1 799 and below category across the district municipalities, Frances Baard had the highest percentage of low-spending households (52,5%), followed by Namkwa (44,9%).Households spending R5 000 or more per month were primarily found in Pixley ka Seme (31,5%).

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

District municipality	Number of households who completed question (`000)	Monthly household expenditure on public transport (per cent within district municipality)							
		Nothing	R1–R100	R101–R200	R201–R300	R301–R500	R501–R1 000	R1 001 or more	Total
Frances Baard	99	21,3	24,3	27,6	10,5	7,1	6,8	2,4	**100,0**
John Taolo Gaetsewe	85	19,8	15,8	25,0	18,0	13,2	6,0	2,2	**100,0**
Namakwa	41	69,7	11,6	6,0	2,9	2,6	4,7	2,5	**100,0**
Pixley ka Seme	62	76,0	10,7	5,2	1,6	4,1	2,3	*	**100,0**
ZF Mgcawu	63	57,1	17,1	6,8	4,9	7,5	4,5	2,2	**100,0**
Northern Cape	**349**	**42,7**	**17,1**	**16,7**	**8,8**	**7,6**	**5,2**	**1,9**	**100,0**
Geographic location									
Urban	270	49,1	17,1	13,8	6,7	6,3	5,0	2,1	**100,0**
Rural	79	21,0	16,8	26,7	16,2	12,2	5,8	1,4	**100,0**

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

Table 7.3 illustrate the information regarding household expenditure on public transport by district municipality. About 42,7% of the households in the Northern Cape indicated that they do not use public transportation. In Frances Baard, 62,4% of the households spend R300 or less on public transport and only 2,4% with expenditure over R1,001 and more.

Those who live in the rural areas have the higher proportion of households who spend more that R500 on public transport (19,4%) when compared to the households in the urban areas (13,4%).

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

District municipality	Number of households who completed question (`000)	Monthly household expenditure on public transport (Percentage within district municipality)						
		R1–R100	R101–R200	R201–R300	R301–R500	R501–R1 000	R1 001 or more	Total
Frances Baard	19	2,9	6,4	2,4	45,9	27,8	14,5	**100,0**
John Taolo Gaetsewe	26	11,5	22,7	13,5	27,6	10,6	14,1	**100,0**
Namakwa	4	22,0	6,5	6,4	24,2	12,7	28,2	**100,0**
Pixley ka Seme	6	14,0	33,8	7,9	37,2	3,4	3,8	**100,0**
ZF Mgcawu	10	2,6	11,8	7,4	22,9	39,3	16,0	**100,0**
Northern Cape	**65**	**8,6**	**16,1**	**8,3**	**32,9**	**19,5**	**14,5**	**100,0**
Geographic location								
Urban	46	8,6	12,1	6,5	35,8	22,5	14,4	**100,0**
Rural	20	8,6	25,4	12,6	26,3	12,5	14,7	**100,0**

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

Just under a third (32,9%) of Northern Cape residents spend between R301 and R500 monthly when they travel to work using public transport, and the majority of them they live in Frances Baard (45,9%), followed by Pixley ka Seme (37,2%) and John Taolo Gaetsewe (27,6%). Table 7.4 also indicates that household members in the urban areas (63,0%) spend less than R500 per month when they travel to work using public transport which is a lower proportion when compared to the households in the rural areas (72,8%).

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

District municipality	Number of household who completed question (`000)	Monthly household expenditure on public transport (Percentage within district municipality)						
		R1 – R100	R101–R200	R201–R300	R301–R500	R501–R1 000	R1 001 or more	Total
Frances Baard	14	3,6	3,6	20,8	21,6	50,4	*	**100,0**
John Taolo Gaetsewe	18	4,8	28,6	18,9	27,0	16,8	3,8	**100,0**
Namakwa	*	44,8	28,4	19,3	7,4	*	*	**100,0**
Pixley ka Seme	7	4,1	27,7	37,3	5,9	25,0	*	**100,0**
ZF Mgcawu	6	1,9	1,8	32,6	33,1	25,3	5,2	**100,0**
Northern Cape	**46**	**5,9**	**17,4**	**23,9**	**22,3**	**28,3**	**2,1**	**100,0**
Geographic location								
Urban	29	6,5	13,2	22,8	22,3	34,7	0,6	**100,0**
Rural	17	5,0	24,9	25,9	22,3	17,1	4,8	**100,0**

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

Table 7.5 shows the monthly household expenditure of public transport trips to educational institutions by district municipality. About 28,3% of the household spent between R501 and R1,000 each month., A large proportion was found in Frances Baard (50,4), followed by ZF Mgcawu (25,3%) and Pixley ka Seme (25,0%). Rural areas had the highest proportion of households who spent R500 or less in each month on public transport (78,1%) when travelling to educational institutions compared to urban areas (64,8%).

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

District municipality	Number of bicycles (per cent across district municipalities, within Northern Cape)						
	0 bicycles		1-3 bicycles		3+ bicycles		
	Number (`000)	% within Northern Cape	Number (`000)	% within Northern Cape	Number (`000)	% within Northern Cape	Number (`000)
Namakwa	94	**28,2**	5	**26,9**	*	**39,2**	99
Pixley ka Seme	80	**24,2**	4	**23,1**	*	*	85
ZF Mgcawu	40	**12,0**	*	**12,5**	*	**60,8**	42
Frances Baard	60	**18,0**	2	**10,9**	*	*	62
John Taolo Gaetsewe	58	**17,6**	5	**26,5**	*	*	64
Northern Cape	**332**	**100,0**	**19**	**100,0**	*	**100,0**	**352**

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

Table 7.6 shows that about 19 000 of households in Northern Cape owned one to three bicycles. Those who owned three or less bicycles, Namakwa had the highest proportion of 26,9% then followed by John Taolo Gaetsewe and Pixley ka Seme with 26,5% and 23,1% respectively.

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

District municipality	Type of vehicles (per cent across district municipality, within Northern Cape)						
	Motorcycle	Company car/bakkie/ station wagon/4x4	Household car/bakkie/ station wagon/4x4	Relative/friend car/bakkie/ station wagon/4x4	Minibus/ Kombi	Truck	Other
Frances Baard	10,8	6,3	25,6	*	*	*	*
John Taolo Gaetsewe	1,8	15,0	26,9	59,0	43,7	58,7	28,9
Namakwa	17,9	30,8	17,4	7,0	15,6	*	*
Pixley ka Seme	66,4	33,1	7,5	1,0	*	*	33,4
ZF Mgcawu	3,1	14,7	22,7	33,0	40,8	41,3	37,7
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 district municipality)**						
	Motorcycle	**Company car/bakkie/ station wagon/4x4**	**Household car/bakkie/ station wagon/4x4**	**Relative/friend car/bakkie/ station wagon/4x4**	**Minibus/ Kombi**	**Truck**	**Other**
Frances Baard	1,5	3,2	95,3	*	*	*	*
John Taolo Gaetsewe	0,2	5,8	75,4	16,2	1,1	0,5	0,8
Namakwa	2,9	18,3	75,2	3,0	0,6	*	*
Pixley ka Seme	16,6	30,3	50,1	0,7	*	*	2,3
ZF Mgcawu	0,4	7,0	78,4	11,2	1,3	0,4	1,3
Northern Cape	**2,9**	**10,6**	**77,2**	**7,6**	**0,7**	**0,2**	**0,8**

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

Table 7.7 shows that in the Northern Cape province, 16,6% of households in Pixley ka Seme owned a motorcycle, while 33,1% of the households were using company car/bakkie /station wagon/4x4. With regards to the households owned car/bakkie/station wagon/4x4 within the district municipality, Frances Baard had the highest proportion of 95,3%.

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

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

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

	Travel time(per cent of households within facility category)				
Facility	**1–15 min**	**16–30 min**	**31–60 min**	**>60 min**	**Total**
Food or grocery shops	65,3	18,6	10,7	5,3	**100,0**
Other shops	33,9	30,8	21,9	13,3	**100,0**
Religious institution	55,6	26,1	7,6	10,6	**100,0**
Medical service	51,2	32,0	11,4	5,4	**100,0**
Post office	37,4	25,7	12,9	24,0	**100,0**
Welfare office	27,2	23,9	16,1	32,8	**100,0**
Police station	38,4	25,8	16,3	19,5	**100,0**
Municipal office	34,4	30,3	21,0	14,2	**100,0**
Home affairs	22,7	23,7	25,1	28,4	**100,0**
Library	30,1	20,2	8,7	41,1	**100,0**
Tribal authority	7,0	6,7	4,6	81,7	**100,0**
Financial services/banks	33,9	31,9	22,6	11,5	**100,0**

Total excludes unspecified cases.

Table 7.8 shows the travel to service and facilities by households. Most households who travelled to food or grocery shops (65,3%) travelled for 15 minutes or less, followed by those who travelled between 16 and 30 minutes (18,6%) and above 31 minutes (16,0%). A larger proportion of households travelled more than 60 minutes to reach tribal authorities (81,7%) and Library (41,1%).

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

Mode	Service/facility (per cent within service category)											
	Food or grocery shop	Other shop	Religious institution	Medical service	Post office	Welfare office	Police station	Municipal office	Home Affairs	Library	Tribal authority	Financial services/ bank
Walk	48,9	18,3	61,7	55,7	34,1	27,9	39,3	30,3	15,1	35,9	6,7	23,1
Train	*	*	*	*	0,0	*	*	*	*	*	*	*
Bus	1,5	1,6	0,1	1,1	1,0	1,5	1,3	1,3	1,7	1,4	1,2	1,7
Taxi	25,8	44,4	7,2	14,0	21,8	25,3	20,4	36,1	39,0	10,0	4,6	43,7
Car/bakkie/minibus	7,6	8,7	6,1	8,0	5,6	6,2	8,0	6,5	8,0	3,9	3,7	7,5
Car/bakkie passenger	15,0	18,9	14,9	16,8	15,2	10,6	12,9	15,4	14,7	8,7	3,2	17,1
Other modes	*	1,3	0,7	1,0	0,2	0,4	1,1	0,4	1,4	0,2	0,2	1,7
Do not need to get there	0,9	6,1	7,9	3,2	20,7	27,3	16,0	9,6	18,8	38,4	79,4	4,7
Cannot get there	0,4	0,7	1,3	0,2	1,2	0,8	1,0	0,5	1,2	1,4	1,0	0,3
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 7.9 summarises the mode of travel used to access services and public facilities. About 61,7% walked to a religious institution, followed by those who walked to a medical service and food or grocery shop with (55,7%) and (48,9%) respectively. Travelling by means of a taxi was prevalent among households who went to other shops (44,4%) and financial services/bank (43,7%).

7.4 Attitudes and perceptions about transport

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

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

Transport-related problems	District municipality (per cent within Northern Cape)					
	Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	Northern Cape
No transport problems	18,5	29,8	35,1	5,4	24,9	**21,5**
Poor condition of roads	5,5	12,6	4,1	13	5,0	**8,3**
Rude drivers	11,1	8,6	0,3	0,1	3,9	**6,1**
Overload	4,5	2,2	0,7	0,0	3,6	**2,6**
Congestion	1,0	0,9	0,3	*	0,5	**0,6**
Crime	1,8	0,7	*	4,1	1,2	**1,7**
Toll fees	*	*	0,3	*	*	**0,0**
Parking	0,3	*	*	*	0,7	**0,2**
Other	6,3	0,8	8,3	1,9	7,2	**4,7**
Taxi						
Taxis too expensive	12,0	9,0	12,1	6,7	18,2	**11,5**
Reckless driving by taxi drivers	12,9	5,1	1,0	0,2	7,0	**6,5**
No taxis at specific times	6,9	7,8	8,4	0,6	9,2	**6,5**
Taxis too far	2,1	3,3	0,6	0,3	1,1	**1,7**
No taxis available	0,9	5,1	8,6	10,5	4,0	**5,0**
Bus						
No buses available	8,0	6,6	11,2	38,5	11,3	**14,2**
No buses at specific times	0,9	3,2	6,2	2,1	*	**2,0**
Buses too far	0,5	0,4	1,2	0,2	*	**0,4**
Buses too expensive	0,2	0,7	1,6	1,9	1,2	**0,9**
Reckless driving by bus drivers	0,6	2,1	*	0,2	*	**0,7**
Train						
No trains available	4,2	0,6	*	9,5	0,6	**3,3**
Trains are not available	0,1	0,1	*	0,2	0,1	**0,1**
Trains too far	1,2	*	*	2,0	*	**0,7**
No trains at specific times	0,4	*	*	2,6	0,4	**0,6**
Trains too expensive	*	0,2	*	*	*	**0,0**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 7.10 presents the most important transport-related problems experienced by households. It should be noted that the question format enabled households to list two transport problems in their responses. About twenty-one percent (21,5%) indicated that they do not have transport related problems. No buses available (14,2%) was the most important transport-related problems experienced by households in the Northern Cape province, followed by taxis too expensive and poor conditions of roads with (11,5%) and (8,3%) respectively.

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

Factors influencing households choice of mode of travel	District municipality (per cent within district municipality)					
	Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	Northern Cape
Travel cost	25,8	10,4	6	15,2	3,4	**13,8**
Travel time	47,7	25,9	46,4	37,7	40,5	**39,2**
Flexibility	0,7	0,3	2,6	2,3	1,3	**1,9**
Reliability	2,3	0,4	*	2,7	0,8	**1,4**
Comfort	14,8	11,8	3,9	28	0,6	**12,5**
Distance from home to transport/accessibility	0,9	0,1	0,3	1,6	0,4	**0,7**
Safety from accidents	3,1	37,3	1,4	0,8	14,4	**12,7**
Security from crime	2,5	8,7	20,1	7,9	28,1	**11,7**
Drivers attitude	*	*	*	*	0,1	**0**
Timetable not available/ information inaccurate	2,1	2,3	12,8	0,4	3,5	**3,4**
Other	0,2	0,2	6,5	3,3	6,9	**2,7**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

Other include: Timetable not available/ information not accurate

According to Table 7.11, travel time (39,2%) was main significant factors influencing household's choice of mode of travel in the Northern Cape province. The households in Frances Baard (47,7%), Namakwa (46,4%) and ZF Mgcawu (40,5%) stated travel time as the main factor influencing their choice of mode of travel.

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

District municipality	Factors prioritised	% of households within the district municipality
Frances Baard	Travel cost	25,8
	Travel time	47,7
	Flexibility	14,8
John Taolo Gaetsewe	Travel cost	25,9
	Accessibility	37,3
	Flexibility	11,8
Namakwa	Travel cost	46,4
	Comfort	20,1
	Reliability	12,8
Pixley ka Seme	Travel cost	37,7
	Travel time	15,2
	Flexibility	28,0
ZF Mgcawu	Travel cost	40,5
	Accessibility	14,4
	Comfort	28,1
Northern Cape	**Travel cost**	**39,2**
	Travel time	**13,8**
	Accessibility	**12,7**
Geographic location		
Urban	Travel cost	42,2
	Travel time	14,2
	Flexibility	14,6
Rural	Travel cost	29,0
	Accessibility	34,7
	Travel time	12,6

Total used to calculate percentages excluded unspecified cases.

Table 7.12 illustrates the three most important factors influencing the household's choice of mode of travel. In the Northern Cape province, travel cost (39,2%), travel time (13,8%) and accessibility (12,7%) were the main factors to be taken into consideration when travelling within the province. The residents of urban (42,2%) and

rural (29,0%) areas indicated that travel cost was the main factor which influenced their decision on the choice of mode of travel.

Figure 7.4: Most important factors influencing household's choice of mode of travel, 2013 and 2020

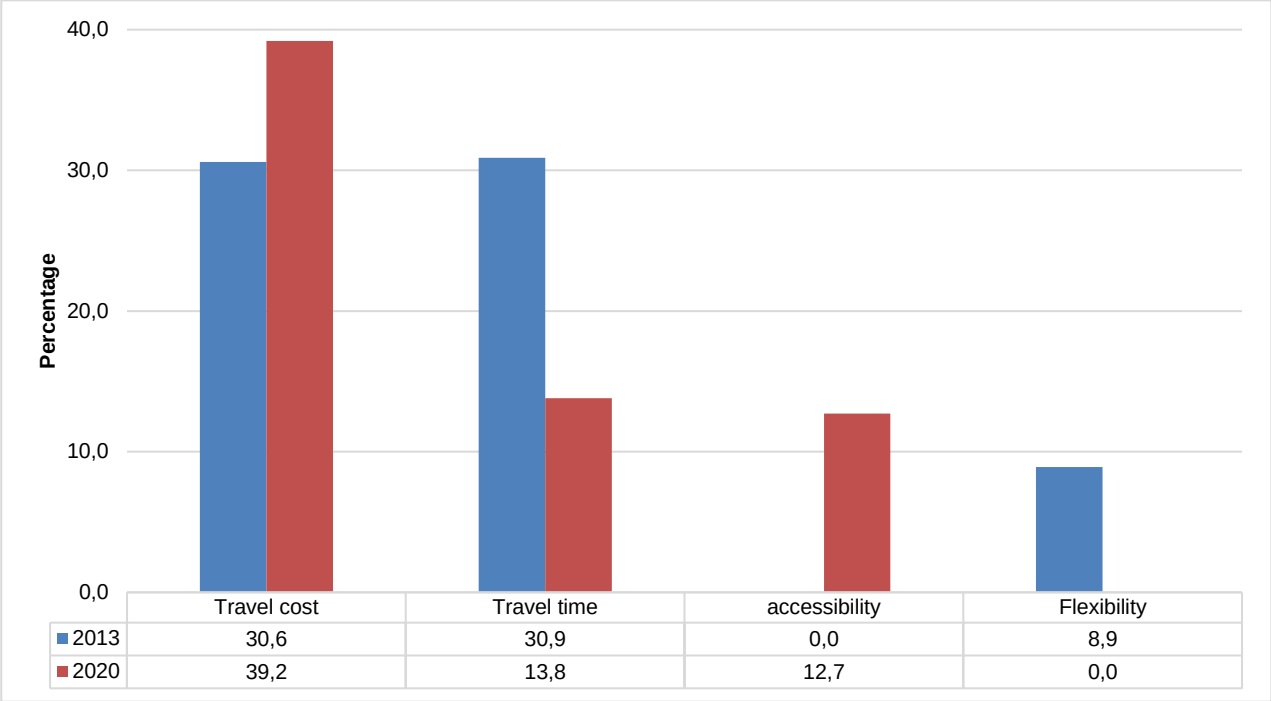


Figure 7.4 shows that travel cost and travel time remain the top two factors influencing the household's mode of travel. In 2013, 30,9% of households identified travel time as the biggest determinant of modal choice, followed by travel cost (30,6%). In 2020, similar patterns were observed in the travel cost and travel time influencing the travel mode of choice. However, accessibility was more important than flexibility in 2020.

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

Mode of travel	District municipality (per cent within district municipality)					
	Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	Northern Cape
Train	*	*	*	3,6	*	**0,6**
Bus	1,2	7,8	4,2	2,7	1,1	**3,4**
Taxi	76,8	62,4	23,5	21	47,7	**51,8**
Car/bakkie/truck driver	14,6	18,2	29,5	12,2	27,6	**19,2**
Car/bakkie/truck passenger	3,2	9,8	26,9	17,5	8,5	**11,1**
Walking all the way	4,2	1,5	11,8	42,6	14,2	**13,0**
Other	*	0,2	4,1	0,5	0,9	**0,8**
Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 7.13 shows the main modes of travel usually used by households by district municipality. In the Northern Cape province, taxi (51,8%) was the most used mode of travel by households, followed by car or bakkie or truck driver. Frances Baard (76,8%) had the highest proportion of households that used taxi as the main mode of travel, followed by John Taolo Gaetsewe (62,4%), ZF Mgcawu (47,7%).

Figure 7.5: Main mode of travel usual used by households by district municipality, 2013 and 2020

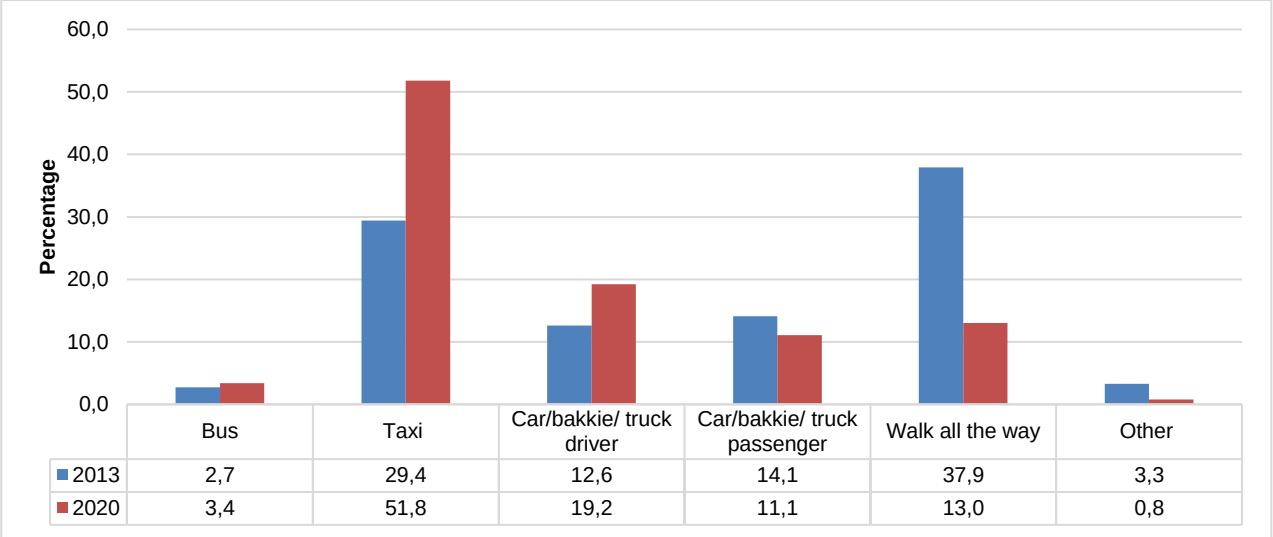


Figure 7.5 shows that between 2013 and 2020 the proportion of households who used taxis increased from 29,4% to 51,8%. Those households who used buses or a car as a driver showed an increase between 2013 and 2020. The proportion of households who walked all the way to their destination decreased from 37,9% in 2013 to 13,0% in 2020.

7.5 Household use of public transport at a glance

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

Location		Mode of travel(per cent within district municipality)		
		Taxis	Buses	Trains
Frances Baard	Number	82	*	*
	Per cent	97,5	2,5	*
John Taolo Gaetsewe	Number	33	11	*
	Per cent	73,7	23,7	2,6
Namakwa	Number	9	*	*
	Per cent	81,0	19,0	*
Pixley ka Seme	Number	12	*	*
	Per cent	98,0	2,0	*
ZF Mgcawu	Number	30	*	*
	Per cent	97,2	2,8	*
Northern Cape	**Number**	**166**	**16**	*****
	Per cent	**90,6**	**8,8**	**0,6**
Geographic region				
Urban	Number	131	7	*
	Per cent	94,2	4,9	0,8
Rural	Number	36	9	*
	Per cent	79,4	20,6	*

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

According to Table 7.14, taxis (90,6%) were the most used public transport in the province during the month preceding the survey followed by buses (8,8%). Households that used taxis as their main mode of travel resided in Pixley ka Seme (98,0%), followed by those in Frances Baard (97,5%) and ZF Mgcawu (97,2%). The lowest proportion of households that used taxis were found in John Taolo Gaetsewe (73,7%).

Buses were the second used public transport by residents of John Taolo Gaetsewe (23,7%) which had the largest proportion of users.

7.6 Use of minibus taxis

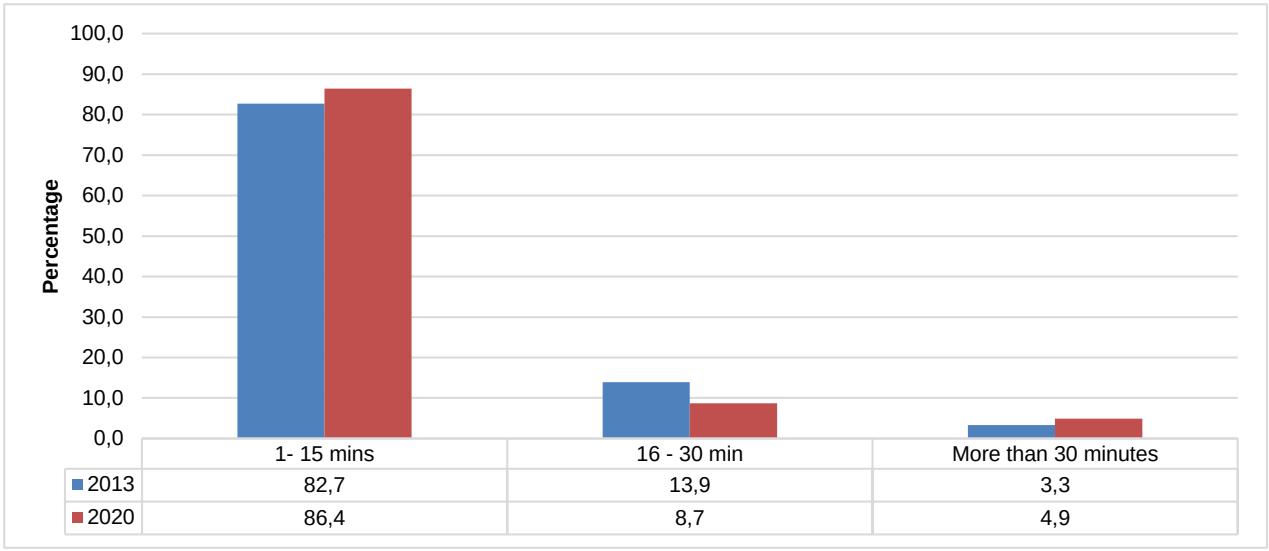
Table 7.15: Time taken to walk to the nearest taxi rank/route station by those who used taxis during the calendar month preceding the survey, 2020

District municipality	Time category (per cent within district municipality)				Total
	1- 15 min	16 - 30 min	31 - 60 min	> 60 min	
Frances Baard	91,2	4,7	3,1	1,1	**100,0**
John Taolo Gaetsewe	80,3	8,3	8,3	3,1	**100,0**
Namakwa	74,9	20,8	1,4	2,9	**100,0**
Pixley ka Seme	82,9	14,3	2,8	*	**100,0**
ZF Mgcawu	89,2	10,6	*	0,2	**100,0**
Northern Cape	**86,4**	**8,7**	**3,4**	**1,5**	**100,0**
Geographic location					
Urban	89,4	7,9	2,0	0,7	**100,0**
Rural	74,1	11,9	9,2	4,8	**100,0**

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

Table 7.15 illustrates the time taken to walk to the nearest taxi rank/route station by those who used taxis during the calendar month preceding the survey. More than 86,4% of taxi commuters walked 1 to 15 minutes to the nearest taxi rank/route station in the Northern Cape province, followed by those that walked 16 to 30 minutes (8,7%). Frances Baard (91,2%), followed by ZF Mgcawu (89,2%) and Pixley ka Seme (82,9%) had the highest proportion of taxi commuters who walked 1 to 15 minutes to the nearest taxi rank/route station. Households from the rural areas (4,8%) had the highest proportion of taxi commuters who walked more than 60 minutes to the nearest taxi rank/route station, as compared to the urban areas (0,7%).

Figure 7.6: Time taken to walk to the nearest taxi rank/route station by those who used taxis during the calendar month preceding the survey, 2013 and 2020



Households were asked to indicate the time it took them to walk to the nearest taxi rank/route from their dwelling unit. In 2020, most households walked for 15 minutes or less to their nearest taxi rank/route (86,4%). A further 8,7% of households walked 16–30 minutes. The percentage of households who only needed to walk 15 minutes or less to reach a taxi rank increased from 82,7% in 2013 to 86,4% in 2020. Similarly, the proportion of households who had to walk 30 minutes or more increased from 3,3% in 2013 to 5,9% in 2020.

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

Year	Percentage of non-users	District municipality (per cent within district municipality, all reasons combined)					
		Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	Northern Cape
	Not available	*	25,8	40,4	18,2	15,6	**23,9**
2013	Prefer bus	*	1,8	0,4	*	1,0	**0,7**
	Prefer private transport	*	19,5	9,8	12,1	20,7	**15,3**
	Can walk	*	21,2	38,9	20,7	19,0	**24,4**
	Don't travel much	*	7,8	4,4	19,8	13,3	**12,4**
	Reason relating to service attributes	*	21,8	5,8	28,6	25,9	**21,5**
	Other	*	2,1	0,2	0,6	4,5	**1,8**
	Total	*	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
2020	Not available	0,5	13,8	28,3	30,3	21,3	**20,3**
	Prefer train	3,0	*	*	*	*	**0,4**
	Prefer bus	0,6	0,6	0,9	0,3	*	**0,5**
	Prefer private transport	31,3	15,7	21,5	8,3	28,3	**18,4**
	Can walk	15,0	25,9	10,7	21,4	25,1	**21,1**
	Don't travel much	7,8	19,6	20,2	13,2	3,5	**13,7**
	Reasons relating to service attributes	31,6	23,4	14,6	21,8	15,0	**21,2**
	Other reasons	10,1	0,9	3,8	4,6	6,7	**4,4**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 7.16 summarises the main reasons buses were not used in 2013 and 2020 during the calendar month preceding the survey. In 2013, provincially, can walk and non-availability of buses were the top two main reasons cited for not using buses. The same picture was observed in 2020; provincially, can walk and non-availability of buses remained the top two main reasons cited for not using buses.

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

Indicator	Statistics ('000)	District municipality (per cent within district municipality)					
		Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	Northern Cape
Not available	Number	*	11	11	24	10	**57**
	Per cent	0,5	13,8	28,3	30,3	21,3	**20,3**
Prefer train	Number	*	*	*	*	*	*****
	Per cent	3,0	*	*	*	*	**0,4**
Prefer bus	Number	*	*	*	*	*	*****
	Per cent	0,6	0,6	0,9	0,3	*	**0,5**
Prefer private transport	Number	10	13	8	7	14	**51**
	Per cent	31,3	15,7	21,5	8,3	28,3	**18,4**
Can walk	Number	5	21	4	17	12	**59**
	Per cent	15,0	25,9	10,7	21,4	25,1	**21,1**
Do not travel much	Number	*	16	8	11	*	**38**
	Per cent	7,8	19,6	20,2	13,2	3,5	**13,7**
Reasons relating to service attributes	Number	10	19	6	18	7	**60**
	Per cent	31,6	23,4	14,6	21,8	15,0	**21,2**
Other	Number	*	*	*	4	*	**12**
	Per cent	10,1	0,9	3,8	4,6	6,7	**4,4**
Total	**Number**	**32**	**80**	**39**	**80**	**48**	**280**
	Per cent	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

Table 7.17 shows the reasons for not having used minibus taxis in the calendar month preceding the survey. Minibus taxi users in Pixley ka Seme (30,3%), Namakwa (28,3%) and ZF Mgcawu (21,3%) cited the unavailability of minibus taxis as their main reason for not using it. On the contrary, Frances Baard (31,6%), John Taolo Gaetsewe (23,4%) and Pixley ka Seme (21,8%) indicated that the main reason for not using minibus taxis was related to service attributes.

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

Attributes of the minibus taxi service	District municipality (per cent across district municipality)					
	Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	Northern Cape
The distance between the taxi rank/route and your home	46,9	28,8	2,4	1,9	20,1	**100,0**
The travel time by taxi	62,5	13,6	1,7	1,9	20,2	**100,0**
Security on the walk to/from the taxi rank	57,6	19,8	1,4	1,5	19,8	**100,0**
Security at the taxi rank	57,6	15,8	1,2	1,2	24,2	**100,0**
Security on the taxis	54,7	16,5	1,8	1,6	25,3	**100,0**
The level of crowding in the taxis	53,9	19,2	1,2	1,8	23,9	**100,0**
Safety from accident	55,2	20,3	1,6	0,2	22,7	**100,0**
The frequency of taxi during peak period	53,7	25,9	2,7	0,2	17,4	**100,0**
The frequency of taxi during off-peak period	65,2	20,1	1,9	0,3	12,5	**100,0**
The waiting time for taxi	54,3	18,3	3,4	3,3	20,7	**100,0**
The taxi fare	57,4	15,8	2,4	3,3	21,1	**100,0**
The facilities at the taxi rank, e.g. shelters	48,8	25,9	2,3	1,4	21,6	**100,0**
Roadworthiness of taxis	60,9	18,9	1,5	2,6	16,2	**100,0**
Behaviour of the taxi drivers towards passengers	61,1	20,3	1,6	2,0	15,0	**100,0**
The taxi service overall	56,4	22,4	1,2	1,0	19,0	**100,0**
Attributes of the minibus taxi service	**District municipality (per cent within district municipality)**					
	Frances Baard	**John Taolo Gaetsewe**	**Namakwa**	**Pixley ka Seme**	**ZF Mgcawu**	**Northern Cape**
The distance between the taxi rank/route and your home	20,0	37,7	10,0	7,7	22,1	**23,4**
The travel time by taxi	51,3	29,5	12,9	15,4	40,7	**37,2**
Security on the walk to/from the taxi rank	39,6	35,0	10,0	7,7	33,7	**32,2**
Security at the taxi rank	49,2	36,6	11,4	7,7	51,2	**40,3**
Security on the taxis	34,6	25,1	12,9	7,7	39,0	**29,5**
The level of crowding in the taxis	37,5	32,2	8,6	10,3	43,0	**33,1**
Safety from accident	37,1	36,1	10,0	2,6	41,9	**33,4**
The frequency of taxi during peak period	39,6	47,0	18,6	2,6	33,7	**35,9**
The frequency of taxi during off-peak period	41,7	32,8	12,9	2,6	21,5	**29,4**
The waiting time for taxi	42,1	35,0	25,7	15,4	39,5	**36,5**
The taxi fare	42,1	35,0	17,1	15,4	43,0	**36,5**
The facilities at the taxi rank, e.g. shelters	49,2	66,7	21,4	12,8	59,3	**51,4**
Roadworthiness of taxis	31,3	26,2	7,1	12,8	24,4	**24,9**
Behaviour of the taxi drivers towards passengers	49,2	35,0	12,9	10,3	31,4	**35,4**
The taxi service overall	40,8	37,7	8,6	5,1	34,9	**33,4**

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

Table 7.18 shows the dissatisfaction levels with minibus taxi services by province. The facilities at the taxi rank, e.g. shelters (51,4%), security at the taxi rank (40,3%), travel time by taxi (37,2%) and waiting time for taxi and taxi fare both at 36,5% were the attributes most likely to elicit dissatisfaction amongst users.

The distance between the taxi rank/route and the home was more prevalent in John Taolo Gaetsewe (37,7%) and ZF Mgcawu at 22,1%. Households who were not satisfied with taxi travel time were found more in Frances Baard (51,3%) and ZF Mgcawu (40,7%). The level of crowding in the taxis was primarily important in ZF Mgcawu with 43,0%.

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

Attributes of the minibus taxi service	Northern Cape (per cent within Northern Cape)	
	2013	2020
Dissatisfaction		
The facilities at the taxi rank, e.g. shelters	43,7	51,4
Security at the taxi rank	34,8	40,3
The travel time by taxi	28,7	37,2
The waiting time for taxi	38,0	36,5
The taxi fare	38,7	36,5
The frequency of taxi during peak period	29,5	35,9
Behaviour of the taxi drivers towards passengers	28,1	35,4
Safety from accident	23,5	33,4
The taxi service overall	24,5	33,4
The level of crowding in the taxis	25,6	33,1
Security on the walk to/from the taxi rank	31,2	32,2
Security on the taxis	30,2	29,5
The frequency of taxi during off-peak period	34,8	29,4
Roadworthiness of taxis	23,5	24,9
The distance between the taxi rank/route and your home	28,9	23,4

The totals used to calculate percentages excluded unspecified cases.

Table 7.19 shows the comparison of dissatisfaction level with minibus taxi services between 2013 and 2020. Facilities at the taxi rank remained the highest reason indicated for dissatisfaction with minibus taxi services. The proportion of households who indicated facilities at the taxi rank as the reason for dissatisfaction increased from 43,7% in 2013 to 51,4% in 2020, while the proportion of those who indicated taxi fare also decreased by 2,2% between 2013 and 2020. The taxi service overall as a reason for dissatisfaction showed a significant incline of 8,9 % between the two years.

7.7 Use of buses

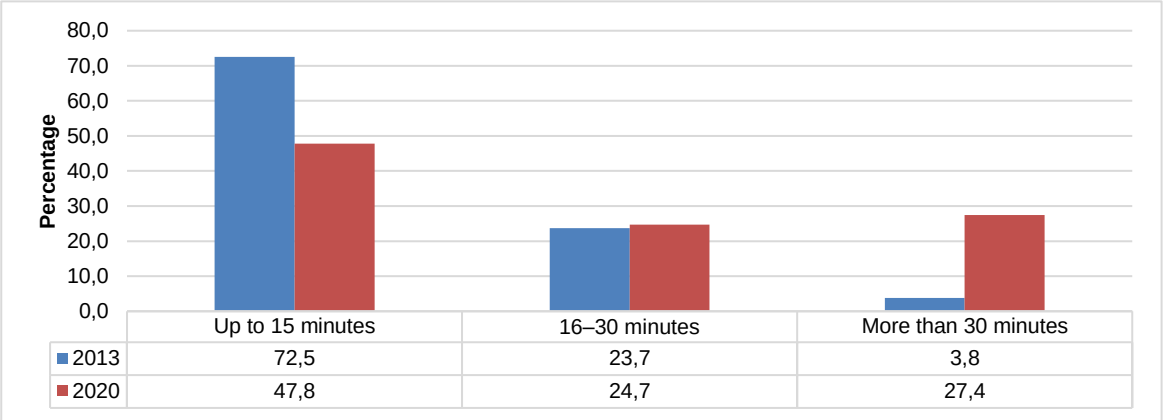
Table 7.20: Time taken to walk to the nearest bus stop/station by those who travelled by bus during the calendar month preceding the survey, 2020

District municipality	Time is taken to walk to the nearest bus stop/station (per cent within district municipality)				Total
	Up to 15 minutes	16–30 minutes	31–45 minutes	46–60 minutes	
Frances Baard	27,5	28,6	16,0	28,0	**100,0**
John Taolo Gaetsewe	87,1	12,4	*	0,5	**100,0**
Namakwa	73,1	26,9	*	*	**100,0**
Pixley ka Seme	27,2	42,0	17,8	13,0	**100,0**
ZF Mgcawu	100,0	*	*	*	**100,0**
Northern Cape	**47,8**	**24,7**	**10,3**	**17,1**	**100,0**

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

Table 7.20 illustrates the time taken to walk to the nearest bus stop/station by those who used buses. Less than half (47,8%) households in the Northern Cape province walked less than 15 minutes to the nearest bus stop/station. About a quarter (24,7%) of households mentioned that they walked between 16 to 30 minutes to the nearest bus stop/station, and the lowest percentage of households (10,3%) walked between 31 to 45. All the residents of ZF Mgcawu (100%,0) indicated that they walk for 15 minutes or less to the nearest bus stop/station.

Figure 7.7: Time taken to walk to the nearest bus stop/station by those who travelled by bus during the calendar month preceding the survey, 2013 and 2020



	Up to 15 minutes	16–30 minutes	More than 30 minutes
2013	72,5	23,7	3,8
2020	47,8	24,7	27,4

Households were asked to indicate the time it took them to walk to the nearest taxi rank/route from their dwelling unit. In 2013, most households walked for fifteen minutes or less to their nearest taxi rank/route (72,5%). A further 27,4% of households walked more than 30 minutes. The percentage of households who only needed to walk 15 minutes or less to reach a taxi rank decreased from 72,5% in 2013 to 47,8% in 2020. Similarly, the proportion of households who had to walk 30 minutes or more increased significantly from 3,8% in 2013 to 27,4% in 2020.

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

Year	Reasons	District municipality(per cent within district municipality, all reasons combined)					
		Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	Northern Cape
2013	Not available	*	51,5	88,1	62,9	92,0	71,0
	Prefer train	*	14,4	*	0,4	*	4,7
	Prefer private transport	*	4,4	4,3	7,3	2,2	4,4
	Can walk	*	3,4	2,2	3,1	4,6	3,5
	Don’t travel much	*	1,9	*	11,0	0,4	3,5
	Reason relating to service attributes	*	23,3	5,2	15,0	0,9	12,2
	Other	*	1,1	0,1	0,5	*	0,5
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**
2020	Not available	13,3	24,7	62,7	51,9	57,1	35,3
	Prefer taxi	19,3	15,8	4,5	0,2	13,1	12,7
	Prefer train	0,8	*	*	*	*	0,3
	Prefer private transport	8,1	14,0	13,1	6,3	11,8	10
	Can walk	4,7	12,7	3,9	7,3	12,7	8,2
	Don't travel much	18,8	5,5	8,3	20,3	0,9	12,1
	Reasons relating to service attributes	27,5	26,8	6,2	13,0	2,0	17,9
	Other	7,6	0,5	1,3	*	2,5	**3,5**
	Total	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**	**100,0**

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

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

Table 7.21 summarises the main reasons buses were not used in 2013 and 2020 during the calendar month preceding the survey. In 2013, provincially, non-availability of buses and reasons related to service attributes were the top two main reasons cited for not using buses. The same picture was observed in 2020; provincially, non-availability of buses and reasons related to service attributes remained the top two main reasons cited for not using buses.

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

Attributes of the bus service	District municipality (per cent across district municipality)					
	Frances Baard	John Taolo Gaetsewe	Namakwa	Pixley ka Seme	ZF Mgcawu	Northern Cape
The distance between the bus stop and your home	11,7	63,9	12,6	11,8	*	**100,0**
The travel time by bus	17,7	74,2	8,1	*	*	**100,0**
Security on the walk to/from the bus stop	28,9	56,0	15,1	*	*	**100,0**
Security at the bus stop	25,2	57,8	17,0	*	*	**100,0**
Security on the buses	12,5	70,8	7,1	*	9,5	**100,0**
The level of crowding in the bus	41,2	36,1	22,7	*	*	**100,0**
Safety from accidents	21,0	56,3	22,7	*	*	**100,0**
The frequency of buses during peak period	16,4	67,1	11,8	4,7	*	**100,0**
The frequency of buses during off-peak period	17,7	54,5	20,6	5,2	2,0	**100,0**
The punctuality of buses	6,4	52,5	27,5	13,5	*	**100,0**
The bus fares	19,4	69,3	3,0	*	8,4	**100,0**
The facilities at the bus stop, e*g* toilets, offices	18,8	62,3	11,6	2,6	4,7	**100,0**
Behaviour of the bus drivers towards passengers	9,5	85,1	5,5	*	*	**100,0**
The bus service overall	34,2	53,6	12,2	*	*	**100,0**
Availability of information	16,5	64,9	7,9	*	10,7	**100,0**
Attributes of the bus service	**District municipality (per cent within district municipality)**					
	Frances Baard	**John Taolo Gaetsewe**	**Namakwa**	**Pixley ka Seme**	**ZF Mgcawu**	**Northern Cape**
The distance between the bus stop and your home	10,0	17,0	18,8	100,0	*	**16,9**
The travel time by bus	30,0	32,1	18,8	*	*	**27,7**
Security on the walk to/from the bus stop	30,0	17,0	25,0	*	*	**19,3**
Security at the bus stop	60,0	22,6	31,3	*	*	**27,7**
Security on the buses	30,0	24,5	18,8	*	33,3	**24,1**
The level of crowding in the bus	40,0	3,8	25,0	*	*	**12,0**
Safety from accidents	30,0	11,3	25,0	*	*	**15,7**
The frequency of buses during peak period	40,0	39,6	31,3	100,0	*	**37,3**
The frequency of buses during off-peak period	40,0	30,2	50,0	100,0	33,3	**36,1**
The punctuality of buses	20,0	9,4	31,3	100,0	*	**15,7**
The bus fares	40,0	34,0	12,5	*	33,3	**30,1**
The facilities at the bus stop, e*g* toilets, offices	80,0	66,0	56,3	100,0	66,7	**66,3**
Behaviour of the bus drivers towards passengers	20,0	17,0	12,5	*	*	**15,7**
Availability of information	50,0	18,9	18,8	*	*	**21,7**
The bus service overall	30,0	28,3	18,8	*	66,7	**27,7**

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

Table 7.22 shows that 66,3% of households in the Northern Cape province were dissatisfied with the facilities at the bus stop, e.g. toilets, offices. 37,3% of households mentioned that the frequency of buses during peak period as the second main factor of contributing to their dissatisfaction levels followed by bus fares at 36,1%. All households in Pixley ka Seme indicated that the facilities at the bus stop, e.g. toilets, offices were their biggest concern followed by in Frances Baard (80,0%) and John ZF Mgcawu (66,7%).

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

Attributes of the bus service	Northern Cape (per cent within Northern Cape)	
	2013	2020
Dissatisfaction		
The facilities at the bus stop, e.g. toilets, offices	32,4	66,3
The frequency of buses during peak period	12,9	37,3
The frequency of buses during off-peak period	14,0	36,1
The bus fares	10,6	30,1
The travel time by bus	21,4	27,7
Security at the bus stop	23,6	27,7
The bus service overall	11,2	27,7
Security on the buses	20,4	24,1
Availability of information	9,6	21,7
Security on the walk to/from the bus stop	20,6	19,3
The distance between the bus stop and your home	25,7	16,9
Safety from accidents	13,5	15,7
The punctuality of buses	12,7	15,7
Behaviour of the bus drivers towards passengers	7,3	15,7
The level of crowding in the bus	20,0	12,0

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

Table 7.19 shows the comparison of dissatisfaction levels with bus services between 2013 and 2020. Facilities at the bus stop remained the highest reason indicated. The proportion of households who indicated facilities at the bus as the reason for dissatisfaction increased significantly from 32,4% in 2013 to 66,3% in 2020, while the proportion of those who indicated the frequency of buses during peak period also increased by 22,4% between 2013 and 2020. Dissatisfaction with bus fare also experienced a substation increase of 19,5% between 2013 and 2020. The bus service overall as a reason for dissatisfaction showed a significant incline of 16,5 % between the two years.

8. Technical notes

8.1 Survey requirements and design

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

8.2 Sample design

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

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

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

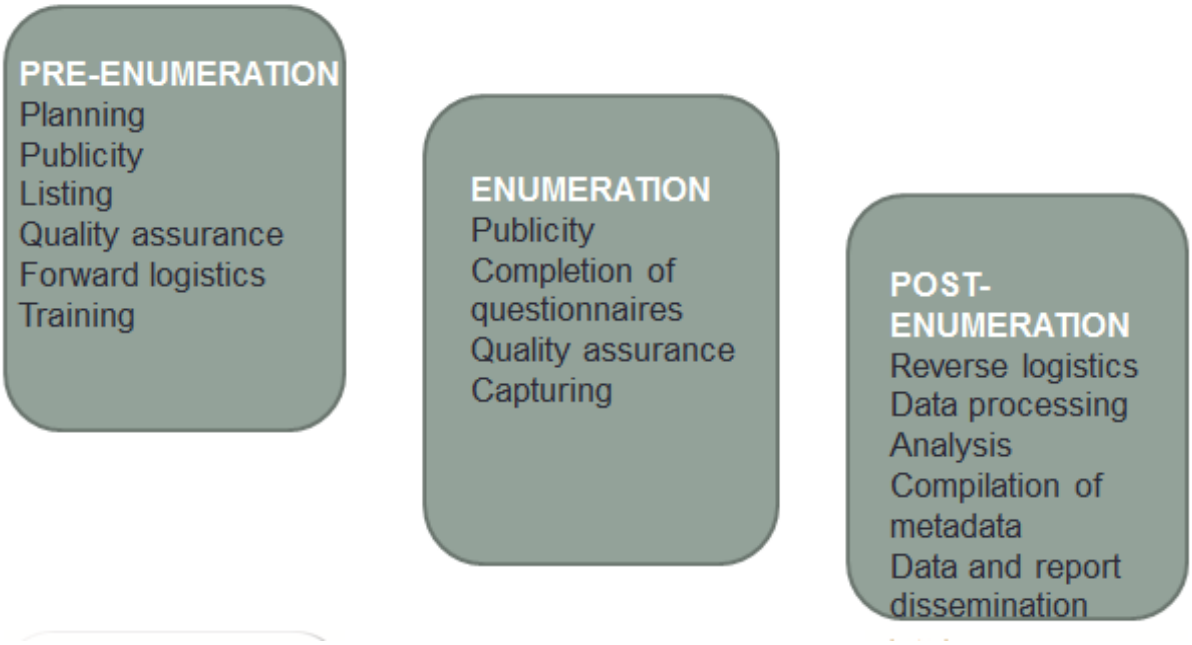
Table 8.1: Sample distribution by province

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

8.3 Data collection

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

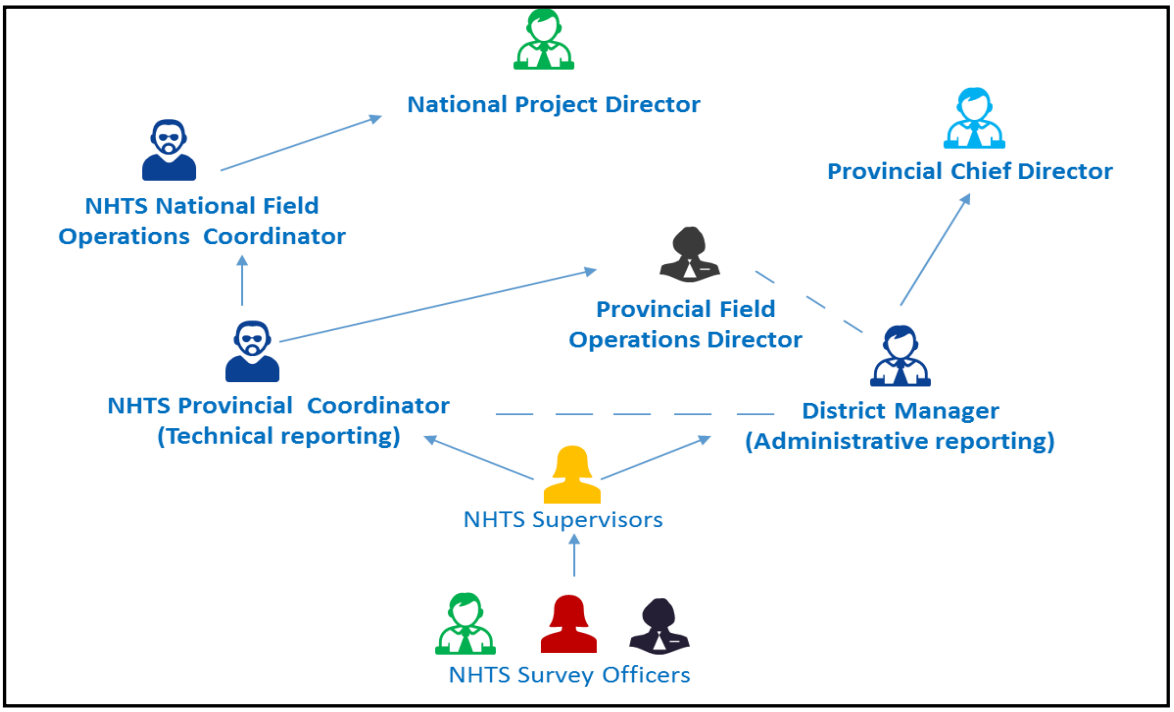
Figure 8.1: Phases of data collection



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

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

Figure 8.2: Functional field operations structure for the NHTS 2020



8.4 Questionnaire

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

Table 8.2: The structure of the NHTS 2020 questionnaire

Section	Number of questions 2020	Details of each section
Cover page	16	Household information, response details, field staff information, result codes, etc.
Person information	17	Demographic information (name, sex, age, population group, etc.)
Part 01: Individual Respondent		
Section 1	5	General health and functioning, social grants and social relief (5 years and older)
Section 2	6	General travel patterns
Section 3	20	Education and education-related travel patterns
Section 4	34	Work-related travel patterns (ask people aged 15 years and above)
Section 5	5	Business trips
Section 6	12	Other travel patterns
Part 02: Household		
Section 7	12	General household information
Section 8	20	Household attitudes and perceptions about transport
Survey Officer Questions	5	Survey officer to answer questions
All sections	**305**	

8.5 Response rate

Table 8.3: Response rates per province, NHTS 2020

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

8.6 Editing and imputation

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

8.7 Construction of household and individual sample weights

The final step in processing survey data is the assignment of sample weights to each survey record respectively, for the NHTS 2020 this is done at person and household level. The weighting process involves several steps, which are described in this report. Each record has an initial base weight that corresponds to the inverse of the probability of selection. Adjustments are made to the base weight to account for non-coverage of very small census enumeration areas (EAs) that were excluded at the design phase and unit non-

response at primary sampling unit (PSU) level. The extreme adjusted base weights are trimmed to limit the variation in the weights and thereby dampening large variances in the survey estimates. In the final weighting step the trimmed adjusted base weights are adjusted such that the respective aggregate totals match with independently derived population and household estimates for various age, race and gender groups at national, provincial and metropolitan areas for the person and household level weights. One feature of the person level weighting process is the 'Integrated Household Weighting' approach that assigns all person records within a household the same weight.

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

8.8 Estimation

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

8.9 Limitations of the surveys

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

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

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

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

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

8.10 Comparability with previous surveys

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

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

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

8.11 Glossary

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

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

Concept	Definition
Household	A household is defined as a person, or group of persons, who has occupied a common dwelling unit (or part of it) for **at least four nights in a week** on average during the past four weeks prior to the survey interview. **This is described as the '4x4' (four-by-four) rule.** Basically, **they live together and share resources as a unit.** Other explanatory phrases can be 'eating from the same pot' and 'cook and eat together'. Persons who occupy the same dwelling unit but **do not share** food or other essentials, are regarded as **separate households.** For example, people who share a dwelling unit, but buy food separately, and generally provide for themselves separately, are regarded as separate households within the same dwelling unit. **Conversely, a household may occupy more than one structure. If persons on a plot, stand or yard eat together but sleep in separate structures (e.g. a room at the back of the house for single young male members of a family), all these persons should be regarded as one household.**
Household head/Acting household head	The head of the household is the person identified by the household as the head of that household and must (by definition of 'household') be a member of the household. If there is difficulty in identifying the head, the head must be selected in order of precedence as the person who either: • Owns the household accommodation, • Is responsible for the rent of the household accommodation, • Has the household accommodation as an allowance (entitlement), etc. • Has the household accommodation by virtue of some relationship to the owner, lessee, etc. who is not in the household, or • Makes the most decisions in the household. If two or more persons have equal claim to be head of the household, or if people state that they are joint heads or that the household has no head, **then denote the eldest as the head.** Remember that the person who responds may not necessarily be the head of the household. You must ask the respondent who the head of the household is, and record it as that given to you. If the head of the household is an absentee head, i.e. does not reside at the dwelling unit for at least four nights a week, the acting head of the household (as indicated by the respondent) should be recorded as such on page 1 (Question A) of the questionnaire. If only children are found in a household (child-headed household), interview the eldest or the one taking responsibility.
Household members	Household members include all those that reside at the property for at least four nights a week. Do not include domestic workers as part of the household unless they are paid in kind.
Informal dwelling	A makeshift structure not erected according to approved architectural plans, for example, shacks.
Informal settlements	Informal settlements or 'squatter camps' usually occur on land that has not been proclaimed as residential. One or more structures are usually constructed on land, with or without the consent of the owner or person in charge of the land. These settlements are usually found on the outskirts of towns or in pockets inside towns, along railway lines and roads. They are also found in townships and in tribal areas, but in the latter case such settlements may have been classified as tribal.
Institutions	Institutions are communal places of residence for people with a common characteristic, such as a hospital, school hostel, prison, defence force barracks or convent. Such sets of living quarters usually have certain common facilities shared by the occupants, i.e. baths, lounges, dormitories, etc.

Concept	Definition
IRT bus	Integrated Rapid Transit system bus.
Learner	A person who regularly attends a pre-school institution, a school, a college, a technikon or any other tertiary education or training institution.
Licence codes	A1 = Small motorbike A = Big motorbike B = Light motor vehicle (LMV) C = Heavy motor vehicle (HMV) Rigid 16000 kg>= C1 = HMV, 3 500 kg up to 16 000 kg EC1 = Heavy duty vehicle EC = Extra - heavy duty EB = LMV with trailer exceeding 750 kg
Main destination	The place that was visited in order to accomplish the main purpose of the trip.
Main mode of travel	The main mode of travel is the highest mode of travel used in the following hierarchy of travel modes: 1. Train 2. Bus 3. Taxi 4. Car driver 5. Car passenger 6. Walking all the way 7. Other
Main purpose of trip	This is the purpose in the absence of which the trip would not have been made to the given destination or such destination would not have been visited. A travel party, that is, a group of people making a trip together, has by convention only one main purpose for the trip. E.g. a person accompanying his/her spouse on a business trip, but the main purpose still being business.
Metered taxi	A sedan, a cab or minibus which contains a meter which enables the operator to charge a passenger a rate per kilometre travelled.
Metropolitan	Covers the six metropolitan municipalities defined by the Municipal Structures Act, namely the entire jurisdictions of Cape Town, Ekurhuleni, eThekwini, Nelson Mandela Bay, Buffalo City, Mangaung, Johannesburg and Tshwane.
Minibus-taxi	A 10- to 16-seater vehicle which operates an unscheduled public transport service for reward. Most minibus-taxis operate to or from a rank.
Mode of travel	Type/means of transport used for travel purposes. This includes non-motorised transport, e.g. walking all the way, cycling or animal-drawn vehicles.

Concept	Definition
Multiple household	Multiple households occur when two or more households live in one sampled dwelling unit. **Note: If there are two or more households in the selected dwelling unit and they do not share resources, all households are to be interviewed**. The dwelling unit as a whole has been given one chance of selection, and all households located there must be interviewed. **Note**: A separate set of forms must be completed for each household. The cover of the questionnaire requires you to record each household separately. If some members of the selected dwelling unit have moved out of the main dwelling to occupy the backroom within the same yard and no longer share resources with occupants of the selected dwelling, **they should be enumerated as a separate (extra) household, provided the dwelling they are occupying is not listed separately, i.e. given a chance of selection.** It is also important to first confirm through the listing that other dwellings that form part of the sampled dwelling have not been listed separately.
Non-motorised transport	Any mode of travel without a motor to provide the motive force for the movement of the vehicle.
Overnight trip	A trip where one night or more is spent away from the dwelling unit. Focus was on trips 20 km or more away from the usual place of residence.
Private transport	All forms of motorised transport which were used by individuals in travel modes other than public transport. Thus private transport includes car drivers, car passengers and company vehicles.
Public transport	All transport services for which passengers made payment, including trains, buses and taxis.
Recreational land	This is land that is usually used for entertainment purposes. It includes state parks, golf courses, caravan parks, nature reserves, forest areas, state land, public entertainment areas, parks and botanical gardens.
Respondents	This is a person (or persons) responding to questions in the selected dwelling unit. The person should be a member (members) of the household and be in a position to answer the questions. This will preferably be any responsible adult. If you find only children in a household (child-headed household), interview the eldest or the one taking responsibility.
Responsible adult	If the household head is not available for interview, it is possible to speak to another responsible adult in the household.
Rural	A geographic classification based on the Census 2001 classification. In this case the settlement type is associated with commercial farming areas (rural formal) and land designated as tribal or traditional.
Sedan taxi	An unmetered two- or four-door sedan car, which offers a public transport service to paying customers, often as a feeder or distributor service to trains, buses and minibus-taxis.
Sketch map	A sketch map is a hand-drawn map of an area. It is usually constructed in a relatively short time and with the aid of simple tools. Sketch maps do not possess the high order of accuracy contained in topographic maps.

Concept	Definition
Special dwellings	Special dwellings (SDs) are dwellings or structures not privately occupied by a household but rather meant for individuals with one or more common characteristics. Occupants are usually provided with communal meals served from a common kitchen. Other facilities such as bathrooms and laundries are also shared. These dwellings include institutions such as hospitals, prisons, homes for special care citizens (e.g. aged, disabled, juvenile offenders, etc.), boarding schools and some workers' hostels. They are sometimes called *non-private dwellings*. SDs can constitute one complete EA, but are often found in mixed EAs. *Examples of special dwellings:* Hotels, motels — applies only to the guests Hospitals/nursing homes — applies only to the patients or nurses Prisons/reformatories — applies only to the inmates Old-age homes — applies only to the aged Retirement villages — applies only to those in frail care Boarding schools — applies only to the students
Traditional dwelling	A dwelling made of clay, mud, reeds or other locally available materials. This is a general term, which includes huts, rondavels, etc. Such dwellings can be found as single units or in clusters.
Transfer	A movement from one mode to another or from one vehicle to another, if the transfer is between one train and another or any similar movement.
Transport Analysis Zone	Transport analysis zones are small area subdivisions that serve as the smallest geographic basis for travel demand model forecasting systems.
Travel day	One randomly selected day of the week for which the detailed travel patterns of household members will be recorded.
Travel time	Time between departure from home and arrival at the destination, in other words the door-to-door travel time.
Tribal or traditional settlements	This is communally owned land under the jurisdiction of a traditional leader. The appearance and organisation of villages in tribal areas varies in different parts of the country. Tribal authorities are found in tribal settlements.
Trip	A one-way movement from an origin to a destination, to fulfil a specific purpose or undertake an activity.
Unoccupied dwelling	A dwelling whose inhabitants are absent at the time of enumeration, e.g. on holiday or migrant workers.
Urban	All areas classified as urban formal or urban informal according to the Census 2001 geographic classification. It excludes areas classified as metropolitan by the Municipal Demarcation Board as per the 2011 classification.
Urban settlements	Urban settlements (formal) occur on land that has been proclaimed as residential. A formal urban settlement is usually structured and organised. Plots or erven make up a formal and permanent arrangement. A local council or district council controls development in these areas. Services such as water, sewage, electricity and refuse removal are provided; roads are formally planned and maintained by the council. This includes suburbs and townships.

Concept	Definition
Vacant dwelling	A dwelling that is uninhabited, i.e. no sign that anyone lives there.
Vacant stand	A stand, fenced or unfenced, which has no observable structure erected on it.
Vacation trip	Day/overnight trips taken for the purpose of holiday or leisure. Also consider 20 km or more away from household.
Worker	In the case of the NHTS, this term applies to any person who works. No distinction is made between occupational categories or classes.
Workers' hostel	There are many workers' hostels in South Africa and some are quite large. If the hostel has separate rooms for families who cater for themselves, then these rooms are listed separately and are to be treated the same as private dwelling units. If the rooms or dormitories are mostly for single people and they eat in a common place, then they are treated as parts of special dwellings, i.e. the beds are listed individually. Some hostels have been partly converted for self-catering families and the other part remains a centrally catered single hostel. In these cases the different parts will have to be treated differently; the self-catering part as dwelling units and the centrally catered part as a special dwelling.